



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

May 18, 2018

Information Reports

- [2018-INFO-73](#) Commissioner of Works – re: Update on the Transition of Diversion Programs under the Waste-Free Ontario Act
- [2018-INFO-74](#) Commissioner of Works – re: Update on the Provincial Food and Organic Waste Framework
- [2018-INFO-75](#) Commissioner of Works – re: Update on the Status of the Transition to Full Extended Producer Responsibility for the Blue Box Program and Impacts of China’s National Sword Campaign on the Blue Box Program
- [2018-INFO-76](#) Acting Commissioner of Finance – re: The 2017 Distinguished Budget Presentation Award from the Government Finance Officers Association (GFOA) of the United States and Canada
- [2018-INFO-77](#) Commissioner of Social Services – re: Children’s Services Division 4th Quarter Statistical Report
- [2018-INFO-78](#) Commissioner of Social Services – re: Children’s Services Division 1st Quarter Statistical Report
- [2018-INFO-79](#) Commissioner of Works and Commissioner of Planning and Economic Development – re: Status Report on Water Quality in Private Wells in the Range Road/Ontoro Boulevard Area, in the Town of Ajax
- [2018-INFO-80](#) Director of Corporate Services - Legal Services – re: Petition - Range Road/Ontoro Boulevard Area Construction of Watermain
- [2018-INFO-81](#) Chief Administrative Officer - re: Region’s Submission to the Canadian Nuclear Safety Commission on the proposed relicensing of the Pickering Nuclear Generating Station from 2018 to 2028
- [2018-INFO-82](#) Commissioner of Planning and Economic Development – re: Economic Development E-Newsletter – Q1 May 2018
- [2018-INFO-83](#) Commissioner of Planning and Economic Development – re: Durham Tourism Sales Mission to the 2018 American Bus Association Annual Meeting and Marketplace Conference

[2018-INFO-84](#) Commissioner of Planning and Economic Development – re: Investment Attraction Successes

Early Release Reports

[2018-COW-**](#) Commissioner of Planning and Economic Development – re: Decision Meeting Report Proposed Regional Official Plan Amendment – Implementation of Key Transportation Network Changes Recommended in the Transportation Master Plan, File: OPA 2018-002

Early release reports will be considered at the June 6, 2018 Committee of the Whole meeting.

Staff Correspondence

1. [Memorandum from Gerri Lynn O'Connor, Regional Chair and CEO](#) – re: Support for the Quarter Horse Racing Industry and Related Businesses in Durham Region
2. [Memorandum from Dr. Hugh Drouin, Commissioner of Social Services](#) – re: Aboriginal Big Drum Celebration in Honour of National Aboriginal Day – June 9, 2018

Durham Municipalities Correspondence

1. [Township of Scugog](#) – re: Resolution passed at their regular General Purpose and Administration Committee meeting held on May 7, 2018, regarding Building Permit Activity Review 2017
2. [Township of Uxbridge](#) – re: Resolution passed at their Council meeting held on April 23, 2018, regarding the Region of Durham Affordable and Seniors' Housing Task Force – Championing Affordable Rental and Seniors' Housing Across Durham Report
3. [Municipality of Clarington](#) – re: Resolution passed at their Council meeting held on April 30, 2018, regarding Soper Hills Secondary Plan Study – Terms of Reference

Other Municipalities Correspondence/Resolutions

1. [Municipality of East Ferris](#) – re: Resolution passed at their Council meeting held on May 8, 2018, regarding Bill 16, Respecting Municipal Authority over Landfilling Sites Act

Miscellaneous Correspondence

1. [Dianne Saxe, Environmental Commissioner of Ontario](#) – re: Environment, Energy and Climate Resources for Municipalities. (A copy of the following documents are retained on file in the Office of the Regional Clerk - Legislative Services Division: Making Connections - Straight Talk About Electricity in Ontario Summary; Making Connections - Straight Talk About Electricity in Ontario: 2018 Energy Conservation Progress Report, Volume One; Ontario's Climate Act - From Plan to Progress: Annual Greenhouse Gas Progress Report 2017 Summary; and, Ontario's Climate Act - From Plan to Progress: Annual Greenhouse Gas Progress Report 2017.)
2. [Charles Sousa, Minister of Finance](#) – re: Replying to the Regional Chair's letter regarding cannabis retail stores in Durham Region's area municipalities
3. [Dr. Helena Jaczek, Minister of Health and Long-Term Care](#) – re: Correspondence addressed to Mr. David Pickles, Chair, Board of Health regarding additional base funding and one-time funding for the 2018-19 funding year to support the provision of public health programs and services in the community
4. [Ganaraska Region Conservation Authority \(GRCA\)](#) – re: Emailing Regional Council unapproved minutes of the April 19, 2018 meeting of the Full Authority of the Ganaraska Region Conservation Authority
5. [Durham Ombudsman](#) – re: Durham Ombudsman Annual Report 2017 provided by ADR Chambers Ombuds Office, Ombudsman for the Regional Municipality of Durham

Advisory Committee Minutes

1. Durham Agricultural Advisory Committee (DAAC) minutes – [May 8, 2018](#)
2. Durham Region Roundtable on Climate Change (DRRCC) minutes – [May 11, 2018](#)

Members of Council – Please advise the Regional Clerk at clerks@durham.ca by 9:00 AM on the Monday one week prior to the next regular Committee of the Whole meeting, if you wish to add an item from this CIP to the Committee of the Whole agenda.

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3540.



The Regional Municipality of Durham Information Report

From: Commissioner of Works
Report: #2018-INFO-73
Date: May 18, 2018

Subject:

Update on the Transition of Diversion Programs under the Waste-Free Ontario Act

Recommendations:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to update Regional Municipality of Durham (Region) Council on the transition of diversion programs for tires, waste electronics and electrical equipment (WEEE) and municipal hazardous and special waste (MHSW) under the Waste-free Ontario Act.

2. Background

2.1 As reported in Report #2017-COW-206, the Province of Ontario (Ontario) passed the Waste-Free Ontario Act (WFOA) in November 2016. This new legislation will enable the transition to full producer responsibility whereby producers are responsible for the end of life management of the designated products and packaging they produce and sell in Ontario. Full or extended producer responsibility (EPR) is intended to first apply to used tires, WEEE, and MHSW, and then to paper products and packaging (e.g. blue box materials).

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- 2.2 The WFOA has been developed in a manner whereby other materials may be designated for full EPR in the future (e.g. mattresses, appliances, etc.).
- 2.3 In response to the new legislation, the Association of Municipalities of Ontario (AMO), the Municipal Waste Association (MWA), the Regional Public Works Commissioners of Ontario (RPWCO), and the City of Toronto formed the Municipal Resource Recovery and Research Collaborative (M3RC). The primary focus of M3RC is to advocate for a timely and smooth transition to EPR and to ensure municipal priorities such as service standards to residents are protected. Regional staff are actively involved in RPWCO and M3RC.

3. Used Tire Program

- 3.1 The Used Tires Program currently operated by Ontario Tire Stewardship (OTS), is the first program to transition to full EPR under the Waste-Free Ontario Act legislation.
- 3.2 The Ministry of Environment and Climate Change (MOECC) released a draft used tire regulation (O.Reg 225/18) for consultation on December 1, 2017. M3RC provided comments by the January 22, 2018 comment deadline. M3RC also submitted comments on the wind-up plan for the current used tires program.
- 3.3 Ontario Regulation 225/18 was finalized on April 9, 2018 and outlines how tire producers are to provide tire collection sites. It does not mandate municipalities to act as tire collectors, but provides for the option for municipalities to continue participating as tire collectors, without having to register and pay fees as tire collectors.
- 3.4 The new tire regulation is scheduled to come fully into force on January 1, 2019 and is not expected to have a significant impact on current collection operations at the Region's waste management facilities. Residents and farmers will continue to be able to drop off, free of charge, up to four tires at a time at waste management facilities or at various retail locations that will be advertised to the public. The tires may be on or off rims.
- 3.5 Under the new regulation, OTS will cease to exist and tire producers will have individual tire collection targets and other regulatory requirements. Tire producers may choose to form or join a Producer Responsibility Organization to assist with meeting the regulatory obligations
- 3.6 Staff will continue to work with all stakeholders and monitor the transition of this program to full EPR.
- 3.7 For more information on the direction letters from the Resource Productivity and Recovery Authority, please visit <https://rpra.ca/tires>.

- 3.8 For more information on the Ontario Regulation 225/18, please visit <https://www.ontario.ca/laws/regulation/r18225>.

4. Waste Electronics and Electrical Equipment Program (WEEE)

- 4.1 The WEEE program currently operated by Ontario Electronic Stewardship (OES) is the second program that will transition to full EPR under the Waste-Free Ontario Act legislation. The Region collects WEEE materials under this program free of charge at its waste management facilities, in its curbside collection program, in its multi-residential collection program and in special collection community events scheduled annually with local municipalities.
- 4.2 The Minister of Environment and Climate Change (MOECC) issued a direction letter to OES on February 8, 2018 directing them to develop a “wind-up plan” for the WEEE program by December 31, 2018 with the program to cease operation on June 30, 2020.
- 4.3 It is anticipated that the MOECC will consult on regulations for the full EPR of waste electronics in 2018 and early 2019 with a new regulation to come into force on July 1, 2020. It is anticipated that the new regulation may increase the need for waste electronics recycling and expand the opportunity for the Region’s involvement as a collector, including collecting WEEE at the planned Clarington MHSW depot and at future eco-stations in the Region.
- 4.4 Staff will continue to participate actively in the discussions for the new regulation and the Region will continue to collect WEEE materials free of charge at its waste management facilities, in its curbside collection program, in its multi-residential collection program, and at special collection community events scheduled annually with local municipalities until the new regulation comes into force.
- 4.5 For more information on the MOECC’s direction letter, please visit <https://www.rpra.ca/weee-program/windup>.

5. Municipal Hazardous and Special Waste Program (MHSW)

- 5.1 The MHSW program will be the third program to transition to full EPR.
- 5.2 On April 12, 2018 the Minister of the Environment and Climate Change (Minister) directed Stewardship Ontario (SO) to develop a “wind-up plan” for the current MHSW program operated by SO as the Industry Funding Organization for some MHSW materials so that producers could develop their own Industry Stewardship Plans (ISPs).

- 5.3 The MHSW program will be somewhat complex to transition to full EPR due to the number of parties currently managing MHSW materials. In addition, there are three organizations already operating their own ISPs and, therefore, do not have to develop wind up plans. They include the Automotive Materials Stewardship (automotive fluids and containers); the Product Care Association (paint, pesticides solvents and fertilizers); and SodaStream Canada (SodaStream cylinders). These three ISPs do not have to cease operations, but they will have to comply with any new requirements under new regulations.
- 5.4 M3RC submitted a letter to the Minister on March 20, 2018 expressing support for the wind up of the existing MHSW plan and requesting that new MHSW regulations include all materials identified in existing regulations rather than only the current small subset of materials.
- 5.5 SO's wind-up plan must be submitted by June 30, 2019 after consultation with all stakeholders. The MHSW program SO is currently operating will cease on December 31, 2020 and the new regulated program will commence on January 1, 2021.
- 5.6 Staff will continue to work with other stakeholders and monitor the transition to full EPR through participation in M3RC.
- 5.7 For more information on the direction letters, please visit <https://www.rpra.ca/municipal-hazardous-or-special-waste-mhsw-program-wind-up>.

6. Conclusion

- 6.1 Although the details of the full extended producer responsibility programs for tires, electronics and household hazardous wastes will be set out in future regulations, the transition is not expected to have a significant impact on the Regional Municipality of Durham's current diversion program for these items. However, there may be more requirements for reporting on and administering the program.
- 6.2 At this time, it is understood that the Regional Municipality of Durham will continue its current role with collection of these materials. Demand for services at the Regional Municipality of Durham's waste management facilities will continue including the new Municipal Hazardous and Special Waste Depot in the Municipality of Clarington.
- 6.3 The Regional Municipality of Durham will also continue co-hosting seasonal community collection events with the local municipalities.

6.4 Regional staff will provide further updates to Regional Council as more information becomes available.

Respectfully submitted,

Original signed by

S. Siopis, P.Eng.
Commissioner of Works

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3540.



The Regional Municipality of Durham Information Report

From: Commissioner of Works
Report: #2018-INFO-74
Date: May 18, 2018

Subject:

Update on the Provincial Food and Organic Waste Framework

Recommendations:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to update Regional Municipality of Durham (Region) Council on the Ministry of Environment and Climate Change's (MOECC) Food and Organic Waste Framework (Framework).

2. Background

2.1 In 2016, the Provincial Government of Ontario passed new legislation to support a circular economy through the *Waste-Free Ontario Act, 2016*. The Act includes a strategy to address organics management in Ontario through an Organics Action Plan.

2.2 In January 2017, the MOECC began a limited one-year pre-consultation process, in which Regional staff actively participated to develop a Framework document outlining the details and timelines of the Organics Action Plan for later and wider stakeholder consultation.

- 2.3 The Framework document was released for consultation on November 16, 2017. Municipal comments were provided by the Municipal Resource Recovery and Research Collaborative (M3RC) by the January 15, 2018 comment deadline.
- 2.4 The Region also provided comments to the MOECC on the proposed Framework in the January 10, 2018 Report #2018-COW-11.
- 2.5 The Framework was released in its final version on April 30, 2018 and confirmed the November 2017 document as well as the actions and implementation schedule.
- 2.6 For more information and a copy of the Food and Organic Waste Framework, please visit https://www.ontario.ca/page/food_and_organic_waste_framework.

3. Food and Organic Waste Framework

- 3.1 The Framework is divided into two parts. Part A is the “Food and Organic Waste Action Plan” which outlines strategic commitments to be taken by the Province to address food and organic waste. Part B is the “Food and Organic Waste Policy Statement” under the Resource Recovery and Circular Economy Act, 2016, which provides direction to the Province, municipalities, producers, industrial, commercial and institutional sector (e.g. retailers, manufacturers, hospitals, schools), the waste management sector and others to further the provincial interest in waste reduction and resource recovery as it related to food and organic waste.
- 3.2 The following are the four objectives directly from the Framework:
- a) Reduce food and organic waste – preventing food from becoming waste is a critical first step and has the greatest positive impact on the environment, the economy and society;
 - b) Recover resources from food and organic waste – increasing resource recovery, in particular, from multi-unit residential buildings and the IC&I sector will help the Province reach its zero waste and zero greenhouse gas emission goals;
 - c) Support resource recovery infrastructure – turning food and organic waste into valuable products recognizes the economic benefits of a circular economy; and
 - d) Promote beneficial uses of recovered resources – supporting end-products and sustainable markets for organic materials is critical.

4. Part A: Food and Organic Waste Action Plan

4.1 The Food and Organic Waste Action Plan outlines steps the Province will take to achieve each objective established in the Framework.

4.2 Specific actions include working with partners to develop educational tools to support food waste reduction:

- efforts to reduce surplus food through donation;
- amending the 3Rs regulations to increase resource recovery in the Industrial, Commercial and Institutional (IC&I) sector including multi-residential buildings;
- working with other government agencies, at all levels to align efforts, where possible, on preventing and reducing food waste, developing data collection mechanisms for measuring progress, streamlining the environmental approvals process; and
- review regulatory requirements for the use of compost, digestate and organics recovered through mixed waste processing technologies.

4.3 A key part of the Food and Organic Waste Action Plan is an organics disposal ban to be phased in starting in 2022.

5. Part B: Food and Organic Waste Policy Statement

5.1 The Food and Organic Waste Policy Statement is the first resource recovery and waste reduction policy statement issued under the new legislation. Persons or entities performing duties related to food and organic waste must ensure their actions are consistent with all applicable policy statements. For municipalities, this includes ensuring that official plans are consistent with applicable resource recovery and waste reduction policy statements.

5.2 The Food and Organic Waste Policy Statement establishes a food recovery hierarchy. Persons engaging in waste reduction and resource recovery activities should consider prioritizing their activities according to the following steps, in order of importance:

- a. Reduce: prevent and reduce food and organic waste at the source;
- b. Feed People: safely rescue and redirect surplus food before it becomes waste; and
- c. Resource recovery: recover food and organic waste for a beneficial use.

- 5.3 The Policy Statement further sets sector-specific waste reduction and resource recovery targets for food and organic waste. The target for urban municipalities, like the Region, is 70 per cent waste reduction and resource recovery of food and organic waste generated by single family dwellings by 2023. The multi-residential sector in Southern Ontario (including the Region) has a goal of 50 per cent waste reduction and resource recovery of food and organic waste by 2025.
- 5.4 Municipalities are responsible for increasing resource recovery from the residential sector by maintaining or enhancing existing curbside collection programs for food and leaf and yard waste. The Framework supports mixed waste processing as a method to support the recovery of additional food and organic waste to meet the provincial targets.
- 5.5 The Framework also sets food and organic waste recovery targets for the industrial, commercial and institutional (IC&I) sector in Ontario. This sector, which includes schools, hospitals, retail establishments and restaurants, will have to meet diversion targets between 50 and 70 per cent by 2025 depending on the size of the establishment. These new organics diversion targets for IC&I may create opportunities for synergies and partnerships for the Region's organic strategy moving forward on a full cost recovery basis.

6. Discussion

- 6.1 The Resource Recovery and Circular Economy Act (RRCEA) requires consideration and consistency with all applicable provincial policy statements in resource recovery or waste management policies and programs. Further, a municipality's Official Plan must also be consistent with resource recovery and waste reduction policy statements. This is important to the Region because the Region will be obligated to consider and be consistent with the Food and Organic Waste Policy Statement in all waste management decisions, including the requirement to capture 70 per cent of available organics and the proposed landfill ban.

- 6.2 While the Framework has performance targets, it does not include funding opportunities to help municipalities meet them. The Ministry has indicated that funding from the Cap and Trade program will be available for a wide variety of greenhouse gas reduction activities including organics recovery and diversion. However, no specific funding for recovering organics or meeting a landfill ban is identified. There may also be business opportunities to market organics processing capacity to other sectors such as multi-residential buildings, local businesses, local municipalities and the Region's farming community that will now have to meet the organics diversion targets and a future disposal ban.
- 6.3 The Food and Organic Waste Policy Statement acknowledges the growth in compostable products and packaging and the need for producers of the packaging and municipalities to work together to manage these materials when they become waste. Producers of compostable products and packaging must ensure the materials are certified compostable by a third party and engage in consumer education on the proper way to participate in municipal resource recovery programs for compostable products and packaging. However, there is currently no plan to designate compostable products and packaging for full extended producer responsibility.
- 6.4 The policy statement recognizes municipal advocacy by including provisions that organic packaging and products with identifiable brands (branded organics) be designated in the future under the Waste-Free Ontario Act for extended producer responsibility to help provide funding to offset the costs of organics municipal diversion programs.
- 6.5 Based on studies completed by the Ontario Waste Management Association, additional organics processing capacity will be required in Ontario to meet the anticipated demand when the diversion targets are implemented. This need will have to be met if the Organic Waste Action Plan is to succeed. If approved, staff's proposed organics management plan with anaerobic digestion with mixed-waste pre-sorting will help address this need in the Region.

6.6 As a proactive measure to help the Region's IC&I sector meet the Action Plan's requirements, staff is also planning to participate with the Recycling Council of Ontario on a unique pilot project to gain information on the centralized collection and re-distribution of usable food and the capture of food and organic waste from the IC&I sector for organics processing. In addition, staff will work with local municipalities and the local farming community to determine and evaluate options for assisting these stakeholders to also meet their Organic Waste Action Plan requirements.

7. Conclusion

- 7.1 Under the Resource Recovery and Circular Economy Act, municipalities must adhere to provincial policy statements developed to enhance resource recovery and waste reduction. The Food and Organic Waste Framework includes a requirement for the Regional Municipality of Durham to recover 70 percent of organics from its waste stream by 2023 and proposes an organics landfill ban to be phased in starting in 2022.
- 7.2 The Food and Organic Waste Framework will require additional focus and resources from the Regional Municipality of Durham to meet the provincial target of 70 per cent diversion of organics from disposal.
- 7.3 Now that Framework has been finalized, staff will continue with strategic focus on organics management and emphasis on resident education, promotion and enforcement of the Regional Municipality of Durham's organics management programs.
- 7.4 An organics management plan will be necessary to address the requirements for the Regional Municipality of Durham as well as local businesses and institutions to meet the Food and Organic Waste Framework's recovery and landfill targets.

Respectfully submitted,

Original signed by

S. Siopis, P.Eng.
Commissioner of Works

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3540.



The Regional Municipality of Durham Information Report

From: Commissioner of Works
Report: #2018-INFO-75
Date: May 18, 2018

Subject:

Update on the Status of the Transition to Full Extended Producer Responsibility for the Blue Box Program and Impacts of China's National Sword Campaign on the Blue Box Program

Recommendations:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to provide the Regional Municipality of Durham (Region) Council with an update on the status of the work undertaken over the last year to amend the Blue Box Program Plan to allow for transition to full producer responsibility. This report also provides an update on China's National Sword Campaign and the impact of both of these initiatives on the Region's operations.

2. Background

2.1 The Blue Box program, which is managed by municipalities, was initially funded in three parts equally by municipalities, the Province of Ontario, and industry stakeholders. However, the funding formula for this very successful program was changed by the Province of Ontario (Province) under the Waste Diversion Act (2002) and has since required municipalities and industry to share equally in the net program costs. Through various mechanisms, including Association of Municipalities of Ontario (AMO) Waste Task Force, municipalities have expressed opinion that producers of Blue Box products and packaging should be 100 per cent responsible for the Blue Box program, just as they are in many other jurisdictions.

- 2.2 Municipalities and other stakeholders have been advocating for full producer responsibility for the Blue Box Program for a number of years. The current cost-share model reimburses municipalities approximately 50 per cent of the net costs of providing residential blue box services. It is estimated that moving to 100 per cent producer funding for blue box services will save Ontario municipalities approximately \$130 million annually and could save the Region approximately \$5 million net per year
- 2.3 In November 2016, the Waste Diversion Act was repealed and replaced by the Waste-Free Ontario Act. The new legislation proposed transition of the responsibility for the Blue Box Program from the current approximate 50 percent cost sharing model between municipalities and producers to 100 percent cost of the program to be paid by the producers and importers of products and packaging managed by the Blue Box program. This framework, referred to as Extended Producer Responsibility (EPR), transfers program delivery responsibilities entirely to producers. Under this proposed change, producers would be responsible for the entire operation and financial costs of operating the Blue Box Program.
- 2.4 In response to the new legislation, the Association of Municipalities of Ontario (AMO), the Municipal Waste Association (MWA), the Regional Public Works Commissioners of Ontario (RPWCO), and the City of Toronto formed the Municipal Resource Recovery and Research Collaborative (M3RC) to advocate for a timely and smooth transition to EPR and to ensure municipal priorities such as service standards to residents are protected. Regional staff is actively involved in RPWCO and M3RC.
- 2.5 Given the financial and operational complexity of the blue box transition to full producer responsibility, municipalities worked with Stewardship Ontario (SO) to develop common ground on transition principles and together requested the Minister's direction to amend the current Blue Box Program Plan as an interim step to full producer responsibility by 2023. This request was made via a joint letter submitted on July 7, 2017.
- 2.6 On August 14, 2017, the Minister issued a letter to SO directing the organization to work collaboratively with municipalities to develop an Amended Blue Box Program Plan as a first step to full producer responsibility. The amended plan was to be submitted to the Minister for review on February 15, 2018.

- 2.7 Given the tight deadline, SO began a condensed consultation process in October 2017 with a draft Amended Blue Box Program Plan released for comment on December 19, 2017. After review, municipalities, service industry and environmental non-government organizations provided comments on the amended plan and, in particular, that the proposed amended plan did not meet the agreed upon transition principles or the Minister's direction and could not be supported.
- 2.8 Regional staff fully participated in the work of the negotiation committee representing municipalities and attended numerous consultations meetings.

3. Current Transition Status

- 3.1 SO did not submit an Amended Blue Box Program Plan as directed by the Minister by the February 15, 2018 deadline. Instead, SO has proposed continued dialogue and enhanced consultation with municipalities and others to continue to work on plan amendments to move the blue box transition forward as the Minister and municipalities intended.
- 3.2 To date, discussions have continued between SO and M3RC. The focus of these discussions has been on whether there is still an opportunity to continue with an Amended Blue Box Program Plan or should the Province proceed directly to a new regulation.

4. Next Steps

- 4.1 Regional staff continues to work with SO and M3RC to seek opportunities and commonality on issues that further the transition of the current blue box model to full producer responsibility. However, given the recent experience with SO and the significant challenges, staff will continue to advocate directly with the Ministry of the Environment and Climate Change (Ministry) on the new extended producer responsibility regulation for printed paper and packaging for implementation by the original transition date of 2023. M3RC members will lead this effort.
- 4.2 As collection and processing contracts approach expiry, staff will continue with procuring contracts that best meet the Region's long term needs. Early termination clauses have been included in some contracts and this will expand to all new contracts to allow for immediate transition to full EPR for blue box materials should regulations be finalized during the term of any contract.

5. Financial Implications

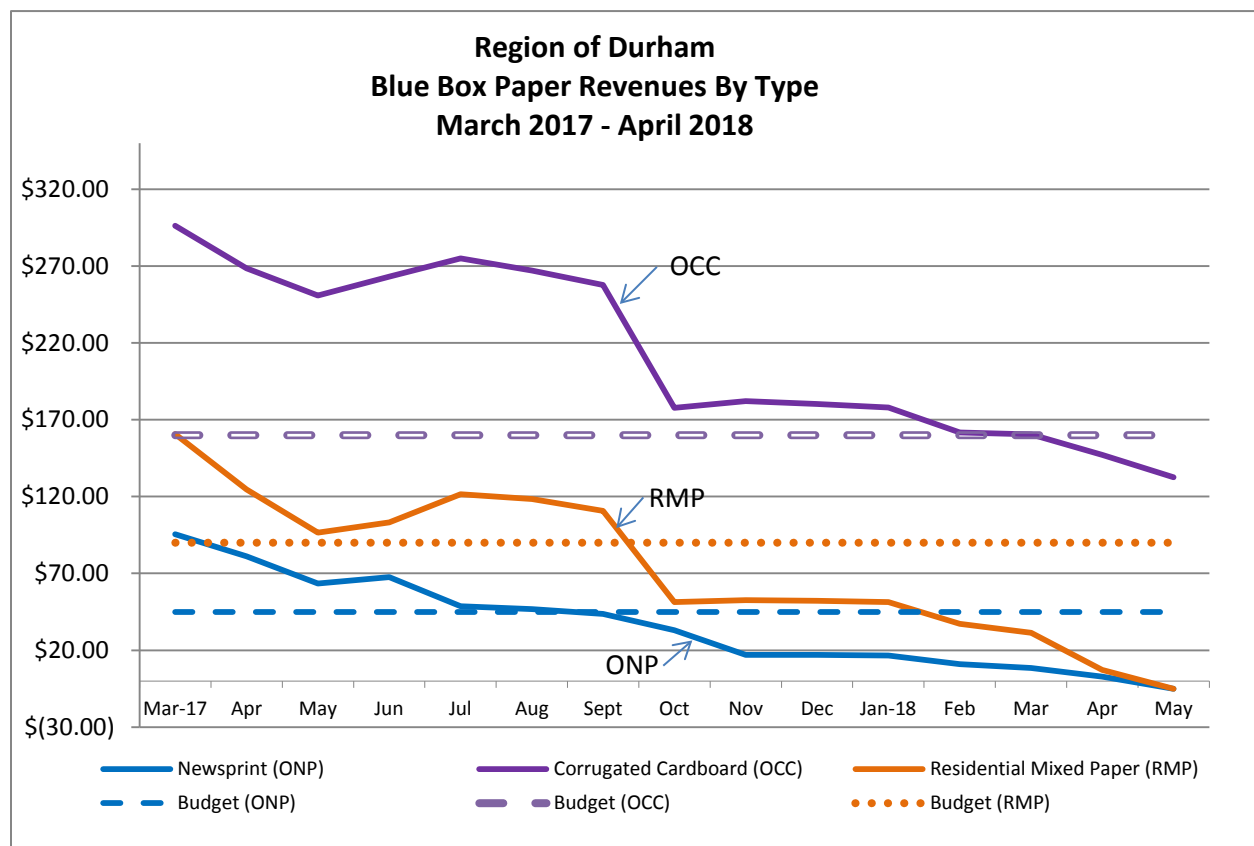
- 5.1 In anticipation of a blue box transition to full EPR starting in 2020, the contract for the operation and maintenance of the Region's Material Recovery Facility (MRF) was extended in 2017 for three additional years (Report #2017-COW-179) and the contract for the collection of recycling, organics and residual waste in the Townships of Uxbridge, Scugog and Brock and the Municipality of Clarington was extended for two years (Report #2018-COW-23).
- 5.2 Under the current regulatory framework, Durham Region will continue to pay approximately 50 per cent of the net costs to manage paper and packaging developed and marketed by producers and bear 100 per cent of the risks of market complexities such as the China's National Sword Campaign and other challenging market conditions.

6. Impacts of China's National Sword Campaign on the Region's Blue Box Recycling Program

- 6.1 As reported to Regional Council in Report 2018-INFO-19 (Attachment #1), the China National Sword Campaign is impacting recycling programs across the globe. Under this initiative, China no longer accepts many classes of materials such as plastics and mixed paper for recycling and is enforcing a very strict contamination rate of 0.5% for the recyclable materials that are accepted.
- 6.2 The contamination standard set by China is virtually unattainable for the majority of North American material recovery facilities using existing technology and this is impacting nearly all mixed paper/newsprint exports to China from North America.
- 6.3 Since the Region markets plastics, aluminum, steel and glass to North American markets, newsprint and mixed paper are the only commodities being impacted by China's National Sword Campaign at this time.

- 6.4 The market price for mixed paper decreased from \$160/tonne in March 2017 to \$31/tonne in March 2018. The market price for newsprint decreased from \$95/tonne to \$8.50/tonne over the same time period.
- 6.5 Although difficult to predict, and given the present market conditions, it is highly unlikely that paper revenue will rebound in 2018 or if the significant price decreases will continue and potentially expand to other commodities.
- 6.6 Table 1 below is a snapshot of the last one year period and illustrates Durham’s significant revenue decline resulting from difficult marketing conditions for paper materials collected from the Blue Box program. In particular, the significant decline commenced in October 2017, coinciding with China’s full enforcement of the quality standards for materials.

Table 1



- 6.7 The Region may need to pay our existing and limited end markets to take this material in the very near future as other municipalities such as the City of Toronto and Peel and York Regions are now paying a fee to manage these materials, including a “clean-up fee”.

- 6.8 The priority for the Region is to continue moving this material to end markets for use and avoiding the need to send to disposal.
- 6.9 Storing this paper material in anticipation of a rebound in market pricing is not practicable due to the fire hazard it presents and the deterioration in product quality/color that quickly occurs.
- 6.10 Recent investment in the Material Recovery Facility to upgrade the container line sorting equipment has further improved the facility's sorting capabilities. As a result of these improvements, the Region has been able to continue marketing and moving material to markets due to the high quality and clean material being produced. Continued promotion and education to residents on acceptable items and proper sorting is critical to maintaining the quality of recyclable materials to ensure an end markets and optimum revenues.

7. Conclusion

- 7.1 In light of stalled progress to transition to full extended producer responsibility (EPR) under an Amended Blue Box Program Plan, the Regional Municipality of Durham will maintain a 'business-as-usual' approach with respect to tendering contracts for the collection, processing of blue box material, marketing and market development for blue box materials and undertaking capital upgrades to the Region's aging Material Recovery Facility (MRF). All future blue box related contracts will now include off-ramp provisions or termination clauses that will protect the Regional Municipality of Durham and facilitate timely transition to full extended producer responsibility.
- 7.2 The extra costs which the Regional Municipality of Durham has incurred to date to modify and extend existing collection and processing contracts to prepare for the transition will be reimbursed at approximately 50 per cent by industry funding under the existing Blue Box Program Plan arrangements.
- 7.3 The Regional Municipality of Durham's Blue Box material, collected from the Region's two-stream Blue Box program continues to be among the cleanest in Ontario and is still being sold to local and international recycling end markets.

- 7.4 To date, the Regional Municipality of Durham has only been financially impacted negatively on the mixed paper and newsprint recovered from the Blue Box program as a result of the China National Sword Campaign. That said, revenue decreases or other marketing difficulties could begin to impact the Regional Municipality of Durham's ability to move material to end markets as the Chinese import restrictions continue and possibly expand.
- 7.5 Regional staff will continue to pursue alternative market opportunities for Durham's Blue Box material and was recently approached by some companies to investigate the potential to use residuals from the material recovery facility for energy and cement production.
- 7.6 Finally, in light of the above, it is critical that the Regional Municipality of Durham continue its residential and school recycling education programs to ensure maximum participation and material quality.
- 7.7 Staff will continue to provide updates to Regional Council as more information becomes available.

8. Attachments

Attachment #1: Impact of China National Sword Import Policy Change for Mixed Paper and Other Recyclables, Report #2018-INFO-19

Respectfully submitted,

Original signed by

S. Siopis, P.Eng.
Commissioner of Works

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3540.



The Regional Municipality of Durham Information Report

From: Commissioner of Works
Report: #2018-INFO-19
Date: February 2, 2018

Subject:

Impact of Chinese National Sword Import Policy Change for Mixed Paper and Other Recyclables

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 This report provides an update on China's 'National Sword 2017' campaign to cut the illegal smuggling of 'foreign waste' and other products, and, at the same time, strictly enforce a policy of not accepting shipments of certain recyclables if they exceed set contamination limits.

2. Background

2.1 In recent years, Chinese processors paid the highest price for recycled newsprint. This has attracted brokers that purchase from the Regional Municipality of Durham (Region), and most other municipalities, and focus paper shipments to China causing the closure of many North American and European end-market mills.

2.2 In July 2017, the Chinese government's National Sword Campaign banned certain waste materials from being imported and imposed a strict new limit of 0.3 per cent contamination for all remaining recyclables imported into China.

2.3 The import of recyclable material that was overly contaminated had previously been the subject of Chinese government intervention. In 2013, China implemented a program known as Operation Green Fence, which was an aggressive inspection effort to lower the amount of contaminated recyclables and waste being sent to China.

-
- 2.4 The new 'National Sword' standard for recyclable materials is not attainable for a majority of North American material recovery facilities using existing technology, and has virtually impacted all newsprint exports to China from North America. Although the new contamination limits are imposed on an assortment of recyclable materials marketed to China, the Region is only affected by the limits placed by China on newsprint because the Region's plastics, aluminum, steel and glass are currently marketed to North American markets.

3. Discussion

- 3.1 The impact of this change to the Region's diversion program is significant as newsprint currently accounts for over 50 per cent of the material processed at the Region's Material Recovery Facility (MRF). The MRF recovers approximately 500 tonnes of newsprint weekly, representing 24,000 tonnes annually. This situation is not unique to the Region, as the new contamination limit on recycled newsprint exported to China impacts all material recovery facilities across North America and Europe. The amount of waste newsprint generated in Canada is a fraction of that generated in the US and Europe also destined to China.
- 3.2 The potential loss of newsprint markets impacts operating costs. Prior to the changes in Chinese recycling quality standards, newsprint was generating approximately \$40 per metric tonne in revenues.
- 3.3 In 2017, the Region budgeted approximately \$1.0 million in newsprint revenues. To date, actual revenues have kept on pace with the budget.
- 3.4 The Region's paper revenue may decline in 2018 as the negative impacts on newsprint revenue from the 'National Sword' campaign are just beginning to emerge. An estimation of the decline is not possible at this time.
- 3.5 The Regional Municipality of York (York) staff recently advised their Council that the following contingencies have been developed for newsprint generated from York's Blue Box Program: 1) Move as much as possible - even if there is a cost involved; 2) Store material as space permits without creating a fire hazard, and; 3) Ship material to contracted energy from waste facilities (excluding the Durham York Energy Facility).
- 3.6 Regional staff is also taking steps to minimize negative impacts of China's new policy, including having its MRF contractor reassign staffing to maximize removal of contamination from newsprint. Although the Region produces clean paper, the stringent 0.3 per cent contamination rate established under the China 'National Sword' standards are virtually impossible to meet for any municipal processor of Ontario's Blue Box materials.

-
- 3.7 Canada Fibers Inc., the Region's contractor for marketing newsprint (and the only firm that has bid on our newsprint material) has a processing facility in Oshawa where they are able to undertake a secondary clean up of the material, at their cost, to attempt to meet the new stringent Chinese import standards.
- 3.8 The Region will be working with Canada Fibers Inc. to ensure continued movement of paper to end markets, at the lowest net costs, to ensure minimal disruption of Blue Box service.
- 3.9 It is expected that the revenue generated from newsprint may decline through 2018 and, depending on other "cleaner" and competing waste newsprint feed stocks from other sources around the world, there may be a net cost to move newsprint to end markets. This is not new; in 1988, a series of events caused by over-supply, mills on strike, and mill closures resulted in many municipalities paying to move materials to end markets.
- 3.10 More recently, in 2008, the significant global market downturn resulted in the loss of some key end markets for recyclable materials and caused significant problems to move materials to end markets and declining revenues for recyclable materials.
- 3.11 In 2018, Regional staff is projecting growth in revenues for steel, aluminum and cardboard. This revenue growth may offset any declining revenues in newsprint.

4. Conclusion

- 4.1 The potential impact of this change to the Region's diversion program is significant as newsprint currently accounts for over 50 per cent of the material processed at Durham Region's Material Recovery Facility. It is expected that the revenue generated from newsprint may decline through 2018 but may be offset by growth of revenues in steel, aluminum and cardboard.
- 4.2 At this time, Blue Box collection and processing operations have not been disrupted by the Chinese policy change.
- 4.3 Staff will continue to monitor this developing situation and work with other municipalities and our contractors, to identify alternative marketing opportunities and help minimize any negative service impacts to the Region.

Respectfully submitted,

Original signed by

Susan Siopis, P.Eng.
Commissioner of Works



The Regional Municipality of Durham Information Report

From: Acting Commissioner of Finance
Report: #2018-INFO-76
Date: May 18, 2018

Subject:

The 2017 Distinguished Budget Presentation Award from the Government Finance Officers Association (GFOA) of the United States and Canada

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The Region of Durham has been awarded the highly prestigious Distinguished Budget Presentation Award from the Government Finance Officers Association (GFOA) of the United States and Canada. The GFOA conferred the honour for the 2017 Business Planning and Budget process and documentation.

2. Background

2.1 This is the sixth concurrent Distinguished Budget Presentation Award for the Region of Durham Finance Department. The Finance Department has also been the recipient of fourteen consecutive GFOA Canadian Awards for Financial Reporting for its comprehensive annual financial report, recognizing excellence in report quality and public disclosure.

3. Comments

- 3.1 The GOFA acknowledges the Region's receipt of the Distinguished Budget Presentation Award and indicates the following,

"The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the Regional Municipality of Durham, Ontario for its annual budget for the fiscal year beginning January 1, 2017. In order to receive this award, a government unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device."

- 3.2 The Distinguished Budget Presentation Award and the comments from the GFOA reviewers reflect the positive synergies created by the integration of a business planning model across the Region's service areas and the ongoing engagement of the program departments to ensure a coordinated and multi-disciplinary approach to long term financial planning, in-depth economic analysis and servicing studies, along with comprehensive budget status analysis.

- 3.3 The Region's 2017 Business Planning and Budget documentation was judged by the GFOA panel to ensure that it met stringent reporting and planning requirements across ten major areas and 31 individual criteria. As observed by the review panel:

"The integration of the budget to support achievement of the business plans is most impressive."

"The commitment to integrating plans with budgets, supported by an array of performance measures is commendable."

"The acknowledgment of how today's budget decisions will affect future budgets is a welcome theme of the document."

"The document includes good charts, graphs and other visuals to help provide understanding of the budget."

"The tremendous work in compiling this document and its supplements is recognized and applauded."

- 3.4 Only 15 Ontario municipalities have received the 2017 Distinguished Budget Award from the GFOA and only 47 organizations across Canada.

- 3.5 The GFOA Distinguished Budget Presentation Award and Canadian Award for Financial Reporting, along with the Region's Triple A rating by Moody's Investors Service and Standard & Poor's, is reassurance to Council, residents and business, that Regional Finance staff continue to provide professional best-in-class information to the Region's stakeholders, including investors and the public.

Respectfully submitted,

Original Signed by M.E. Simpson

M.E. Simpson, CPA, CMA, MA
Acting Commissioner of Finance



The Regional Municipality of Durham Information Report

From: Commissioner of Social Services
Report: #2018-INFO-77
Date: May 18, 2018

Subject:

Children's Services Division 4th Quarter Statistical Report

Recommendation:

Receive for information

Report:

1. Fee Subsidy

- 1.1 The Children's Services Division Statistics for the 4th quarter (October, November, and December 2017) identify there were 4110 children receiving child care fee subsidy as of December 31, 2017.
- 1.2 The waitlist for fee subsidy for this quarter was at 2378 children. This number included 1015 children that did not currently require child care. The waiting time for a placement has decreased from last year when it was 15 months or longer and currently the wait time is just under 6 months. This is a very reasonable wait time that substantially increases accessibility to subsidized day care to Durham families.

2. Durham Behaviour Management Services

- 2.1 As of December 31, 2017, there were 516 clients on Durham Behaviour Management Services active client list accessing various types and levels of service. All clients of the program have the opportunity to access a variety of service options, such as interim consultation, intensive/comprehensive consultation, workshops and/or phone/email contact with senior consultation while waiting for consultation.
- 2.2 This program is funded by two different financial streams. The majority of the funding is from the Ministry of Education for Special Needs Resourcing which assists children and families and staff in the licensed child care system. The program also receives a small amount of funding from the Ministry of Community and Social Services to provide supports for children with developmental needs who

primarily receive services in their homes. The Ministry of Education has provided direction that the Special Needs Resourcing funding must be used to support the licensed child care sector. Typically child care operators who call are able to access initial service within a week.

- 2.3 At the end of December 2017 there were 50 child care centres waiting for consultation. There were 102 children who were undiagnosed at intake and 56 children with developmental diagnosis waiting 9 – 12 months for ongoing consultation or for intensive consultation services. This group will have received some initial service and is able to access workshops and drop in groups. The program is currently reviewing its processes to ensure it is operating within the scope of the Ministry of Education guidelines so that families have access to the appropriate types of services they require.
- 2.4 In addition to the initial consultation service the program offers a number of community workshops and drop in sessions to provide a measure of interim support to families waiting for services and to build the skill and capacity for educators working with children in Durham Region. During the period October 1 to December 31, 2017, 16 sessions were provided to a total of over 300 individuals.

3. Attachments

Attachment #1: Fee Subsidy statistics – October to December 2017

Attachment #2: Behaviour Management Services statistics – October to December 2017

Respectfully submitted,

Original signed by

Dr. Hugh Drouin
Commissioner of Social Services

Children Services Division 4th Quarter Statistics

City of Ajax

Months	Number of Active Sites	Number of Subsidized Children Placed
October	48	1093
November	48	1151
December	48	1197

The total number of children on the wait list in Ajax at the end of this quarter is 726.

Brock Township

Months	Number of Active Sites	Number of Subsidized Children Placed
October	4	76
November	4	81
December	4	84

The total number of children on the wait list in Brock at the end of this quarter is 11.

Municipality of Clarington

Months	Number of Active Sites	Number of Subsidized Children Placed
October	34	264
November	34	277
December	34	272

The total number of children on the wait list in Clarington at the end of this quarter is 209.

City of Oshawa

Months	Number of Active Sites	Number of Subsidized Children Placed
October	50	982
November	50	1011
December	50	1021

The total number of children on the wait list in Oshawa at the end of this quarter is 616.

City of Pickering

Months	Number of Active Sites	Number of Subsidized Children Placed
October	40	646
November	40	672
December	40	673

The total number of children on the wait list in Pickering at the end of this quarter is 292.

Township of Scugog

Months	Number of Active Sites	Number of Subsidized Children Placed
October	10	27
November	10	35
December	10	34

The total number of children on the wait list in Scugog at the end of this quarter is 26.

Township of Uxbridge

Months	Number of Active Sites	Number of Subsidized Children Placed
October	11	36
November	11	39
December	11	42

The total number of children on the wait list in Uxbridge at the end of this quarter is 33.

Town of Whitby

Months	Number of Active Sites	Number of Subsidized Children Placed
October	61	727
November	61	768
December	61	787

The total number of children on the wait list in Whitby at the end of this quarter is 380.

4th Quarter totals

Months	Number of Active Sites	Number of Subsidized Children Placed
October	258	3851
November	258	4034
December	258	4110

The total number of children on the wait list at the end of this quarter is 2378. This total includes 85 children awaiting a move to Durham Region.

Durham Behaviour Management Services 4th Quarter Report

The graphic below reflects referrals, active cases receiving behaviour consultation, and closures by geographic area for the Developmental and Special Needs Resourcing programs from October 1 – December 31, 2017.

Referrals

Month	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby
Oct	6	0	9	14	5	1	0	10
Nov	15	2	7	29	10	2	1	10
Dec	7	1	8	6	3	1	0	6
Totals	28	3	24	49	18	4	1	26

Active

Month	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby
Oct	128	7	83	168	67	6	8	100
Nov	118	8	85	170	66	5	13	98
Dec	109	7	78	158	58	3	14	89
Totals	355	22	246	496	191	14	35	287

Closures

Month	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby
Oct	2	2	2	15	4	1	1	4
Nov	14	0	3	12	6	1	0	10
Dec	15	1	11	23	12	3	0	15
Total	31	3	16	50	22	5	1	29

Original signed by

Melissa Beaucaire
 Manager, Durham Behaviour
 Management Services



The Regional Municipality of Durham Information Report

From: Commissioner of Social Services
Report: #2018-INFO-78
Date: May 18, 2018

Subject:

Children's Services Division 1st Quarter Statistical Report

Recommendation:

Receive for information

Report:

1. Fee Subsidy

- 1.1 The Children's Services Division Statistics for the 1st quarter (January, February and March 2018) identify there were 4517 children receiving child care fee subsidy as of March 31, 2018.
- 1.2 The waitlist for fee subsidy for this quarter was at 2607 children. This number included approximately 1083 children that did not currently require child care. The waiting time for a placement has decreased from last year when it was 15 months or longer and currently the wait time is just under 6 months. This is a very reasonable wait time that substantially increases accessibility to subsidized day care to Durham families.

2. Durham Behaviour Management Services

- 2.1 As of March 31, 2018, there were 495 clients on Durham Behaviour Management Services active client list accessing various types and levels of service. All clients of the program have the opportunity to access a variety of service options, such as interim consultation, intensive/comprehensive consultation, workshops and/or phone/email contact with senior consultation while waiting for consultation. Currently there are 169 individuals waiting for ongoing consultation, and 78 individuals currently waiting for intensive consultation services due to the nature and severity of the presenting behaviour.
- 2.2 Community workshops and drop-in sessions are provided to Durham residents including families waiting for services. During the period Jan 1 – March 31, 2018,

24 sessions were provided to a total of 494 individuals.

3. Attachments

Attachment #1: Fee Subsidy statistics – January to March 2018

Attachment #2: Behaviour Management Services statistics – January to March 2018

Respectfully submitted,

Original signed by

Dr. Hugh Drouin
Commissioner of Social Services

Children Services Division 1st Quarter Statistics

City of Ajax

Months	Number of Active Sites	Number of Subsidized Children Placed
January	47	1251
February	47	1241
March	47	1275

The total number of children on the wait list in Ajax at the end of this quarter is 773.

Brock Township

Months	Number of Active Sites	Number of Subsidized Children Placed
January	4	79
February	4	77
March	4	79

The total number of children on the wait list in Brock at the end of this quarter is 7.

Municipality of Clarington

Months	Number of Active Sites	Number of Subsidized Children Placed
January	33	282
February	33	288
March	33	300

The total number of children on the wait list in Clarington at the end of this quarter is 242.

City of Oshawa

Months	Number of Active Sites	Number of Subsidized Children Placed
January	50	1073
February	49	1101
March	49	1134

The total number of children on the wait list in Oshawa at the end of this quarter is 667.

City of Pickering

Months	Number of Active Sites	Number of Subsidized Children Placed
January	40	719
February	40	726
March	40	779

The total number of children on the wait list in Pickering at the end of this quarter is 319.

Township of Scugog

Months	Number of Active Sites	Number of Subsidized Children Placed
January	10	42
February	10	39
March	10	41

The total number of children on the wait list in Scugog at the end of this quarter is 36.

Township of Uxbridge

Months	Number of Active Sites	Number of Subsidized Children Placed
January	11	51
February	11	52
March	11	53

The total number of children on the wait list in Uxbridge at the end of this quarter is 29.

Town of Whitby

Months	Number of Active Sites	Number of Subsidized Children Placed
January	60	819
February	60	825
March	60	856

The total number of children on the wait list in Whitby at the end of this quarter is 448.

4th Quarter totals

Months	Number of Active Sites	Number of Subsidized Children Placed
January	255	4316
February	254	4349
March	254	4517

The total number of children on the wait list at the end of this quarter is 2607. This total includes 86 children awaiting a move to Durham Region.

Durham Behaviour Management Services 1st Quarter Report

The graphic below reflects referrals, active cases receiving behaviour consultation, and closures by geographic area for the Developmental and Special Needs Resourcing programs from January 1 – March 31, 2018.

Referrals

Month	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby
Jan	9	2	1	8	9	4	0	12
Feb	5	1	6	12	4	1	1	8
Mar	7	0	0	17	7	2	2	6
Totals	21	3	7	37	20	7	3	26

Active

Month	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby
Jan	112	9	77	159	59	6	13	89
Feb	109	9	78	156	61	6	11	89
Mar	101	8	73	147	63	7	11	85
Totals	322	26	228	462	183	19	35	263

Discharges

Month	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby
Jan	15	0	11	15	7	1	2	11
Feb	10	3	4	12	3	1	2	10
Mar	13	1	7	17	5	0	2	13
Total	38	4	22	44	15	2	6	34

Original signed by

Melissa Beaucaire
 Manager, Durham Behaviour
 Management Services



The Regional Municipality of Durham Information Report

From: Commissioner of Works and Commissioner of Planning and Economic Development
Report: #2018-INFO-79
Date: May 18, 2018

Subject:

Status Report on Water Quality in Private Wells in the Range Road/Ontoro Boulevard Area, in the Town of Ajax

Recommendations:

Receive for information.

Report:

1. Purpose

- 1.1 The purpose of this report is to provide an update on community concerns and seek direction regarding water quality in private wells in the Range Road/Ontoro Boulevard area, in the Town of Ajax (Ajax).
- 1.2 On March 7, 2018, Committee of the Whole provided the following direction:
 - a) That Report #2018-INFO-29 of the Commissioner of Works and Ana Marple's correspondence be referred to Works staff to allow staff to seek guidance from the Province as to the provision of municipal water to the residents in the Range Road/Ontoro Boulevard area;
 - b) That staff report back by May on potential options once guidance from the Province has been received; and
 - c) That a meeting be convened with the residents, local and Regional Councillors, Ajax Planning staff and other stakeholders as soon as further direction has been determined.

2. Background

- 2.1 The Range Road/Ontoro Boulevard community is located in the rural south eastern portion of Ajax, generally along the waterfront (Attachment #1). There are approximately 35 rural residential dwellings in the subject area.
- 2.2 The Urban Area Boundary is on the east side of the existing Lakeside residential community. Municipal sewer and water services terminate at the intersection of Ashbury Boulevard and Hoile Drive, next to Range Road.
- 2.3 All properties within the Range Road/Ontoro Boulevard community are located outside of the designated Urban Area Boundary of the Regional Official Plan and are within the Protected Countryside Area of the provincial Greenbelt Plan. The majority of the dwellings within this area are 400 metres to 800 metres east of the designated Urban Area boundary. Each dwelling is serviced with a private well and sewage disposal system.
- 2.4 Section 4.2.2.2 of the Greenbelt Plan, 2017 indicates the following:

The extension of *municipal or private communal sewage or water services* outside of a *settlement area* boundary shall only be permitted in the case of health issues or to service *existing uses* and the expansion thereof adjacent to the *settlement area*.

3. Guidance

- 3.1 In light of the above policy in the Greenbelt Plan, Regional staff sought guidance regarding the extension of municipal services to the Range Road/Ontoro Boulevard community by sending a letter to the Ministry of Environment and Climate Change (MOECC) and the Ministry of Municipal Affairs (MMA) on March 13, 2018 (Attachment #1). A response was received on April 16, 2018 from the Ministry of Municipal Affairs (Attachment #2). MMA staff noted in their response that the Greenbelt Plan does not define or further clarify what constitutes a “health issue” in the context of Section 4.2.2 of the Greenbelt Plan. However, it was recommended that “the Region consult with the Health Department or Medical Officer of Health and determine if the current status of water quality and/or quantity constitutes a health issue in this area”.

- 3.2 As noted previously, the Health Department reviewed historical well water quality information and reports, as well as the July 2017 MOECC water sample results. As the contaminants present in the groundwater may be removed by various treatment technologies, the Medical Officer of Health is of the opinion that the bar for declaring a health issue has not been met.
- 3.3 In the case of existing uses being “adjacent” to a settlement area, 33 of the 35 dwellings within the subject area are between 400 metres and 800 metres distant from the settlement area boundary, which Regional staff would not be consider “adjacent to a settlement area”.

4. Local Groundwater Conditions

- 4.1 A water well survey and water quality sampling program for the area conducted by staff from the Ministry of the Environment and Climate Change (MOECC) in 2017 noted various issues being faced by the residents.
- 4.2 A review of previous sampling and hydrogeological work conducted within the area was also assembled from information provided by the residents. A report commissioned by the residents by Jagger Hims Limited report (2008), noted the challenges faced by the residents include:
- groundwater yields from the geological units are typically low and in some cases are insufficient for domestic use;
 - the groundwater water in this area does not comply with the Ontario Drinking Water Quality Standards (ODWQS) for several parameters and there are health concerns with the water¹; and
 - there is no known opportunity to deepen or relocate the wells to provide a suitable supply of raw groundwater.
- 4.3 The Jagger Hims Limited report also noted that municipal water supply is recommended for the properties in the Range Road and Ontoro Boulevard area.
- 4.4 In addition, based on comments made by a local water treatment specialist attending a public information meeting with respect to this issue in April 2017, treatment of the existing groundwater has been tried and is challenging due to existing naturally occurring water quality and quantity conditions in the Range Road/Ontoro Boulevard area.

¹ It should be noted that the water sample results for which this statement is based on were collected prior to any treatment. Further, the ODWSOG do not apply to private wells, but may be used by private well owners to assess the acceptability of their water. Owners of private wells are responsible for ensuring the quality of their water supply and for the costs associated with water treatment.

4.5 It is important to note that the delegation and residents at the public information meeting in April 2017, have highlighted that they cannot drink, shower, cook or clean with the current water from their wells whether it is treated or not.

4.6 The delegation, Ms. Ana Marple, presented a treated water sample from her home at the Committee of the Whole meeting which was noticeably discoloured and turbid. The residents have presented this information in order to highlight the potential health issue which exists as the water cannot be used.

5. Municipal Servicing

5.1 Regional staff have reviewed the Municipal Class Environmental Assessment process. The extension of municipal services along an existing right-of-way or servicing corridor is considered a Schedule A project and may proceed subject to the obtaining the necessary approvals and completing the detailed design process. One of the approvals will be location approval on the right of ways owned by the Town of Ajax.

5.2 Should it be determined that water services be provided, then the construction of a watermain would need to be extended from the Lakeside residential community, easterly along Range Road to Lake Ridge Road, then southerly to Ontoro Boulevard, and then westerly (a total distance of approximately 1,450 m). The preliminary conceptual cost estimate for a watermain extension is in the order of \$2.0 million, subject to engineering for site specific conditions.

5.3 The extension of municipal services to the subject area has not been planned within the Region's Water Supply & Sanitary Sewerage Servicing and Financing Study therefore; there are no approved or planned capital funds. As noted in the Region's Water Supply System By-Law Number 89-2003, As Amended - Part VII: Extension of the Regional Water Supply System, Item 38, Extension of the Regional Water Supply System may be undertaken upon such terms and conditions as Regional Council may from time to time impose. Regional staff would recommend that the full cost be fully borne by the existing property owners who will receive the benefit of the service.

5.4 Should Regional Council decide to proceed with the necessary work to extend municipal services, it would need to be supported by a request from the existing property owners in the form of a local improvement valid petition. A local Council resolution from the Town of Ajax to support the project should also be provided.

- 5.5 In order to provide the extension of municipal services, the works would be subject to approvals under Ontario Regulation 586/06 under the Municipal Act, 2001. A petition would be required and supported by two-thirds (67 per cent) of the property owners, representing 50 per cent of the property value of the benefitting lands. In addition, the Regional Clerk must certify the results of the petition.
- 5.6 Upon receiving a current valid petition with respect to the works from the affected residents, Regional Council may consider all the facts and circumstances in making a determination as to the availability of the 'health issues' exception in Policy 4.2.2.2 of the Greenbelt Plan, 2017.
- 5.7 Upon review, the previous petitions did not meet the requirements under the Ontario Regulation 586/06. Report #2018-INFO-80 prepared by Corporate Services – Legal provides more information on this subject.
- 5.8 Once staff has been provided direction, then a meeting with the residents and stakeholders could be arranged.

6. Conclusion

- 6.1 Residents living on Range Road and Ontoro Boulevard continue to express concerns related to private well water quality and quantity. The properties are located outside of the Ajax Urban Area, within the Provincial Greenbelt Plan Area.
- 6.2 In order for Regional staff to initiate the implementation of municipal services for the existing property owners in this area, direction from Regional Council is required.
- 6.3 This report has been prepared in consultation with the Health, Planning & Economic Development, and Corporate Services-Legal Services Departments.

7. Attachments

Attachment #1: The Regional Municipality of Durham's letter dated March 13, 2018 to the Ministry of Environment and Climate Change and the Ministry of Municipal Affairs including site map of properties on Range Road and Ontoro Boulevard

Attachment #2: Reply letter from the Ministry of Municipal Affairs to the Regional Municipality of Durham dated April 16, 2018

Respectfully submitted,

Original signed by

Susan Siopis, P.Eng.
Commissioner of Works

Original signed by

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development



**The Regional
Municipality of
Durham**

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March 13, 2018

Lisa Trevisan, Central Region Director
Ministry of the Environment and Climate Change
5775 Yonge Street, 8th Floor
North York, ON M2M 4J1

Laurie Miller, RPP
Director, Provincial Planning Policy Branch
Ministry of Municipal Affairs
777 Bay Street, 13th Floor
Toronto, ON M5G 2E5

Dear Ms. Trevisan and Ms. Miller:

**Re: Servicing of Properties Within the Greenbelt
Ontoro Boulevard and Range Road, Ajax**

Durham Regional Council has provided direction to staff to pursue the potential for servicing of properties in a defined area of existing residential development in the Town of Ajax that is within the Greenbelt, to address long-standing and deteriorating water quality and quantity issues. The area is shown on the attached map and includes residential properties fronting on Ontoro Boulevard and Range Road. As you are aware, the residents in this area are on private services and have experienced significant water quality and quantity issues that have been documented for many years.

MOECC staff have recently (2017) participated in a public meeting related to these issues and subsequently completed a water sampling program. In addition to the sampling program, MOECC received historical records and reports from the residents.

Based on the hydrogeotechnical characteristics of this area, there are limited options for the residents to rectify their private wells which continue to experience serious water quality and quantity problems. A report prepared by Jagger Hims Limited concludes that the residents cannot drill new wells in order to resolve their water issues. In addition, the existing residents have consulted water treatment specialists and employed various methods to treat

If you require this information in an accessible format, please contact 1-800-372-1102 ext. 3519.

Lisa Trevisan, MOECC and Laurie Miller, MMA
Re: Servicing of Properties Within the Greenbelt
Ontario Boulevard and Range Road, Ajax
Page 2 of 2

their well water; however, given the conditions in the area treatment options do not produce water that is useable for day-to-day activities. Some residences with water quantity are faced with challenges due to the amount required to improve the water quality (e.g. 4 units of raw water is required to produce 1 unit of treated water).

Based on current conditions, residents cannot use their water supply for practical functions, such as showering, laundry and cooking and therefore consider this a health issue.

The Region of Durham and the Town of Ajax are prepared to examine servicing options for this area in an attempt to alleviate the documented issues experienced by the residents of this area.

It is in that regard that we are writing to seek guidance on whether the province would object to the extension of municipal services to this area, relative to the Greenbelt Plan.

We would appreciate a response at your earliest convenience as staff have been asked to report back to Regional Council in the very near future on this urgent matter. If a meeting or telephone conversation would be helpful, please let us know.

Sincerely,



Susan Siopis, P.Eng.
Commissioner of Works

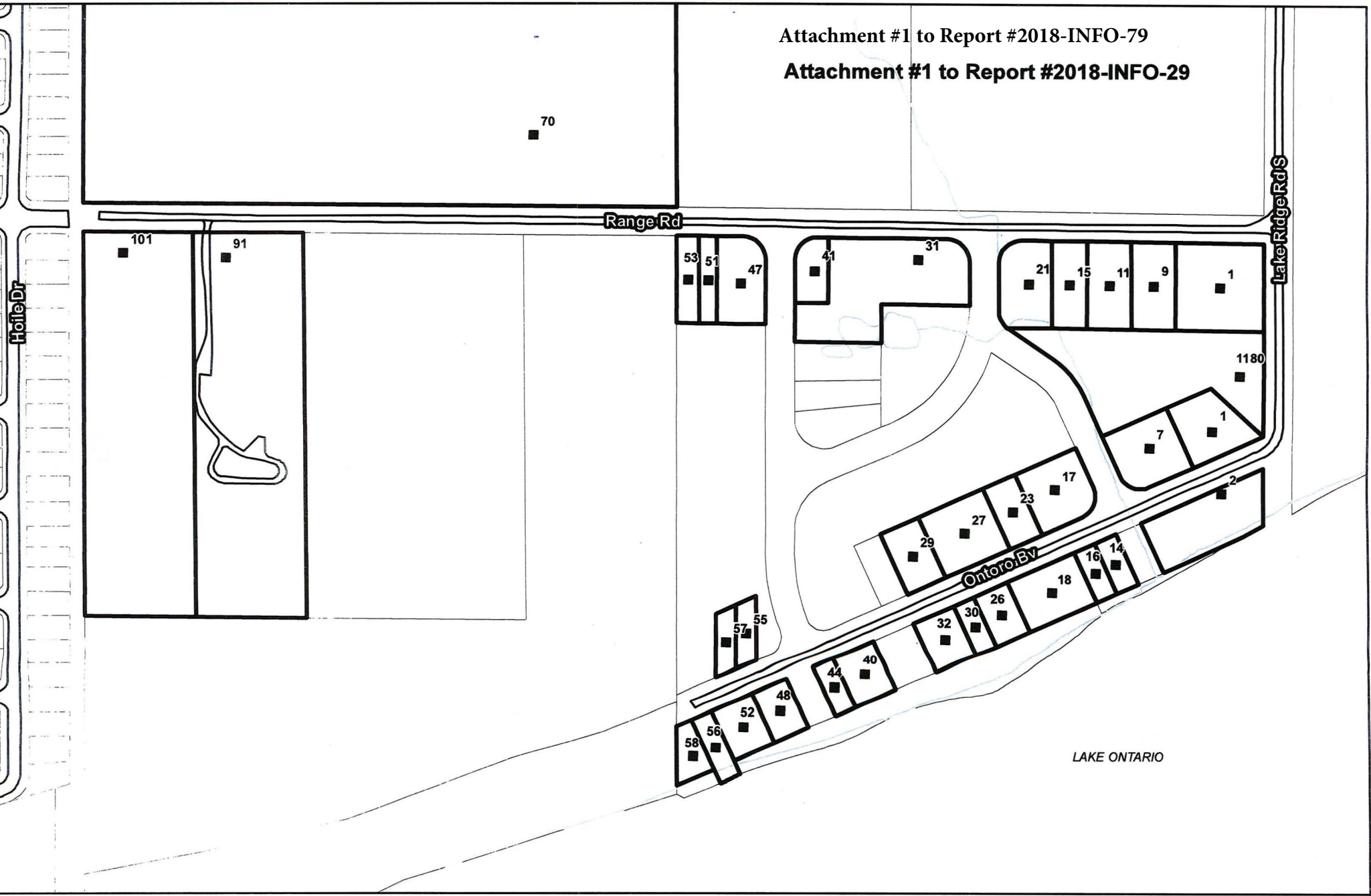


Brian Bridgeman, MCIP, RPP
Commissioner of Planning and Economic Development

cc: Dr. Robert Kyle, Commissioner & Medical Officer of Health, Durham
Region

\attach

Attachment #1 to Report #2018-INFO-79
 Attachment #1 to Report #2018-INFO-29



The Regional Municipality of Durham
 Works Department

This map has been produced from a variety of sources. The Region of Durham does not make any representations concerning the accuracy, likely results, or reliability of the use of the materials. The Region hereby disclaims all representations and warranties.
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 Not a plan of Survey.

Map Date: February 1, 2017

**Ontoro Blvd / Range Rd
 Town of Ajax**

■ Addresses With Existing Houses (35)



**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement



Municipal Services Office
Central Ontario
777 Bay Street, 13th Floor
Toronto ON M5G 2E5
Phone: 416-585-6226
Facsimile: 416-585-6882
Toll-Free: 1-800-668-0230

Bureau des services aux municipalités
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Téléphone : 416-585-6226
Télécopieur : 416-585-6882
Sans frais : 1-800-668-0230

April 16, 2018

Susan Siopis, P. Eng.
Commissioner of Works

Brian Bridgeman, RPP
Commissioner of Planning and Economic Development

The Regional Municipality of Durham
605 Rossland Road East
Whitby, ON L1N 6A3
905-668-7711

**RE: Servicing of Properties Within the Greenbelt
Ontoro Boulevard and Range Road, Town of Ajax**

Dear Ms. Siopis and Mr. Bridgeman:

Thank you for your letter, dated March 13, 2018, in which you request provincial guidance regarding the servicing of properties within the Greenbelt Plan area, generally located along Ontoro Boulevard and Range Road in the Town of Ajax. Please note, we have consulted with our colleagues at the Ministry of Environment and Climate Change (MOECC) on this matter and have considered their input in our response.

As you are aware, Section 4.2.2 of the Greenbelt Plan (2017) provides for sewage and water infrastructure within the Protected Countryside. In addition to identifying how such works should be carried out, the policies provide criteria for when considering the extension of municipal or private communal sewage or water services outside of a settlement area. Such criteria include the servicing of existing uses and expansions thereof adjacent to the settlement area or, in the case of health issues.

The Greenbelt Plan (2017) does not define or further clarify what constitutes a "health issue" in the context of Section 4.2.2. In this regard, it is recommended the Region should consult with its respective Health Department or Medical Officer of Health and determine if the current status of water quality and/or quantity constitutes a health issue in this area.

If the Region is of the opinion that a "health issue" does exist, then Section 4.2.2 of the Greenbelt Plan (2017) would permit the extension of municipal services to this area, in accordance with the provisions of the Plan.

Should you wish to discuss this matter further, please feel free to contact me directly by email at ross.lashbrook@ontario.ca or by phone at 416-585-6063.

Sincerely,

A handwritten signature in black ink, appearing to read "Ross Lashbrook".

Ross Lashbrook
Manager, Community Planning and Development
Municipal Services Office – Central Ontario
Ministry of Municipal Affairs

- c. Lisa Trevisan, Director, Regional Offices – Central, MOECC
Laurie Miller, Director, Provincial Planning Policy Branch



The Regional Municipality of Durham Information Report

From: Director of Corporate Services – Legal Services
Report: #2018-INFO-80
Date: May 18, 2018

Subject:

Petition - Range Road/Ontoro Boulevard Area Construction of Watermain

Recommendation:

Receive for information

Report:

1. Purpose

- 1.1 The purpose of this report is to provide a response to the question from Council as to whether the petition signed by 23 residents of the Range Road/Ontoro Boulevard area in 2005 with regards to the construction of a watermain to service their properties is still valid.

2. Background

- 2.1 Report 2018-INFO-29 included a petition that appears to be from 2011 and signed by 27 owners, in contrast to the 2005 petition signed by 23 owners, which was not available to be reviewed.
- 2.2 A valid petition with respect to a local improvement by-law must be in the form prescribed by Ontario Regulation 586/06 made under the *Municipal Act, 2001*. For example, the 2011 petition appears to have been sent to the Regional Chair and not filed with the Regional Clerk as required by the Regulation, and it does not appear to sufficiently describe the work proposed to be carried out. Based on the response from the Commissioner of Works to the 2005 petition, it appears that owner support for the works was insufficient to comply with the Regulation.

- 2.3 Moreover, The Regional Clerk may not be in a position to certify the results of either the 2005 or the 2011 petitions given the passage of time and dating of the information contained in the petitions. Accordingly, given the passage of time (13 years, 7 years, respectively) it would be advisable to do a fresh petition, containing up-to-date information, in connection with these proposed works to account for changes in ownership, opinion, and financial circumstances, among other matters.
- 2.4 Regardless of any issues with the form of the 2005 petition, the 2011 petition, or any forthcoming current, valid petition there remains the issue with conformity to the Greenbelt Plan. In the Commissioner of Works response to the 2005 petition, issues with respect to conformity with both the Greenbelt Plan and the Regional Official Plan were identified.

3. Conclusion

- 3.1 The 2005 petition does not appear to be a valid petition for the purposes of Ontario Regulation 586/06.

4. Attachments

Attachment #1: Correspondence from the Commissioner of Works, dated July 20, 2006

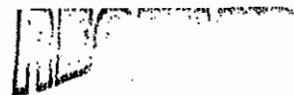
Respectfully submitted,

Original signed by

Jason Hunt
Director of Legal Services



July 20, 2006



JUL 24 2006

HEALTH DEPARTMENT

See attached mailing list

Dear Sir or Madam,

Re: Update on the Status of the Petition for Extension of Municipal Water to Range Road, Lakeridge Road, Ontoro Boulevard and Dawncrest Road, Town of Ajax

The Regional Municipality of Durham

Works Department

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WHITBY ON L1N 6A3
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905-668-7711
Fax: 905-668-2051
E-mail:
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www.region.durham.on.ca

C. R. Curtis, P. Eng., MBA
Commissioner of Works

First, please let me apologize for not getting back to everyone sooner with an update on the status of a petition for extension of municipal water service to Range Road, Lakeridge Road, Ontoro Boulevard and Dawncrest Road.

The Region of Durham Works Department received the petition in July 2005 from residents of twenty-three (23) homes. Staff subsequently generated a preliminary design and budget cost estimate for the works. The estimated cost of construction, including the provision of hydrants to provide fire protection is \$815,000.

I did not discuss the petition with the Ajax politicians as there were outstanding planning issues that needed to be resolved.

The properties are all located outside of the existing urban area of the Town of Ajax and there are provincial and regional planning policies which must be considered prior to the approval of extension of water services.

The Provincial Greenbelt Plan has designated the area "protected countryside" and the homes are not identified as a "settlement area" within the Greenbelt Plan. The Greenbelt Plan also indicates that the extension of services outside of a settlement area shall only be permitted in the case of a health issue. The province does not envision any amendment to the Greenbelt Plan before the Plan's ten (10) year review by the province.



The proposed service would also not conform to the Regional Official Plan (ROP). The lands are designated "Major Open Space" in Durham's Official Plan and are located outside the Ajax Urban Area. The ROP generally provides that rural areas will be privately serviced and that the extension of services will only be permitted where mitigating solutions to health issues cannot be found. In the absence of a health issue, the proposed municipal water service connection does not meet the intent of the ROP.

The Region of Durham Health Department reviewed some results of previous water quality analysis of the wells of some of the properties in the area. These results did not indicate the water supply was a health risk. The historic tests indicated that the water had some quality parameters that are outside of the health-related objectives for potable water, but these could be rectified using on-site treatments systems. There was no evidence of any significant bacteriological contamination.

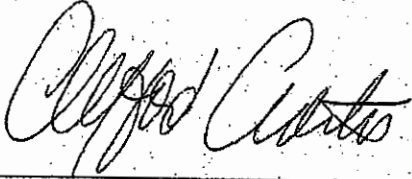
Staff of the Works and the Health Departments recently met with Mr. Healy (as spokesperson for the petitioning group) to discuss the status of the petition and provided Mr. Healy with a number of bacteriological water sampling kits to distribute in the community. The results of these water samples will identify bacterial contamination (Total Coliform and/or E. coli) in the private wells/water supplies in the area. We encourage each of you to have your well water tested and the Public Health Lab will advise both the person submitting the sample and the local health department of the results. No results will be released which identify any specific property or owner.

In the absence of an identified health issue municipal water can not be extended to the area in the near term.

Therefore I suggest that we await the results of the well testing to determine whether or not a bacteriological health issue may exist. If such a possibility is indicated, the Region will do some additional investigation to verify the health risk. The Health Department also provides advice and suggestions/options to owners of private drinking water supplies on adverse sample results (e.g. presence of Total Coliform and/or E. coli). This could include disinfection of the well and information on well integrity information. If the Health Department determines that a risk is present that is best corrected by extension of municipal water we will put forward the necessary funding for consideration in budget deliberations.

We will update you as more information becomes available. In the meantime, please don't hesitate to give me a call or send me an email.

Yours truly,



Clifford Curtis, P. Eng., MBA
Commissioner of Works

/cb

cc: Roger Anderson, Regional Chair
Mayor Steve Parrish, Mayor, Town of Ajax
Councillor Colleen Jordan, Town of Ajax
Councillor Pat Brown, Town of Ajax
Alex Georgieff, Commissioner of Planning
Dr. Robert Kyle, Commissioner of Medical Officer of Health
Ken Gorman, Director Environmental Health



The Regional Municipality of Durham Information Report

From: Chief Administrative Officer
Report: #2018-INFO-81
Date: May 18, 2018

Subject:

Region's Submission to the Canadian Nuclear Safety Commission on the proposed relicensing of the Pickering Nuclear Generating Station from 2018 to 2028

Recommendation:

Receive for information

Report:

1. Purpose

1.1 This report briefly summarizes:

- key aspects of the Canadian Nuclear Safety Commission (CNSC) relicensing process,
- Ontario Power Generation's application to relicense the Pickering Nuclear Generating Station (PNGS) to undertake continued operations from 2018 to 2024 then preparations for safe storage from 2024 to 2028,
- main themes from the Region of Durham's written submission to the CNSC on the relicensing

and provides a copy of the Region's submission to the CNSC (Attachment 1).

2. Background

2.1 In the 2017 Long-Term Energy Plan (LTEP), Ontario announced its intent to operate the PNGS until 2024 to ensure reliable base power supplies while the Darlington and Bruce Nuclear Generating Stations were being refurbished. OPG's current licence to operate the PNGS expires on August 31, 2018. OPG had previously intended to operate the station until 2020.

2.2 Continued operation of the Pickering plant until December 2024 would allow Ontario to avoid reliance on gas-fired peaking plants to meet electricity needs through the next decade. OPG states that continued operation will save Ontario

electricity consumers about \$600 million in electricity costs¹. It will also assist the province in meeting its greenhouse gas reduction targets by supplying electricity that is 99 per cent free of carbon emissions.

- 2.3 In September 2017, the CNSC announced that it would hold a two-part hearing in the spring of 2018 to consider OPG's request for renewal of the licence of PNGS.
- 2.4 The Regional Chair and Chief Administrative Officer (CAO) met with Mr. Jager and Ms. Knox of OPG in December 2017. A follow-up meeting was held in January 2018 with the Regional CAO and staff, Mr. Jager and Ms. Knox of OPG, and Ms. Laurie Swami and Mr. Ben Belfadhel of the Nuclear Waste Management Organization to receive updates and clarify OPG and NWMO's positions on various issues.
- 2.5 OPG has filed many technical reports and studies to support the relicensing application. The CNSC staff reviewed this input and submitted their environmental assessment of OPG's application to the Commission. These reports are publicly available on the OPG and CNSC websites or upon request.
- 2.6 Part 1 of the Commission hearing was held on April 4, 2018 in Ottawa. At this hearing, staff from OPG, CNSC and the Ontario Office of the Fire Marshall and Emergency Management (OFMEM) made presentations to the Commissioners on the content of the technical documents.
- 2.7 Part 2 of the Commission hearing will be held at the Pickering Recreation Complex in the City of Pickering from the afternoon of June 25th to June 29th, 2018.² At this time, the Commissioners will hear from organizations and individuals who made a request to the CNSC to intervene. It is anticipated that municipalities, individuals, organizations from the nuclear sector, and environmental non-government organizations will be present as intervenors.
- 2.8 In response to direction from Regional Council on April 11, 2018, staff prepared and provided to the CNSC the attached submission (Attachment 1) from the Region of Durham on the relicensing of the Pickering Nuclear Generating Station (PNGS) by the May 7, 2018 deadline. This submission constitutes the Region's "request to intervene" at the Part 2 hearing.
- 2.9 OPG operations have a significant impact on the Region of Durham and we have a long-standing co-operative relationship with OPG on matters around emergency response planning. Since 2014, Durham Region Public Health has partnered with OPG in as program of delivering KI (Potassium Iodide) Pills to Durham Region residents, institutions and businesses. For these reasons, the Region normally makes submissions to the CNSC related to key licensing and relicensing hearings and often participates in the Part 2 hearings as an intervenor.

1 OPG media release: Pickering Continued Operations to 2024, April 2018.

2 This revised location was announced May 15, 2018. The hearings were originally to be held in Courtice.

3. Overview of the OPG's Application for PNGS Licence Renewal

- 3.1 The Licence Renewal Application is required under the Nuclear Safety and Control Act. This application covers three different phases of activity that OPG would carry out during the licence period: continued commercial operation, a stabilization phase of defueling and dewatering, and the start of a safe storage phase.
- 3.2 These last two activities are the early steps in decommissioning of PNGS. One of the technical documents that supports the licence renewal application is OPG's preliminary decommissioning plan.
- 3.3 The application outlines the plans, analyses, and studies of the plant and its equipment done to establish the ongoing safety of continued operations beyond the current approved limit of 247,000 Effective Full Power Hours (EFPH). These include a Periodic Safety Review, a Predictive Effects Assessment, an Environmental Risk Assessment and a Sustainable Operations Plan.
- 3.4 The Sustainable Operations Plan is developed to address the challenges that arise in the transition from operating plant to end of commercial operations in each of 14 Safety and Control Areas. The application also includes plans for a stabilization phase (defueling and dewatering of the reactors) and safe storage phase (the operations necessary to secure the plant and meet regulatory requirements).
- 3.5 The Safety and Control Areas of direct interest to the Region include Radiation Protection, Environmental Protection, Emergency Management and Fire Protection, Waste Management, Security, Packaging and Transport (of radioactive materials) and Licensee Public Information Program. While human resources are one of the 14 Safety and Control Areas, the application does not mention a transition plan for staff affected by workforce reductions.
- 3.6 As noted, one of the documents OPG must submit in support of the application is a Preliminary Decommissioning Plan. This plan is updated every five years during the life cycle of the plant and is of interest to the Region at this time since the licence period to 2028 includes the early stages of decommissioning.
- 3.7 OPG's decommissioning plan states that they chose deferred decommissioning in the 1980's for a number of reasons including:
- Minimizes dose/radiation exposure to workers in keeping with the ALARA principle (as low as reasonably achievable)
 - Gives time to implement long-term nuclear waste disposal strategies
 - Allows continued growth of the investments in the decommissioning funds to moderate the price of power
 - Reduces dismantling and waste management costs due to natural decay of radiation levels

- Benefits from new technology and industry decommissioning experience
- 3.8 The decommissioning plan covers the period from the end of commercial operations to site restoration. CNSC regulations will require OPG to apply in future for a separate licence to decommission and may require an environmental assessment to be done as part of that licence application.
- 3.9 The preliminary decommissioning plan outlines a series of phases generally described in the chart below:

**Proposed Phases of Decommissioning and Related Staffing
from Preliminary Decommissioning Plan – Pickering Generating Stations A & B**

Activity	Estimated Time Frame³	PNGS Nominal Number of Staff⁴
Continued operations	2018-2024	2700
Preparation for safe storage	2024-2028	1200
Safe storage (approx. 30 years)	2028-2050	40
Preparation for dismantling and demolition	begins 2051	750
Dismantling and demolition	2051-2061	880
Disposal and site restoration	2061-2066	130

4. Preparation of the Regional Submission to the CNSC

- 4.1 In anticipation of the need to make a submission, Regional staff from the Durham Emergency Management Office (DEMO), Durham Region Public Health (DRHD), Corporate Communications, and the CAO's Office met with OPG staff to discuss

³ The time frames for each phase are derived from the Pickering NGS Timeline (as portrayed on p. 12 of the PNGS Power Reactor Operating Licence Application August 2017).

⁴ Employment levels associated with the decommissioning period are derived from Appendix C of the PNGS preliminary decommissioning plan, p. 137.

the hearing process and preparation needed. Regional staff also participated in stakeholder sessions held by OPG in February 2018.

- 4.2 The CAO's Office, Corporate Communications Office, DEMO, DRHD, Finance and the Durham Regional Police were directly involved in preparing the Region's CNSC submission. Legal Services, Planning and Economic Development, and Works were also consulted.
- 4.3 Staff reviewed the OPG application and supporting documents and the CNSC staff submission to understand OPGs plans and CNSC requirements moving forward focusing on areas of key Regional interest. Staff also considered documentation from the NWMO, OPG and CNSC on the development of the deep geological repositories for used nuclear fuel and low and intermediate level waste.
- 4.4 Council's April 11th resolution specifically directed that the Region's submission request funding support for implementation of the PNERP and compensation for the long-term storage of nuclear waste. It also asked that OPG be directed to prepare and share with the Region a transition plan for OPG workers who will be affected by the closure of the plant.

5. Key points from the Region's submission:

- 5.1 From socio-economic and social licence perspectives, the continued operations phase and decommissioning phases planned for PNGS have distinctly different impacts on the Durham as a host community.
- 5.2 In the continued operations phase, concerns identified by the Region relate to the funding and capacity needed to support the Region's responsibilities under the revised PNERP, compensation for increasing amounts of nuclear waste stored in the Region, and ongoing unfair property tax treatment of nuclear generating assets.
- 5.3 In the decommissioning phases, the Region has concerns related to:
 - Lack of transition planning for workers displaced within the term of the licence, first by the end of operations, then by the shift into the safe storage phase;
 - Type and extent of changes to the emergency management program e.g. capacity to respond to radiological spills on Regional Roads;
 - Changes to the KI program;
 - Unknown fiscal and socio-economic impacts on the Region;
 - No articulation of plans for beneficial reuse of the site within the term of this licence or beyond;
 - Risks and perceptions related to nuclear waste being stored onsite for decades;
 - Highly uncertain timing of the availability of deep geological repositories to accept used fuel, low and intermediate level waste, and demolition waste

- may significantly delay their removal from PNGS, preventing site reuse;
 - Traffic and transportation infrastructure needs related to the dismantling, demolition and site restoration phases;
 - Mitigation of dust, air, and noise during dismantling, demolition and site restoration phases;
 - disposal of toxic (non-radioactive) wastes; and
 - Need for advance discussion with the Region about Environmental Assessment for the decommissioning license.
- 5.4 The 11 recommendations in the submission (listed below) generally request the CNSC to direct OPG and/or urge the Province to mitigate these concerns through a variety of measures.

Recommendations from Durham Region Submission to CNSC May 7, 2018

- 1. As conditions of relicensing PNGS, the CNSC should include the following requirements:**
 - **Provincial action to ensure the timely, transparent and accountable implementation of the updated PNERP;**
 - **completion and release by the Province of the additional technical assessment study it is commissioning to identify whether evacuation zones or KI distribution distances should be expanded; and**
 - **an obligation for the Province and/or OPG to provide funding to the Region of Durham to support implementation of the 2017 PNERP and related Pickering Implementation Plan.**
- 2. To strengthen community support for the extended operation of PNGS, the CNSC should direct OPG to seek from the Province the changes necessary to ensure that a fair and equitable level of property tax on the generating assets at PNGS and DNGS is paid to the Region and area municipalities in support of the Durham community.**
- 3. To recognize the Region's commitment and bolster community support for the PNGS licence renewal, the CNSC should impose non-regulatory conditions requiring:**
 - **mitigation of socio-economic impacts in ways consistent with those described in the Environmental Assessment (EA) for the Kincardine DGR, and**

- that OPG enter into a community benefits agreement with Durham Region as part of the effort to mitigate the impacts of ongoing nuclear waste storage in the Region.
4. The Region requests the CNSC to commit that the Region of Durham will be formally notified of and engaged in the decision-making process with respect to conducting an EA for PNGS decommissioning since our community will be directly affected for decades by the decommissioning process.
 5. The Region requests that OPG be directed to mitigate the negative impacts of PNGS end of commercial operations, including preparing transition plans for the affected workers to be shared with the Region in advance.
 6. In the interests of transparency and planning ahead, the Region asks the CNSC to require, as a condition of relicensing, that OPG and the Province provide to the Region of Durham the detailed assumptions, projections and data necessary to understand the impact of the various phases of decommissioning on the Regional economy, the needs for Regional service and property tax revenue, including:
 - the projected number of employees (and/or contractor staff) from the site for each year of the decommissioning plan;
 - the type and level of assessment that will be attracted by the structures and activities on the site at each phase; and
 - that this information be provided within 60 days of approval by the CNSC of this application and updated every five years.
 7. That in regard to mitigating the economic impacts and stigma associated with PNGS closure, the Region recommends that the CNSC require OPG to:
 - Provide a written commitment to the Region on beneficial reuse of the PNGS site;
 - Investigate and launch projects and partnerships to reuse portions of the site as soon as possible;
 - Provide a clearly articulated plan for “Repurposing Pickering” as the basis for selecting a site restoration approach; and

- meet provincial standards for brownfield site restoration suitable for proposed future uses of an industrial site.
8. To mitigate the considerable uncertainty around the timing of the removal of nuclear waste from the Pickering site, the Region requests the CNSC to require that the financial guarantee for the decommissioning of PNGS incorporate annual payments to the Region of Durham (indexed to inflation) per unit of waste stored in Durham Region.
 9. The Region asks CNSC to direct OPG to provide information to the Region for the transportation and traffic impacts of each phase of decommissioning well in advance so that necessary infrastructure can be planned and built in a timely way. OPG should engage with the Region to reach agreement on impact mitigation and funding at least a decade before starting these activities.
 10. The Region requests the CNSC to advise the NWMO that Durham Region and its area municipalities should be included as a key stakeholder in the NWMO discussions of transportation planning for used fuel waste. NWMO should engage with the Region to reach agreement on impact mitigation and funding at least a decade before starting the nuclear waste removal activities.
 11. Plans for forecasting, mitigating and monitoring emissions impacts at the dismantling, demolition and site restoration phases should be included in OPG's decommissioning plan and a related environmental assessment.

6. Next Steps

- 6.1 The Regional CAO has requested to make an oral submission at the Part 2 Hearings, currently scheduled for June 25 to 29, 2018 at the Pickering Recreation Complex, to supplement our written intervention.
- 6.2 Regional staff, who are subject matter experts on key issues such as emergency management and the KI Pill program, will attend with the CAO to address any specific questions the CNSC expert panel members may ask.
- 6.3 In Report 2018-COW-32 (the Region's 2018 Strategic Property Tax Study), the Region again requested that the Province provide greater fairness and equity in property taxation of nuclear generating facilities by:
 - updating the statutory rate that is unchanged since 1968, and
 - redirecting to the Region and area municipalities the proxy property tax payments currently paid to the Ontario Electricity Financing Corporation and to reduce Ontario's stranded hydro debt.

7. Conclusion

- 7.1 Staff will continue to participate in and monitor the relicensing process for PNGS and report back to Regional Council on any further developments.

8. Attachments

Attachment #1: Submission from the Regional Municipality of Durham regarding the Application of Ontario Power Generation to renew the Power Reactor Operating Licence for the Pickering Nuclear Generating Station from September 1, 2018 to August 31, 2028.

Respectfully submitted,

Garry H. Cubitt, M.S.W.
Chief Administrative Officer



May 7, 2018

The Regional
Municipality
Of Durham

Office of the C.A.O.

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Garry H. Cubitt
Chief Administrative Officer

Ms. Louise Levert
Secretariat
Canadian Nuclear Safety Commission (CNSC)
280 Slater Street, P. O. Box 1046
Ottawa, ON K1P 5S9

E-mail: cns.interventions.ccsn@canada.ca

RE: Request to Intervene

Dear Ms. Levert,

We understand that a Public Hearing Part 2 on matters related to the proposed relicensing of the Pickering Nuclear Generating Station (PNGS) will be held from June 26 to 28, 2018 in Courtice, Ontario. In accordance with a resolution from Durham Regional Council, the Region of Durham provides the following written submission. We also request to make an oral submission during the hearing.

Please find attached our formal written submission including the resolution from Durham Regional Council, passed April 11, 2018. We appreciate the opportunity to participate.

Yours truly,

A handwritten signature in black ink, appearing to read 'Garry H. Cubitt', written in a cursive style.

G.H. Cubitt, MSW
Chief Administrative Officer

cc: Mr. Glenn Jager, President OPG Nuclear and Chief Nuclear Officer, Ontario Power Generation
Ms. Laurie Swami, President and CEO, Nuclear Waste Management Organization
Mayor David Ryan, City of Pickering
Mayor Adrian Foster, President, Canadian Association of Nuclear Host Communities

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**Submission from the Regional Municipality of Durham regarding
the application of Ontario Power Generation (OPG) to renew the Power Reactor
Operating Licence for the Pickering Nuclear Generating Station (PNGS) from
September 1, 2018 to August 31, 2028.**

May 7, 2018

With respect to the Part 2 Hearing, June 26 to 28, 2018 in Courtice, Ontario.

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Table of Contents

1	Introduction:	1
2	Strong Region/OPG Partnership Continues.....	3
2.1	Communications	3
2.1.1	Durham Nuclear Health Committee	3
2.2	Emergency Management	4
2.2.1	Durham Emergency Management Office (DEMO)	4
2.2.2	Potassium Iodide (KI) Pill Distribution Program	5
2.2.3	Policing.....	6
3	Durham Regional Council Seeks Renewed Partnerships and Support.....	7
4	PNGS Continued Operations Phase to 2024	9
4.1	Emergency Management: Provincial Nuclear Emergency Response Plan (PNERP).....	9
4.2	Socio-economic Impacts: Property Taxation.....	11
4.3	Nuclear Waste Management.....	13
5	PNGS Decommissioning Phases.....	14
5.1	Background.....	14
5.2	Emergency Planning.....	16
5.2.1	PNERP	16
5.2.2	KI Pill Distribution Program.....	16
5.2.3	Coordination with Durham Regional Police Service	17
5.3	Socio-Economic Issues:.....	17
5.3.1	Human Assets and Municipal Property Taxes	17
5.3.2	Financial Assets: Economic Development/Beneficial Reuse of the Site....	18
5.4	Ongoing and Increasing Nuclear Waste Storage	19
5.5	Transportation	21
5.6	Emissions.....	22
6	Conclusion	22
7	References.....	24
8	Appendix A - Legislated Responsibilities of the Regional Municipality of Durham .	26
9	Appendix B: Recommendations from the Region of Durham	29
10	Glossary of Acronyms	32

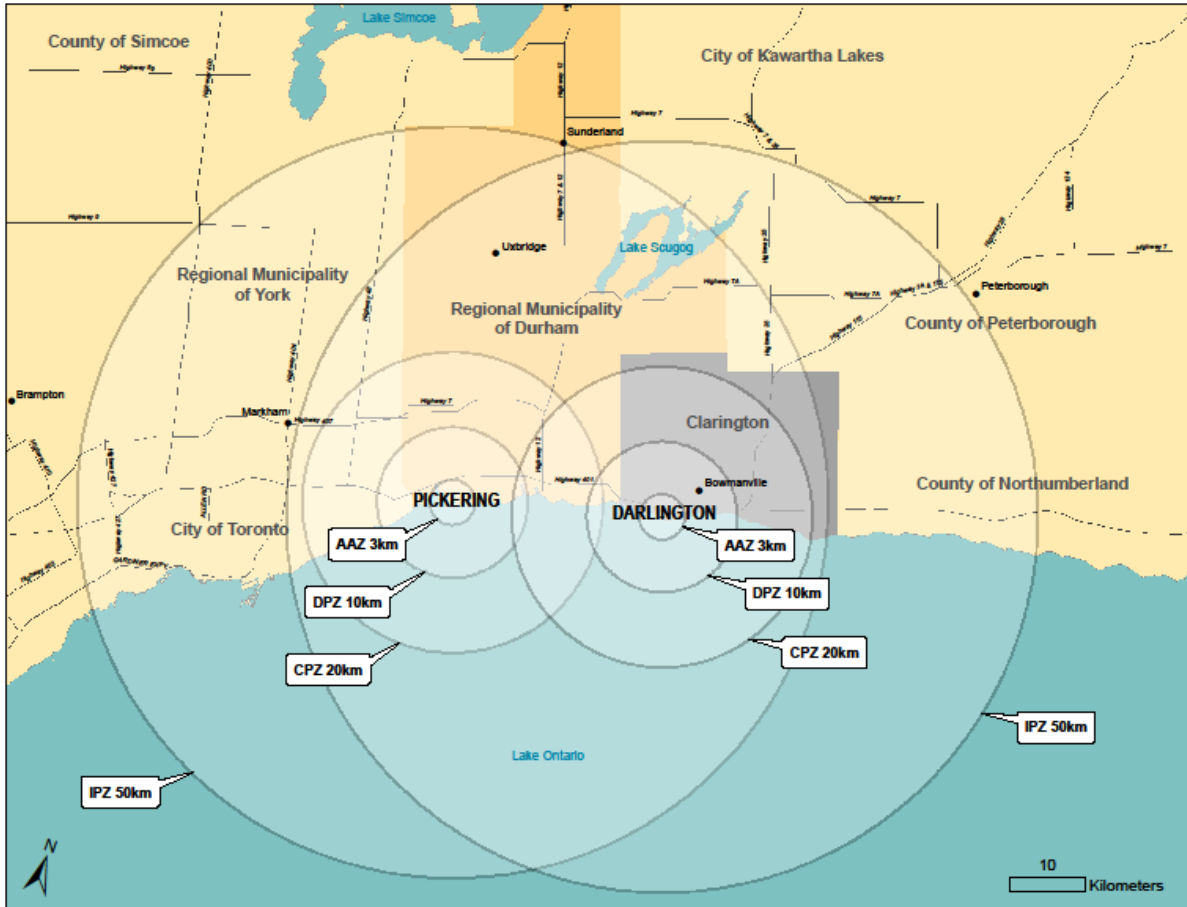
1 Introduction:

The Regional Municipality of Durham is an upper tier government in Ontario's system of two-tier municipal government. The upper tier is the regional level, which operates at a broader scale to provide planning, servicing and financing for Region-wide services including policing, ambulance, emergency management, public health, land use planning, and water and waste water services. For a more extensive list of Regional legislated responsibilities see Appendix A.

In Durham Region, eight area municipalities comprise the lower tier (see map below). The City of Pickering is one of the area municipalities. They operate at a more local scale, handling services such as detailed local planning, fire protection, tax collection and parks and recreation.



The map following map shows the location of the Pickering and Darlington Nuclear Generating Stations within our Region and the extent of the associated nuclear protection zones within Durham and beyond.



Durham Region is unique in Ontario as the host community for two nuclear generating stations located within urban environments. As its host community, Durham Region has a substantial interest in the continued safe operation of the Pickering Nuclear Generating Station (PNGS). With 2,700 employees, this station is a major employer in the Region, in total providing about 4,500 direct and indirect high-skill, well-paid jobs for our residents. The proposed extended operation until 2024 will provide the benefit of maintaining these jobs. For this reason, the Region of Durham supports the continued operation of the Pickering Station.

Another key benefit of PNGS's ongoing operation is its significant contribution to Ontario's 99% carbon emissions-free electricity supply. As a leader in municipal efforts to address climate change, the Region knows that this clean electricity supply will enable our community to pursue a strategy of electrifying space heating and transportation to help meet Durham's GHG emission targets.

The chief beneficiary of continued operation of PNGS is the Province of Ontario by:

- ensuring a reliable power supply and avoided electricity replacement costs of \$600 million during refurbishment of other facilities;
- continuing the payment of personal and corporate income taxes from the employees and related economic activity in the nuclear supply chain, about 95 per cent of which is located in Ontario; and
- continuing the payment of proxy property taxes to help relieve the stranded debt.

2 Strong Region/OPG Partnership Continues

Construction of PNGS began in the late 1960's and the first four reactors began operating in 1971 before the Regional Municipality of Durham existed. The station, and all the complex regulatory mechanisms pertaining to it, were part of the inherited landscape of the Region. Over the years, the Region has worked closely with Ontario Power Generation (OPG), especially on emergency management, and continues to view OPG as a community partner. The Region is keenly aware of the responsibilities that come with being a host community for the Pickering plant.

Since its inception, the Region has been a strong supporter of the operations at the two nuclear generating stations in Durham. This support has been expressed to the CNSC through various Regional Council resolutions and Regional submissions.

The partnership and cooperation between OPG and Durham Region is maintained through a variety of mechanisms.

2.1 Communications

There is considerable effort on both sides to sustain a healthy dialogue:

- Periodic OPG presentations to Regional Council
- Regular Durham Nuclear Health Committee (DNHC) meetings chaired by the Region's Commissioner and Medical Officer of Health
- Issue-specific meetings with Regional staff and/or the Regional Chair
- Staff-to-staff meetings on specific issues such as emergency exercises
- Regional staff attendance at OPG stakeholder meetings and public information centres
- Regional participation in the Pickering Advisory Committee
- Regional participation in the Repurposing Pickering exercise

2.1.1 Durham Nuclear Health Committee

Since 1995, OPG has funded and provided technical assistance to the Durham Nuclear Health Committee (DNHC). It is chaired by the Region's Commissioner & Medical Officer of Health. Membership of the DNHC consists of nine public members from

Whitby, Oshawa, Ajax, Clarington and Pickering, who are appointed by Council; two representatives of OPG; and four provincial/regional government representatives. The DNHC acts primarily as a forum for discussing and addressing radiological emissions from nuclear facilities in Durham Region to assess the potential environmental human health impacts. The DNHC meets five times a year and regularly receives presentations from OPG staff updating the committee on environmental monitoring results at PNGS.

2.2 Emergency Management

2.2.1 Durham Emergency Management Office (DEMO)

For decades, the Region's Emergency Management Office has played a coordinating role in the community in planning and executing the Region's offsite response to a nuclear emergency at PNGS or DNGS. This activity is directed through the Provincial Nuclear Emergency Response Plan (PNERP) and partially supported by funding from OPG under the terms of a Memoranda of Understanding (MOU) with the Region.

DEMO has partnered with OPG and local emergency services in ensuring that appropriate planning, practice and coordination are in place to respond to a nuclear incident affecting the Durham community.

As an example, in December 2017, the Region participated in the OPG led Exercise Unified Control which simulated a nuclear emergency at the Pickering Nuclear Generating Station. The purpose of the exercise was to test the preparedness of OPG, the Region and the many other partners to respond. The exercise was designed to test the interoperability between organizations, communication during decision making, and the coordination and effectiveness in delivering information to the public and media.

When a nuclear exercise is conducted in accordance with Provincial legislation and CNSC regulations, hundreds of Regional staff from police, paramedic, transit, social services and most other Regional departments are involved. While OPG has helped fund that effort, it is a significant responsibility for Durham Region to ensure training of Regional staff and community partners, availability of physical facilities, current technology and communications capacity to support these efforts. This obligation relates not only to the Pickering NGS but also to the Darlington NGS.

Consequently, the Region has developed a high level of expertise in nuclear emergency preparedness. Maintaining training levels and corporate memory will be an ongoing challenge for the Region to due to upcoming retirements combined with normal staff turnover. In addition, as our population grows, and the legislated requirements related to community safety increase, meeting the needs to communicate, practice, and constantly update our emergency plans has become an escalating demand.

2.2.2 Potassium Iodide (KI) Pill Distribution Program

A significant example of a strengthened regulatory requirement is the expanded program for the distribution of Potassium Iodide (KI) pills in the 10 km zone. This was a post-Fukushima requirement from the CNSC which was much appreciated by the Region.

For more than 20 years the Durham Region Health Department (DRHD) pre-distributed KI to specific vulnerable populations e.g. schools, child care centres, health care and long-term-care facilities located in the primary zones and emergency service providers and others. Residents living in the primary zones could also obtain KI through several pharmacies located in the primary zones (10 km).

During 2014 and 2015, DRHD in partnership with OPG, designed and implemented a campaign with full community consultation to meet the requirements of the CNSC REGDOC 2.10.1 regarding the pre-distribution of KI. In late 2015, DRHD and OPG launched a campaign to distribute KI pills to over 200,000 homes and businesses within a 10-kilometre radius (Detailed Planning Zone) of Pickering and Darlington nuclear generating stations. In addition, KI pills were made available upon request to anyone living or working in the Ingestion Planning Zone (50 km). OPG fully funds this program through an MOU with DRHD. DRHD continues to promote this initiative to ensure that anyone new to the area is aware of the availability of KI tablets for their residence or business, and also to encourage existing area residents and businesses to confirm that they have their supply of KI tablets.

Various mechanisms have been employed to ensure that the public is aware of the KI pill program. Residents and business owners can confirm if they are located within the 10-kilometre Detailed Planning Zone by visiting preparetobesafe.ca and entering their postal code in the required field. The website will show their proximity to each nuclear generating station. KI tablets are also available free of charge to residents living within 50-kilometres of either generating station on the preparetobesafe.ca website.

In September 2017, DRHD launched a video to promote the availability of potassium iodide (KI) tablets for new residents and businesses located near the Region's nuclear generating stations in Pickering and Darlington.

In the fall of 2016, PNGS participated in an Operational Safety Review Team (OSART) mission. As part of the mission, the team of experts from the International Atomic Energy Agency that reviewed PNGS, identified the KI distribution program as a "good practice" (IAEA, p.48) which they define as "an outstanding and proven performance...markedly superior to that observed elsewhere, not just the fulfillment of current requirements..." (IAEA) p.82.

2.2.3 Policing

The Durham Region Police Service (DRPS) has historically had an excellent working relationship with both the Emergency Preparedness and Security program and Emergency Services (SES) Unit within OPG. The DRPS and OPG have an MOU for Off-Site Response that provides the framework for police response to high risk incidents as outlined in the agreement.

To maintain a strong working relationship, DRPS continually participated in security and emergency services training and exercise activities as stakeholders in OPG's Emergency Management Program. This includes natural, technological and human-induced (criminal) emergencies or disasters. In 2017, along with other Durham Region departments, DRPS was highly engaged in the planning and participation in exercise "Unified Control" hosted by OPG. The DRPS also participates in annual "Force on Force" security exercises and training opportunities in the roles of participant, observer and evaluator.

Both DRPS and OPG are engaged stakeholders in evacuation planning. DRPS currently maintains evacuation plans for the Pickering and Darlington NGS sites.

The advancement and adoption of the Next/Gen radio system to create integrated, seamless and interoperable communications with Durham Region first responders is an excellent example of a valuable partnership between the Region and OPG. The radio system was completed in 2017 and supports fully integrated communications that adheres to the five lanes of communications interoperability as outlined by Public Safety Canada:

- Governance
- Standard operating procedures
- Technology
- Training
- Usage

Training and usage includes the integrated major incident response training and procedures for major events that have been integrated into our response model.

The OPG portable radios users (Security and Emergency Services and Emergency Response Team) at both the Pickering NGS and Darlington NGS are considered to be normal high priority users on the NextGen Radio / HARRIS system along with all of the other public safety users – police and fire – in the Region.

Because the radio system views OPG users like any other user of the system, no "integration" is required. Interoperability is a given and as simple as the responding parties to operationally change channels to a common channel i.e. create a Talk Group.

This is part of the Standard Operating Procedure for both parties. It is also possible for Pickering OPG teams to communicate directly with Darlington OPG teams if required.

In the case of infrastructure components installed at both facilities to provide the required on-site radio coverage - these radio towers are connected – via dedicated and redundant microwave links - and managed by the fully redundant NextGen / HARRIS core computer.

These radio towers – three at each facility – and links are monitored 24/7 and considered by all involved to be an integral part of the overall NextGen system. These components enable not only on-site coverage for OPG portable radio units but also for arriving first responders. Testing of the system has proven that it works extremely well.

3 Durham Regional Council Seeks Renewed Partnerships and Support

In April 2018, Durham Regional Council heard presentations from both Ontario's Office of the Fire Marshal and Emergency Management (OFMEM) and OPG. The presentation by OFMEM outlined for Council the revision of the PNERP. OPG's presentation provided updates on refurbishment of the Darlington Nuclear Generating Station (DNLS) and the proposal to extend the operation of DNLS to 2024. These initiatives have renewed Council's discussion about the impacts of OPG's ongoing nuclear operations in our Region.

On April 11, 2018, Durham Regional Council passed the following resolution:

Information Report #2018-INFO-41: Provincial Nuclear Emergency Response Plan (PNERP) – Update

Moved by Councillor Jordan, seconded by Councillor Drumm,

That we recommend to Council:

Be it resolved that Durham Regional staff be mandated to make a submission to the Canadian Nuclear Safety Commission (CNSC) regarding Ontario Power Generation's (OPG) application for a ten-year licence for the Pickering nuclear station;

That in the submission staff highlight Durham Region's ongoing support for transparency, public consultation, strengthening emergency preparedness wherever feasible, protection of vulnerable communities, and world-class public safety as outlined in motions passed by council in 2014, 2015 and 2017;

That the submission commend and thank the CNSC for its issuance of strengthened potassium iodide (KI) distribution requirements in 2014;

That the submission encourage the CNSC to ensure the province implements its updated Provincial Nuclear Emergency Response Plan (PNERP) in a timely, transparent and accountable manner;

That the submission request the CNSC encourage the province to release the technical assessment it has commissioned to identify whether evacuation zones or KI distribution distances should be expanded;

That the submission reiterate Durham Region's request for funding to be made available to address any additional planning, public education and implementation costs related to the new requirements included in the 2017 PNERP or related implementation plans;

That Durham Region requests the CNSC include a licence requirement obligating OPG or the government of Ontario to provide appropriate funding to Durham Region for the implementation of the 2017 PNERP or related implementation plans;

That Durham Region be compensated for the storage of nuclear waste until such time as nuclear waste is stored in a permanent nuclear waste site and compensation is then provided for the permanent waste storage host community;

And finally, be it further resolved:

That Durham Region requests OPG prepare and publish plans on how it will mitigate negative impacts of the station's retirement, including transition plans for affected workers, in advance of the stations' closure.

OPG has prepared a strategy for the End of Commercial Operation and a Preliminary Decommissioning Plan. The CNSC has outlined a series of conditions to be met for approval of the relicensing of PNGS. These include monitoring and milestone reporting on key technical criteria as well as development of a sustainable operations plan and a stabilization activity plan. OPG must give the CNSC notice by December 31, 2022 of any request to operate beyond December 2024. The CNSC requires that the

decommissioning plan be progressively updated every five years over the life cycle of the facility, with increasing levels of detail.

While the Region is confident that OPG will take all measures needed for continued safe operation of the PNGS to 2024 in accordance with CNSC regulations, the plans for and impacts of the period after PNGS operations cease raise some questions for the Region of Durham.

The Region's submission will address the following general areas:

- Emergency management/PNERP impacts
- Financial and property tax impacts
- Employment and socio-economic impacts
- Economic development and beneficial reuse
- Nuclear waste management impacts
- Dust, noise, toxins and non-nuclear waste
- Transportation impacts

The comments address two distinctly different phases of the future of the PNGS: the continued operations phase until 2024, and the decommissioning phase after commercial operations end. As highlighted in the Council motion, Durham Region's ongoing support for the nuclear facilities in the Region will be built on fairness, transparency, public consultation, strengthening of emergency preparedness, protection of vulnerable communities and world class public safety.

4 PNGS Continued Operations Phase to 2024

During this phase there are three areas of concern for the Region:

- Ongoing and expanded obligations related to the PNERP
- Socio-economic impacts related to unfair property taxation
- The increasing, indefinite storage of nuclear waste

4.1 Emergency Management: Provincial Nuclear Emergency Response Plan (PNERP)

The Region welcomed the release of the updated PNERP in December of 2017. Durham actively participated in the consultations that led to the new plan and made 16 recommendations identifying gaps that we felt needed to be covered by the plan. These recommendations, which were endorsed by Durham Regional Council in Report 2017-COW-137, sought additional studies, greater clarity from the Province on standards and roles, updated and harmonized requirements, and funding to support the Region's ongoing capacity to implement the PNERP. Of these recommendations, three were included in the final PNERP relating to transparency, the need to study impacts of a

nuclear accident on the Great Lakes, and the need for a clear focus and process for evacuation planning in the new emergency planning zones.

Of the Regional recommendations that were not addressed in the PNERP, three related to the need for increased funding from the Province and CNSC to support additional planning and operational costs related to the expanded planning zones beyond the 10 km radius. This may include the need for a new primary standalone Regional Emergency Operations Centre outside the 20 km Contingency Planning Zone.

Other potential resourcing needs relate to study of dose control standards and protective actions for staff, expanded distribution of KI pills beyond the 10 km zone and the need for the Province to regularly update designated and impacted municipalities on the process of revising the PNERP.

As shown in the last two nuclear emergency exercises, (Unified Response 2014 and Unified Control 2017) emergency communications capability and coordination is an increasingly important aspect of the response. The growing use of internet and social media channels and new tools like the Alert Ready wireless alerting system will be effective in reaching the public wherever they are via mobile devices. However, with the changes to the PNERP, the Region will need sufficient staff and technology resources to continue to ensure that accurate, coordinated and timely messaging is delivered to our growing urban community.

With the release of the new PNERP in December 2017, the evacuation plans maintained by DRPS for the PNGS and DNGS sites will need to be reviewed to ensure alignment with the revised PNERP requirements. The DRPS and OPG are active participants in the Evacuation Transportation Subcommittee being led by the Ontario Ministry of Transportation. The subcommittee exists under the larger Nuclear Emergency Management Coordinating Committee.

Of particular note, in the 2017 PNERP is the introduction of a new Contingency Planning Zone (CPZ) out to 20 km. The response expectations of the Region in this new zone will require detailed planning in order to meet the requirements assigned to designated municipalities in the PNERP. This should not be underestimated. The Region will need sufficient emergency management staff, over and above the current complement to conduct the necessary planning in an area of the Region that is largely rural with limited resources and facilities - it will require a significant investment to extend the response capability into the CPZ.

The introduction of the new CPZ out to 20 km has also served to put increased pressure on the Region's Business Continuity planning strategy, since the new zone effectively eliminates all existing operations centres, reception and evacuation centres, traffic

management centre, Regional Headquarters, as well as most of the identified alternates.

The Provincial Implementing Plan for Pickering was released on May 1, 2018 and is intended to contain greater detail in terms of designated municipal requirements. In addition, the Province is in the process of commissioning a technical study which will, among other things, indicate whether there is a need to modify the planning zones as well as the KI distribution strategy as outlined in the 2017 version of the PNERP.

We note that CNSC REGDOC 2.10.1 will need to be updated to reflect new terminology in the PNERP with respect to names of the new zones, in particular for the pre-distribution of KI.

As conditions of relicensing PNGS, the CNSC should include the following requirements:

- **Provincial action to ensure the timely, transparent and accountable implementation of the updated PNERP;**
- **completion and release by the Province of the additional technical assessment study it is commissioning to identify whether evacuation zones or KI distribution distances should be expanded; and**
- **an obligation for the Province and/or OPG to provide funding to the Region of Durham to support implementation of the 2017 PNERP and the related Pickering Implementation Plan.**

4.2 Socio-economic Impacts: Property Taxation

Durham's inherited landscape of nuclear facilities includes a property tax regime that was imposed by the Province of Ontario through the *Assessment Act R.S.O. 1990* and the *Electricity Act 1998*. Regional efforts to assess the actual impact of this regime have proved challenging based on the limited property assessment information available to the Region and as such significant assumptions have been made in the following analysis.

Like other non-residential properties, payments in lieu of taxes (PILs) for non-generating buildings, facilities and all lands (excluding the water intake and discharge facilities which are determined under Ont. Reg. 574/06) are set out based on the current value assessment (CVA) assigned by the Municipal Property Assessment Corporation (MPAC) multiplied by the applicable local municipal, regional and provincial education property tax rate. Note the commercial and industrial provincial education PIL is retained by the local municipality.

CVA value (reassessed every 4 years) X applicable tax rate = PILs on non-generating assets

For generating buildings and facilities, in accordance with the *Assessment Act*, the PILs paid to the municipalities are calculated by multiplying the rate of \$86.11 per square metre (unchanged since 1968) by the inside ground floor area of the generating and transformer station buildings times the regional, local municipal and education tax rate for the applicable property tax class (i.e. large industrial for the generating component). Note the commercial and industrial provincial education PIL is retained by the area municipality.

$$\$86.11/m^2 \times \text{gross floor area} \times \text{applicable tax rate} = \text{PILs on generating assets}$$

The assessed value for other non-residential properties is reassessed on a four-year cycle to ensure the CVA reflects current market conditions. For the generating buildings and facilities, the rate of \$86.11 has not increased since 1968 and as a result the PILS paid on the generating buildings and facilities have eroded relative to other non-residential properties. Estimating the amount of foregone revenue with respect to the frozen rate of \$86.11 is difficult as it is not a flat fee but rather a set assessment used in a property tax calculation. As a proxy, if the \$86.11 rate was indexed annually by CPI, the rate would have increased by almost 700 percent since 1968. This represents an annual shortfall of approximately \$3.5 million in the 2018 PILs paid to the Region and area municipalities for PNGS and DNGS in total.

In addition to the PIL amount paid to the Region and area municipality for the generating buildings and facilities, OPG makes a proxy property tax payment to the Minister of Finance through the Ontario Electricity Financial Corporation (OEFC). This redirection of property taxes from the municipal sector to the Province is significant and is to be applied against the stranded debt of the former Ontario Hydro. The methodology for the proxy property tax payment is described within the *Electricity Act, 1998* and Ontario Reg. 423/11.

OPG also benefits from development charge exemptions for production facilities located in the defined protected areas as they are under federal jurisdiction.

The longer the nuclear plants operate in Durham Region, the greater the cumulative impact of these unfair practices. Durham Region has annually raised this issue of property tax fairness with the Minister of Finance for many years, most recently in Report 2018-COW-32, with no response.

To strengthen community support for the extended operation of PNGS, the CNSC should direct OPG to seek from the Province the changes necessary to ensure that a fair and equitable level of property tax on the generating assets at PNGS and DNGS is paid to the Region and area municipalities in support of the Durham community.

The Province could achieve this by:

- Updating the Nuclear Generating Facilities statutory rate and institute a process whereby the rate is indexed annually; and
- Redirecting the proxy property tax payment currently paid to the Province through the OEFC to the area municipalities and the Region.

4.3 Nuclear Waste Management

As of June 2017, there were 736,800 used nuclear fuel bundles stored at the PNGS site. By the proposed end of operations in December 2024, this will increase to about 781,000 used fuel bundles.

Regional Council's opposition to the long-term storage of nuclear waste in Durham was stated in 2010 and reiterated in 2015¹. Regional Council's April 11, 2018 motion includes a call for Durham Region to "be compensated for the storage of nuclear waste until such time as nuclear waste is stored in a permanent nuclear waste site and compensation is then provided for the permanent waste storage host community".

Other communities in Ontario are receiving payments and/or benefits for hosting (or offering to eventually host) nuclear waste through Community Benefits Agreements:

- Port Hope and Clarington are being compensated through an agreement under the Port Hope Area Initiative
- Kincardine and four adjacent communities have received annual payments since 2005 under a hosting agreement with OPG related to the proposed deep geological repository for low and intermediate level waste – a project which still has no approval to proceed
- The Nuclear Waste Management Organization (NWMO) has paid numerous communities grants for communications and health and well-being initiatives just for consideration of becoming a host community

No parallel recognition of the hosting commitment and burden has been extended to Durham Region, the current home of more than half of Ontario's used nuclear fuel waste. With refurbishment at DNGS and the prospect of ongoing operations at PNGS, additional waste storage facilities are being added at both locations to handle both L&ILW and used fuel waste.

As the current and indefinite future host community of all the used nuclear fuel waste, refurbishment waste and decommissioning waste generated from PNGS and DNGS,

¹ See Report 2010-J-29 and Report 2015-J-21.

the Region of Durham seeks to be treated fairly and with respect by OPG in keeping with communities such as Kincardine:

“OPG is committed to ongoing, meaningful engagement and dialogue with municipal and Indigenous communities regarding the DGR and OPG’s nuclear waste management operations.”²

To recognize the Region’s commitment and increase community support for the PNGS licence renewal, the CNSC should impose conditions requiring:

- **non-regulatory mitigation of socio-economic impacts consistent with those described in the EA for the Kincardine DGR, and**
- **that OPG enter into a community benefits agreement with Durham Region as part of the effort to mitigate the impacts of ongoing nuclear waste storage in the Region.**

5 PNGS Decommissioning Phases

5.1 Background

The application for relicensing of the plant for a 10-year period will carry OPG through the extended years of operation and into the early stages of their decommissioning plan including preparing the reactors for safe storage. According to the CNSC website “under a normal operating licence, the operator can place the nuclear facility in safe storage...as an initial step to decommissioning”.³ Units 2 and 3 of Pickering A are already in safe storage. An operator would make a separate application to the CNSC for a licence to decommission which may require completion of an environmental assessment (EA) process. This license application includes OPG’s Preliminary Decommissioning Plan (PDP).

The PDP is of great interest to the Region of Durham as it lays out the future of the site for the next half century which, in municipal planning, is the long-term future. From economic and social licence perspectives, the decommissioning phase is a substantially different proposition for the community than an operating plant.

After the end of commercial operations in 2024, OPG proposes an almost 50-year process of de-energizing and stabilizing the plant, safely storing the reactors largely intact for about 30 years. Beginning about 2050, the reactors will be dismantled, first PNGS A, then PNGS B. After that, the plant can be demolished, and the site restored by about 2065. However, the PDP states that initiation of the dismantling phase is

² Kincardine DGR Mitigation Measures Report, Table AA Socio-Economic Environment, p.159

³ CNSC website page on Decommissioning activities at <http://nuclearsafety.gc.ca/eng/resources/factsheets/decommissioning-of-nuclear-power-plants.cfm>

contingent on all used nuclear fuel waste having been removed from the site by the early 2050's. OPG plans to own the site throughout the process, for reuse after site restoration.

The PDP states that “the main feature that distinguishes the decommissioning of a nuclear station from that of any other large industrial plant is the radiological hazard” (p. 53). Allowing time for natural decay to reduce the radiation exposure to workers was cited as one important factor in OPG choosing a deferred decommissioning strategy in the 1980's.

**Table 2: Proposed Phases of Decommissioning and Related Staffing
from Preliminary Decommissioning Plan – Pickering Generating Stations A & B**

Activity	Estimated Time Frame⁴	PNGS Nominal Number of Staff⁵
Continued operations	2018-2024	2700
Preparation for safe storage	2024-2028	1200
Safe storage (approx. 30 years)	2028-2050	40
Preparation for dismantling and demolition	begins 2051	750
Dismantling and demolition	2051-2061	880
Disposal and site restoration	2061-2066	130

For planning purposes, the Region needs to know the impact of each phase on the following areas:

- emergency planning
- employment levels and other socio-economic factors
- property tax revenue projections
- prospects for economic development and beneficial reuse of the site
- road infrastructure, transportation safety and traffic implications (i.e. related to the of the removal of used nuclear fuel and waste from the dismantling and demolition phase)

⁴ The time frames for each phase are derived from the Pickering NGS Timeline (as portrayed on p. 12 of the PNGS Power Reactor Operating Licence Application August 2017).

⁵ Employment levels associated with the decommissioning period are derived from Appendix C of the PNGS preliminary decommissioning plan, p. 137.

- emissions profile (air quality, dust and noise)
- plans for disposal of other toxic substances from the plant (e.g. PCBs, radioactive PCBs, asbestos)
- nuclear waste management (used fuel and low and intermediate level waste)

OPG must apply to the CNSC for a separate decommissioning licence to complete the process. The PDP indicates that the CNSC and OPG will decide on the need for and scope of an Environmental Assessment (EA) for the decommissioning process. Given that the federal government is currently changing the legislation governing federal environmental assessment, the EA regime that will be in place at that time is unknown.

The Region requests the CNSC to commit that the Region of Durham will be formally notified of and engaged in the decision-making process with respect to conducting an EA for PNGS decommissioning since our community will be directly affected for decades by the decommissioning process.

5.2 Emergency Planning

5.2.1 PNERP

Closure of the Pickering NGS will not change the demands for emergency planning and preparedness in the Region of Durham. The end of operations at PNGS may alter the risk and nature of a nuclear emergency. However, in accordance with the PNERP, the Region will continue to need all the resources and capabilities required to prepare, plan and execute an emergency response to a nuclear incident at Darlington NGS. This will include maintaining the trained personnel, technology and network of partners over many decades.

Outstanding questions for the Region relate to:

- the level of funding support from OPG for emergency planning during the decommissioning phases;
- impacts related to increased handling of nuclear wastes during the decommissioning phases (e.g. increased risk of spills, transportation incidents);
- the need for additional first-responder training and offsite capabilities to safely address radiological spills response on Regional Roads; and
- the need for agreements with OPG and the NWMO to mitigate the increased risk of transportation-related incidents.

5.2.2 KI Pill Distribution Program

While the legal requirement to distribute KI pills within the Pickering 10 km zone may disappear, most of Durham will remain within the 50 km zone of Darlington, so the program delivery is unlikely to change dramatically. The Region will continue to need OPG's support in financing this program.

5.2.3 Coordination with Durham Regional Police Service

The need for co-ordination and collaboration with the Region's police service will continue. A key consideration for the Region will be the level of security and vigilance OPG maintains at, or in relation to, the site over the coming decades. In future, DRPS recognizes that transportation safety and security during the decommissioning and demolition activities will be a continued area of consideration since significant increases in employee, contractor and truck traffic to and from the site are anticipated.

5.3 Socio-Economic Issues:

The decommissioning portion of the application is of concern to the Region from a socio-economic impact perspective due to:

- A sudden decrease in jobs at the end of current operations as outlined in Table 2;
- Uncertainty around changes in property tax revenues related to the plant ceasing operation;
- Existence of a large, essentially vacant prime industrial property for decades after 2028; and
- The stigma and other impacts associated with the Region becoming a nuclear waste storage site for the foreseeable future.

5.3.1 Human Assets and Municipal Property Taxes

Following the end of commercial operations, the number of staff at PNGS will decline dramatically from 2700 to about 1200⁶ during the preparation for safe storage. During the safe storage phase which lasts more than two decades, the staff level will drop to about 40 people.

Regional Council's April 2018 motion expresses their concern for workers displaced by the end of operations at PNGS. **It requests OPG to mitigate the negative impacts, including transition plans for the affected workers being prepared and shared with the Region in advance of the closure.**

The Region needs detailed information about future staffing levels anticipated at the site. While Regional Council has raised the issue of transition for employees at the end of commercial operations, the plans for support of fluctuating numbers of employees and contractors in the later phases of decommissioning are also of interest to the Region of Durham with respect to providing timely and suitable levels of Regional services (e.g. affordable housing, child care, public health).

⁶ Employment levels associated with the decommissioning period are derived from Appendix C of the PNGS preliminary decommissioning plan, p. 137.

To plan for the future, the Region needs detailed information about property tax revenue impacts of each decommissioning phase including:

- the property tax impact when operations cease and when water intake and discharge facilities stop operating.
- Confirmation that any temporary structures constructed to house the activities related to dismantling and demolition, will be taxed based on CVA
- Confirmation on whether those operations require access to Regional water and sewer services during decommissioning

Mitigation of these impacts by OPG may be required.

In the interests of transparency and planning ahead, the Region asks the CNSC to require, as a condition of relicensing, that OPG and the Province provide to the Region of Durham the detailed assumptions, projections and data necessary to understand the impact of the various phases of decommissioning on the Regional economy, the needs for Regional services and property tax revenue, including:

- **the projected number of employees (and/or contractor staff) at the site for each year of the decommissioning plan**
- **the type and level of assessment that will be attracted by the structures and activities present on the site at each phase; and**
- **that this information be provided within 60 days of approval by the CNSC of this relicensing application and updated every five years.**

5.3.2 Financial Assets: Economic Development and Beneficial Reuse of the Site

Community and stakeholder consultations held as part of the Repurposing Pickering Initiative (PDP, pg. 61) raised expectations that beneficial reuse of the station site could proceed in parallel with decommissioning. OPG's President of Nuclear, Mr. G. Jager, reiterated this possibility in a meeting with the Regional Chair and staff in December 2017. OPG's submission and previous studies on "Repurposing Pickering" indicate their intent to retain ownership and explore feasible options for redevelopment of the Pickering site. However, there is no indication in the PDP of the extent of redevelopment anticipated, financial mechanisms to support it, or timeframes in which this will occur.

The decommissioning plan states only that OPG will "carefully assess the range of ideas" provided through that public process (PDP, p. 62). This is not reassuring given the known impact to the community of losing thousands of jobs within the next decade. Given the theoretical possibility that PNGS might not be relicensed to 2024 and instead

be closed years sooner, the “Repurposing” plans should already have been well advanced.

In stakeholder sessions and direct meetings, the Region has suggested a variety of energy-related projects or partnerships that might usefully be located on the site, to build on and bolster the energy sector in Durham. This could be a key measure to offset job losses from the plant.

The Region proposes that within the term of this licence (to 2028), available portions of the site be re-developed with a focus on energy innovation as an economic stimulus. In partnership with local energy utilities, Durham’s universities and college, and research and business development organizations, the site has the potential to become a location for energy research and development, district heating and/or cooling, conservation technology development and renewable generation testing and facilities.

To mitigate the economic impacts and stigma associated with PNGS closure, the Region recommends that OPG investigate and launch projects and partnerships to reuse portions of the site as soon as possible.

OPG’s submission indicates their plan to continue ownership of the PNGS site once the plant is shut down. The Region is concerned that with the deferred decommissioning strategy, OPG’s focus will be on maintaining the site in a safe storage condition for decades, disregarding opportunities for redevelopment that would benefit the community. Such development could mitigate the stigma associated with the long-term storage of nuclear waste at the site. **The Region therefore seeks OPG’s written commitment to beneficial reuse of the PNGS site.**

The decommissioning plan identifies a method of site restoration that will abandon in place concrete foundations slabs greater than 1 metre in thickness covered by a 1 metre thick layer of backfill. Concrete rubble may be used to fill voids. The Region would be concerned that this practice could limit opportunities for redevelopment of the site. **A clearly articulated plan for “Repurposing Pickering” should be the basis for selecting a site restoration approach. In addition, OPG should be directed to meet provincial standards for brownfield site restoration suitable for reuse as an industrial site.**

5.4 Ongoing and Increasing Nuclear Waste Storage

OPG has selected a deferred decommissioning approach. The unavailability of a licensed long-term waste storage facility means that prompt decommissioning has never been an option. The Nuclear Waste Management Organization (NWMO) now projects that the earliest operational date for the long-term storage facility (the planned

NWMO Deep Geological Repository or “DGR”) is 2043 (PDP, p. 77). There is no certainty that this date will be met.

The Low and Intermediate Level Waste (L&ILW) DGR proposed by OPG to be constructed in a willing host community at Kincardine has been under study for 15 years and its approval repeatedly delayed.

Further, it should be stressed that the Kincardine DGR currently proposed, at 200,000 cubic metres, is designed to accept only the wastes from current OPG nuclear generating operations. The PDP estimates that the decommissioning of PNGS will produce 68,100 cubic metres of L&ILW (PDP, p.94). The Kincardine DGR will have to be doubled in size to accommodate decommissioning wastes from PNGS and DNGS. “This expansion is expected to occur during the years 2039 through 2043.” (PDP, p. 97)

Kincardine decided to become a willing host for the L&ILW DGR project because, based on the experience of others (e.g. Port Hope and American projects), “there was little confidence that a non-nuclear community would step-up to this responsibility”⁷. OPG signed a community benefits agreement with them in 2004. This agreement makes payments to Kincardine and adjacent municipalities totalling \$1,050,000 annually for 30 years, indexed to inflation plus some additional lump sum payments. The payments are contingent on their continued support for the DGR. The 30-year grand total of payments amounts to \$34,340,000 before indexing. The agreement was amended in February 2018 to reflect the delays in the DGR project. Since the community already hosts the waste, there is really nothing to be gained by withdrawing their support.

The NWMO process to identify a willing host community for the used fuel DGR has been underway for a decade and is not expected to produce a willing and suitable host site until 2023 at the earliest. The NWMO will need to acquire the consent of relevant Indigenous communities for the construction of the used fuel DGR. Eight years has already been added to the NWMO’s original 2035 timeline for the used fuel DGR to begin operations, now anticipated in 2043 at the earliest.

OPG’s decommissioning plan makes an assumption that the dismantling and demolition process will not be started until a licensed facility is available to take the used fuel waste. This assumption removes any pressure from the NWMO (which OPG also primarily funds) to expedite the construction of the used fuel DGR. In the absence of such a facility, Durham Region is the de facto long-term waste storage site.

By design and without consulting current host communities, OPG has made no provision for prompt decommissioning. The level of uncertainty around the licensing of

⁷ OPG’s Deep Geological Repository for L&ILW Written Closing Remarks, p. 27.

both the L&ILW and used fuel DGRs is substantial. OPG's plan to decommission PNGS within the projected time frame depends entirely on favourable decisions relating to other large nuclear projects. At the Durham Nuclear Health Committee meeting on April 20, 2018, NWMO staff indicated that removal of used nuclear fuel from PNGS would take decades. Consequently, the Region is concerned that the Pickering site will not be ready for demolition by 2050, pushing the full restoration and reuse of the site even further into the future.

To mitigate the considerable uncertainty around the timing of the removal of nuclear waste from the Pickering site, the Region requests the CNSC to require that the financial guarantee for the decommissioning of PNGS incorporate annual payments to the Region of Durham (indexed to inflation) per unit of waste stored in Durham Region.

5.5 Transportation

During decommissioning, if the PDP plays out as envisioned by OPG, sometime in the late 2040's OPG and the NWMO will begin to move the used nuclear fuel from the Pickering Waste Management Facility to the licensed deep geological repository. This will involve moving up to 781,000 used fuel bundles from dry storage at PNGS to the new repository site, most likely by road. The frequency and weight of these truckloads is likely to represent a considerable increase in traffic load over the previous 20 to 25 years of safe storage.

Once the dismantling and demolition stage begins, traffic will increase again, due to the number of staff and contractors working onsite and the movement of heavy equipment and trucks related to the demolition phase. If a licensed facility exists by then to take the L&ILW, it is likely that many truckloads per day of radioactive demolition debris will be departing the site, in addition to loads of conventional demolition wastes.

The heavy truck traffic generated by these decommissioning activities, depending on their departure profiles, can potentially result in significant impacts on the surrounding Regional road network. Road infrastructure improvements and traffic operations changes may be required to ensure that the expected volumes of heavy vehicles can be safely accommodated without causing undue traffic congestion or damage to the pavement on Regional roads. Information to support road improvements would need to be provided at least a decade in advance and costs to the Region may need to be mitigated.

The Region and OPG will need to work together to prepare for and manage this significantly increased worker and heavy truck traffic on Regional Roads such as Brock Road and Bayly Street. **OPG should provide information to the Region for the**

traffic impacts of each phase of decommissioning well in advance so that necessary infrastructure can be planned, funded and built in a timely way.

It is notable that from January to November 2017, when the NWMO conducted more than 50 public engagement sessions on their framework for transportation of used fuel waste, no session was held in Durham Region. **Durham Region and its area municipalities should be included as a key stakeholder in the NWMO discussions of transportation planning for used fuel waste.**

Both OPG and the NWMO should engage with the Region to reach agreement on impact mitigation and funding at least a decade before starting these activities.

5.6 Emissions

Dust and air emissions from demolition and heavy equipment as well as noise and removal of non-radioactive toxic wastes from the site may be an issue of concern to the Region during the dismantling and demolition and restoration phases.

Plans for forecasting, mitigating and monitoring these impacts at the dismantling, demolition and site restoration phases should be included in OPG's decommissioning plan and a related environmental assessment.

6 Conclusion

Durham Region understands the benefits of ongoing operation of PNGS to the entire province in carrying Ontario through the refurbishment of the Darlington and Bruce Nuclear Generating Stations without increasing GHG emissions. Our full list of recommendations is provided in Appendix 2. Generally, from a Regional perspective at this stage of the plant's lifecycle, CNSC should direct OPG and advise the Province to mitigate impacts on the Region by:

- Increasing funding of Regional emergency response capacity to meet the additional requirements of the PNERP both during ongoing operations and during the decommissioning phases;
- Providing a transition plan for workers displaced by the closure of PNGS;
- Providing data and timelines, updated every five years, to the Region that will allow it to understand and prepare for the likely impacts on property tax revenues, local employment, businesses and social services of the decommissioning phases;
- Addressing historic property tax unfairness, by redirecting to the Region and area municipalities fair and equitable property tax payments attracted by nuclear generating assets in the Region, in line with that of any other large industrial use;
- Mitigating socio-economic impacts in ways consistent with those described in the EA for the Kincardine DGR through a community benefits agreement;

- Mitigating the significant economic disadvantages to our community of increasing nuclear waste storage at the Pickering site after energy generation ceases for decades to come;
- Engaging community partners, formally committing to and investing in beneficial reuse of the PNGS site for industrial or commercial uses so that it is not seen simply as nuclear waste storage site;
- Providing advance information to the Region for the traffic impacts of each phase of decommissioning well in advance so that necessary infrastructure can be funded, planned and built in a timely way; and
- Committing to include funding in the Financial Guarantee to cover the cost of the mitigations noted above and necessary to support the community during the decommissioning process.

We request that the CNSC include these as non-regulatory conditions as requirements for the relicensing of the Pickering Nuclear Generating Station as requested by OPG and in keeping with the Province's direction to OPG in the 2017 Long-Term Energy Plan.

We also request that the Region be formally consulted by the CNSC and OPG in advance on the matter of an Environmental Assessment for the decommissioning of PNGS and Durham Region's role in it.

7 References

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CNSC website: <http://nuclearsafety.gc.ca/eng/resources/fact-sheets/decommissioning-of-nuclear-power-plants.cfm>

DGR Hosting Agreement Between Ontario Power Generation and the Municipality of Kincardine, October 2004 found at <https://www.opg.com/generating-power/nuclear/nuclear-waste-management/Deep-Geologic-Repository/Documents/HostingAgreement.pdf>

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Joint Review Panel Environmental Assessment Report, Deep Geological Repository for Low and Intermediate Level Radioactive Waste Project, CEEA Reference No. 17520, May 6, 2015.

Nuclear Waste Management Organization (NWMO), April 1, 2018, NWMO job ad on Linked In, Manager, Community Well-Being and Partnerships.

NWMO Implementing Adaptive Phased Management 2018 to 2022, March 2018.

NWMO News, Vol. 16, Issue 1, 2018.

NWMO News, Vol. 15, Issue 1, 2017.

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Ontario Chamber of Commerce, Pickering Continued Operations: An Impact Analysis on Ontario's Economy, 2018 - <http://www.occ.ca/wp-content/uploads/OPG-Report-FINAL.pdf>

Ontario Electricity Financial Corporation website – Debt Management pages at <http://www.oefc.on.ca/debtmanage.html>

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OPG's Deep Geological Repository for L&ILW Written Closing Remarks, October 2014.

OPG Media Release, "Pickering Continued Operations to 2024" April 2018.

OPG Response to Information Request EIS-12-512 from Joint Review Panel prepared by Allan Webster, January 2014, CEAR IS 1788.

Torrie, Ralph, Direct Decommissioning of the Pickering Nuclear Generating Station: Economic and Other Benefits. Torrie Smith Associates with research assistance from Brian Park, Toronto: Ontario Clear Air Alliance Research, March 2016.

8 Appendix A - Legislated Responsibilities of the Regional Municipality of Durham

The following chart lists key pieces of applicable legislation but is not an exhaustive list.

Regional Responsibility:	Legislation:
Borrowing of Money for Capital Expenditures of Upper and Lower Tier Municipalities	Municipal Act, 2001.
Community and Land Use Planning including: the Regional Official Plan and implementation thereof; approval authority function for lower-tier municipal official plans and amendments thereto; industrial, commercial and residential development approvals; Land Division consent applications; administration of development charges; strategic land use planning; plan of subdivision and condominium approvals; and site plan application commenting function.	Planning Act; Greenbelt Act 2005; Oak Ridges Moraine Conservation Act, 2001; Oak Ridges Moraine Protection Act, 2001; Lake Simcoe Protection Act, 2008; Places to Grow Act, 2005; Development Charges Act, 1997. Climate Change Mitigation and Low-carbon Economy Act, 2016 Growth Plan for the Greater Golden Horseshoe, 2017
Economic Development and Tourism	Municipal Act, 2001
Emergency Management including detailed arrangements and procedures for implementing precautionary and protective measures; detailed planning for public alerting system requirements, public education program, and provision of emergency communications; arrangements to receive and accommodate evacuees; carry out the required response as prescribed by the province; conduct training and exercises to prepare Regional staff; ensure availability of essential facilities, emergency centres, resources and equipment required by the Region to respond.	Emergency Management and Civil Protection Act, 2009, Provincial Nuclear Emergency Response Plan, 2017
Emergency Services including: 9-1-1 management; land ambulance services and police services.	Municipal Act, 2001; Ambulance Act; Police Services Act; Development Charges Act, 1997.
Policing	Several acts recently amended by the Safer Ontario Act 2018 including for

	example the Police Services Act.
Property Taxes	Municipal Act, 2001; Assessment Act, RSO 1990; Electricity Act, 1998
Provincial Offences Court including: prosecution services, court administration and collection of fines.	Provincial Offences Act
Public Health Programs and Services and Paramedic Services	Health Protection and Promotion Act, the Ambulance Act, and numerous other acts and regulations which reference public health.
Regional Roads, Bridges and Traffic Signals	Municipal Act, 2001; Planning Act; Highway Traffic Act; Development Charges Act, 1997.
Social Services including: arrangements to receive and accommodate evacuees; child care centres; nursery school programs; Durham Behaviour Management Services (children); family counselling; long-term care and services for seniors; Ontario Works; and social housing.	Municipal Act, 2001; Day Nurseries Act; Child and Family Services Act; Ontario Works Act, 1997; Ontario Disability Support Program Act, 1997; Family Benefits Act; Social Housing Reform Act, 2000; Child and Family Services Act; Occupiers Liability Act.
Solid Waste Management including diversion, recycling, compostables, yard waste, white goods and bulk items.	Development Charges Act, 1997; Municipal Act, 2001; the Resource Recovery and Circular Economy Act, 2016, the Waste Diversion Transition Act, 2016, Environmental Protection Act.
Transit and Specialized Transit Services	Municipal Act, 2001; Accessibility for Ontarians with Disabilities Act, 2005.
Water infrastructure and services: drinking water supply, treatment, distribution and billing; and waste management	Development Charges Act, 1997; Municipal Act, 2001; Ontario Water Resources Act; Safe Drinking Water Act, 2002; and Clean Water Act, 2006.
Wastewater infrastructure and services sewage collection, treatment and billing	Development Charges Act, 1997; Municipal Act, 2001; Ontario Water Resources Act.
By-law Enforcement	Numerous Acts and Regional By-laws.

References to Acts include references to applicable Regulations and Plans.

Additionally, the Region has numerous agreements with public-sector partners that may govern the activities noted above, in addition to Council-adopted policies and initiatives that may be applicable, including:

- a. Growing Together, Reaching Further, Aspiring Higher: A New Strategic Plan for Durham Region 2015-2019;
- b. Durham Region Official Plan
- c. Transportation Master Plan 2018
- d. Long Term Transit Strategy 2010
- e. Long Term Waste Management Strategy 2000 - 2020
- f. 2018 Regional Servicing and Financing Studies for roads, water and sewer waste and transit
- g. Annual Accessibility Plan (covers all regional services per Ontarians with Disabilities Act, 2001)
- h. Durham Regional Police Strategic Business Plan (3-year plan)
- i. From Vision to Action, Region of Durham Community Climate Change Local Action Plan, 2012
- j. Towards Resilience: Region of Durham Community Climate Adaptation Plan 2016

While this list is not exhaustive, it does include the key documents that lay out the framework for the Region's infrastructure and relevant services

9 Appendix B: Recommendations from the Region of Durham

1. **As conditions of relicensing PNGS, the CNSC should include the following requirements:**
 - **Provincial action to ensure the timely, transparent and accountable implementation of the updated PNERP;**
 - **completion and release by the Province of the additional technical assessment study it is commissioning to identify whether evacuation zones or KI distribution distances should be expanded; and**
 - **an obligation for the Province and/or OPG to provide funding to the Region of Durham to support implementation of the 2017 PNERP and related Pickering Implementation Plan.**
2. **To strengthen community support for the extended operation of PNGS, the CNSC should direct OPG to seek from the Province the changes necessary to ensure that a fair and equitable level of property tax on the generating assets at PNGS and DNGS is paid to the Region and area municipalities in support of the Durham community.**
3. **To recognize the Region's commitment and bolster community support for the PNGS licence renewal, the CNSC should impose non-regulatory conditions requiring:**
 - **mitigation of socio-economic impacts in ways consistent with those described in the Environmental Assessment (EA) for the Kincardine DGR, and**
 - **that OPG enter into a community benefits agreement with Durham Region as part of the effort to mitigate the impacts of ongoing nuclear waste storage in the Region.**
4. **The Region requests the CNSC to commit that the Region of Durham will be formally notified of and engaged in the decision-making process with respect to conducting an EA for PNGS decommissioning since our community will be directly affected for decades by the decommissioning process.**
5. **The Region requests that OPG be directed to mitigate the negative impacts of PNGS end of commercial operations, including preparing transition plans for the affected workers to be shared with the Region in advance.**

- 6. In the interests of transparency and planning ahead, the Region asks the CNSC to require, as a condition of relicensing, that OPG and the Province provide to the Region of Durham the detailed assumptions, projections and data necessary to understand the impact of the various phases of decommissioning on the Regional economy, the needs for Regional service and property tax revenue, including:**
 - **the projected number of employees (and/or contractor staff) from the site for each year of the decommissioning plan;**
 - **the type and level of assessment that will be attracted by the structures and activities on the site at each phase; and**
 - **that this information be provided within 60 days of approval by the CNSC of this application and updated every five years.**

- 7. That in regard to mitigating the economic impacts and stigma associated with PNGS closure, the Region recommends that the CNSC require OPG to:**
 - **Provide a written commitment to the Region on beneficial reuse of the PNGS site;**
 - **Investigate and launch projects and partnerships to reuse portions of the site as soon as possible;**
 - **Provide a clearly articulated plan for “Repurposing Pickering” as the basis for selecting a site restoration approach; and**
 - **meet provincial standards for brownfield site restoration suitable for proposed future uses of an industrial site.**

- 8. To mitigate the considerable uncertainty around the timing of the removal of nuclear waste from the Pickering site, the Region requests the CNSC to require that the financial guarantee for the decommissioning of PNGS incorporate annual payments to the Region of Durham (indexed to inflation) per unit of waste stored in Durham Region.**

- 9. The Region asks CNSC to direct OPG to provide information to the Region for the transportation and traffic impacts of each phase of decommissioning well in advance so that necessary infrastructure can be planned and built in a timely way. OPG should engage with the Region to reach agreement on impact mitigation and funding at least a decade before starting these activities.**

- 10. The Region requests the CNSC to advise the NWMO that Durham Region and its area municipalities should be included as a key stakeholder in the NWMO discussions of transportation planning for used fuel waste. NWMO should engage with the Region to reach agreement on impact mitigation and funding at least a decade before starting the nuclear waste removal activities.**
- 11. Plans for forecasting, mitigating and monitoring emissions impacts at the dismantling, demolition and site restoration phases should be included in OPG's decommissioning plan and a related environmental assessment.**

10 Glossary of Acronyms

CNSC	Canadian Nuclear Safety Commission
COW	Committee of the Whole
CPZ	Contingency Planning Zone
CVA	Current Value Assessment
DEMO	Durham Emergency Management Office
DGR	Deep Geological Repository
DNGS	Darlington Nuclear Generating Station
DNHC	Durham Nuclear Health Committee
DRHD	Durham Region Health Department
DRPS	Durham Regional Police Service
EA	Environmental Assessment
GHG	greenhouse gas
IAEA	International Atomic Energy Agency
KI	potassium iodide
L&ILW	low and intermediate level waste
LTEP	Long-Term Energy Plan
MOU	Memoranda of Understanding
MPAC	Municipal Property Assessment Corporation
NWMO	Nuclear Waste Management Organization
OEFC	Ontario Electricity Financial Corporation
OFMEM	Office of the Fire Marshal and Emergency Management (Ontario)
OPG	Ontario Power Generation
OSART	Operational Safety Review Team
PDP	Preliminary Decommissioning Plan
PILs	Payments in Lieu (of property taxes)
PJ	petajoules
PNERP	Provincial Nuclear Emergency Response Plan
PNGS	Pickering Nuclear Generating Station
REGDOC	regulatory document



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2018-INFO-82
Date: May 18, 2018

Subject:

Economic Development E-Newsletter – Q1 May 2018

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The Economic Development e-newsletter is a quarterly snapshot of the Economic Development and Tourism Division's initiatives and activities. It serves as an environmentally-conscious, cost-effective tool to relay information regarding the latest news on economic development activity and initiatives to Council and the public.

2. Background

2.1 The Durham Economic Development e-newsletter was distributed to 1,086 subscribers in May 2018 with a 39.9% open rate. It is also distributed via social media channels through the Corporate Communications office.

- View the Economic Development e-newsletter online at <https://conta.cc/2Kb6Xto>

2.2 The Economic Development e-newsletter is produced in cooperation with Corporate Communications.

Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2018-INFO-83
Date: May 18, 2018

Subject:

Durham Tourism Sales Mission to the 2018 American Bus Association Annual Meeting and Marketplace Conference

Recommendation:

Receive for information

Report:

1. Purpose

1.1 This purpose of this report is to provide a summary of the sales mission conducted by Durham Tourism at the 2018 American Bus Association Annual Meeting & Marketplace Conference in Charlotte, North Carolina from January 26 to 31. The American Bus Association (ABA) is a trade association for motor coach operators and tour companies in the United States and Canada. Its membership consists of approximately 1,000 companies that operate buses or bus-based tours, as well as approximately 2,800 organizations representing the travel and tourism industry, and several hundred suppliers of buses and related products and services. The Marketplace Conference is an annual industry event that brings together operators, suppliers and exhibitors.

2. Background

2.1 In recent years, Durham Tourism has been undertaking an initiative to attract bus tour operators from the United States and Canada so they will consider Durham Region a destination of choice for overnight accommodation and day visits to local attractions.

3. 2018 Sales Activities

- 3.1 At the 2018 ABA Marketplace Conference, Durham Tourism staff conducted sixteen sales meetings with tour operators located in the United States (12), Quebec (2), and Ontario (2). Each of these operators currently offer trips to Ontario and pass through the Region. The two page sell sheet for Durham Region was distributed to tour operators at the Conference (see Attachment 1).
- 3.2 The key sales objective was to promote overnight room night accommodations for tour operators, and to position the Region as a feature place to visit and stay overnight. Another sales objective was to encourage operators to extend the overnight stays within the region in order to increase spending while they are in Durham.
- 3.3 The United States has recently passed legislation to reduce the number of bus driver hours, and the Durham Region corridor presents a strategic destination to meet driver requirements for tours travelling between Niagara Falls, Toronto, 1000 Islands, and Ottawa.
- 3.4 Durham Region is currently capturing a sizeable number of overnight room accommodations from bus tours with over 1,200 room nights currently booked through the 2018 calendar year. The aim, of course, is to significantly increase this number in the coming years.

4. Conclusion

- 4.1 Durham Tourism will continue to cultivate the relationship with these tour operators in order to bring more visitors and over-night stays to the region.

5. Attachment

Attachment #1: Durham Tourism American Bus Association Sell Sheet

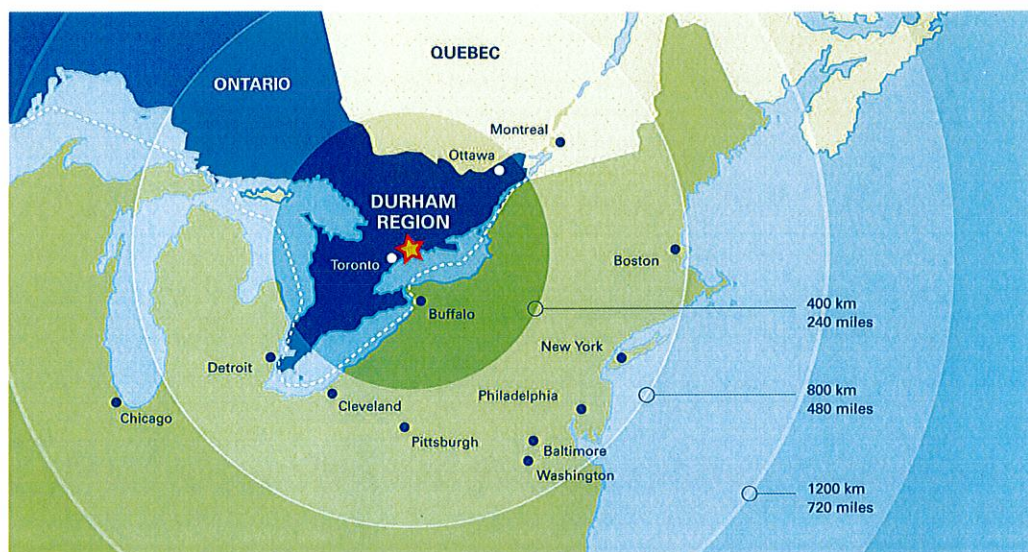
Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development



Explore More! durhamtourism.ca



Welcome to Durham Region

Looking for authentic adventure, regardless of the season? Expect something exciting in Durham Region. Residents and visitors alike love our star attractions and creative cultural events. Located just east of Toronto, Durham Region is known for its eclectic urban and rural mix, from outdoor pursuits along our gorgeous waterfronts, rolling golf courses and endless trails, to a collection of vibrant arts and culture institutions, unique shopping and culinary experiences that are second to none.

For more information on what to explore and discover in Durham Region, visit durhamtourism.ca, follow us on Facebook or Twitter @DurhamTourism, or call 1-800-413-0017.



Contact: Brandon Pickard, Manager of Tourism
brandon.pickard@durham.ca

Itineraries

Endless Entertainment

Ajax Downs Race Track
ajaxdowns.com

Canadian Tire Motorsport Park
canadiantiremotorsportpark.com

St. Francis Centre for Community, Arts and Culture
stfranciscentre.ca

Treetop Eco-Adventure Park
izipped.ca

Tyrone Mills Limited -1846
tyronemill.net

Herongate Barn Dinner Theatre
herongate.com

The Robert McLaughlin Gallery
rmg.on.ca

Shopping
Courtice Flea Market
courticefleamarket.com

The Pickering Markets
pickeringmarkets.com

Historical Downtown Port Perry
Discoverportperry.ca

Discover Uxbridge
York-Durham
Heritage Railway
ythr.ca

Lucy Maud Montgomery Society of Ontario
lucymaudmontgomery.ca

A Historic Automotive Tour
Parkwood National Historic Site
parkwoodestate.com

Canadian Automotive Museum
CanadianAutomotiveMuseum.com

Breweries

5 Paddles Brewing Company
5paddlesbrewing.ca

Brock St. Brewing Company
brockstreetbrewing.com

Falcon Brewing
falconbeer.beer

Little Beasts Brewing Company
littlebeastsbrewing.com

Manantler Craft Brewing Co.
manantler.com

Old Flame Brewing Co.
oldflamebrewing.co

Sir Monty's Brewing Company
sirmontys.com

The Second Wedge Brewing Company Inc.
thesecondwedge.ca

Town Brewery
townbrewery.ca

Wineries

Archibald Orchards and Estate Winery
archibaldswinery.com

Ocala Winery Groups Inc.
ocalawinery.com

Restaurants

Bistro' 67
bistro67.ca

Chatterpaul's Fine Casual Dining and Lounge
chatterpauls.com

PORT
portrestaurant.ca

Mandarin Restaurant
mandarinrestaurant.com

Tin Mill Restaurant and Bar
tinmill.ca

Whitby Entertainment Centrum
penwec.com

Transportation in Durham Region

Durham Region is conveniently located along the Highway 401 and Highway 407 Express Toll Route corridor to the east of Toronto. VIA Rail provides intercity passenger rail service within the province and GO Transit provides passenger rail and bus service within the Greater Toronto Area. Pearson International Airport and Billy Bishop Toronto City Airport are within a one hour drive.



GO Transit Durham Region to Union Station Day Pass Cost

	Time to Union Station	Return from Union Station	Group Rate (5 people)
Pickering GO	41 minutes	38 minutes	\$34.40 (\$6.88 pp)
Ajax GO	47 minutes	43 minutes	\$37.40 (\$7.48 pp)
Whitby GO	55 minutes	51 minutes	\$41.80 (\$8.36 pp)
Oshawa GO	63 minutes	58 minutes	\$44.80 (\$8.96 pp)

Bowmanville GO
(Opening 2024)

Durham Region Distance to Popular Motor Coach Destinations

	Niagara Falls	Toronto	Kingston	1000 Islands Rockport	Ottawa	Montreal
Pickering	104 mi	25 mi	141 mi	167 mi	256 mi	318 mi
Ajax	109 mi	30 mi	137 mi	163 mi	252 mi	314 mi
Whitby	113 mi	35 mi	135 mi	160 mi	250 mi	312 mi
Oshawa	117 mi	38 mi	130 mi	155 mi	244 mi	306 mi
Bowmanville	126 mi	47 mi	118 mi	146 mi	265 mi	298 mi

Accommodations

Best Western Plus Bowmanville

Best Western Plus Durham Hotel & Conference Centre

Comfort Inn Pickering

Hilton Garden Inn Toronto/Ajax

Holiday Inn Express & Suites Clarington - Bowmanville

Holiday Inn Express & Suites Oshawa Downtown

Holiday Inn Express Whitby Oshawa

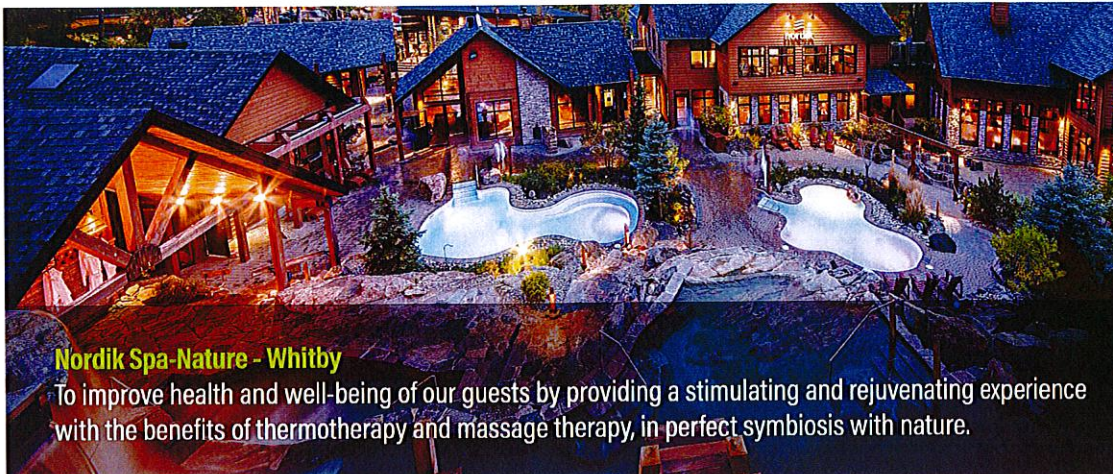
Homewood Suites by Hilton

Quality Suites Oshawa

Residence Inn by Marriott Whitby

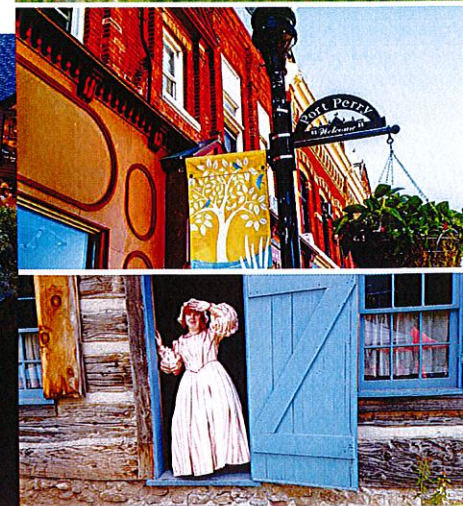
Super 8 Ajax

Travelodge Oshawa Whitby



Nordik Spa-Nature - Whitby

To improve health and well-being of our guests by providing a stimulating and rejuvenating experience with the benefits of thermotherapy and massage therapy, in perfect symbiosis with nature.





The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2018-INFO-84
Date: May 18, 2017

Subject:

Investment Attraction Successes

Recommendation:

Receive for information

Report:

1. Purpose

1.1 During the 2018 budget process, questions were asked about the opportunities and successes arising from the Region's Foreign Direct Investment (FDI) program. The purpose of this report is to highlight the new investment and jobs that have come to Durham Region over the past five years through the efforts of the Region's Economic Development team under the FDI program. The countries of focus under the FDI program are China, Germany, Brazil and the USA.

2. New Investment and Jobs in Durham Region

2.1 For any investment attraction program, it typically takes a number of years for the efforts to pay dividends. As a result of on-going work each year, Durham Region is now realizing job and assessment growth from both global and local markets as outlined below.

China

2.2 In May of 2012, a delegation from the Region conducted a business mission to China to explore economic and business development opportunities.

- 2.3 The types of opportunities that presented themselves included: enhanced ties to government; partnerships for Durham’s educational institutions; and prospects for new economic development and tourism growth. While the initial mission was a success, additional trade missions were needed to build the relationships and the momentum from the initial visit.
- 2.4 The Economic Development team has developed strong business and government relationships in China resulting in the following new investments:
- 2.5 **Pengyuan Holdings** – is a holding company derived from the sale of stocks from YC Cable, which is one of the largest cable companies in China, and the only one on the public stock market. The holding company is owned by Mr. Yang, Chairman and Mr. Yu, CEO. Pengyuan has made the following investments in Durham since 2016:

- a. Besnovo (formerly BRIC Engineering Systems) – In late 2016, Economic Development staff visited Cleeve Technology in Oshawa and learned about their subsidiary company, BRIC, that required \$10 million to commercialize their new laser technology.

The new laser technology removes paint from aircraft without the use of harmful chemicals. Regulations require aircraft to be stripped of paint every four to seven years as part of the government’s preventative maintenance and safety program. Currently, the industry uses solvents which can be harmful to the environment.

Within six months after introducing Pengyuan Holdings to the President of Cleeve Technologies, a partnership was formed with each partner being a 50% shareholder.

In January 2018, BRIC was renamed Besnovo and relocated to a temporary site in Ajax. Within the first 12 months of the partnership, 16 new high tech jobs have been created. By 2020, it is expected that a 40,000 sq. ft. facility will be built in Durham with an additional 80 new jobs.

- b. Brican Flight Systems - Mr. Yu was introduced to Brican in July 2017 as a potential investment opportunity. Brican is an Unmanned Aerial Vehicle (UAV) company from Brampton which required a \$9 million investment in order to commercialize and bring their product to market.

Pengyuan Holdings has since signed a partnership with Brican that included a requirement for the company to open their facility in Durham Region. Expectation date for full build out is 2020 with an 80,000 sq. ft. facility and over 100 new jobs.

- c. Artificial Intelligence (AI) Company - Pengyuan Holdings is currently in negotiations with an AI company as part of its conglomerate of companies to be located in Durham Region.
- 2.6 At present, Pengyuan Holdings is looking for employment land in Durham to house the above three companies. Specifically, lands are required to accommodate a 100,000 sq.ft. office building to contain the world headquarters for Besnovo, Brican and the AI company. These lands would also accommodate the 40,000 sq.ft. of manufacturing space for Besnovo; the 80,000 sq.ft. facility for Brican; and space for the AI company. Approximately 300 jobs are projected in total.
 - 2.7 Pengyuan Holdings has expressed that it wants the three companies to be operated as Canadian companies with full employment by the Canadian labour force.
 - 2.8 **Canada China Innovation City Corporation (CCIC)** – CCIC refers to a community of innovation and expertise where academia, research institutions, industry, healthcare, government and not-for-profit organizations work together to cultivate ideas, and identify and transform technological discoveries into the marketplace. CCIC’s mandate is to play a leadership role in the programming, design, construction and management of the overall development. CCIC is committed to incubator and acceleration programs for high potential entrepreneurs, start-ups and small-medium sized enterprises (SMEs) from the Chinese market.
 - 2.9 Mr. James Jiang, President of Canada Menergy Corporation, headquartered in Richmond Hill, met with Durham Economic Development staff in 2015 at Menergy’s regional headquarters in Nanjing, China. As the project lead and a key investor in the CCIC, discussions ensued about opportunities in the Seaton Innovation Corridor. In 2017, CCIC signed a deal to purchase 56 acres in the Seaton Innovation Corridor.

2.10 As stated in the CCIC Business Plan, Phase I has a goal to bring the first 15 leading investors with a total investment of \$500 million and 1,500 jobs. Timeline:

- 2016-2017: Site selection, land acquisition, design and planning.
- 2018-2019: Construction.
- 2020: Full operation.

2.11 According to the CCIC Business Plan, Phase II has a larger vision with a goal to expand the project to the total of 200 companies, with an investment of \$1.5 billion and the creation of 5,000 jobs. Timeline:

- 2020: Design and planning.
- 2021-2023: Construction.
- 2024: Full operation.

2.12 Phase III of the CCIC Business Plan contemplates the purchase of more land in Durham with a goal of expanding the project to a total of 500 companies, with a further investment of \$3 billion and the creation of an additional 8,500 jobs.

Timeline:

- 2024: Design and planning.
- 2025-2026: Construction.
- 2027: Full operation.

2.13 Many leading Chinese technology companies have expressed interest in participating in the CCIC development. As of December 2017, the following ten companies have signed a Memorandum of Understanding to be the first within CCIC.

- Menergy Corporation
 - Fully integrated geothermal heating and cooling company performing all aspects of geothermal projects including design, soil analysis, manufacturing, installation and maintenance for some of the largest geothermal projects in the world.
- Chengdu Tecbond Biological Products Co. Ltd.
 - High-tech enterprise focusing on veterinary biological products research, development, production, sales and technical services.
- Beijing Crystal Digital Technology Co. Ltd.
 - Computer graphics image processing technology company, providing creative design, production of digital image and hardware and software

integration services.

- Nanjing Standard Cloud Technologies Co. Ltd.
 - High-speed storage and cloud service provider, focusing on high-speed networks, high-speed storage technology research, application and promotion.
- Jiangsu Delin Environmental Protection Technology Co. Ltd.
 - High-tech and software company focusing on development, production and sales of water environment monitoring instrumentation.
- Nanjing TYCHO Information Technology Co. Ltd.
 - Technical research and development company in the design and production of a number of railway safety monitoring products by using a complete high-speed digital ultrasonic testing technology.
- Jiayuan Electric
 - Company focuses on research and development of pure electric vehicles, parts and production, with a mass production and sales of mini electric vehicles.
- Nanjing Chuangneng Power Science & Technology Development Co. Ltd.
 - A high-tech enterprise engaged in energy saving and environmental protection technology.
- Odin Technology (Nanjing)
 - Company focuses on the research & development of commercial display technology.
- Kanion Pharmaceutical Ltd
 - One of the largest traditional Chinese medicine companies focusing on developing and manufacturing innovative medicines and generic pharmaceuticals.

2.14 **Hans Steel** – In mid-2014, Economic Development staff assisted a China-based company, Qingdao Wuxiao Group, in expanding to North America, specifically Durham Region. The company manufactures steel structures such as power transmission and telecommunications towers.

2.15 In June 2015, Hans Steel Canada, with the Qingdao Wuxiao Group as a shareholder, took possession of 6 Sangster Road in the Uxbridge Industrial Park. The property had an existing building with a gross floor area of approximately 85,000 sq.ft. Hans Steel expanded to 120,000 sq. ft. within one year of operations, adding approximately 40 employees.

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- 2.16 **Beijing Future Science Park (BFSP)** - In Spring 2017, Spark Centre staff joined the Region of Durham's business mission to China that resulted in Spark signing an MOU with the BFSP.
- 2.17 Part of the agreement includes reciprocal office space whereby Spark Centre now has a furnished office in the BFSP to be utilized by Spark Centre clients. In September 2017, one of Spark's clients travelled to China and used the office space while working with companies and advisors of the BFSP. This entrepreneur found the mission to be very valuable and has since developed partnerships and relationships that can be used to grow his global presence.
- 2.18 The BFSP also provided \$40,000 to Spark's 2017 Ignite Competition in the "Scale-Up" category" with the intent of attracting the winner to work with companies in the BFSP and/or surrounding areas. Spark is working with BFSP to have this financial contribution remain an annual sponsorship.
- 2.19 The BFSP is located in a suburb of Beijing called Changping. In 2012, Durham Region signed an MOU with Changping to develop a business relationship. The new partnership with Spark and the BFSP continues to build on Durham Region's FDI efforts in China, and Spark's vision for greater global outreach.
- 2.20 Two of Spark's clients will be travelling to China in May 2018, in search of supply chain, technology exchange, and investment. The Region of Durham's in-market consultant in Wuxi, China will coordinate the visit to ensure appropriate and suitable meetings are arranged. The delegation will also travel to the BFSP in Changping with pre-arranged meetings.

Germany

- 2.21 **Jürgen Löhrke GmbH** – This company selected Durham Region as the North American Headquarters for their new subsidiary, LOEHRKE Process Hygiene Inc.
- 2.22 LOEHRKE is a well-established German company specializing in the engineering, production and installation of specialized equipment and machinery which sanitizes packaging production lines for most major global food and beverage producers.
- 2.23 Durham Region Economic Development staff provided LOEHRKE with market research and support throughout their search for the ideal location for their new headquarters.

- 2.24 Loehrke has leased 1,000 sq. ft. of space for a sales and technical office in Whitby. A North American Sales Manager has been hired with the expectation of hiring five additional support staff within one year. The near-term (two year) vision is to build a manufacturing facility to serve their newly acquired North American clients, with an additional 40 jobs.

Brazil

- 2.25 **Menvia** – is a technology company that markets a coin-sized blue-tooth sensor and app that can be used for a variety of purposes from automatically scanning inventory, to tracking a lost or stolen wallet.
- 2.26 In 2016, Menvia’s CEO, Felipe Plets participated in Spark Centre’s Soft Landing Program and is currently in the process of obtaining a start-up visa. Mr. Plets expects to arrive in Durham in the Fall 2018.
- 2.27 **bLive** - is a technology company focused on mapping and understanding any process in which data must be immediately and reliably provided to customers. It offers simple ways to collect information with RFID and customized systems, with no need of expensive equipment and little or no training.
- 2.28 In 2016, the CEO, Roberto Xavier participated in Spark Centre’s Soft Landing Program and is currently in the process of obtaining a start-up visa. Mr. Xavier expects to arrive in Durham in the Fall 2018.

United States

- 2.29 **Gordon Food Services (GFS)** – is a major American food distributor which has purchased land in Ajax and is currently constructing a 330,000 sq. ft. state-of-the-art food service distribution facility to service customers across Eastern Ontario and Eastern Canada.
- 2.30 GFS anticipates the facility to be operational in Fall 2019. The facility will create hundreds of new jobs in the logistics and warehousing services in Durham Region

Other

- 2.31 **Nucleom** – is a Quebec based company which has received a contract with OPG – Darlington Nuclear Generating Station. The company offers a range of services in the non-destructive testing of materials.

2.32 Nucleom has leased 2,800 sq.ft. of office and lab space in Pickering and has hired 15 employees.

2.33 Summary

2.34 The chart below summarizes the new investment and jobs brought to Durham Region through the efforts of the FDI program:

2013 to Q1-2018

No.	Company Name	Sector	# sq. ft	# of current Jobs	# projected new jobs within 2 years	# new Long-term # jobs – up to 10 years
1	Besnovo	Aerospace	40,000	16	400	
2	Brican Flight Systems	Aerospace	80,000	2	100	
3	Pengyuan Holdings	Office	100,000	2	80	
4	CCIC	Technology	TBD	1	1,500	13,500
5	Hans Steel	Steel	120,000	40		
6	Löhrke	Food Processing	1,000 sq. f.t - office TBD sq. ft. facility	5	40	
7	Menvia	Technology	Spark Centre	1		
8	bLive	Technology	Spark Centre	1		
9	Gordon Food Services	Food Distribution	330,000		200-300	

10	Nucleom	Energy	2,800	15		
	TOTAL		Approx. 454,020 sq. ft	83 jobs	2,320 jobs	13,500 jobs

2.35 Approximately 454,000 sq. ft. of FDI-related industrial and office space is being built or has been leased in Durham Region. Additional space will be built in the near term representing the creation of over 2,400 jobs from the FDI program since 2013.

2.36 By 2027, it is expected that an additional 13,500 jobs will be added to the Durham economy.

3. Opportunities

3.1 The Region's Economic Development team is exploring other opportunities for attracting investment to Durham Region. The Nuremberg project, approved by Regional Council in April 2018, is an example of a new initiative to promote Durham and attract investment from foreign companies.

3.2 A review of the FDI strategy will be undertaken at the end of 2018 to determine if markets selected in 2013 are still relevant today. As an example, the reduced corporate tax rate in the United States needs to be considered in determining whether the U.S. continues to be a feasible market for attracting investment to Canada.

3.3 With the launch of the Canada-European Union Comprehensive Economic and Trade Agreement (CETA), other European countries that have a strong focus on doing business in North America will be examined.

3.4 The Comprehensive and Progressive Agreement for the Trans-Pacific Partnership (CPTPP) is a new free trade agreement between Australia, Brunei, Canada, Chile, Japan, Malaysia, Mexico, New Zealand, Peru, Singapore and Vietnam. It is one of the largest free trade agreements in the world and will provide enhanced market access to key Asian markets. These countries will also be investigated to seek new opportunities for attracting additional FDI to Durham Region.

4. Conclusion

- 4.1 The Region's FDI program is beginning to pay dividends. From 2013 to Q1-2018, approximately 454,000 sq. ft. of industrial and office space is being built or leased in Durham Region. Within this five-year time frame, many new jobs have been created. By 2020, over 2,400 jobs will have been added to the Durham economy, along with an expected 13,500 jobs by 2027.
- 4.2 The Region's Economic Development team will continue to nurture the many prospects they have acquired to date, and will continue to generate new leads through continued participation in trade shows and global business missions. Working closely with the area municipal economic development offices remains a top priority to ensure a team approach while working to attract investment to Durham.
- 4.3 Through the efforts of the area municipal economic development offices, Durham Region also continues to see new investments and jobs being created from companies such as Toyota (Eastern Canada Parts Distribution Centre); Kubota; Red Crest Office Developments; Durham Live; Behar Group; Metrolinx (East Rail Maintenance Facility); and WiHub.
- 4.4 Durham offers a competitive business climate, talented labour force, interconnected infrastructure, and an unmatched quality of life. Durham's five post-secondary institutions also play an active and vital role in creating and maintaining our competitive advantage.
- 4.5 A copy of this report will be circulated to the area municipalities for their information.

Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

EARLY RELEASE OF REPORT



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Planning and Economic Development
Report: #2018-COW-**
Date: June 6, 2018

Subject:

Decision Meeting Report

Proposed Regional Official Plan Amendment – Implementation of Key Transportation Network Changes Recommended in the Transportation Master Plan, File: OPA 2018-002

Recommendations:

That the Committee of the Whole recommends to Regional Council:

- A) That Amendment #171 to the Durham Regional Official Plan; to implement key transportation network changes recommended in the Transportation Master Plan, be adopted as contained in Attachment #1 to Commissioner's Report #2018-COW-**; and
 - B) That "Notice of Adoption" be sent to the area municipalities, the Ministry of Municipal Affairs, Ministry of Transportation, Metrolinx, Parks Canada, conservation authorities, neighbouring municipalities, and to all persons or public bodies who made a submission or requested notification of the decision.
-

Report:

1. Background

- 1.1 On December 13, 2017, the Final Transportation Master Plan (TMP) was endorsed by Regional Council through Report #2017-COW-268. Regional Council also

authorized the Planning and Economic Development Department to initiate the amendment process to incorporate the relevant portions of the TMP into the Regional Official Plan (ROP). The amendment that is the subject of this report is the first planning instrument responding to recommended changes in the planned transportation network.

1.2 On April 4th, Report #2018-COW-50 was presented to Committee of the Whole, which included the proposed amendment to the ROP to implement a number of transportation network changes recommended through the TMP. The report also included a proposed modification to the ROP to resolve Deferral 7, which pertains to the deferred designation of Dixie Road in the City of Pickering as a Type B Arterial road.

1.3 The proposed amendment to the ROP included:

- Approximately 70 additions, changes and deletions to the designations of arterial road sections on Maps 'C1' and 'C2' – Road Network;
- Updating the Transit Priority Network (Map 'C3');
- Updating the Strategic Goods Movement Network (Map 'C4');
- Several changes to policies in Section 11 – Transportation System and Schedule 'E', Table 'E7' – Arterial Road Criteria to support the proposed network changes.

1.4 There are several other actions recommended through the TMP that have implications on ROP policy, but will require additional time to prepare, consider and implement, and are therefore not included as part of this amendment. These actions will be addressed through “Envision Durham”, the Region’s Municipal Comprehensive Review (MCR), as they have broader implications on other aspects of the ROP.

2. Recommended Amendment

2.1 The recommended amendment makes several changes to the proposed amendment presented at the April 4th Committee of the Whole meeting, based on comments received from area municipalities and other agencies. These changes are summarized in the Consultation section below.

2.2 Attachment #1 details the recommended changes to the transportation network

schedules in the ROP, and implements key transportation network recommendations included in the TMP. These changes are illustrated through the following exhibits:

- a) Schedule 'C', Maps 'C1' and 'C2' – Road Network amendments are demonstrated in Exhibits 1A, 1B, 1C and 1D:
 - Exhibit 1A for the City of Pickering and Town of Ajax;
 - Exhibit 1B for Town of Whitby and City of Oshawa;
 - Exhibits 1B and 1C for the Municipality of Clarington; and
 - Exhibit 1D for the Townships of Uxbridge, Scugog and Brock.
 - b) Schedule 'C', Map 'C3' – Priority Transit Network amendments are demonstrated in Exhibits 2A and 2B;
 - c) Schedule 'C', Map 'C4' – Strategic Goods Movement Network amendments are demonstrated in Exhibit 3; and
 - d) Schedule 'A', Map 'A4' – Regional Structure amendments are demonstrated in Exhibit 4.
- 2.3 The recommended amendment also proposes several changes to policies in Section 11 – Transportation System and Schedule 'E', Table 'E7' – Arterial Road Criteria in the ROP.
- 2.4 Excerpts of the ROP incorporating the recommended amendment, if approved, are included in Attachment #2.
- 3. Proposed Resolution to Provincial Deferral 7 (Dixie Road, Pickering)**
- 3.1 When the ROP was approved by the Minister of Municipal Affairs and Housing in November 1993, the designation of Dixie Road was deferred by the Minister as a result of an objection by the Liverpool West Community Association (Deferral 7). As such, further decision by the Minister of Municipal Affairs is necessary in order to modify the ROP and resolve the deferral.
- 3.2 A letter was sent to Ministry staff to request further approval of the ROP, by modifying the ROP to designate Dixie Road (between Third Concession Road and Kingston Road) as a Type C Arterial. In its comments back to the Region (refer to Attachment #3) Ministry staff indicated that the deferral is exempt from the

Minister's approval, consistent with other Regional Official Plan Amendment applications since January 19, 1998, pursuant to O. Reg. 525/97 of the Planning Act. Accordingly, the modification presented in the Public Meeting Report #2018-COW-50 has been included as part of the recommended amendment (OPA 2018-002).

- 3.3 The designation of the existing section of Dixie Road remains deferred in the Pickering Official Plan, but as a Type C Arterial. Approval of the Type C Arterial designation in the ROP, will enable the related deferrals (Deferrals 11, 12 and 44) in the Pickering OP to be approved by the Commissioner of Planning and Economic Development, through the Commissioner's delegated authority as authorized by Regional Council.

4. Consultation

- 4.1 This application has been circulated to various agencies for review and comment, including the Ministry of Municipal Affairs, the Ministry of Transportation, Metrolinx, Parks Canada, Durham Region area municipalities, neighbouring municipalities, local school boards, utility and gas companies, the Mississaugas of Scugog Island First Nation, and the conservation authorities.

Public Consultation

- 4.2 At the April 4th Committee of the Whole, the consultation period was extended to April 30. All comments received as of May 15th have been considered by staff.
- 4.3 Attachment #4 contains the comments received on the proposed amendment from several area municipalities, Central Lake Ontario Conservation Authority (CLOCA), Toronto and Region Conservation Authority (TRCA), Ministry of Municipal Affairs (including comments from MTO) and Metrolinx. Responses to these comments prepared by Regional staff are included, and whether the comment required a change to the proposed amendment that was presented at the April 4th Public Meeting. No other comments were received as of the date of the preparation of this report.
- 4.4 At the April 4th Public Meeting, one delegation spoke regarding the application. In addition, one written submission has been received to date. Concerns raised by the delegation related to the reconstruction of Taunton Road in Clarington, proposed realignment of Hancock Road and signage related to creek valleys along Regional Highway 2 (similar to Greenbelt signage) for response by Works Department staff. The written submission related to a question regarding a

particular Durham Region Transit bus route.

4.5 The following changes to the proposed amendment have been included based on reviewing the comments received, as follows:

- a) Correct the location of the Grandview GO Station on Schedule 'C', Map 'C3' – Transit Priority Network (recommended through COW deliberations on April 4th).
- b) Revising the wording of Policy 11.3.28 in the proposed amendment to recognize that the operation of Oshawa Executive Airport is beyond the 2031 timeframe of the ROP, based on a 1997 agreement between the City of Oshawa and the federal government. Accordingly, the policy will be revised as follows:

“The Region recognizes the 1997 Agreement between the City of Oshawa and Federal Government that guarantees the operation of the Oshawa Executive Airport for fifty years unless a new airport at Pickering opens, in which case Oshawa has committed to continue operating the Executive Airport until at least 2033. Should the Oshawa Executive Airport cease operation, the policies of Section 8, as well as the extension of Stevenson Road and Beatrice Street shown on Schedule 'C', Map 'C2', Road Network, shall apply to this area without amendment to this Plan.”

- c) Delete the designation of Water Street, from South Blair Street to Thickson Road, as a future Type C Arterial, and add a new policy to Section 11.3 (and reference this policy on Map 'C2' – Road Network) as follows:

“The Region recognizes the need to improve east-west transportation linkages south of Highway 401. The Region also recognizes the importance of Waterfront Areas as “people places”, and providing public access to the waterfront and open spaces. As such, the potential for an east-west connection between South Blair Street and Thickson Road, south of Victoria Street in the Town of Whitby will be considered in conjunction with any proposal to redevelop the existing uses in the Employment Area north of Ronald C. Deeth Park.”

- d) Relocate the designation of the future Thornton Road GO Station (Thornton's Corners) further west for accuracy on Schedule 'C', Map 'C3' – Transit Priority Network and Schedule 'A', Map 'A4' – Regional Structure.
- e) Extend the designation of the High Frequency Transit Network designation easterly on King Street in Bowmanville, from Regional Road 57/Waverley Road to Liberty Street.
- f) Add wording to the Notes section on Schedule 'C', Maps 'C1' and 'C2' to

complement policy 11.3.2, as follows:

“The alignments of certain future arterial road designations are approximate, and are subject to more detailed planning and engineering studies to determine their location.”

- g) Add a new designation called “Protect for Future Commuter Rail” to Schedule ‘C’, Map ‘C3’ – Transit Priority Network, and designate the CPR Havelock Line and Metrolinx line to Uxbridge.
- h) Minor edit to policy 11.3.17 to correct a typographical error.

Departmental Comments

- 4.6 The proposed amendment was also circulated to other Regional departments, including the Regional Works Department and Regional Health Department. No objections to the proposed amendment application were identified. Region’s Corporate Services- Legal Services Division was consulted in the preparation of this report.

5. Provincial Policy Context

- 5.1 The recommended amendment is consistent with the policies of the Provincial Policy Statement (PPS) and conforms to the Provincial Growth Plan (2017) and Greenbelt Plan (2017). In implementing the TMP, the recommended amendment fulfils transportation related policies in the PPS, including:
 - Providing transportation systems which facilitate the movement of people of goods and address projected needs, including corridor protection and rights-of-way for infrastructure;
 - Using existing and planned infrastructure efficiently; and
 - Improving connectivity among transportation systems, including connections which cross jurisdictional boundaries.
- 5.2 The recommended amendment also addresses several policies in the Provincial Growth Plan and Greenbelt Plan through implementing the network recommendations of the TMP. However, as noted earlier, other actions in the TMP related to land use or development review requirements will be addressed through Envision Durham. The policies that are addressed through the proposed amendment include:

- Providing connectivity among transportation modes for moving people and for moving goods;
- Offering a balance of transportation choices that reduces reliance upon the automobile, promotes transit and active transportation, and improves safety;
- Placing a high priority on transit planning in the overall network;
- Minimizing transportation infrastructure expansions in the Greenbelt, and particularly the Natural Heritage System, to the extent possible; and
- Demonstrating through an environmental assessment (where applicable), environmental impacts of future infrastructure projects are avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.

6. Conclusion

- 6.1 It is recommended that the proposed amendment to the Durham Regional Official Plan to implement key transportation network changes be adopted, as set out in Attachment 1.

7. Notice of Meeting

- 7.1 Written notification of the meeting time and location of Committee of the Whole was sent to all who made oral or written submissions or requested notification, in accordance with Regional Council procedure.
- 7.2 The recommendation of the Committee of the Whole is scheduled to be considered by Council on June 13, 2018. If Council adopts the recommended amendment, Council's decision will be final unless appealed to the Local Planning Appeal Tribunal.

8. Attachments

Attachment #1: Proposed Amendment

Attachment #2: Excerpts of Regional Official Plan Incorporating the Recommended Amendment

Attachment #3 May 3, 2018 letter from Ministry of Municipal Affairs

Attachment #4: Comments Received on the Proposed Amendment and Responses

Respectfully submitted,

Original signed by

B. E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

G.H. Cubitt, MSW
Chief Administrative Officer

Recommended Amendment

Regional Official Plan Amendment Application 2018-002

Amendment #171 to the Durham Regional Official Plan

- Purpose:** The purpose of this Amendment is to implement key transportation network changes recommended through the Region of Durham's Transportation Master Plan.
- Location:** The Regional Municipality of Durham
- Basis:** On December 13, 2017, the Final Transportation Master Plan (TMP) was endorsed by Regional Council. As part of the recommendation to endorse the TMP, Regional Council also authorized initiating the amendment process to incorporate the relevant portions of the TMP into the Regional Official Plan. This is the first amendment to incorporate changes recommended through the TMP, which makes changes to the transportation network as well as to related supporting policies.
- Amendment:** This amendment implements over 70 additions, changes and deletions to the designations of arterial road sections on Schedule 'C' – Maps 'C1' and 'C2'; updates the Transit Priority Network (Map 'C3') and Strategic Goods Movement Network maps (Map 'C4'); and includes a number of policy changes in Section 11 – Transportation System and Schedule 'E', Table 'E7' – Arterial Road Criteria to support the proposed network changes. Revisions to Schedule 'A', Map 'A4' – Regional Structure are also included in the amendment, as a result of the changes to network designations in the Schedule 'C' maps.
- The specific contents of the amendment are included in Appendix 1 below.
- Implementation:** The provisions set forth in the Durham Regional Official Plan regarding implementation of the Plan shall apply in regards to this Amendment.

Interpretation: The provisions set forth in the Durham Regional Official Plan regarding the interpretation of the Plan shall apply in regards to this Amendment.

Appendix 1 – Actual Amendment

The Official Plan of The Regional Municipality of Durham is hereby amended as follows:

- 1) Several policies in Section 11 – Transportation System of the Plan are amended as per Table 1 attached hereto and forming part of this amendment.
- 2) Schedule 'C' – Transportation System, Maps 'C1' and 'C2' – Road Network as amended, is further amended as shown on Exhibits 1A, 1B, 1C and 1D attached hereto and forming part of this Amendment, by:
 - Renaming the designations for existing and future “Interchanges” to existing and future “Interchange”;
 - Renaming the designation for “Existing Interchanges to be Removed” to “Existing Interchange to be Removed”;
 - Deleting the “Future “Interchange” symbol at Highway 407/Sideline 14;
 - Replacing the “Existing Interchange to be Removed” symbol at Highway 401/Ritson Road with the existing “Interchange” symbol;
 - Adding certain “Type B Arterial” and “Type C Arterial” road designations;
 - Re-designating certain roads from “Type C Arterial” to “Type B Arterial”;
 - Re-designating certain roads from “Type B Arterial” to “Type C Arterial”;
 - Adding significant realignments of certain future “Type B Arterial” and “Type C Arterial” roads;
 - Adding “Type B Arterial” and “Type C Arterial” roads within Specific Policy Area A, consistent with the Central Pickering Development Plan and completed Environmental Assessment studies that set the alignments for these roads; and
 - Replacing the “Oshawa Airport” label with “Oshawa Executive Airport”.
- 3) Schedule 'C' – Transportation System, Map 'C3' – Transit Priority Network as amended, is further amended as shown on Exhibits 2A and 2B attached hereto and forming part of this Amendment, by:
 - Splitting the “Transit Spine” designation into three new, separate designations,

being “Rapid Transit Spine”, “High Frequency Transit Network” and “Other Transit Connection” and, accordingly:

- Re-designating certain arterial road sections from “Transit Spine” to “Rapid Transit Spine”, High Frequency Transit Network” or “Other Transit Connection”;
- Deleting certain “Transit Spine” designations;
- Adding certain “High Frequency Transit Network” designations;
- Adding certain “Other Transit Connection” designations;
- Re-designating certain “Commuter Rail” designations into a new “Protect for Future Commuter Rail” designation;
- Deleting the “Transit Spine (Future Connection to East Durham Freeway Link) designation;
- Deleting certain “Freeway Transit” designations;
- Updating the locations of “Transportation Hub”, “Commuter Rail” and “Commuter Station” designations, consistent with the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Project Assessment Process EA Study (2011), by:
 - Realigning the future “Commuter Rail” connection across Highway 401, between the CNR Kingston line to the CPR Belleville line, near the Oshawa/Whitby boundary;
 - Deleting the future “Transportation Hub” symbol on the CPR Belleville line from the formerly proposed site south of Gibb Street and east of Stevenson Road;
 - Adding a “Transportation Hub” symbol on the Central Oshawa GO Station site south of Olive Avenue, and east of Simcoe Street, in the City of Oshawa; and
 - Adding a future “Commuter Station” symbol at the Thornton’s Corners GO Station site, west of Thornton Road and north of Consumers Drive in the City of Oshawa;

- Adding a future “Commuter Station” symbol at the Seaton GO Station site, east of Brock Road on the CPR Belleville line; and
 - Deleting a future “Commuter Rail” designation on the CPR Belleville Line from the Seaton GO Station site to the realigned Commuter Rail connection near the Oshawa/Whitby boundary.
- 4) Schedule ‘C’ – Transportation System, Map ‘C4’ – Strategic Goods Movement Network as amended, is further amended as shown on Exhibit 3 attached hereto and forming part of this Amendment, by:
- Adding certain “Arterial Road” designations.
- 5) Schedule ‘A’ – Regional Structure, Map ‘A4’ – Pickering, Ajax, Whitby, Oshawa, is updated as a result of the amendments to Schedule ‘C’ – Transit Priority Network, as follows and as shown on Exhibit 4 attached hereto:
- Realigning the future “GO Rail” connection across Highway 401, between the CNR Kingston line to the CPR Belleville line, near the Oshawa/Whitby boundary;
 - Deleting the future “GO Station” symbol on the CPR Belleville line from the formerly proposed site south of Gibb Street and east of Stevenson Road
 - Adding the future “GO Station” symbol to the Central Oshawa site located south of Olive Avenue, and east of Simcoe Street, in the City of Oshawa;
 - Adding a future “GO Station” at the Thornton’s Corners site, located west of Thornton Road and north of Consumers Drive in the City of Oshawa; and
 - Replace the “Oshawa Airport” label with “Oshawa Executive Airport”.
- 6) Schedule ‘E’ – Tables, Table ‘E7’ – Arterial Road Criteria is amended as shown in Table 2 attached hereto and forming part of this amendment, by:
- Updating the general Classification Criteria for Travel Speed and Minimum Intersection Spacing to reflect current practice;
 - Correcting the Travel Speed criterion for Type B Arterial roads;
 - Revising the Connectivity criteria for Type A Arterial and Type B Arterial roads to reflect current practice;

- Updating the Cycling and Pedestrian Provisions criteria for Type A Arterial, Type B Arterial and Type C Arterial roads; and
- Updating the Right-of-Way Width criteria for Type A Arterial and Type B Arterial roads to support planned Rapid Transit Spines and High Frequency Transit Network.

Table 1
Policy Amendments to Section 11 – Transportation System

Item	Old Section Number	New Section Number	Details of Policy Amendment
1.	11.3.4 c)	11.3.4 c)	Add the word “roundabouts,” after the words “traffic control devices,”.
2.	11.3.7	11.3.7	In the first sentence of the first paragraph, add the words “412, 418 and” after “407” and delete the words “and 35” after the word “115”. In the second sentence of the first paragraph, add the words “and highway” after the word “freeway”.
3.	11.3.7 a)	11.3.7 a)	Delete the word “the” after the words “the extension of”; delete the words “freeway and transitway” after the words “Highway 407”; delete the words “two high speed” after the word “including” and replace with “the Highway 418”; delete the words “and transitway” after “freeway” and replace the following word “connections” with “connection”; add the words “and planned transitway on Highways 407, 412 and 418” after “Highway 401”.
4.	11.3.7 d)	11.3.7 d)	Delete the word “, and” after the words “Highways 7, 7A” and add the words “, 35 and 35/115; and” after the word “7/12”.
5.		11.3.7 e)	Add a new subsection as follows: “modifications to the alignment of the Highway 7/12 intersection at Thicksen Road, subject to further study by the Town of Whitby and Ministry of Transportation, that may be updated without amendment to this Plan.”

Item	Old Section Number	New Section Number	Details of Policy Amendment
6.	11.3.7	11.3.7	In the second paragraph, delete the word “, freeways” “after “Although” and replace with “Provincial highways”.
7.	11.3.8	11.3.8	Delete the wording of this policy, and replace with the following sentence: “The Region of Durham encourages the Ministry of Transportation to construct the Highway 407 interchanges at Westney Road, Salem Road and Thornton Road, Highway 412 interchange at Rossland Road, and complete the Highway 401/Lake Ridge Road interchange, which were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction.”
8.	11.3.9	11.3.9	Add the words “the implementation of environmental” after the word “encourage”; replace the word “Highway” with “Highways”; delete the words “through planned Urban Areas to provide” and replace with “, 412 and 418, including the provision of”.
9.	11.3.10	11.3.10	In the first sentence, replace the word “freeway” with “arterial road; replace the words “Town of Markham” with “City of Markham”; replace the words “as part of a” with “to supplement the”; add the words “and Hamilton” after “Greater Toronto”.

Item	Old Section Number	New Section Number	Details of Policy Amendment
10.	11.3.13	11.3.13	In the second sentence, replace the words “Rouge Park” with “Rouge National Urban Park”; replace the word “connection” with “existing connections.” Create a new third sentence starting as follows: “Additionally, Regional Council will protect for”; delete the word “of” before “realigned”; replace the words “Fifth Concession Road” with “Whitevale Road”; delete the last sentence of the policy.
11.		11.3.15	Add a new policy to Section 11.3 to read as follows: “The Region recognizes the need to improve east-west transportation linkages south of Highway 401. The Region also recognizes the importance of Waterfront Areas as “people places”, and providing public access to the waterfront and open spaces. As such, the potential for an east-west connection between South Blair Street and Thickson Road, south of Victoria Street in the Town of Whitby, will be considered in conjunction with any proposal to redevelop the existing uses in the Employment Area north of Ronald C. Deeth Park.”
12.	11.3.17	11.3.18	In the second sentence, add the words “, which provides inter-regional and inter-municipal service,” after the words “Transit Priority Network”.
13.	11.3.17 a)	11.3.18 a)	Replace the words “Transit Spines” with “Rapid Transit Spine”; replace the words “facilitate inter-regional and inter-municipal services along arterial roads” with “is planned to provide dedicated transit lanes in most arterial road sections”.

Item	Old Section Number	New Section Number	Details of Policy Amendment
14.		11.3.18 b)	<p>Add a new policy subsection to read as follows:</p> <p>““High Frequency Transit Network” that consists of buses in planned High Occupancy Vehicle (HOV) lanes, or buses or in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants;”</p>
15.		11.3.18 c)	<p>Add a new policy subsection to read as follows:</p> <p>““Other Transit Connections” that facilitate longer-distance trips, providing direct links to Transportation Hubs and Commuter Stations from smaller urban and rural areas;”</p>
16.	11.3.17 b)	11.3.18 d)	<p>Replace the words “commuter stations” with “Transportation Hubs and Commuter Stations”.</p>
17.		11.3.18 e)	<p>Add a new policy subsection to read as follows:</p> <p>““Protect for Future Commuter Rail” corridors that identify future connections on existing rail corridors beyond 2031;”</p>
18.	11.3.17 c)	11.3.18 f)	

Item	Old Section Number	New Section Number	Details of Policy Amendment
19.	11.3.17 d)	11.3.18 g)	<p>In the first sentence, delete the words “longer-distance” and replace with “long-distance” after the word “facilitate”; delete the words “and link to commuter stations providing transfer points to other transit services and transportation modes” and replace with “within the Highway 407, 412 and 418 right-of-way”.</p> <p>Add the following sentence to the end of the subsection:</p> <p>“The designation of Freeway Transit supports the implementation of frequent bus service, with dedicated commuter parking lots and transit terminals at interchanges, which is planned to evolve to a dedicated transitway facility beside the freeway in the long-term.”</p>
20.	11.3.18	11.3.19	<p>Replace the words “Transportation Hubs, Commuter Stations and Transit Spines” with “Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network”.</p>
21.	11.3.18 a)	11.3.19 a)	<p>Replace the words “transit spines are” with “a Rapid Transit Spine or the High Frequency Transit Network is”.</p>
22.	11.3.19	11.3.20	<p>Delete the first sentence of the policy.</p> <p>In the second sentence, replace “These corridors” with “Centres and Corridors that correspond to a Rapid Transit Spine, as designated on Schedule ‘C’ – Map ‘C3’, Transit Priority Network,”.</p>

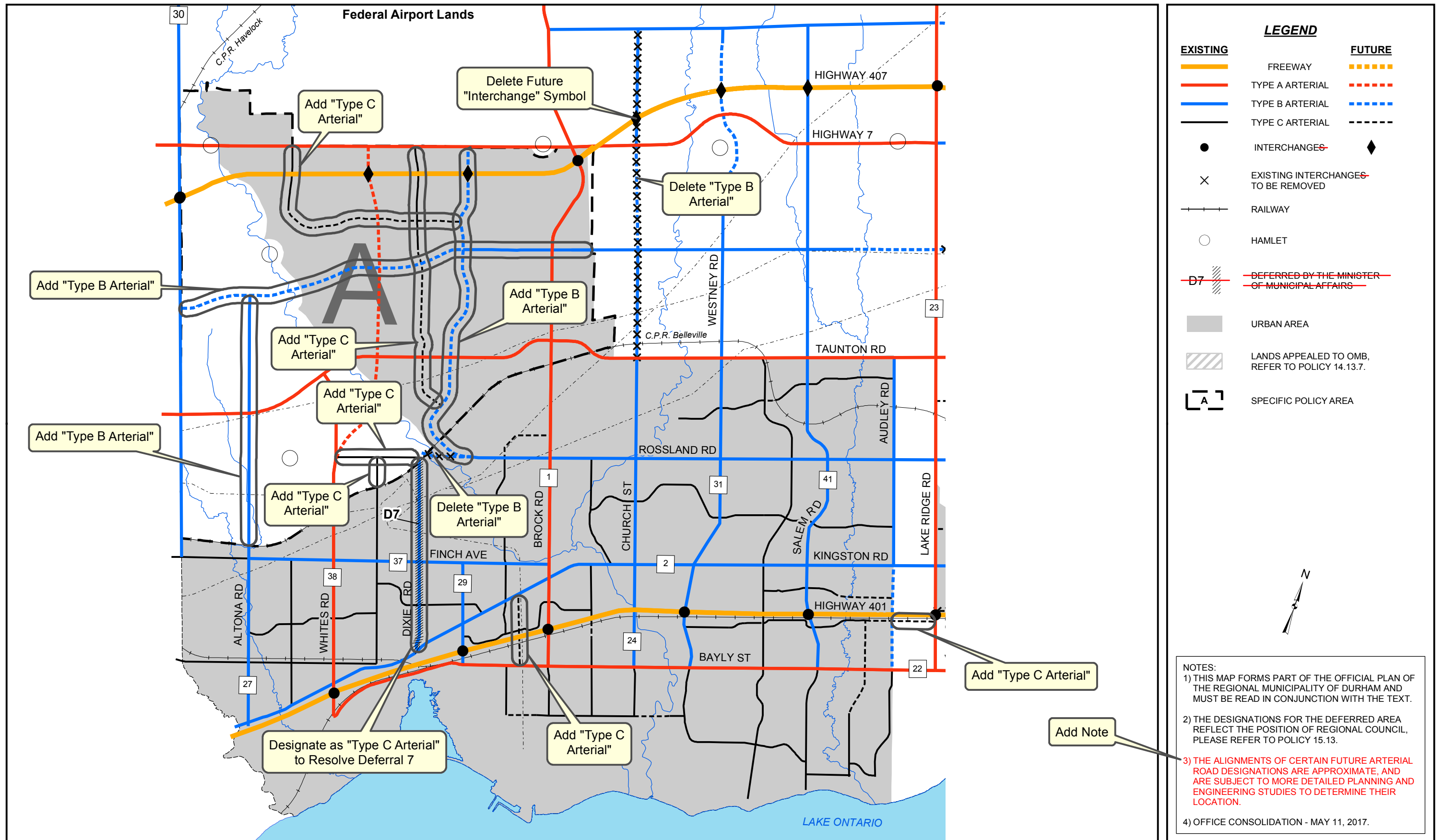
Item	Old Section Number	New Section Number	Details of Policy Amendment
23.	11.3.24	11.3.25	Replace the word “walking” with “ <i>active transportation</i> ” and replace the words “pedestrian conditions” with “connections”.
24.	11.3.28	11.3.29	Delete the paragraph in its entirety, and replace with: “The Region recognizes the 1997 Agreement between the City of Oshawa and Federal Government that guarantees the operation of the Oshawa Executive Airport for fifty years unless a new airport at Pickering opens, in which case Oshawa has committed to continue operating the Executive Airport until at least 2033. Should the Oshawa Executive Airport cease operation, the policies of Section 8, as well as the extension of Stevenson Road and Beatrice Street shown on Schedule ‘C’, Map ‘C2’, Road Network, shall apply to this area without amendment to this Plan.”

Table 2**Policy Amendments to Schedule 'E' – Table 'E7' – Arterial Road Criteria**

Item	Criteria	Details of Policy Amendment
1.	Classification Criteria – Travel Speed	Under the Definition column, delete the second sentence.
2.	Classification Criteria – Minimum Intersection Spacing	Under the Definition column, in the first sentence, replace the words “should not be” with “a minimum of lower class road intersections”, and delete the words “intersected by lower class roads” at the end of the sentence.
3.	Travel Speed	Under the Type B Arterial column, replace “70 km/h Urban Area” with “60 km/h Urban Area”.
4.	Connectivity	<p>Under the Type A Arterial column, delete the word “and” and replace with “,” following “freeways”; add the words “and collectors” after the word “arterials”.</p> <p>Under the Type B Arterial column, delete the word “and” and replace with “,” following arterials; add the words “and minimal local road access” after the word “collectors”.</p>
5.	Transit	<p>Under the Type A Arterial column, replace the words “regional transit spines” with “Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections”.</p> <p>Under the Type B Arterial column, replace the words “regional transit spines” with “Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections”.</p> <p>Under the Type C Arterial column, replace the words “local transit corridors and connectors to regional transit spines” with “High Frequency Transit Network”.</p>

Item	Criteria	Details of Policy Amendment
6.	Cycling and Pedestrian Provisions	<p>Under the Type A Arterial column, in the first criterion, replace the words “to be determined subsequent to the completion of the” with “identified in the”; replace the word “Study” with the words “and corridor specific Environmental Assessment studies. In the second criterion, add the words “; a multi-use path may be provided as an alternative to a sidewalk” after “pedestrians”.</p> <p>Under the Type B Arterial column, in the first criterion, replace the words “to be determined subsequent to the completion of the” with “identified in the”; replace the word “Study” with the words “and corridor specific Environmental Assessment studies. In the second criterion, add the words “; a multi-use path may be provided as an alternative to a sidewalk” after “pedestrians”.</p> <p>Under the Type C Arterial column, in the first criterion, replace the words “to be determined subsequent to the completion of the” with “identified in the”; replace the word “Study” with the words “and corridor specific Environmental Assessment studies. In the second criterion, replace the word “Sidewalks” with “Sidewalk”; replace the words “however, may not be required in Employment Areas” with “; a multi-use path may be provided as an alternative to a sidewalk” after “pedestrians”.</p>

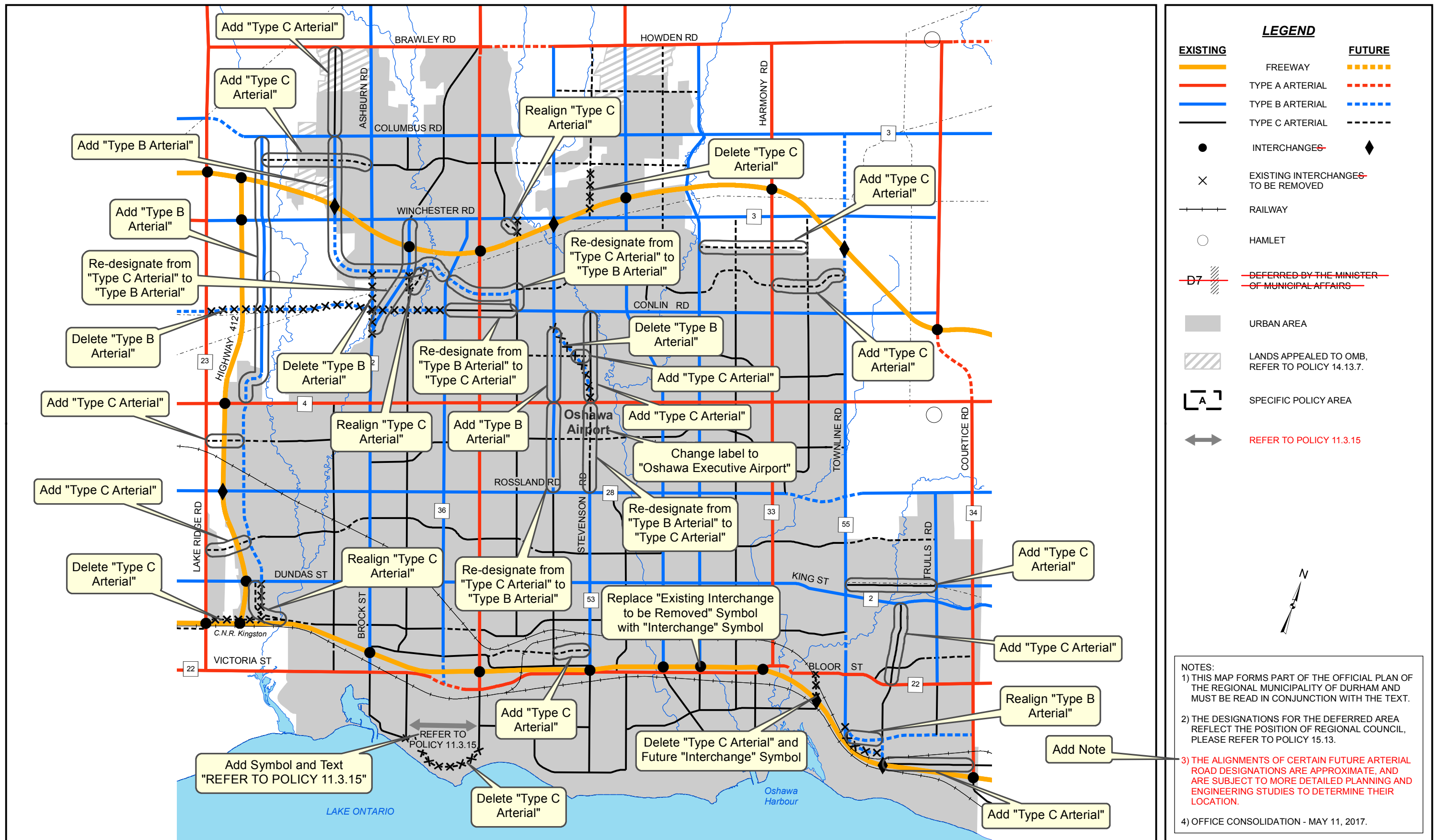
Item	Criteria	Details of Policy Amendment
7.	Right-of-Way Width	<p>Under the Type A Arterial column, in the first criterion, add “**” to refer to the exemption policy after “36-45 m right-of-way”. In the third criterion, replace the word “channelized” with “left and”. In the fourth criterion, add the words “, including planned High Occupancy Vehicle (HOV) or bus lanes” after the words “cross-section”. In the last criterion, replace “2-4 lanes” with “2-6 lanes”.</p> <p>Under the Type B Arterial column, add new criteria following the second criterion (“36 m for ultimate 4-lane cross-section”) as follows:</p> <p>“Notwithstanding the above right-of-way criteria, 45 m for ultimate 6-lane cross-section on a Rapid Transit Spine or on the High Frequency Transit Network in the following sections:</p> <ul style="list-style-type: none"> • Kingston Road (Toronto/Durham boundary to Elizabeth Street) • Kingston Road/Dundas Street (Rotherglen Road to Cochrane Street) • Dundas Street/King Street (Garden Street to Thornton Road) • Regional Highway 2 (Centerfield Drive to Highway 418) • Simcoe Street (Conlin Road to Winchester Road) • Liverpool Road (Kingston Road to Highway 401) • Westney Road (Kingston Road to Bayly Street) <p>40 m for ultimate 6-lane cross-section on a Rapid Transit Spine in the following section:</p> <ul style="list-style-type: none"> • King Street/Regional Highway 2 (Harmony Road to Centerfield Drive)” <p>Under the last criterion, add the words “With the exception of the above noted sections,” before the words “4 lanes”.</p>



LEGEND

EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGES	
	EXISTING INTERCHANGES TO BE REMOVED	
	RAILWAY	
	HAMLET	
	DEFERRED BY THE MINISTER OF MUNICIPAL AFFAIRS	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

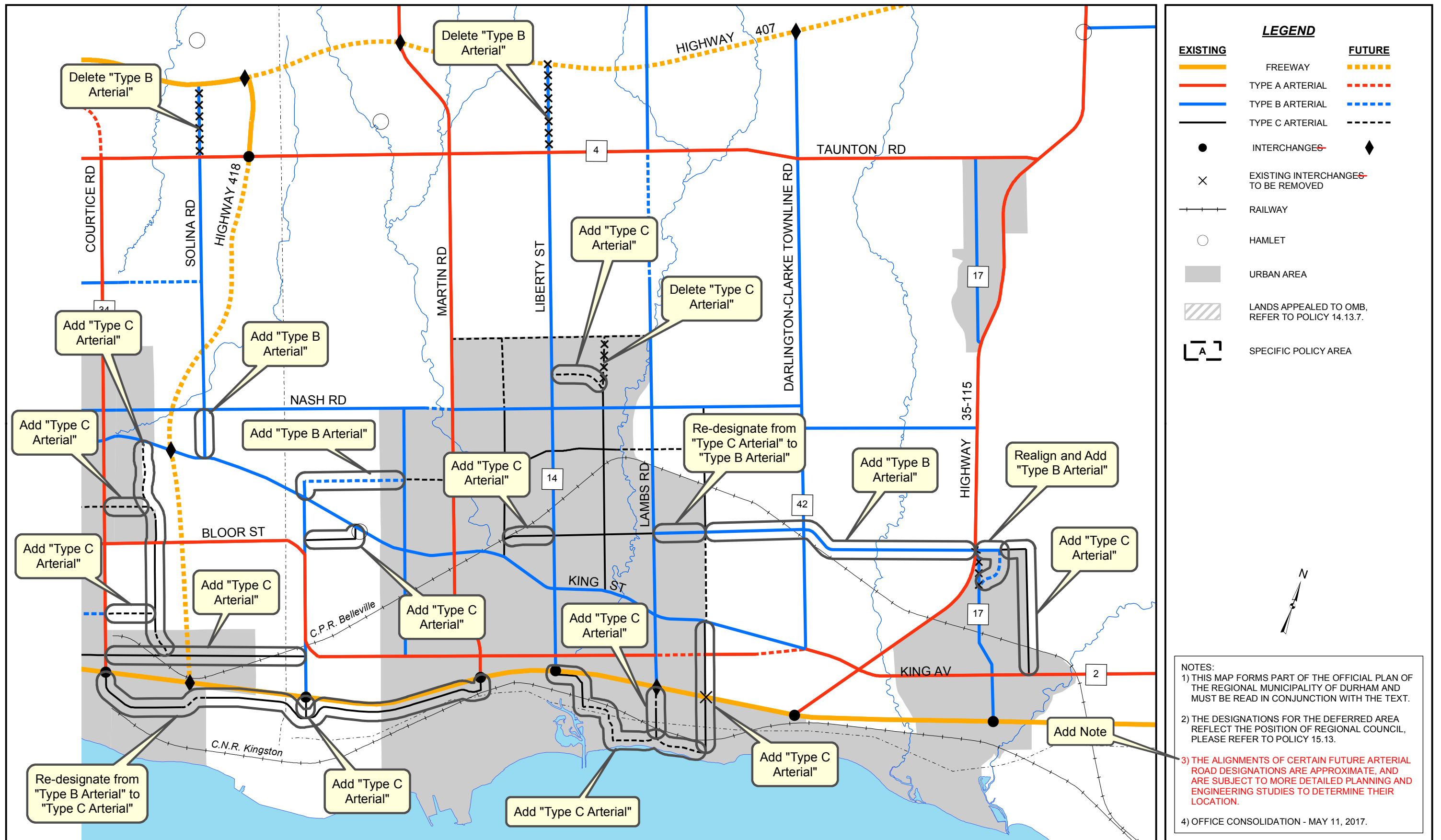
- NOTES:
- 1) THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.
 - 2) THE DESIGNATIONS FOR THE DEFERRED AREA REFLECT THE POSITION OF REGIONAL COUNCIL, PLEASE REFER TO POLICY 15.13.
 - 3) THE ALIGNMENTS OF CERTAIN FUTURE ARTERIAL ROAD DESIGNATIONS ARE APPROXIMATE, AND ARE SUBJECT TO MORE DETAILED PLANNING AND ENGINEERING STUDIES TO DETERMINE THEIR LOCATION.
 - 4) OFFICE CONSOLIDATION - MAY 11, 2017.



LEGEND

EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGES	
	EXISTING INTERCHANGES TO BE REMOVED	
	RAILWAY	
	HAMLET	
	DEFERRED BY THE MINISTER OF MUNICIPAL AFFAIRS	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	
	REFER TO POLICY 11.3.15	

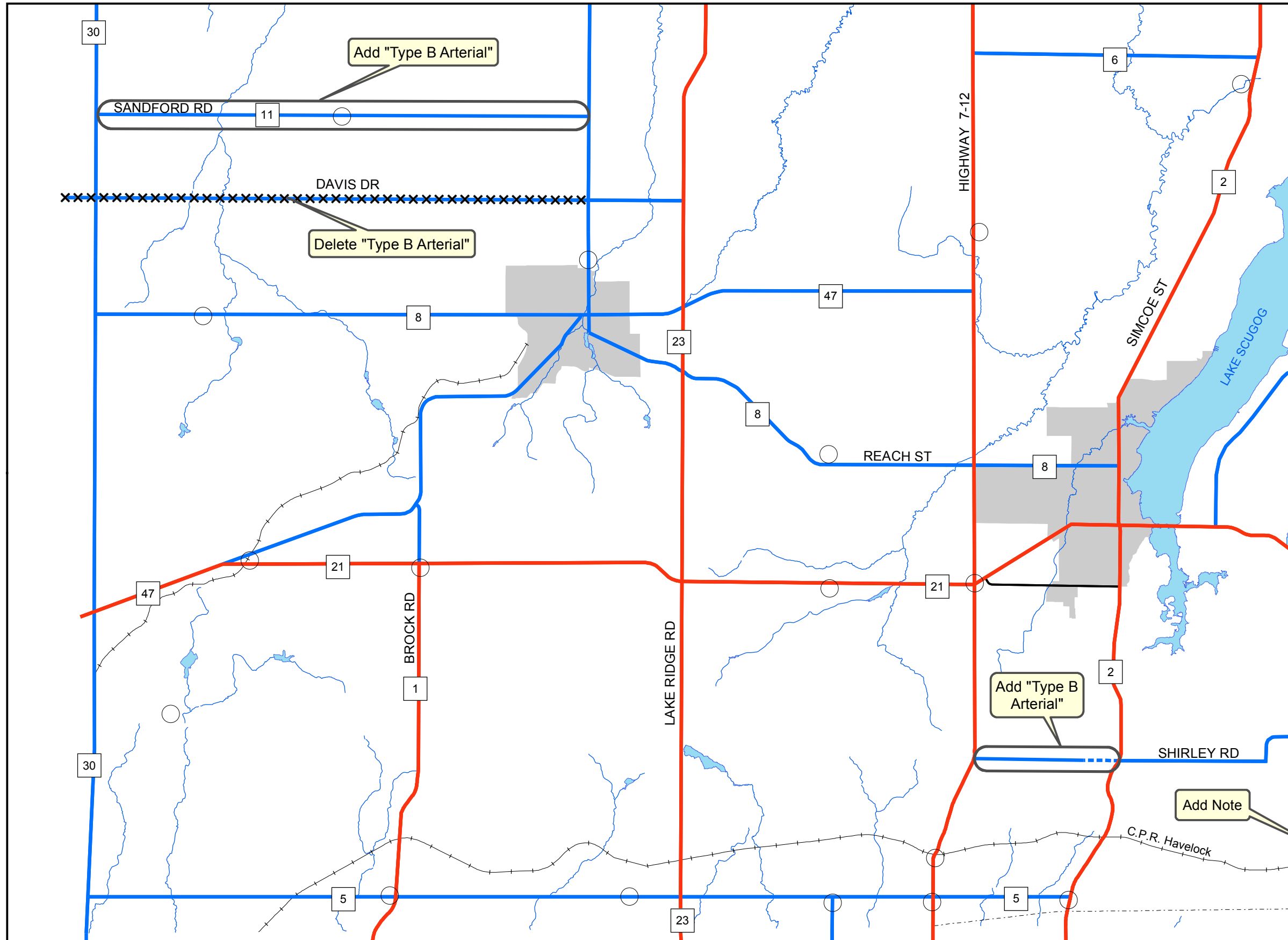
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LEGEND

EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGES	
	EXISTING INTERCHANGES TO BE REMOVED	
	RAILWAY	
	HAMLET	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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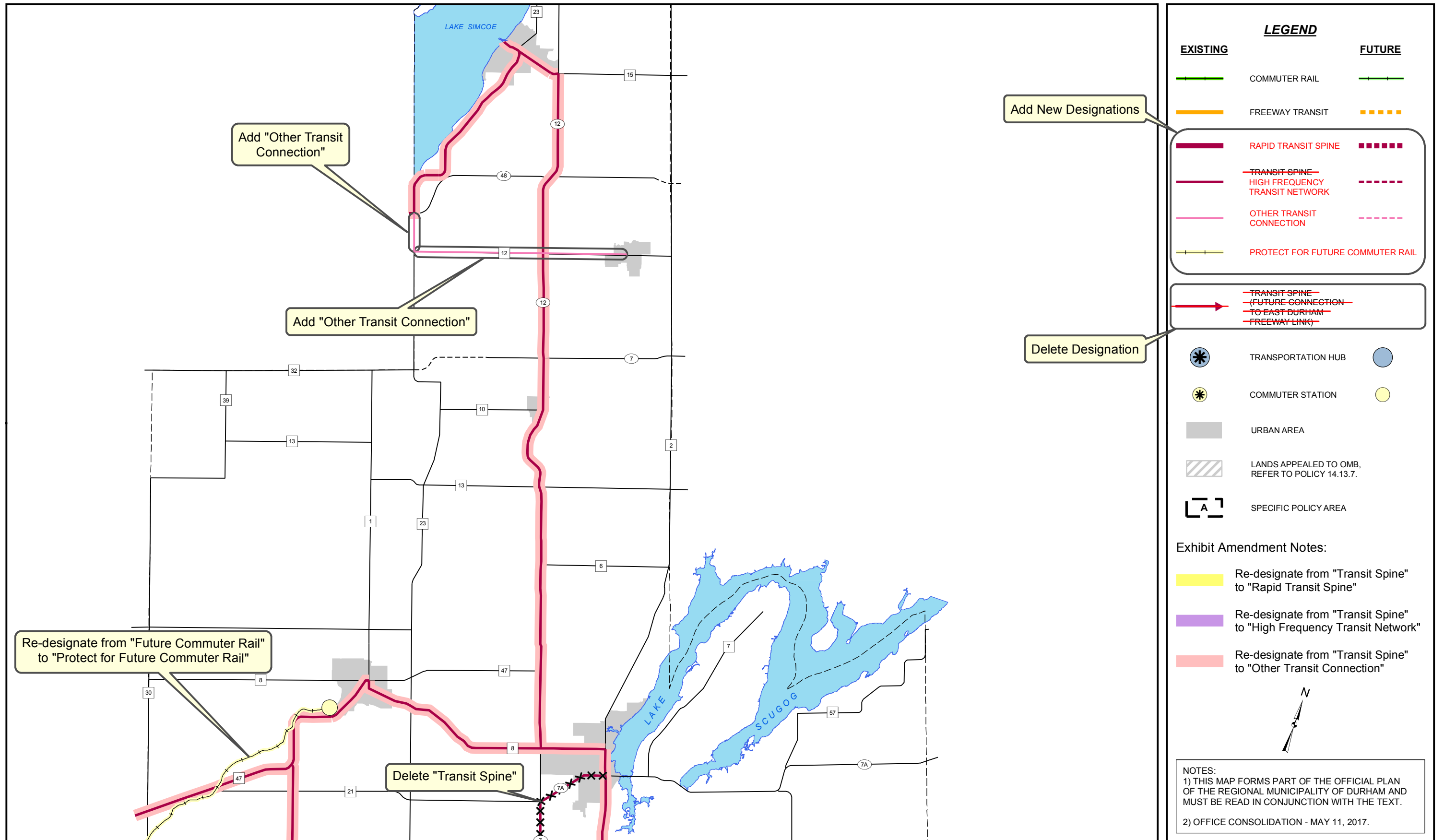


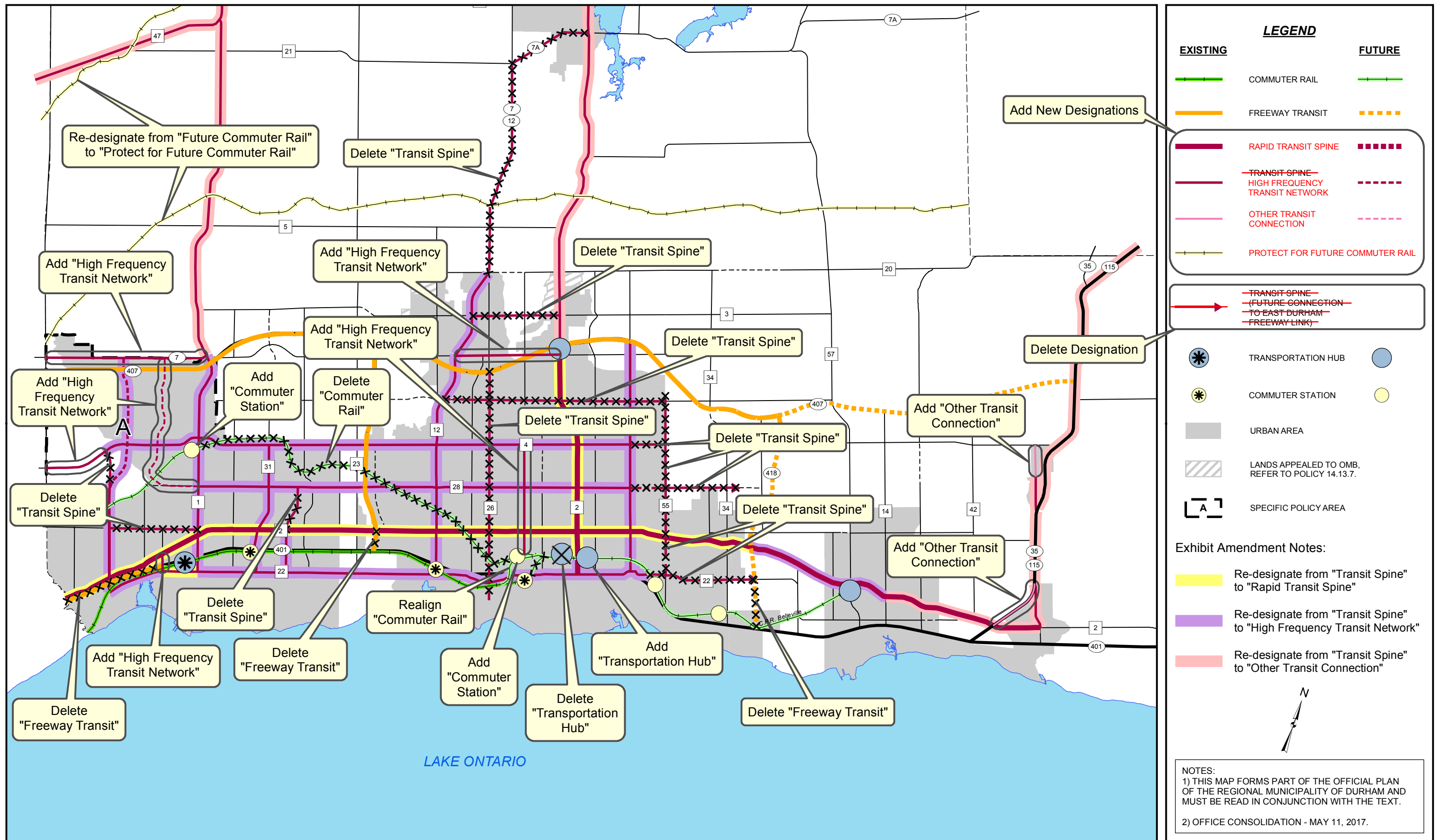
LEGEND

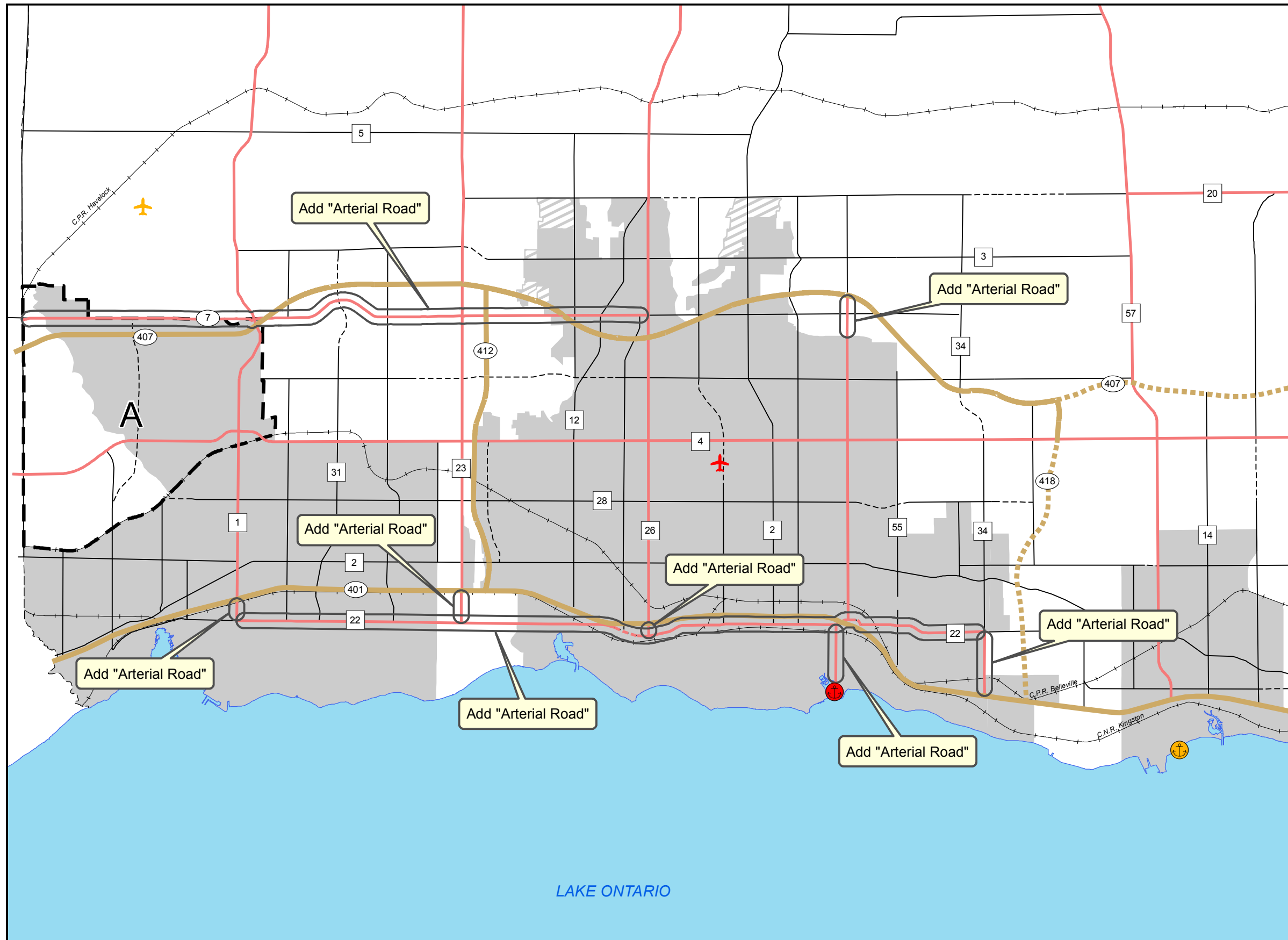
EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGES	
	EXISTING INTERCHANGES TO BE REMOVED	
	RAILWAY	
	HAMLET	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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- OFFICE CONSOLIDATION - MAY 11, 2017.



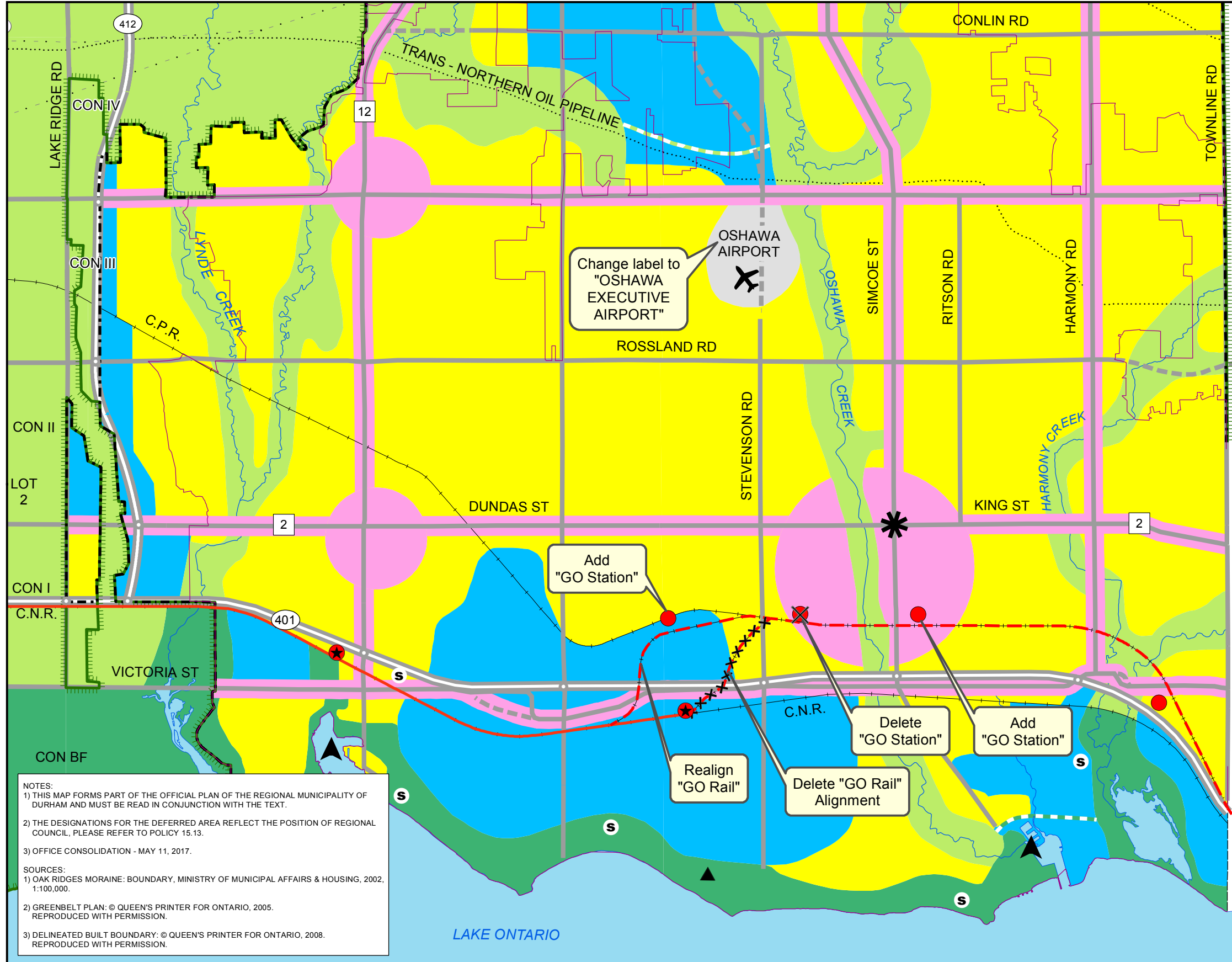




LEGEND

EXISTING		FUTURE
	AIRPORT	
	ARTERIAL ROAD	
	FREEWAY	
	HARBOUR	
	RAILWAY	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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2) OFFICE CONSOLIDATION - MAY 11, 2017.



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2) THE DESIGNATIONS FOR THE DEFERRED AREA REFLECT THE POSITION OF REGIONAL COUNCIL, PLEASE REFER TO POLICY 15.13.
3) OFFICE CONSOLIDATION - MAY 11, 2017.

SOURCES:
1) OAK RIDGES MORAINE: BOUNDARY, MINISTRY OF MUNICIPAL AFFAIRS & HOUSING, 2002, 1:100,000.
2) GREENBELT PLAN: © QUEEN'S PRINTER FOR ONTARIO, 2005. REPRODUCED WITH PERMISSION.
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LEGEND

URBAN SYSTEM

- URBAN AREA BOUNDARY
- * URBAN GROWTH CENTRE
- Living Areas
- Areas Developable on Full/Partial Municipal Services
- Areas Developable on Private Wells & Municipal Sewer Systems
- Municipal Service (S)
- Regional Centre
- Regional Corridor
- Employment Areas
- Areas Developable on Municipal Water Systems & Private Waste Disposal Systems
- Areas Developable on Private Wells & Private Waste Disposal Systems
- Built Boundary

RURAL SYSTEM

- Prime Agricultural Areas
- Rural Settlements:
 - Hamlet
 - Rural Employment Area (See Table E3 for Description)
 - Regional Node (See Section 9C for Description)
 - Aggregate Resource Extraction Area (See Table E1 for Description)
 - Country Residential Subdivision (See Table E2 for Description)
 - Shoreline Residential

GREENLANDS SYSTEM

- Major Open Space Areas
- Waterfront Areas
- Oak Ridges Moraine Boundary
- Tourist Activity/Recreational Node
- Open Space Linkage
- Oak Ridges Moraine Areas
- Greenbelt Boundary
- Waterfront Place
- Waterfront Links

TRANSPORTATION SYSTEM

SEE SCHEDULE C FOR DESIGNATIONS
THE FOLLOWING IS SHOWN SELECTIVELY, FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY.

EXISTING		FUTURE
Arterial Road		
Freeway		
Interchange		
GO Rail		
GO Station		

SPECIAL AREAS

- 2 SPECIAL STUDY AREA
- D2 DEFERRED BY MINISTER OF MUNICIPAL AFFAIRS
- REFER TO POLICY 7.3.11p
- [A] SPECIFIC POLICY AREA
- APPEALED TO O.M.B.
- LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7

Section 11

Transportation System

11.3 Policies

ROAD NETWORK AND DESIGN

- 11.3.4 In the consideration of *development* applications abutting arterial roads identified on Schedule 'C' – Maps 'C1' and 'C2', Road Network, Regional Council shall require that lands be dedicated for road widenings. The dedication of land shall take into account the following:
- a) the extent of the right-of-way that may be required in accordance with Policy 11.3.3;
 - b) road widenings being taken equally on either side of the centre line of existing roads. However, unequal widenings may be required where factors, such as topography, grade separation, channelization or existing *development*, make the taking of equal widenings impractical;
 - c) the need to provide acceleration and deceleration lanes, left-turn storage lanes, medians, traffic signals or other traffic control devices, roundabouts, sight triangles at intersections, including intersections of an arterial road and a railway line, railway grade separations and freeway interchanges. The extent of the widening shall be based on the specific characteristics of the intersection and shall be determined in accordance with accepted traffic engineering design criteria; and
 - d) the need to provide bicycle lanes and/or bus lanes.
- 11.3.7 The Region recognizes the importance of the Provincial freeway system, including Highways 401, 404, 407, 412, 418 and 115, in fostering continued economic development and reducing the Transportation System capacity deficiencies at the western limit of the Region. To improve the Provincial freeway and highway network, Regional Council supports the accelerated implementation of:
- a) the extension of Highway 407 to Highway 35/115, including the Highway 418 freeway connection to Highway 401 and planned transitway on Highways 407, 412 and 418;
 - b) the expansion of Highway 401, including the construction of new or improved interchanges;

- c) the extension of Highway 404 and the related widening of Highways 12 and 48;
- d) improvements to Highways 7, 7A, 7/12, 35 and 35/115; and
- e) modifications to the alignment of the Highway 7/12 intersection at Thickson Road, subject to further study by the Town of Whitby and Ministry of Transportation, that may be updated without amendment to this Plan.

Although Provincial highways are shown on Schedule 'C' – Maps 'C1' and 'C2', Road Network, these highways are under the jurisdiction of the Ministry of Transportation, which has sole responsibility for such matters as standards, design criteria and widening requirements.

- 11.3.8 The Region of Durham encourages the Ministry of Transportation to construct the Highway 407 interchanges at Westney Road, Salem Road and Thornton Road, Highway 412 interchange at Rossland Road, and complete the Highway 401/Lake Ridge Road interchange, which were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction.
- 11.3.9 The Region of Durham shall formally request and encourage the implementation of environmental design standards for Highways 407, 412 and 418, including the provision of treed and landscaped buffer strips within the right-of-way along each side of the highway and within the interchanges.
- 11.3.10 Regional Council recognizes the importance of providing a north/south freeway connection between Highway 401 and Highway 407 in the City of Toronto and the City of Markham as part of a grid network of freeways throughout the Greater Toronto and Hamilton Area. Furthermore, Council shall oppose any decision, *development* proposal or other action which seriously compromises the ability to protect and implement such a facility.
- 11.3.13 Regional Council recognizes the need to improve east-west transportation linkages at the west Durham boundary and will continue to explore opportunities with the affected jurisdictions to enhance inter-Regional connections between the Region and the municipalities to the west. Although policies regarding the Rouge National Urban Park preclude additional inter-Regional arterial road connections south of Steeles Avenue, Regional Council will protect for the existing connections. Additionally, Regional Council will protect for the realigned Whitevale Road in Pickering to 14th Avenue in the Region of York and shall work with the affected municipalities to ensure that the proposed road connection is implemented.
- 11.3.15 The Region recognizes the need to improve east-west transportation linkages south of Highway 401. The Region also recognizes the importance of Waterfront Areas as “people places”, and providing public access to the

waterfront and open spaces. As such, the potential for an east-west connection between South Blair Street and Thickson Road, south of Victoria Street in the Town of Whitby, will be considered in conjunction with any proposal to redevelop the existing uses in the Employment Area north of Ronald C. Deeth Park.

TRANSIT PRIORITY NETWORK

- 11.3.17 This Plan supports the planning, design and operation of an integrated and coordinated Transit Priority Network, as designated on Schedule 'C' – Map 'C3', Transit Priority Network. The Transit Priority Network, which provides inter-regional and inter-municipal service, is comprised of the following elements:
- a) "Rapid Transit Spine" that is planned to provide dedicated transit lanes in most arterial road sections and intersect with local transit services;
 - b) "High Frequency Transit Network" that consists of buses in planned High Occupancy Vehicle (HOV) lanes, or buses in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants;
 - c) "Other Transit Connection" that facilitates longer-distance trips, providing direct links to Transportation Hubs and Commuter Stations from smaller urban and rural areas;
 - d) "Commuter Rail" service that carries passengers at high rates of speed over longer distances and link to Transportation Hubs and Commuter Stations, providing transfer points to other transit services and transportation modes;
 - e) "Protect for Future Commuter Rail" corridors that identify future connections on existing rail corridors beyond 2031;
 - f) "Transportation Hubs" that are major travel destinations and facilitate transfers between different modes of travel or between transit services; and
 - g) "Freeway Transit" services that facilitate long distance inter-regional and inter-municipal transit trips within the Highway 407, 412 and 418 right-of-way. The designation of Freeway Transit supports the implementation of frequent bus service with transit terminals within dedicated commuter parking lots at interchanges, which is planned to evolve to a dedicated transitway facility beside the freeway in the long-term.

- 11.3.18 In support of existing and future transit services, *development* adjacent to a Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network designated on Schedule 'C' – Map 'C3', Transit Priority Network, shall provide for:
- a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policy 8A.2.2 for Transportation Hubs and Commuter Stations and Policy 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;
 - b) buildings oriented towards the street, to reduce walking distances to transit facilities;
 - c) facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling facilities; and
 - d) limited surface parking and the potential *redevelopment* of existing surface parking.

For the purposes of this Policy, development adjacent to a Transportation Hub or Commuter Station generally means an area within an approximate 500 metre radius of the station, representing about a 10-minute walk. The extent and delineation of the boundaries and land-use designations to implement the intent of this policy shall be detailed in area municipal official plans.

- 11.3.19 Centres and Corridors that correspond to a Rapid Transit Spine, as designated on Schedule 'C' – Map 'C3', Transit Priority Network, should be developed to their fullest potential in accordance with Sub-Section 8A of this Plan.

REGIONAL CYCLING PLAN

- 11.3.24 This Plan supports an urban environment and infrastructure that encourages and supports *active transportation* throughout the Region through policies and practices that ensure safe, direct, comfortable, attractive and convenient connections.

GOODS MOVEMENT

- 11.3.28 The Region recognizes the 1997 Agreement between the City of Oshawa and Federal Government that guarantees the operation of the Oshawa Executive Airport for fifty years unless a new airport at Pickering opens, in which case Oshawa has committed to continue operating the Executive Airport until at least 2033. Should the Oshawa Executive Airport cease operation, the policies of Section 8, as well as the extension of Stevenson Road and

Beatrice Street shown on Schedule 'C', Map 'C2', Road Network, shall apply to this area without amendment to this Plan.

Schedule E – Table 'E7'

Arterial Road Criteria

Classification Criteria

Criteria	Definition
Traffic Service Objective	Roads of higher classification should serve inter-regional and regional traffic movements over relatively longer distances. Lower order classifications should cater to local traffic movements over shorter distances and provide access to abutting property.
Land Service/Access	Direct access from adjoining properties to roads of higher classification should be limited or restricted in recognition of their through traffic function, and for traffic safety and flow reasons. Lower order classifications should provide direct access to abutting lands where required, assuming the entranceway can be positioned in a safe location.
Traffic Volume	Roads of higher classification being the principal routes between traffic generating centres should accommodate higher traffic usage relative to roads of a lower classification, taking into account urban and rural differences.
Flow Characteristics	Roads primarily serving traffic movement should have traffic control and design characteristics that permit uninterrupted flow. On lower classification roads, drivers should expect interrupted flow due to the frequency of accesses and intersections, and the presence of more traffic control devices, parked vehicles and pedestrian crossings.
Travel Speed	The road cross-section and the roadside environment generally determine the operating speeds on a roadway. Roads of higher classification with emphasis on long distance travel should be designed to accommodate higher operating speeds than roads of lower classification.
Goods Movement	Long distance commercial vehicle operation should occur on roads of higher classification and be discouraged on local roads.
Connectivity	Roads should connect to other roads with the same or similar functions, and to roads that are directly above or below them in the hierarchy.

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Classification Criteria

Criteria	Definition
Transit	Roads of higher classification should be the focus of more frequent and higher-order transit service, including express bus operations. Lower classes of road should accommodate bus operations of a more local nature.
Cycling and Pedestrian Provisions	On roads of higher classification, cycling and pedestrian activity should be restricted or provided for in separate facilities. On lower classes of roads, cycling and pedestrian activity should be encouraged, but would not require dedicated facilities.
Parking	Parking should be prohibited or restricted on roads of higher classification to provide for clearway conditions, while curbside parking may be accommodated on lower road classes.
Minimum Intersection Spacing	Roads of higher classification should have limited, appropriately spaced side road connections and a minimum of lower class road intersections. They may be grade separated or controlled at grade by well co-coordinated traffic control signals. More frequent intersection spacing is acceptable on lower classes of road. These intersections may be controlled at grade using regulatory signs and other traffic control mechanisms, including traffic calming measures.
Right-of-way width	The cross-section of roads can range from divided, multi-lane facilities for higher classifications, through to two-lane undivided facilities for lower classes of road. This criterion is related to route capacity as well as maneuverability of heavy vehicles. The ultimate cross-section for a road generally evolves over time as traffic volumes increase. As such, right-of-ways should be of sufficient width to accommodate the ultimate cross-section.

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Classification Criteria

Criteria	Definition
Continuity	Roads of higher classification have longer continuous road sections, serve inter-municipal or inter-regional traffic and are characterized by higher volumes of through traffic. On the other hand, lower order roads have shorter, discontinuous road sections, serving shorter local trips and playing a key role in providing access to adjacent properties.
Cross-Section Features	Roads of higher classification tend to be higher capacity routes with relatively higher operating speeds and traffic volumes, with enhanced features such as acceleration/deceleration lanes, climbing and passing lanes, and intersection turn bays to improve traffic flow. Lower classes tend to have lower capacities with lower operating speeds and traffic volumes.
Vehicle Priority	Roads of higher classification are likely to provide priority capacity for particular modes/uses by way of bus lanes, truck lanes or transit lanes. Lower road classes generally provide for mixed traffic.
Network Spacing	The spacing of roads in the hierarchy normally relates to the density of activity occurring in the area. Roads of higher classification will be spaced more widely apart than the lower road classes, which provide for a completed grid to enable efficient traffic circulation.

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Traffic Service Objective	Traffic movement primary consideration Predominantly serves inter-regional and inter-municipal trips	Traffic movement major consideration Predominantly serves inter- and intra-municipal trips	Traffic movement slightly more important than land access Predominantly serves intra-municipal trips

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Land Service/Access	<p>Rigid/Progressive access control</p> <p>Permit private access generally located a minimum of 200 metres apart in Urban Areas</p> <p>Permit large scale commercial and industrial developments, mixed use developments and higher density developments with shared or combined access</p>	<p>Incremental/Progressive access control</p> <p>Permit private access generally located a minimum of 80 metres apart in Urban Areas</p> <p>Promote higher densities with shared or combined access</p>	<p>Limited access control</p> <p>Promote higher densities with shared or combined access, or limit to single detached dwelling unit frontage</p>
Typical Daily Traffic Volume	>10,000 AADT	5,000-40,000 AADT	4,000-20,000 AADT
Flow Characteristics	Uninterrupted flow except at traffic control signals	Uninterrupted flow except at traffic control signals	Uninterrupted flow except at traffic control signals and pedestrian crossings
Travel Speed	70 km/h Urban Area, 80 km/h outside Urban Areas	60 km/h Urban Area, 80 km/h outside Urban Areas	50-60 km/h
Goods Movement	Generally no restrictions	Generally no restrictions	Generally no restrictions

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Connectivity	Connects with freeways, arterials and collectors	Connects with freeways, arterials, collectors and minimal local road access	Connects with arterials, collectors and limited local road access
Transit	May serve as High Frequency Transit Network and Other Transit Connections	May serve as Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections	May serve as High Frequency Transit Network
Cycling and Pedestrian Provisions	<p>Cycling provisions identified in the Regional Cycling Plan and corridor specific Environmental Assessment studies</p> <p>Sidewalk on both sides with separation from traffic lane preferred for pedestrians; a multi-use path may be provided as alternative to a sidewalk</p>	<p>Cycling provisions identified in the Regional Cycling Plan and corridor specific Environmental Assessment studies</p> <p>Sidewalk on both sides for pedestrians; multi-use path may be provided as alternative to a sidewalk</p>	<p>Cycling provisions identified in the Regional Cycling Plan and corridor specific Environmental Assessment studies</p> <p>Sidewalk on both sides for pedestrians; multi-use path may be provided as alternative to sidewalk</p>
Parking	Prohibited or peak hour restrictions	Prohibited or peak hour restrictions	Not recommended where traffic movement is impacted or it becomes a safety issue

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Minimum Intersection Spacing	<p>700 m intersection spacing in north-south direction</p> <p>*300 m/500 m intersection spacing in east-west direction</p> <p>Signalized intersections where required</p>	<p>525 m major intersection spacing in north-south direction</p> <p>*300 m/500 m major intersection spacing in east-west direction</p> <p>Some minor intersections (T-type) mid-block subject to possible future control, if necessary to maintain corridor progression</p> <p>Signalized intersections where required</p>	<p>300 m intersection spacing</p> <p>Some minor intersections with future control provisions, if necessary due to capacity and queuing considerations</p> <p>Signalized intersections where required but not at consecutive intersections</p>
Right-of-Way Width	<p>36-45 m right-of-way**</p> <p>36 m for ultimate 2-4 lane cross section</p> <p>40 m for ultimate 4-lane cross-section with left and right turn lanes at intersections</p> <p>45 m for ultimate 6-lane cross-section including planned High Occupancy Vehicle (HOV) or bus lanes</p>	<p>30-36 m**&*** right-of-way</p> <p>36 m for ultimate 4-lane cross-section</p> <p>Notwithstanding the above right-of-way criteria, 45 m for ultimate 6-lane cross-section on a Rapid Transit Spine or on the High Frequency Transit Network in the following sections:</p> <ul style="list-style-type: none"> • Kingston Road (Toronto/Durham boundary to Elizabeth Street) 	<p>26-30 m** right-of-way, dependent on transit facilities, on street parking and established development (i.e. downtown)</p> <p>2-4 lane cross-section within the Urban Area</p>

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
	<p>Maintain width through corridor for alignment of utilities and boulevard features</p> <p>4-6 lanes within the Urban Area and 2-6 lanes outside the Urban Area</p>	<ul style="list-style-type: none"> • Kingston Road/Dundas Street (Rotherglen Road to Cochrane Street) • Dundas Street/King Street (Garden Street to Thornton Road) • Regional Highway 2 (Centerfield Drive to Highway 418) • Simcoe Street (Conlin Road to Winchester Road) • Liverpool Road (Kingston Road to Highway 401) • Westney Road (Kingston Road to Bayly Street) <p>40 m for ultimate 6-lane cross-section on Rapid Transit Spines in the following section:</p> <ul style="list-style-type: none"> • King Street/Regional Highway 2 (Harmony Road to Centerfield Drive) <p>With the exception of the above noted sections, 4 lanes within the Urban Area and 2-4 lanes outside the Urban Area</p>	

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Continuity	Continuous across regional areas or larger municipal areas	Typically continuous across several municipalities	Typically continuous within a single municipality with few spanning two or more; may be shorter and discontinuous sections when serving major traffic generators
Cross Section Features	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, and provision of right turn lanes	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, and provision of right turn lanes	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, and provision of right turn lanes

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Vehicle Priority	To be considered as part of strategic goods movement network Consideration may be given for transit priority measures including dedicated transit lanes, queue jump lanes, and priority signals	To be considered for goods movement Consideration may be given for transit priority measures including queue jump lanes, and priority signals	Predominantly passenger and service vehicles, low to moderate truck traffic (except in Centres and Employment Areas)
Network Spacing	Generally 6.5 km between north/south and east/west arterials	Generally 1.6 km between north/south arterials and 2.0 km between east/west arterials	Generally, no less than 0.8 km between north/south and east/west arterials

Exceptions:

* In some cases, spacing for east-west arterials can be reduced to 300 m if signals are "coupled" provided adjacent intersections are a minimum of 500 m away.

** Reduced right-of-way widths will only be considered in locations identified as exceptions in the Area Municipal Official Plans in accordance with Regional Policy.

*** Wider rights-of-way may be required to accommodate intersection improvements and other facilities such as transit, utilities, noise attenuation installation, bikeways and landscaping. For new streets, the immediate provision of wider rights-of-way may be considered to accommodate such facilities.

Unless otherwise identified by another appropriate comprehensive planning process or Official Plan, a corridor study or Environmental Assessment shall be undertaken to identify any exceptions to the right-of-way widths identified in this Table.

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

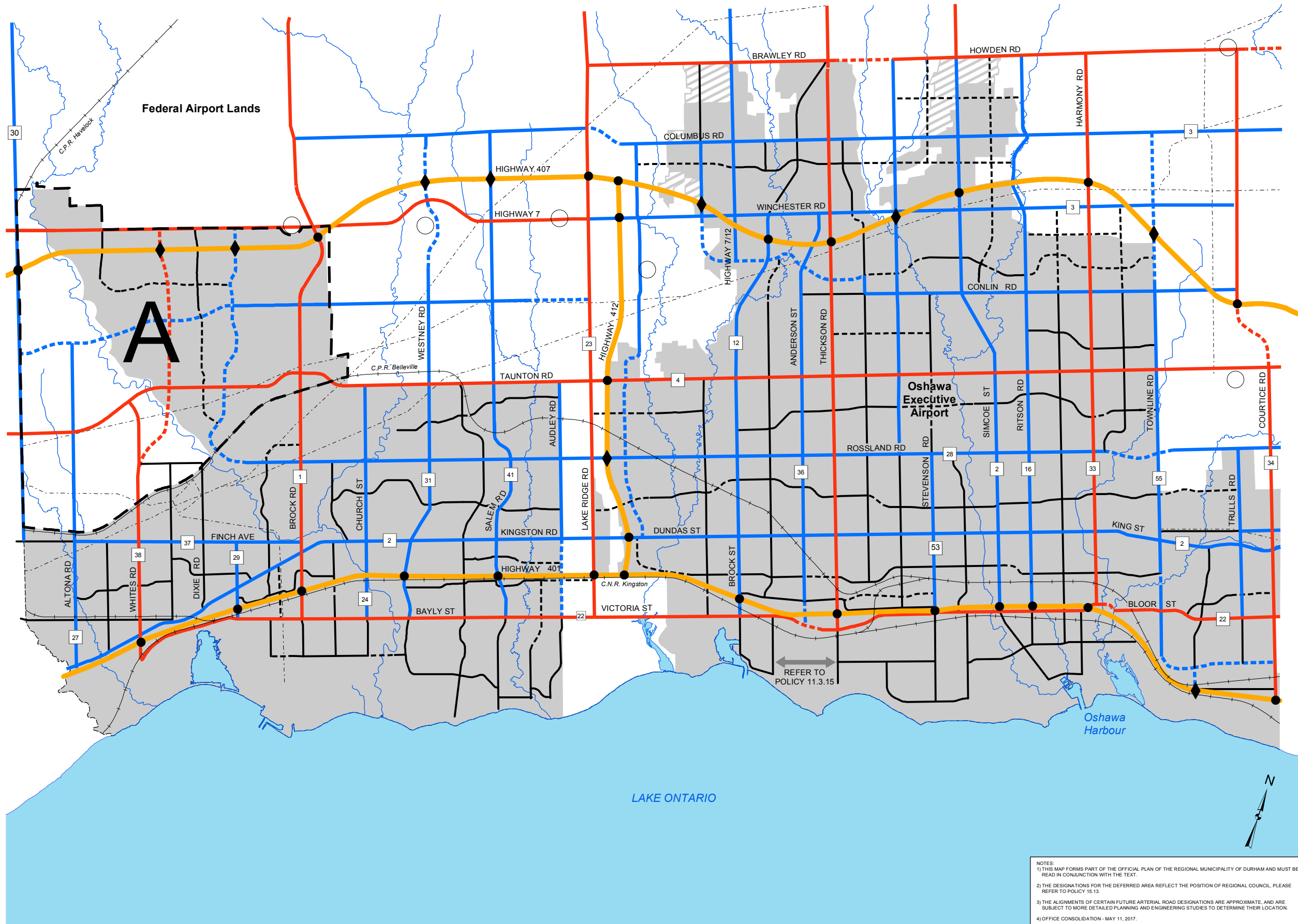
Exceptions:

Outside of Centres and Hamlets, the right-of-way widths, speeds and access spacing requirements shall generally apply to the arterial roads shown on Schedule 'C' – Maps 'C1' and 'C2'. However, if the intent of this Plan is adhered to, and following adequate study to the effect that such provisions are impractical and cannot be implemented precisely, the authority having jurisdiction on such roads may deviate from these provisions without the need for an amendment to this Plan. Within Centres and Hamlets, speed and access spacing requirements shall not apply to arterial roads. The right-of-way width requirements shall apply, unless it can be demonstrated, in consultation with the Region, that exceptions to the right-of-way widths are appropriate for specific sections of arterial roads. The exceptions shall be incorporated into the area municipal official plan.



OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM

SCHEDULE 'C' - MAP 'C2'
ROAD NETWORK
PICKERING, AJAX, WHITBY,
OSHAWA, COURTCICE



LEGEND

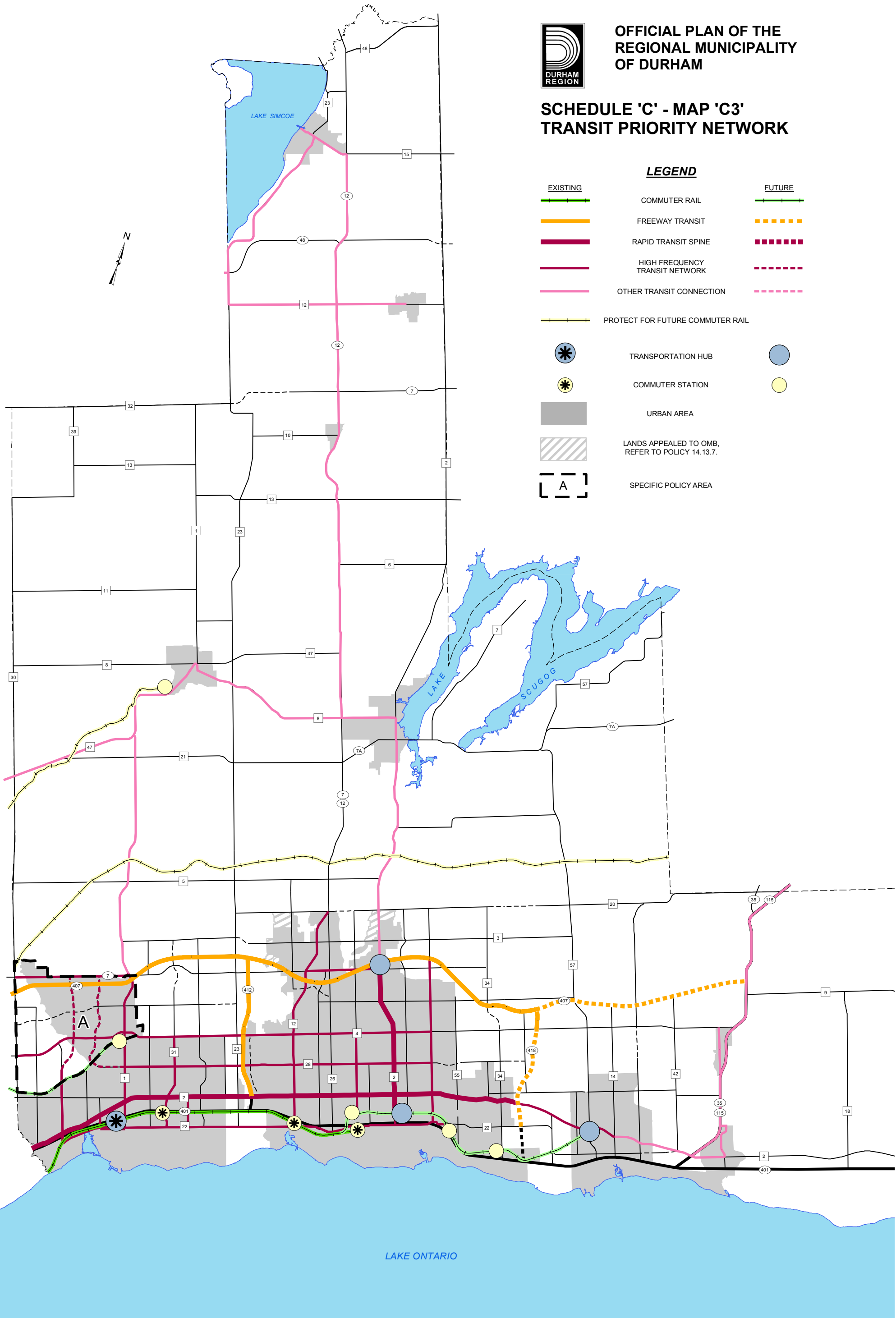
EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGE	
	EXISTING INTERCHANGE TO BE REMOVED	
	RAILWAY	
	HAMLET	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	
	REFER TO POLICY 11.3.15	

NOTES:
 1) THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.
 2) THE DESIGNATIONS FOR THE DEFERRED AREA REFLECT THE POSITION OF REGIONAL COUNCIL. PLEASE REFER TO POLICY 15.13.
 3) THE ALIGNMENTS OF CERTAIN FUTURE ARTERIAL ROAD DESIGNATIONS ARE APPROXIMATE, AND ARE SUBJECT TO MORE DETAILED PLANNING AND ENGINEERING STUDIES TO DETERMINE THEIR LOCATION.
 4) OFFICE CONSOLIDATION - MAY 11, 2017.



OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM

SCHEDULE 'C' - MAP 'C3'
TRANSIT PRIORITY NETWORK



LEGEND

EXISTING		FUTURE
	COMMUTER RAIL	
	FREEWAY TRANSIT	
	RAPID TRANSIT SPINE	
	HIGH FREQUENCY TRANSIT NETWORK	
	OTHER TRANSIT CONNECTION	
	PROTECT FOR FUTURE COMMUTER RAIL	
	TRANSPORTATION HUB	
	COMMUTER STATION	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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2) OFFICE CONSOLIDATION - MAY 11, 2017.

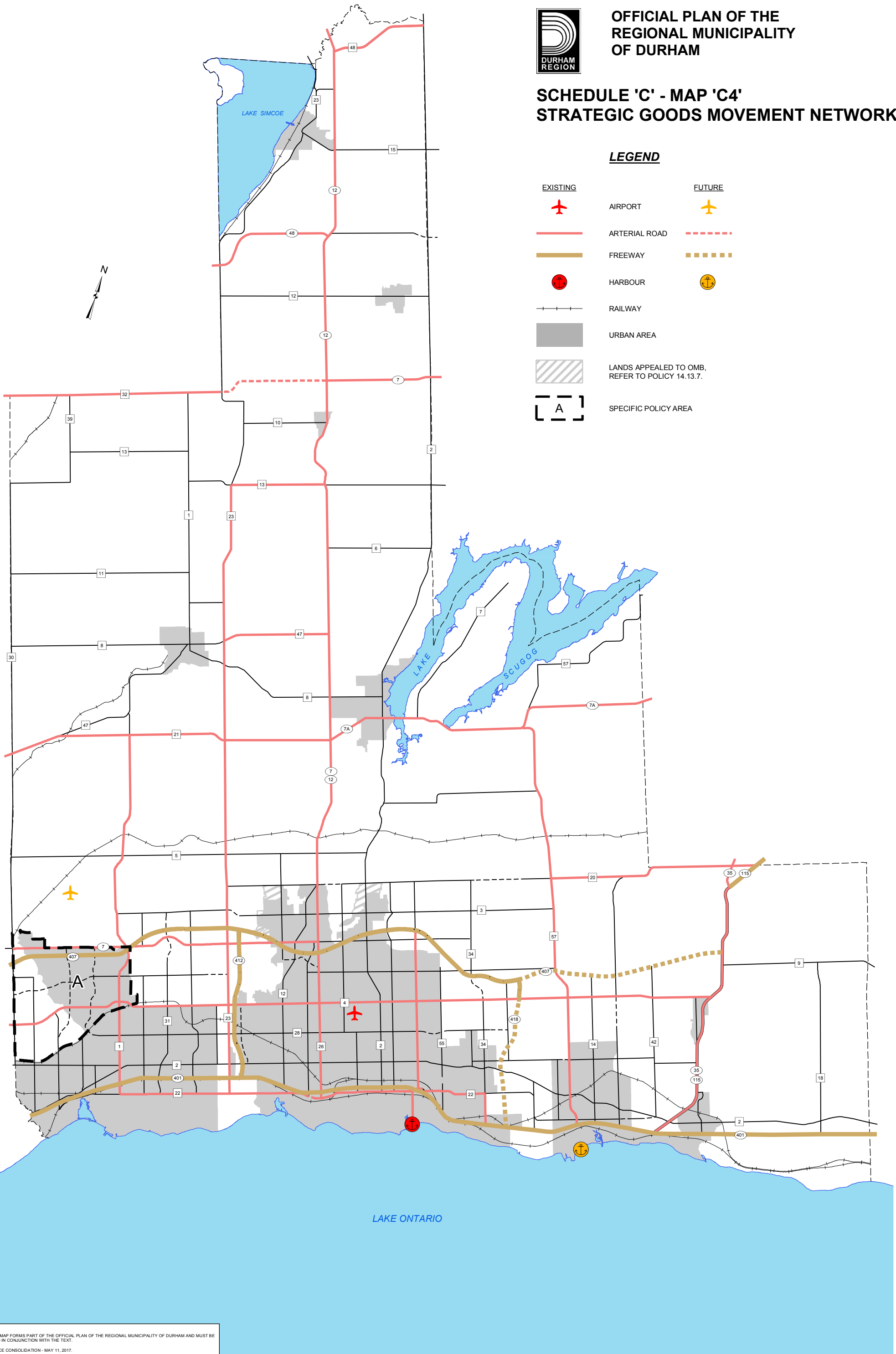


OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM

SCHEDULE 'C' - MAP 'C4'
STRATEGIC GOODS MOVEMENT NETWORK

LEGEND

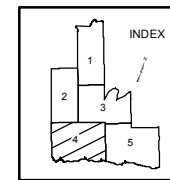
EXISTING		FUTURE
	AIRPORT	
	ARTERIAL ROAD	
	FREEWAY	
	HARBOUR	
	RAILWAY	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	



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2) OFFICE CONSOLIDATION - MAY 11, 2017.



**OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM**



**SCHEDULE 'A' - MAP 'A4'
REGIONAL STRUCTURE**

LEGEND

URBAN SYSTEM

- URBAN AREA BOUNDARY
- * URBAN GROWTH CENTRE
- Living Areas
- Areas developable on full/partial municipal services
- Areas developable on private wells & municipal sewer systems
- Municipal Service
- Regional Centre
- Regional Corridor
- Employment Areas
- Areas developable on municipal water systems & private waste disposal systems
- Areas developable on private wells & private waste disposal systems
- Built Boundary

RURAL SYSTEM

- Prime Agricultural Areas
- Rural Settlements:
 - Hamlet
 - Rural Employment Area (see table E3 for description)
 - Regional Node (see section 9C for description)
 - Aggregate Resource Extraction Area (see table E1 for description)
 - Country Residential Subdivision (see table E2 for description)
 - Shoreline Residential

GREENLANDS SYSTEM

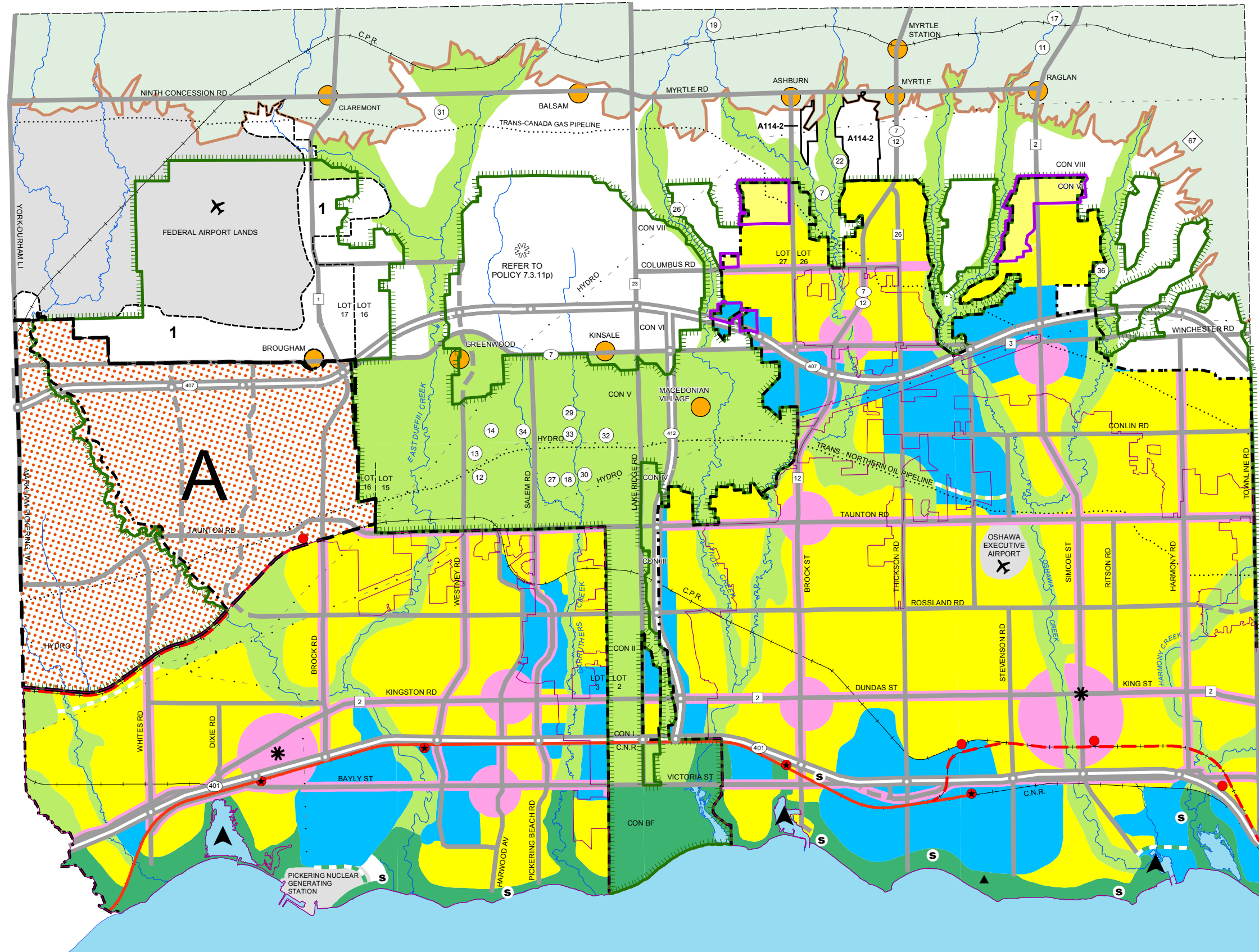
- Major Open Space Areas
- Waterfront Areas
- Oak Ridges Moraine Boundary
- Tourist Activity/Recreational Node
- Open Space Linkage
- Oak Ridges Moraine Areas
- Greenbelt Boundary
- Waterfront Place
- Waterfront Links

TRANSPORTATION SYSTEM

- SEE SCHEDULE C FOR DESIGNATIONS
- THE FOLLOWING IS SHOWN SELECTIVELY, FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY.
- | EXISTING | | FUTURE |
|----------|---------------|--------|
| | ARTERIAL ROAD | |
| | FREEWAY | |
| | INTERCHANGE | |
| | GO RAIL | |
| | GO STATION | |

SPECIAL AREAS

- Special Study Area
- Deferred by Minister of Municipal Affairs
- Refer to Policy 7.3.11p
- Specific Policy Area
- Appealed to O.M.B.
- Lands Appealed to O.M.B., Refer to Policy 14.13.7



NOTES:
 1) THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.
 2) THE DESIGNATIONS FOR THE DEFERRED AREA REFLECT THE POSITION OF REGIONAL COUNCIL, PLEASE REFER TO POLICY 15.13.
 3) OFFICE CONSOLIDATION - MAY 11, 2017.

SOURCES:
 1) OAK RIDGES MORAIN: BOUNDARY, MINISTRY OF MUNICIPAL AFFAIRS & HOUSING, 2002, 1:100,000.
 2) GREENBELT PLAN: © QUEEN'S PRINTER FOR ONTARIO, 2005. REPRODUCED WITH PERMISSION.
 3) DELINEATED BUILT BOUNDARY: © QUEEN'S PRINTER FOR ONTARIO, 2008. REPRODUCED WITH PERMISSION.

LAKE ONTARIO



SCHEDULE 'A' REGIONAL STRUCTURE

LEGEND

URBAN SYSTEM

- URBAN AREA BOUNDARY
- - - URBAN AREA BOUNDARY DEFERRED
- REGIONAL CENTRE
- * URBAN GROWTH CENTRE
- REGIONAL CORRIDOR
- LIVING AREAS
- EMPLOYMENT AREAS
- S MUNICIPAL SERVICE
- ▨ AREAS DEVELOPABLE ON FULL/PARTIAL MUNICIPAL SERVICES
- ▧ AREAS DEVELOPABLE ON MUNICIPAL WATER SYSTEMS & PRIVATE WASTE DISPOSAL SYSTEMS
- ▩ AREAS DEVELOPABLE ON PRIVATE WELLS & MUNICIPAL SEWER SYSTEMS
- AREAS DEVELOPABLE ON PRIVATE WELLS & PRIVATE WASTE DISPOSAL SYSTEMS
- BUILT BOUNDARY

RURAL SYSTEM

- PRIME AGRICULTURAL AREAS

RURAL SETTLEMENTS :

- HAMLET
- ③ RURAL EMPLOYMENT AREA (SEE TABLE E3 FOR DESCRIPTION)
- ⑫ COUNTRY RESIDENTIAL SUBDIVISION (SEE TABLE E2 FOR DESCRIPTION)
- SHORELINE RESIDENTIAL
- ▲ REGIONAL NODE (SEE SECTION 9C FOR DESCRIPTION)
- ⑫ AGGREGATE RESOURCE EXTRACTION AREA (SEE TABLE E1 FOR DESCRIPTION)

GREENLANDS SYSTEM

- MAJOR OPEN SPACE AREAS
- WATERFRONT AREAS
- OAK RIDGES MORaine BOUNDARY
- ▲ TOURIST ACTIVITY / RECREATIONAL NODE
- OPEN SPACE LINKAGE
- OAK RIDGES MORaine AREAS
- ▨ GREENBELT BOUNDARY
- ▲ WATERFRONT PLACE
- ▨ WATERFRONT LINKS

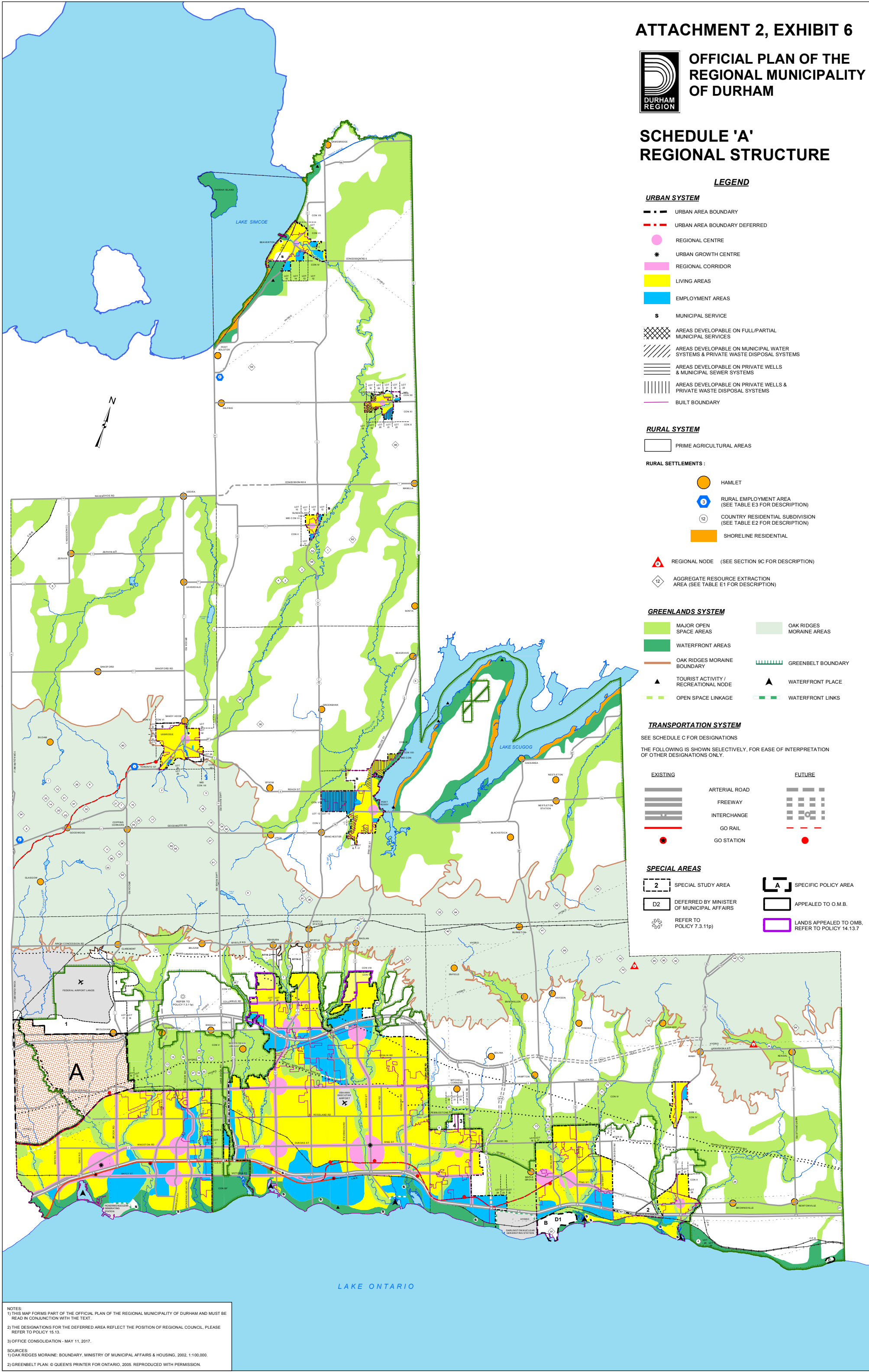
TRANSPORTATION SYSTEM

SEE SCHEDULE C FOR DESIGNATIONS
THE FOLLOWING IS SHOWN SELECTIVELY, FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY.

- | EXISTING | | FUTURE |
|----------|---------------|--------|
| ▬ | ARTERIAL ROAD | ▬ |
| ▬ | FREEWAY | ▬ |
| ▬ | INTERCHANGE | ▬ |
| ▬ | GO RAIL | ▬ |
| ● | GO STATION | ● |

SPECIAL AREAS

- 2 SPECIAL STUDY AREA
- D2 DEFERRED BY MINISTER OF MUNICIPAL AFFAIRS
- REFER TO POLICY 7.3.11p)
- A SPECIFIC POLICY AREA
- APPEALED TO O.M.B.
- LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7



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3) OFFICE CONSOLIDATION - MAY 11, 2017.
SOURCES:
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2) GREENBELT PLAN: © QUEEN'S PRINTER FOR ONTARIO, 2005. REPRODUCED WITH PERMISSION.

**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement

Municipal Services Office
Central Ontario
777 Bay Street, 13th Floor
Toronto ON M5G 2E5
Phone: 416 585-6226
Facsimile: 416 585-6882
Toll-Free: 1 800 668-0230

Bureau des services aux municipalités
du Centre de l'Ontario
777, rue Bay, 13^e étage
Toronto ON M5G 2E5
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Télécopieur : 416 585-6882
Sans frais : 1 800-668-0230



May 3, 2018

Via email only

Brian Bridgeman, Commissioner
Planning and Economic Development Department
Region of Durham
605 Rossland Road East, 4th Floor
Whitby, ON L1N 6A3

Dear Mr. Bridgeman,

**RE: Proposed Regional Official Plan Amendment 2018-002 - Transportation
Network Changes
Durham Region
Durham File OPA 2018-002
MMAH File No. 18-OP-184226**

Thank you for providing the Ministry of Municipal Affairs and Ministry of Housing ("MMA") with an opportunity to review the Region of Durham's ("the Region") proposed Regional Official Plan Amendment ("ROPA") 2018-002. The proposed ROPA seeks to enact certain transportation network changes related to the Region's Transportation Management Plan ("TMP") and seeks to resolve Deferral 7 of the Durham Regional Official Plan ("ROP") as it pertains to the classification of Dixie Road in Pickering. MMA is also in receipt of the additional correspondence dated April 13, 2018 regarding the deferral.

We understand that the proposed ROPA is intended to implement certain technical recommendations made through the TMP (as endorsed by Regional Council in December 2017). Other policy recommendations in the TMP will be addressed in the future through the Region's Municipal Comprehensive Review (MCR) process.

Through the One-Window Provincial Planning Service, the proposed ROPA was circulated to the Ministry of Transportation (MTO) for review and comment. As you are aware, MTO participated in the preparation of the TMP, which informed the development of the ROPA. MTO has also previously provided comments to the Region on the TMP.

Based on our review, we have prepared the following scoped One-Window comments on the proposed ROPA to assist the Region:

- We are supportive of the proposed ROPA, reflecting the new Higher Order Transit Network, the updated Strategic Goods Movement Network and Road Network, and the revised Arterial Road Criteria identified as part of the TMP.
- TMP Action 51 recommended a “complete streets approach for road planning, design, operation and maintenance [with] consideration of the needs of all travel modes as appropriate and feasible within the context of each project.” It is recommended that the Region consider adding this objective to the proposed ROPA to align with the TMP recommendation and Growth Plan, 2017 policy 3.2.2.3.

As noted in the correspondence dated April 13, 2018 the Region is requesting the resolution of Deferral 7. As indicated in this correspondence and set out in the proposed ROPA, the Region’s TMP advanced a series of recommendations including designating Dixie Road in Pickering as a Type C Arterial, which reflects the planned function of the road. As such, the Region’s proposed update to Schedule C, Map C2 through the proposed ROPA will resolve the deferral. In particular, we note the following:

- Durham ROP policy 15.13 speaks to deferrals to the ROP, which may be resolved through further approved amendments to the Plan as initiated by Regional Council. Pursuant to O. Reg. 525/97 under the *Planning Act*, a ROPA such as the proposed one is exempt from the Minister’s approval. As such, the Region is in a position to consider addressing the deferral without the need for a Ministerial decision.
- Prior to adopting the proposed ROPA, the Region should satisfy itself that the proposed ROPA appropriately resolves the original concerns resulting in Deferral 7. It is the Ministry’s position that the adoption of this ROPA will render moot and thus resolve the outstanding deferral by the Minister in its 1993 decision on the Official Plan.

As previously noted, we understand that additional policy recommendations from the TMP will be addressed in the future through the Region’s MCR. In addition to the above noted comments, we offer the following general comments for the Region’s consideration as part of a future MCR:

- The Growth Plan, 2017 provides direction on integrated transportation planning, including policies on Major Transit Station Areas, and identifies priority transit corridors shown on Schedule 5 to the Plan, which are to be identified in official plans. We note that the Lakeshore East GO Rail Line is identified as a priority transit corridor on Schedule 5.
- The Region may wish to consider Ontario’s Freight Supportive Guidelines and Ontario’s Transit Supportive Guidelines when updating related policies as part of the MCR process.
- A number of provincial initiatives are underway which may impact the MCR,

including the Greater Golden Horseshoe (GGH) Transportation Plan. It is recommended that the Region review this document to ensure future transportation policies align with provincial goals and objectives.

Once again, thank you for circulating the proposed ROPA, and the additional correspondence, for review. Should you have any further questions, please contact me at 416-585-6063.

Yours truly,

A handwritten signature in black ink, appearing to read "Ross Lashbrook". The signature is written in a cursive, somewhat stylized font.

Ross Lashbrook,
Manager - Community Planning and Development (East)

Comments Received on the Proposed Amendment and Responses

Regional Official Plan Amendment Application 2018-002

Item	Comment	Response	Change to OPA Recommended
Town of Ajax			
1.	<p>It is recommended that the Region's OPA include a policy statement that establishes a link between the Region's mode share target in the TMP and TDM initiatives or policies. To assist in achieving Direction 5 of the TMP, the Region's OPA should also include policies that:</p> <ul style="list-style-type: none"> • Promote improved awareness and use of sustainable travel modes; and • Require new developments to be designed to support transit, active transportation and carpooling. 	<p>"Envision Durham", the Region's Municipal Comprehensive Review (MCR) of the Regional Official Plan will review and incorporate TDM related policies in consultation with the local area municipalities. As part of the MCR process, and as an action item recommended by the TMP, the Region intends to prepare TDM Development Guidelines. From this work, it is staff's intent to provide updated policies related to TDM and improving mode share for transit and active transportation in a comprehensive manner.</p>	No

Item	Comment	Response	Change to OPA Recommended
Town of Ajax			
2.	<p>It is recommended that a robust Complete Streets approach be added to the Region's OPA to ensure that:</p> <ul style="list-style-type: none"> • Cultural Heritage Resources, such as those located along Kingston Road and Church Street in the Pickering Village area of the Town of Ajax, are not negatively impacted by transportation infrastructure; • Safety for pedestrians and vulnerable road users, including seniors and those with mobility or accessibility challenges, is protected by limiting roadway speeds and right-of-way widths; and • New development is facilitated through compact, mixed-use, pedestrian-friendly design that supports the use of sustainable transportation modes. 	<p>Complete Streets policies to support the TMP will form part of Envision Durham. Further, to help inform and support the development of Complete Streets policies, the Region is currently undertaking an update of its Arterial Corridor Guidelines dated February, 2007 to better reflect the needs of all road users, including sustainable transportation modes. In turn, staff will also address the recommendations from the ongoing Durham Strategic Road Safety Action Plan.</p>	No

Item	Comment	Response	Change to OPA Recommended
Town of Ajax			
3.	Delete Clements Road extension as a future Type C Arterial	<p>The Region recognizes, as noted in TRCA's comments, that there are significant environmental constraints in terms of constructing the Clements Road connection. However, the Region recommends that the future Type C Arterial designation continue to be provided in the ROP to support long term development, redevelopment and intensification of lands along the Bayly Street corridor in south Ajax and south Pickering.</p> <p>In addition, the facility would provide some relief to Bayly Street traffic volumes (approx. 200 peak hour trips) and would provide relief to and improve the operation of nearby intersections (Westney/Bayly, Church/Bayly) to accommodate traffic growth. It would also act as a relief valve when traffic incidents occur on Bayly Street or other parallel routes. In recognition of its environmental context, the TMP recommended a feasibility study to examine benefits to the surrounding road network vs. the potential environmental impacts and associated costs for constructing the link. A Class EA study for the widening of Bayly (Brock Road to Westney Road) is scheduled to start in 2024, and the feasibility study should be conducted as part of that work.</p>	No

Item	Comment	Response	Change to OPA Recommended
Town of Ajax			
4.	Delete Shoal Point Road realignment (south of Bayly Street) and extension (north of Bayly Street) as a future Type C Arterial	<p>The deletion of the Shoal Point to Ashbury Boulevard, was addressed through a separate Regional Official Plan Amendment application (OPA 2014-006) and a subsequent Decision of the Ontario Municipal Board (OMB) dated July 18, 2017. The OMB's Order was withheld pending its receipt of final planning documents. Once the Order is released by the OMB, the OPA will be in full force and effect (Amendment #168) and the change will be reflected on Map 'C2' through the next consolidation of the ROP.</p> <p>The deletion of the Shoal Point Road extension north of Bayly Street to Achilles Road is subject to a separate application (OPA 2005-009). This OPA application was filed by Loblaw Properties, requesting the deletion of the extension when the existing distribution centre was being planned. The application is currently being held in abeyance. The TMP recommended maintaining this extension in the ROP to protect for this connection, as an alternative to the congested Salem Road/Bayly Street intersection and to provide access to the abutting remnant vacant employment lands in the long-term. Accordingly, it remains appropriate to continue to protect for this corridor in the ROP.</p>	No
5.	The Town of Ajax maintains its concern regarding the potential cost of the Williamson Drive crossing (across the CPR Belleville line east of Harwood Avenue), possibility of traffic infiltration and limited relief to parallel arterials such as Taunton Road and Rossland Road. As such, any possible connection is not on any planning horizon for the Town.	<p>Comment noted.</p> <p>Although it is recognized that cost is a concern, it is appropriate to protect for this connection in the long-term. Maintaining this link as a future connection is consistent with the goal of maximizing network connectivity, particularly for transit and active transportation, as recommended by the TMP.</p>	No

Item	Comment	Response	Change to OPA Recommended
Town of Ajax			
6.	<p>Addition of clarification and policy direction on the following:</p> <ul style="list-style-type: none"> • Specific circumstances and conditions whereby different right-of-way widths would be applied to Type B Arterial roads; • Policies providing exceptions for historic areas and downtown areas which recognizes the importance of maintaining existing and allowing for desired urban form; and • Discussion of how competing interests will be considered and addressed. 	<p>The changes noted by the Town for Type B Arterials contained in the proposed amendment in Schedule 'E', Table 'E7' – Arterial Road Criteria, only pertain to those specific sections of Type B Arterials where Rapid Transit (i.e. dedicated bus lanes) or High Frequency Transit (using HOV lanes) is recommended through the TMP. However, the criteria will be clarified in response to the comment.</p> <p>Policies providing exemptions for historical areas and downtown areas are contained in area municipal official plans, and are recognized as exemptions through Schedule 'E', Table 'E7'.</p> <p>The Region is currently undertaking an update of its Arterial Corridor Guidelines, dated February, 2007 which will review and update the design criteria for Type B Arterials in different land use/development contexts.</p>	<p>Yes (Schedule 'E', Table 'E7')</p>
7.	<p>Addition of specific Type B Arterial road criteria for Church Street consistent with the Town's OP (section 4.2.2 c) to prevent road widening that could negatively impact the heritage character and integrity of Church Street through historic Pickering Village.</p>	<p>Policies providing exemptions for historical areas and downtown areas are contained in area municipal official plans, which are in conformity with the Regional Official Plan, and are recognized as exemptions through Schedule 'E', Table 'E7'.</p> <p>The Region is currently undertaking an update of its Arterial Corridor Guidelines, dated February, 2007) which will review and update the design criteria for Type B Arterials in different land use/development contexts.</p>	<p>No</p>

Item	Comment	Response	Change to OPA Recommended
Town of Ajax			
8.	Addition of specific Type B Arterial Road criteria for Bayly Street consistent with the Town's OP (section 4.2.8 d) to promote the Town's vision and goals for Downtown Ajax.	<p>Bayly Street is designated as a Type A Arterial.</p> <p>The Town of Ajax Official Plan) contains policies for Bayly Street through Downtown Ajax, including the policy for a 36 m right-of-way with 3 travel lanes in each direction. Although Schedule 'E', Table 'E7' includes criteria for a 45 m right-of-way for a 6 lane Type A Arterial, exemptions apply within Regional Centres, including Downtown Ajax. A future Class EA study will be required to identify design alternatives for the widening of Bayly Street within the context of the approved policies.</p>	No
9.	Removal of Bayly Street, between Mackenzie Avenue and Burcher Road, from the Strategic Goods Movement Network.	Removal of this section of Bayly Street from the Strategic Goods Movement Network would create a discontinuous network through the Region and would not reflect one of its many functions. A future Class EA study will be required to identify design alternatives for the widening of Bayly Street, and as part of that work, a complete streets approach will be undertaken to balance the needs of all road users in this corridor.	No
10.	Prioritizing the widening of Westney Road to the short term (1-4 year) timeframe and immediately initiating the necessary EA.	Regional staff are pleased that the Town supports the proposed amendment to identify 45 m right-of-way needs for Westney Road between Kingston Road and Bayly Street in Schedule 'E', Table 'E7'. The 2018 Capital Road Program and Nine-Year Forecast currently has targeted the Class EA study for this section of Bayly Street to start in 2019, with construction in the 2023-2025 period.	No

Item	Comment	Response	Change to OPA Recommended
Town of Whitby			
1.	<p>The Town is not opposed to recognizing the importance of east-west transportation linkages south of Highway 401, including south of Victoria Street. However, the Town has concern with the location of the Future Type C Arterial Road depicted on Map 'C2', being along the edge of the Waterfront designation.</p> <p>We understand that the "Future" road symbol is not intended to be exact, but it continues to send the wrong message for the Town and as such, is not supported. As an alternative, we suggest the following approach,</p> <ul style="list-style-type: none"> a) Amend Schedule 'C' – Map 'C2" to delete the "Future Type C Arterial" Road designation between South Blair Street and Thickson Road; and b) Add the following new policy to Section 11.3. <p>"The Region recognizes the need to improve east-west transportation linkages south of Highway 401. The Region also recognizes the importance of waterfront areas as "people places", and providing public access to the waterfront and open spaces. As such, the potential for an east-west connection between South Blair Street and Thickson Road, south of Victoria Street in the Town of Whitby will be considered in conjunction with any proposal to redevelop the existing uses in the Employment Area north of Ronald C. Deeth Park."</p>	<p>The TMP recommended protection for the Water Street connection as it provides the only potential alternative to Victoria Street for east-west travel demand. Recognizing its location along the waterfront, the TMP noted that the roadway could be designed as a special purpose road focusing on active transportation, local transit and an enhanced streetscape.</p> <p>Notwithstanding the prior acquisition of the required right-of-way by the Town for most of the proposed road alignment, the Town has also had a long-standing position against the Type C Arterial alignment and a future Water Street extension along the waterfront. Gerdau Ameristeel lands. The Region notes that although the TMP cites that Water Street is the "only potential alternative" connection to Victoria Street, there may be a future long term opportunity for another east-west arterial alignment through the potential redevelopment of the Gerdau Ameristeel lands. As such, staff agrees with the Town's comment that would have the effect of deleting the illustrated alignment of Water Street (from South Blair Street to Thickson Road), and adding a new policy to Section 11.3 (consistent with the wording provided) and has referenced that policy on Map 'C2'.</p>	<p>Yes (Policy and Schedule 'C', Map 'C2')</p>

Item	Comment	Response	Change to OPA Recommended
City of Oshawa			
1.	<p>The Oshawa Official Plan (OP) does not currently show the deletion of the southerly leg of the future Type 'C' Arterial Road located north of Winchester Road West between Simcoe Street North and Thornton Road North. It is recommended that the Region be advised that City Council does not support the Highway 407 crossover in this location. However, City staff note that while the crossover should be deleted, the Type "C" Arterial road north of Highway 407 East should remain and will help serve the South Columbus Industrial Area by providing access and the extension of services. The portion of the Type "C" Arterial Road, north of Winchester Road and South of Highway 407 East may be deleted. The need for the Type "C" Arterial north of Highway 407 East will be reviewed and confirmed through the Columbus Part II Plan.</p>	<p>The proposed amendment includes the deletion of this north-south Type C Arterial road from Winchester Road northerly to the east-west future Type C Arterial. These extents were proposed for deletion in the amendment to enable the arterial to have a logical end point on another arterial. However, the Region acknowledges that the alignments of future Type C Arterials within the Columbus Part II area designated in the ROP are conceptual at this time, and will be detailed through recently initiated studies for this planning area.</p>	No
2.	<p>The Oshawa OP shows the deletion of the Stevenson Road North/Thornton Road North connection as proposed under Official Plan Amendment (OPA)159, which was adopted by Oshawa City Council and is currently awaiting Regional approval. Accordingly, the City supports the deletion of the Stevenson Road North realignment in the Durham Regional Official Plan (ROP).</p>	Comment noted.	N/A

Item	Comment	Response	Change to OPA Recommended
City of Oshawa			
3.	The Oshawa OP currently shows Stevenson Road North, north of Rossland Road West and south of the Oshawa Executive Airport, as a Type 'B' Arterial Road. It is recommended that the Region be advised that City staff support the re-designation of this segment of Stevenson Road North from a Type 'B' to a Type 'C' Arterial Road. This re-designation is consistent with the re-designation of Stevenson Road North directly north of Taunton Road West from a Type 'B' to a Type 'C' Arterial Road, as proposed under OPA 159 (adopted Oshawa City Council and awaiting Regional approval).	Comment noted.	N/A
4.	The Oshawa OP currently shows this segment of Stevenson Road North (from north of Taunton Road to south of Conlin Road) along a linear north-south alignment. Through OPA 159 (as adopted by Oshawa City Council), the re-designation of this road segment from a Type 'B' to a Type 'C' Arterial Road has been proposed. Accordingly, it is recommended that the Region be advised that City staff support the addition of this segment of Stevenson Road North in the Durham ROP as a Type 'C' Arterial Road.	Comment noted.	N/A
5.	The Oshawa OP currently shows Thornton Road North between Rossland Road and Taunton Road West as a Type 'C' Arterial Road. It is recommended that the Region be advised that City staff support the re-designation of this segment of Thornton Road North from an existing Type 'C' to a Type 'B' Arterial Road, consistent with sections in the north.	Comment noted.	N/A

Item	Comment	Response	Change to OPA Recommended
City of Oshawa			
6.	The Oshawa OP currently shows this segment of Thornton Road North (from Taunton Road to Conlin Road) along a linear north-south alignment. Through OPA 159 (as adopted by Oshawa City Council), the re-designation of this road segment from a Type 'C' to a Type 'B' Arterial Road has been proposed. Accordingly, it is recommended that the Region be advised that City staff support the addition of this segment of Thornton Road North in the Durham ROP as a Type 'B' Arterial Road.	Comment noted.	N/A
7.	The Oshawa OP currently shows part of the proposed Consumers Drive extension between Stevenson Road South and Thornton Road South as an existing Collector Road (i.e., Laval Drive). It is recommended that the Region be advised that City staff support the extension of Consumers Drive as a Regional Road using Regional Development Charges.	A feasibility study is recommended in the TMP for further examining the cost implications for this connection versus transportation need/justification, and consideration for it to become an extension of Regional Road 25 (Consumers Drive/Stellar Drive).	N/A

Item	Comment	Response	Change to OPA Recommended
City of Oshawa			
8.	<p>Staff suggest the following comments for Exhibit 2B:</p> <ul style="list-style-type: none"> • Thornton Road GO Station – the label 'Add Commuter Station' should read as 'Add Future Commuter Station' • Transportation Hub (Gibb Street, west of Simcoe Street South) – The label 'Delete Transportation Hub' should read as 'Delete Future Transportation Hub' • Transportation Hub centred on Ritson Road GO Station – The label 'Add Transportation Hub' should read as 'Add Future Transportation Hub'. • Proposed CN Mainline/CP Mainline connection over Highway 401 – The label 'Realign Commuter Rail' should read as 'Realign Future Commuter Rail' 	<p>The symbols in the legend for the Transit Priority Network designations differentiate between existing and future facilities. In order to reduce the text in each "callout box" label for this and other exhibits, the words existing and future were not included.</p>	No

Item	Comment	Response	Change to OPA Recommended
City of Oshawa			
9.	<p>Staff suggest the following comments for Exhibit 4:</p> <ul style="list-style-type: none"> • Thornton Road GO Station – the label 'Add GO Station' should read as 'Add Future GO Station' and the corresponding mainline should read as 'Realign Future GO Rail'. • Thornton Road GO Station – the symbol for the future station should be shifted further west, such that it is shown directly north of the symbol corresponding to the existing Oshawa GO Station (and entirely surrounded by Employment Areas). • GO Station (Gibb Street, west of Simcoe Street South) – The label 'Delete GO Station' should read as 'Delete Future GO Station'. • Former proposed CN Mainline/CP Mainline connection over Highway 401 – a label should be included that reads 'Delete Future GO Rail' to reflect the deletion of this rail segment. 	<p>The symbols in the legend for the Transit Priority Network designations differentiate between existing and future facilities. In order to reduce the text in each "callout box" label for this and other exhibits, the words existing and future were not included.</p> <p>With respect to the future Thornton Road GO Station location (Thornton's Corners), the symbol has been shifted further west for accuracy.</p> <p>An additional label has been added to the exhibit to identify deletion for the former CN Mainline/CP Mainline connection across Highway 401.</p>	<p>Yes</p> <p>(Schedule 'C', Map 'C3' and Schedule 'A', Map 'A4')</p>
10.	<p>Report 2018-COW-50, Attachment 3, Table 1, item #28:</p> <ul style="list-style-type: none"> • For the Future East-West Type C Arterial (Ritson Road to Grandview Street, staff note that 'Add Type B Arterial' should be amended to 'Add Type C Arterial' for the Future East- West Type C Arterial in the Change column. 	<p>Comment noted.</p> <p>No change required for the recommended amendment as this table is not included in the Decision Meeting report.</p>	<p>N/A</p>

Item	Comment	Response	Change to OPA Recommended
City of Oshawa			
11.	<p>Future Bridle Road connection east of Simcoe Street North, north of Winchester Road West – Highway 407 Crossover. Staff advises that it is the City Council's position that the future Bridle Road crossover at Highway 407 East should be a Regional structure using Regional Development Charges. The need for the Bridle Road crossover will be reviewed through the Columbus Part II Plan process.</p>	<p>The Region agrees that the need for the Bridle Road crossing of Highway 407 will be reviewed through the Columbus Part II Plan process, and that the future Type C Arterial designation be maintained for corridor protection purposes. The ROP designates arterial road functional classifications regardless of road jurisdiction; however, the Region does not currently envision assuming jurisdiction of Bridle Road.</p>	No

Item	Comment	Response	Change to OPA Recommended
Municipality of Clarington			
1.	The Bennett Road interchange should not be depicted as "Existing Interchange to be Removed", but the future configuration of Bennett Road will be subject to the outcome of the Environmental Assessment for the future interchange at Lambs Road	The Region agrees that the configuration of the Bennett Road interchange should be reviewed as part of a future EA study for the Lambs Road interchange. However, in its comments to MTO on the Highway 401 East EA Study (Courtice Road to East Townline Road), the Region did not support upgrading this interchange due to weaving and safety considerations with the Highway 35/115 interchange to the east, and its lack of connectivity with the Bowmanville and Newcastle urban area compared to Lambs Road.	No

Item	Comment	Response	Change to OPA Recommended
Municipality of Clarington			
2.	<p>Re-designate Highway 2/King Avenue in Newcastle (east of Highway 35/115) from a Type A Arterial road to a Type B Arterial road, based on the following rationale:</p> <ul style="list-style-type: none"> • Type A Arterials are to connect other Type A Arterials. In this case, it connects to an "Existing Arterial" designated road in the Port Hope OP, which is closer to a Type C Arterial in the Regional Official Plan. It shows that it would have a 2-4 lane cross section with a standard ROW with of 30 m and can go as low as 26 m. It has no significant restrictions on access. • Downtown Newcastle has restricted ROW with on-street parking, which prohibits the road to function as a Type A arterial standard and no possibility for ROW expansions. • The lands east of Newcastle are within the Greenbelt, with no future possibility of urban boundary expansion that would significantly increase traffic volumes over the longer term. • The road does not serve a higher order goods movement function and it is being downgraded from a Transit Spine to "Other Transit Connection". • The majority of Highway 2 through Durham is designated as a Type B Arterial road. These sections of Highway 2 perform a much higher order function from a vehicular and transit perspective than can ever be anticipated from Highway 35/115 eastward. 	<p>The Region has reviewed this request, which was not previously raised through the Clarington TMP, Clarington Official Plan Review, or Region's TMP.</p> <p>Given the rationale provided, the Region agrees that certain functions of the corridor through Downtown Newcastle (e.g. on-street parking, lack of being part of the Strategic Goods Movement Network, desire for less stringent access control) are not consistent with most Type A Arterials. However, consistent with other Type A Arterials in rural and smaller urban areas of the Region, Regional Highway 2 provides an important interurban connection to Northumberland County and is an integral part of a southerly east-west Type A Arterial across the Region (comprised of Bayly, Victoria, Bloor, Holt, Baseline and Regional Highway 2). As in rural and smaller urban areas, traffic volumes tend to be lower than most urban Type A Arterials, but relative to parallel arterials do carry significantly more volume. Further, the corridor is not being "downgraded" to an Other Transit Spine, but the Transit Spine that currently exists in the ROP is being divided into three categories to better reflect their intended function, consistent with the TMP.</p> <p>If the Newcastle urban area is the primary area of concern for the corridor's designation, the Region would consider a municipally-initiated amendment to the Clarington Official Plan to expand the exemption policies in its Official Plan beyond Downtown Newcastle.</p>	No

Item	Comment	Response	Change to OPA Recommended
Municipality of Clarington			
2.	<p>[Continued from previous page]</p> <ul style="list-style-type: none"> • Highway 2/King Avenue has limited traffic volume and is not functionally consistent with the Type A Arterial Road Criteria from Table 'E7' of the Region's OP. • Re-designation to a Type B Arterial allows for implementation of the Region's intensification and transit objectives with appropriate land uses that are not confined by overly restrictive access control. 		
3.	<p>In terms of policy amendments to Schedule 'E', Table 'E7', a cycling lane and pedestrian sidewalk should be requirements of Type A, B and C Arterial Roads, with an alternative of having a multi-use path.</p>	<p>Cycling lanes are not necessarily suitable for all arterial roads, depending on available or potential right-of-way and forecasted traffic volumes. In many sections, a multi-use path or cycle track is a more suitable facility. The provision of cycling facilities is identified by the Regional Cycling Plan and TMP, and evaluated through Class EA and/or detailed design studies.</p>	No
4.	<p>In terms of policy amendments to Schedule 'E', Table 'E7', Clarington is not supportive of increasing the right-of-way along Highway 2 from Centerfield Drive to Highway 418 to 45 metres for an ultimate 6-lane cross-section.</p>	<p>The right-of-way requirements along Highway 2 from Centerfield Drive to Highway 418 are intended to protect for future rapid transit through the development review process for this relatively unconstrained portion of the corridor. A future Class EA or Transit Project Approval Process (TPAP) EA process would be required to identify the recommended right-of-way requirements to accommodate Bus Rapid Transit (BRT) lanes on this section.</p>	No

Item	Comment	Response	Change to OPA Recommended
Municipality of Clarington			
5.	<p>The term 'Commuter Station' should be defined. If the term has the same definition as Transportation Hubs, it should be included in 11.3.17 e). "Transportation Hubs" There needs to be a clear understanding as to what the land use implications of a "Community Station" that are major travel destinations and facilitate transfers between different modes of travel or between transit services."</p> <p>We request that Courtice station be designated as a Transportation Hub. Clarington's Official Plan review and OPA 107 approved by the Region, designated the future Courtice GO station and Bowmanville GO station as Transportation Hubs. The Courtice GO Station is a greenfield situation and there is the opportunity to plan land uses and densities that would be transit supportive of such a station.</p>	<p>The designation of Transportation Hubs and Commuter Stations will be considered as part of the Region's upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan. Although there are several policy recommendations in the TMP related to transit hubs, with the new Growth Plan (2017) and land use implications in identifying Major Transit Station Areas, the Region will update these designations as part of the MCR process.</p>	No
6.	<p>Clarington staff is supportive of the changes to policy 11.3.18 a) which require higher density and mixed uses within the Courtice and Bowmanville Transportation Hubs. We are also supportive of higher densities along the Rapid Transit Spine, as designated on Schedule 'C' – Map 'C3', Transit Priority Network.</p>	Comment noted.	N/A

Item	Comment	Response	Change to OPA Recommended
Municipality of Clarington			
7.	The wording for 11.3.18 should be changed to: "In support of existing and future transit services, development adjacent and within a Transportation Hub, Community Station –". Adding the word "and within" conforms to the policies of section 8A.2.2 and 8A.2.9 of the Region's OP.	The current wording "adjacent to" is appropriate and fulfils the same intent at this time. The last paragraph of policy 11.3.18 notes that adjacent to means within the approximate 500 metre distance from the point where the Transportation Hub or Commuter Station is located, and a more detailed area shall be detailed in area municipal official plans. Please note that the Region's Municipal Comprehensive Review will be updating policies related to these designations in a more comprehensive manner.	No
8.	Municipal staff support the extension of the designated Rapid Transit Spine along Highway 2 to Highway 418. This will spur the much anticipated growth, provided regional services are provide along this corridor. It implements and supports the policies in the Clarington Official Plan.	Comment noted.	N/A
9.	Municipal staff request that the High Frequency Transit Network (HFTN) be extended to the eastern limit of the Bowmanville Urban area. By stopping High Frequency Transit on the western periphery of Bowmanville, the major of the urban community is not served well, which is so important to build the passenger base and provide connection to the GO Rail station. We note, for example, the HFTN in Whitby extends to the far north end of the Brooklin. Brooklin will have similar population and without a transit connection beyond that whereas in Bowmanville it would continue to extend eastward beyond the urban boundary with a lower order transit connection.	The Region reviewed this comment in light of existing DRT and GO Transit bus routes, the TMP and DRT Five-Year Service Strategy and agree that the High Frequency Transit Network should be extended easterly through Bowmanville to Liberty Street.	Yes (Schedule 'C', Map 'C3')

Item	Comment	Response	Change to OPA Recommended
Municipality of Clarington			
10.	Municipal staff have no objection to the change to “Other Transit Connection” beyond the east limits of the Bowmanville Urban Boundary to Newcastle but suggest that right-of-way protection occur to provide for this with potential future growth.	Right-of-way protection for the Highway 2 corridor will occur by virtue of its arterial road designation (and proposed re-designation) as a Type B Arterial, not by the presence as its Other Transit Spine designation. The same is true for the High Frequency Transit Network designation, except for specific sections noted in Schedule ‘E’, Table ‘E7’.	No
11.	Courtice Road from the Highway 2 Rapid Transit Spine to the Courtice GO Station should be identified as “Other Transit Connections” on Schedule ‘C’ – Map ‘C3’, Transit Priority Network. This provides an important north south connection between transit systems and service prime employment area.	While we agree that this section of Courtice Road provides an important north-south connection for GO Transit and local transit routes, analysis conducted as part of the TMP did not support higher order transit service by 2031 for this section.	No
12.	The Transit Priority Network should provide for a connection of the Freeway Transit system for Highway 418 to the Courtice GO Station, providing yet one more intersystem connection.	While we agree that connections between future park and ride lots on Highway 418 and the Courtice GO Station will be important, analysis conducted as part of the TMP did not support higher order transit service by 2031 to the station.	No
13.	Municipal staff support the changes made to policy 11.3.24 to include all modes of active transportation, as opposed to limiting the policy to pedestrian movement (i.e. walking).	Comment noted.	N/A
14.	Comments on updating the Regional Cycling Plan	Comments noted, and will be considered as part of the upcoming Regional Cycling Plan update, targeted to start later this year.	N/A

Item	Comment	Response	Change to OPA Recommended
Central Lake Ontario Conservation Authority (CLOCA)			
1.	<ul style="list-style-type: none"> Request that the proposed amendment provide for the deletion of the Rossland Road extension (Harmony Road to Townline Road) as a Type B Arterial road. The request for the deletion and supporting rationale was also provided as part of CLOCA's comments on the TMP. These comments noted the lapsed Environmental Assessment (EA) approval for the extension, and significant changes to the current environmental setting and planning context in comparison to those which existed during the original EA process. In addition, CLOCA staff do not agree with the assigned criterion scoring included in the TMP to justify its inclusion in the TMP/ROP. 	<p>The Region's comments to CLOCA on the TMP note that the TMP will be revised to show that an approved EA is no longer in effect and needs to be updated (Appendix C). Further, the project summary sheets supporting the TMP for each Regional road widenings/ improvements will be updated for this project.</p> <p>With respect to the designation of the Rossland Road extension as a future Type B Arterial road, the Region maintains that this corridor should be protected in the ROP for the following reasons:</p> <ul style="list-style-type: none"> Without a Rossland Road connection, there is a lack of arterial road grid to serve east Oshawa and Courtice, which is not consistent with the ROP and arterial corridor guidelines. This would prolong circuitous travel for many residents in this area travelling in an east-west direction, including routing for DRT service in the area, which potentially creates its own environmental impacts in terms of additional vehicle kilometres travelled per person/household and GHG emissions. In terms of parallel corridors, Taunton Road is protected for future widening to six lanes (which would include a curbside HOV lane) beyond 2031, but Adelaide Avenue is not planned for widening and has significant right-of-way constraints particularly west of Harmony Road. The Beatrice Avenue extension is an alternative connection to the north, but its timing is uncertain and does not offer the same degree of east-west connectivity or function as Rossland Road. 	No

Item	Comment	Response	Change to OPA Recommended
Central Lake Ontario Conservation Authority (CLOCA)			
2.	[Continued from previous page]	<ul style="list-style-type: none"> • Through previous planning approvals (including an OMB hearing) development east of Harmony Road, and immediately south of the Rossland Road corridor west of Townline Road, has been planned with the extension in mind, including dedication of certain portions of right-of-way. • Although the Class EA was recently lapsed (i.e. being over 10 years old), the ROP protects for road corridors whether an EA has been completed, is in progress, or not started or contemplated yet. The validity of this connection was reconfirmed with the TMP, given an overall east-west capacity deficiency near the Oshawa/Clarington boundary forecasted for 2031 and beyond. 	
3.	<p>The proposed amendment makes various changes to the road network designated in Schedule C to the ROP. It is understood that Schedule C represents conceptual or symbolic alignments and therefore does not precisely define existing or future road locations. However, the current proposed network should be modified in certain instances to better illustrate the avoidance of known significant environmental constraints present on the landscape (e.g. Columbus Part II Plan area in the City of Oshawa). CLOCA staff would be pleased to follow-up with you in order to provide more specific detailed examples with supporting mapping.</p>	<p>Policy 11.3.2 of the ROP identifies that the alignments of freeways and arterials identified on Maps 'C1' and 'C2' are approximate, and subject to more detailed planning and engineering studies. It also notes that any change to the alignment of these roads that is in keeping with the goals and intent of the ROP shall not require an amendment.</p> <p>New or updated arterial road alignments are obtained from area municipal secondary plans, or Class EA studies completed by the Region or area municipalities.</p>	No

Item	Comment	Response	Change to OPA Recommended
Central Lake Ontario Conservation Authority (CLOCA)			
4.	Several changes are proposed to Schedule C with respect to Type C Arterial roads. It is understood that many of these changes arise from land use and transportation planning undertaken by area municipalities. It is important to recognize that additional refinements to Type C road network map be made through secondary planning and/or EA planning processes that may affect the ultimate need or justification for certain road segments. We suggest including a notation to this effect on Schedule C.	Agreed, and the following text will be added to the Notes section on Maps 'C1' and 'C2' to complement policy 11.3.2 as follows: "The alignments of certain future arterial road designations are approximate, and are subject to more detailed planning and engineering studies to determine their location."	Yes (Schedule 'C', Maps 'C1' and 'C2')
5.	We wish to echo and endorse the comments provided to you by our colleagues at TRCA with respect to climate change and road ecology. Regarding climate change, we also call for consideration to how impacts to flood control, erosion hazards and natural heritage systems will be exacerbated as a result of different climate change scenarios and the need to maintain resilience and avoid the creation of new infrastructure vulnerabilities. We view the contemplated transportation infrastructure improvements in the proposed ROP amendment as an opportunity to mitigate flood and erosion hazard risks from storm events and to help maintain and restore ecological functions through the application of road ecology measures through the EA and detailed design process.	Comment noted. The Region's upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan will include a review of the Region's environmental policies, including climate change. Further, the TMP makes several recommendations with respect to mitigation and adaptation programs for the transportation sector, and these will be integrated into the Region's Class EAs and capital works planning and asset management processes.	No

Item	Comment	Response	Change to OPA Recommended
Toronto and Region Conservation Authority (TRCA)			
1.	<p>The Region of Durham intends to retain the Clements Road connection from Church Street to Westney Road as a future Type C Arterial within the ROP. This is despite a recommendation within the 2012 Ajax TMP to delete this connection in the ROP because the link was deemed as potentially redundant. TRCA staff similarly recommends the deletion of this connection due to significant impacts to the Natural Heritage System (NHS), Provincially Significant Wetland (PSW), Area of Natural and Scientific Interest (ANSI), TRCA property, watercourses and Regional floodplain.</p> <p>TRCA staff understands that the Region intends to complete a feasibility study prior to moving forward with a potential Clements Road connection to confirm feasibility and to examine the potential implementation of “environmentally sensitive designs”. However, please note that any kind of “environmentally sensitive design” will still result in significant environmental impacts.</p> <p>As stated in the TRCA staff response to the TMP, an Individual EA (IEA) and network analysis are necessary to examine the need for additional capacity through the area, and to consider the effects of improvements to existing roads and expansion of other modal options. The IEA should be broad enough in scope to consider a range of options and potential locations for additional infrastructure, other than the preliminary preferred route, and an evaluation of the true ecosystem cost of the impacts for the connection.</p>	<p>The Region recognizes, as noted in the Town’s comments, that there are significant environmental constraints in terms of constructing the Clements Road connection. However, the Region recommends that the future Type C Arterial corridor designation be maintained and that it continue to be protected in the ROP for the long-term to support long term development, redevelopment and intensification for lands along the Bayly Street corridor in south Ajax and south Pickering.</p> <p>This future Type C Arterial road connection was reviewed through the modelling work conducted as part of the TMP. The extension of Clements Road would provide some relief to Bayly Street traffic volume (approx. 200 peak hour trips) but, more importantly, it would provide relief to and improve the operations of nearby intersections (Westney/Bayly, Church/Bayly) to accommodate future traffic growth. The facility would also act as a relief valve when traffic incidents occur on Bayly Street or other parallel routes. In recognition of its environmental context, the TMP recommended a feasibility study for this link, to look at benefits to the surrounding road network in the area in more detail vs. the potential environmental impacts and associated the costs of constructing the link. A Class EA study for the widening of Bayly (Brock Road to Westney Road) is scheduled to start in 2024, and a feasibility study should be conducted as part of that work.</p>	No

Item	Comment	Response	Change to OPA Recommended
Toronto and Region Conservation Authority (TRCA)			
1.	[Continued from previous page]	Following completion of a feasibility study, and assuming that the designation is recommended to be maintained, then a Class EA would be required for the road connection. The Terms of Reference for the Class EA, which should be developed with input from TRCA, would cover the detailed assessments noted in TRCA's comments rather than conducting a much more rigorous Individual EA.	
2.	<p>The Region intends to retain the Shoal Point Road extension from Bayly Street to Achilles Road as a future Type C Arterial within the ROPA. This is despite a recommendation in the 2012 Ajax TMP to delete this extension. TRCA staff similarly recommends the deletion of this extension due to significant impacts to the NHS, PSW, TRCA property, watercourses and Regional floodplain.</p> <p>An OMB decision was released on July 18, 2017 to remove this extension in principle, but the order was withheld subject to the final version of planning instruments being received by the OMB. Please note that similar to the Clements Road connection, an IEA and network analysis are necessary should the Region continue to proceed with a Shoal Point Road extension.</p>	<p>The deletion of the Shoal Point Road realignment, south of Bayly Street, and an existing section of Shoal Point Road southerly from the realignment to Ashbury Boulevard, is being addressed through a separate Regional Official Plan Amendment application (OPA 2014-006) and has already been addressed through a Decision of the Ontario Municipal Board dated July 18, 2017. However, the OMB's Order was withheld pending its receipt of the final planning documents. Once the Order is released by the OMB, the OPA will be in effect (Amendment #168) and the change will be reflected on Map 'C2' through the next consolidation of the ROP.</p> <p>A Class EA would be required for the road connection which would cover the detailed assessments noted in TRCA's comments.</p>	No

Item	Comment	Response	Change to OPA Recommended
Toronto and Region Conservation Authority (TRCA)			
2.	[Continued from previous page]	<p>The deletion of the Shoal Point Road extension north of Bayly Street to Achilles Road is tied to a separate application (OPA 2005-009). This OPA application was filed by Loblaw Properties, requesting the deletion of the extension when the distribution centre was being planned. The application is currently being held in abeyance. The TMP recommended maintaining this extension in the ROP to protect for this connection, as an alternative to the congested Salem Road/Bayly Street intersection and potentially to provide access to the abutting remnant vacant employment lands in the long-term. Accordingly, it remains appropriate to continue to protect for this corridor in the ROP.</p>	

Item	Comment	Response	Change to OPA Recommended
Toronto and Region Conservation Authority (TRCA)			
3.	<p>TRCA recommends the deletion of Fifth Concession Road, from Sideline 4 to Lake Ridge Road, as a future Type B Arterial within the ROPA. This is due to significant impacts to the NHS, mature forest and watercourse. Both TRCA and CLOCA have an interest and concerns regarding this road connection as it traverses through both jurisdictions.</p> <p>The future extension of Conlin Road westerly to Lake Ridge is proposed to be deleted in the proposed amendment. As a future connection east of Lake Ridge Road is no longer being considered, a Fifth Concession Road connection west of Lake Ridge Road to Sideline 4 will no longer provide additional east-west network capacity and connectivity through the area. Further study should be undertaken to assess the value and need for this linkage, given the significant environmental impacts, and an IEA and network analysis are necessary should the Region choose to proceed with this connection.</p>	<p>The Region has reviewed the comment, and consistent with our response on the Draft TMP, the portion of Fifth Concession Road along the Ajax/Pickering boundary, between Sideline 4 and Lake Ridge Road, should be maintained as an existing/future Type B Arterial for corridor protection purposes.</p> <p>Although we recognize that the section of the corridor (as depicted in the ROP) lies within the Greenbelt NHS, woodland and wetland features, protecting for this corridor in the ROP is prudent to not preclude the future opportunity for a continuous east-west connection between Lake Ridge Road and the York-Durham Line. As part of Envision Durham, the Region's Municipal Comprehensive Review (MCR) of the Regional Official Plan, the Region will take TRCA's comments on this link under consideration as we further review the need for 2041 population and employment forecasts under the new (2017) Growth Plan requirements.</p> <p>A Class EA would be required for the road connection which would cover the detailed assessments noted in TRCA's comments.</p>	No

Item	Comment	Response	Change to OPA Recommended
Toronto and Region Conservation Authority (TRCA)			
4.	The future Type C connection between Sandy Beach Road and Dillingham Road identified within the ROPA is under the jurisdiction of the City of Pickering and will be addressed within their upcoming Integrated TMP. TRCA staff recommends the deletion of this future connection in the ROPA due to significant impacts to the NHS, PSW, ANSI, watercourses and Regional floodplain.	The Region recommends continuing to protect for this connection, as it provides the only east-west alternative connection for travel within Employment Area lands in south Pickering. This connection would be under the jurisdiction of the City of Pickering, and a future Class EA study would be required to identify alternatives and recommend a preferred alignment that would minimize impacts to nearby sensitive features.	No
5.	Please ensure that the ROPA clearly reflects the proposed road network as identified in the completed Seaton Arterial and Collector Roads Environmental Study Report (November 2017). It appears that Employment Collector Road VI may be missing from Schedule 'C' of the ROPA.	The alignments of Sideline 24 (proposed Burkholder Drive) and East-West Type C Arterial (proposed Nathaniel Hastings Drive) in the proposed amendment are consistent with the Seaton Arterial and Collector Roads Environmental Study Report. The Employment Collector Road is not shown because the Region does not designate Collector roads, but this road is identified in the Pickering Official Plan through OPA 22 – Seaton Conformity Amendment.	No
6.	TRCA staff supports the recommendation within the ROPA to delete Church Street from Taunton Road to Seventh Concession as a Type B arterial designation from the ROP. As this section of Church Street crosses TRCA property (Greenwood Conservation Area lands), please ensure that any upcoming work is coordinated with TRCA Environmental Assessment Planning and Restoration Services staff.	Comment noted. To clarify, this section of Church Street is under the jurisdiction of the Town of Ajax, not the Region.	N/A

Item	Comment	Response	Change to OPA Recommended
Toronto and Region Conservation Authority (TRCA)			
7.	<p>Please ensure that the ROPA and TMP clearly reflect the findings of the Highway 407 East EA, as well as the Regional Class EA for Seaton, as it relates to the proposed interchanges at Highway 407. Please note that the Salem Road and Westney Road interchanges are identified as deferred in the Highway 407 East Extension EA, and an overpass is identified at Rossland Road (i.e. no interchange) within the Seaton Regional Class EA. Please update the ROPA and TMP so that they are consistent with the above-named EAs.</p>	<p>The proposed amendment reflects the finding of these EA studies in terms of existing and future interchange locations. As such, the Future Interchange symbols should remain on Maps 'C1' and 'C2' in the ROP.</p> <p>To clarify, the Highway 407 East Extension EA includes the preliminary design for the Westney Road and Salem Road interchanges, and it was through the Phase One implementation process that these interchanges were deferred from detailed design and construction. These future interchanges are EA approved and should be implemented by 2031.</p> <p>The Region's Central Pickering Development Plan Regional Services Class EA includes approximate locations for the Rossland Road (Sideline 22/proposed Peter Matthews Drive) interchange at Highway 407. Provisions for further study to identify the timing for detailed design and construction of this interchange are also included in the Seaton Memorandum of Understanding between the Province, Region and Seaton Landowners Group. As such, the Future Interchange symbols should remain on Maps 'C1' and 'C2' in the ROP.</p>	No

Item	Comment	Response	Change to OPA Recommended
Toronto and Region Conservation Authority (TRCA)			
8.	<p>When planning and designing the road and infrastructure network, consideration should be given to how impacts, as a result of an expanded road network, to flood control, erosion hazards and the NHS management will be exacerbated as a result of different climate change scenarios. The role that a robust and connected NHS can have on climate change mitigation cannot be understated.</p> <p>TRCA staff views planned upgrades and improvements to roads as an opportunity to mitigate flood and erosion hazard risks and to help restore ecological functions. TRCA is actively working with municipal partners on road and other infrastructure project, and would appreciate the opportunity to work closely with Regional staff early in the planning and design processes.</p>	<p>Comment noted.</p> <p>Envision Durham, the Region's upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan will include a review of the Region's environmental policies, including climate change. Staff look forward to working with the TRCA as this work unfolds.</p> <p>Further, the TMP makes several recommendations with respect to mitigation and adaptation programs for the transportation sector, and these will be integrated into the Region's Class EAs and capital works planning and asset management processes.</p>	No

Item	Comment	Response	Change to OPA Recommended
Ministry of Municipal Affairs			
1.	Through the One-Window Provincial Planning Service, the proposed ROPA was circulated to the Ministry of Transportation (MTO) for review and comment.	Comment noted. MTO was also circulated and we appreciate the coordination and scoping of comments by MMA.	No
2.	We are supportive of the proposed ROPA, reflecting the new Higher Order Transit Network, the updated Strategic Goods Movement Network and Road Network, and the revised Arterial Road Criteria identified as part of the TMP.	Comment noted.	No
3.	TMP Action 51 recommended a "complete streets approach for road planning, design, operation and maintenance [with] consideration of the needs of all travel modes as appropriate and feasible within the context of each project." It is recommended that the Region consider adding this objective to the proposed ROPA to align with the TMP recommendation and Growth Plan, 2017 policy 3.2.2.3.	Complete Streets policies to support the TMP are being considered as part of Envision Durham, the Region's upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan. Further, to help inform and support the development of Complete Streets policies, the Region is currently undertaking an update of its Arterial Corridor Guidelines (February 2007) document, and is awaiting recommendations from the ongoing Durham Strategic Road Safety Action Plan.	

Item	Comment	Response	Change to OPA Recommended
Ministry of Municipal Affairs			
4.	<p>Durham ROP policy 15.13 speaks to deferrals to the ROP, which may be resolved through further approved amendments to the Plan as initiated by Regional Council. Pursuant to O. Reg. 525/97 under the Planning Act, a ROPA such as the proposed one is exempt from the Minister's approval. As such, the Region is in a position to consider addressing the deferral without the need for a Ministerial decision.</p> <p>Prior to adopting the proposed ROPA, the Region should satisfy itself that the proposed ROPA appropriately resolves the original concerns resulting in Deferral 7. It is the Ministry's position that the adoption of this ROPA will render moot and thus resolve the outstanding deferral by the Minister in its 1993 decision on the Official Plan.</p>	<p>The clarification regarding O. Reg. 525/97 of the Planning Act is appreciated. Accordingly, the Region will seek to resolve Deferral 7 by adding the recommendation to designate it to a Type C Arterial as part of the proposed amendment.</p>	<p>Yes (Schedule 'C', Map 'C2' and ROP – List of Active Deferrals to the 1993 Regional Official Plan Approval as of May 11, 2017)</p>

Item	Comment	Response	Change to OPA Recommended
Ministry of Municipal Affairs			
5.	<p>We offer the following general comments for the Region's consideration as part of a future MCR:</p> <ul style="list-style-type: none"> The Growth Plan, 2017 provides direction on integrated transportation planning, including policies on Major Transit Station Areas, and identifies priority transit corridors shown on Schedule 5 to the Plan, which are to be identified in official plans. We note that the Lakeshore East GO Rail Line is identified as a priority transit corridor on Schedule 5. The Region may wish to consider Ontario's Freight Supportive Guidelines and Ontario's Transit Supportive Guidelines when updating related policies as part of the MCR process. A number of provincial initiatives are underway which may impact the MCR, including the Greater Golden Horseshoe (GGH) Transportation Plan. It is recommended that the Region review this document to ensure future transportation policies align with provincial goals and objectives. 	<p>Comment noted.</p> <p>Envision Durham, the Region's Municipal Comprehensive Review (MCR) will implement the new Growth Plan policies in terms of Major Transit Station Areas. The Region will also consider the MTO guidelines noted and the ongoing GGH Transportation Plan.</p>	No

Item	Comment	Response	Change to OPA Recommended
Metrolinx			
1.	<p>The Draft OPA identifies “future commuter rail” service to Uxbridge, Seaton, and along the existing freight rail line to Peterborough. Please note that these rail services are identified for beyond 2041 in the 2041 Regional Transportation Plan (2041 RTP). Further, while the Bowmanville extension on the Lakeshore East GO line is identified as a “future “Commuter Rail” connection”, please note that in the 2041 RTP the extension is identified as an “In Delivery” project, for 2024. It is recommended that these two rail services with different timelines be labelled differently in the Draft OPA.</p>	<p>The Region reviewed the TMP’s 2031 Higher Order Transit Network and compared it with the proposed amendment, and we agree that a different symbol should be identified for the future Commuter Rail symbol for the extension of GO Rail service to Uxbridge and along the CPR Havelock line to Peterborough. This new designation, “Protect for Future Commuter Rail” is more consistent with the TMP and Metrolinx 2041 Regional Transportation Plan (RTP). However, the Region will continue to designate GO Rail service to Seaton along the CPR Belleville line within the horizon of the ROP (2031). In our comments on the Regional Transportation Plan, we have requested that Metrolinx undertake and EA study for this connection and feel it is an important component for the development of the Seaton Community as a transit first community as envisaged through the Central Pickering Development Plan.</p>	<p>Yes (Schedule ‘C’, Map ‘C3’)</p>
2.	<p>In general, we suggest that rather than refer to GO Stations as commuter stations, they should be referred to as GO Stations. Identifying GO Stations as “commuter stations” does not support or align with the vision for frequent (every 15-minutes) two-way, all-day GO Rail service on the Lakeshore Corridor, which is designed to encourage and serve travel by transit at all times of the day for purposes other than to just commute to work. Further, identifying GO Stations as “commuter stations” along the lakeshore corridor does not align with current 30-minute, two-way, all-day GO rail service levels. Please note this also applies to the designation “commuter rail”.</p>	<p>The Region’s upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan will be reviewing the designations of Transportation Hubs and Commuter Stations, and supporting land use and transportation related policies.</p>	<p>No</p>

Item	Comment	Response	Change to OPA Recommended
Metrolinx			
3.	<p>The proposed amendments to Map C3 do not appear to align with the TMP Map 1B. The TMP identifies “Rapid Transit (Exclusive Lanes)”, “High Frequency Bus in HOV Lanes”, and “High Frequency Bus in Shared Lanes”, whereas the Draft OPA identifies “Rapid Transit Spine” and “High Frequency Transit Network”. While section 11.3.17 in the Draft OPA provides a definition for High Frequency Transit Network, “buses in planned HOV lanes, or buses or (note typo) in mixed traffic with transit signal priority at major intersections”, the loss of this information from the map (compared to the TMP) may de-emphasize the importance of HOV lanes and signal priority. Further, we recommend that the location of future HOV lanes be clearly identified on the map as per the TMP, to again emphasize their importance in the transit network, and align with the Frequent Rapid Transit Network (FRTN), identified in the 2041 RTP.</p>	<p>In reviewing the 2031 Higher Order Transit Network in the TMP to updating the Transit Priority Network in the ROP, staff decided to maintain the Transit Priority Network title in the ROP and reduce/generalize the number of categories for different transit corridors. With this in mind, however, it was not our intention to de-emphasize the importance of HOV lanes and transit signal priority but to keep the Transit Priority Network at an appropriate level of detail. Outside of the map, we have updated the arterial road criteria in Schedule ‘E’, Table ‘E7’ to clarify that right-of-way needs are dictated by road widenings to accommodate BRT or HOV lanes.</p> <p>In terms of the typo, we will edit the policy accordingly.</p>	Yes (Policy)
4.	<p>The TMP identifies “Future Provincial Transitway”, whereas the Draft OPA identifies “Freeway Transit”. We are glad to see that the Draft OPA better aligns with the 2041 RTP, which proposes high-frequency bus operating in HOV lanes on provincial highways or on toll highways, and does not endorse a future transitway.</p>	Comment noted.	No
5.	<p>Highway 2 east of downtown Oshawa is designated as “Existing Rapid Transit” in the Draft OPA; however, it is identified as a “high frequency bus in shared lane” with “protect for future rapid transit” designation in the TMP.</p>	<p>To clarify, the “existing” versus “future” symbols for road components of the Transit Priority Network differentiate between existing roads or future road connections. It does not relate to the whether the transit service or facility currently exists or not.</p>	No

Item	Comment	Response	Change to OPA Recommended
Metrolinx			
6.	The Draft OPA identifies Dundas/Hwy 2 and Simcoe as “Existing Rapid Transit Spine”; however, this does not align with the definition provided in section 11.3.17 “dedicated lanes in most arterial road sections”.	To clarify, the “existing” versus “future” symbols for road components of the Transit Priority Network differentiate between existing roads or future road connections. It does not relate to the whether the transit service or facility currently exists or not. One exception to this is the case of Highway 2, as there are portions of BRT lanes that exist as part of the Phase 1 BRT “Quick Win” funding from the province (Move Ontario 2020).	No
7.	Please note that the “transportation hubs” in the Draft OPA do not align with Metrolinx’s Mobility Hubs.	The Region’s upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan will be reviewing the designations of Transportation Hubs and Commuter Stations and supporting land use and transportation related policies.	No
8.	We encourage consideration be given to extending elements of Durham’s SGMN south of Regional Road 22 in order to serve the freight clusters identified in Metrolinx’s SGMN report, particularly extending Brock Road to Montgomery Park Road.	<p>Through the TMP, staff considered identifying connectors to major routes serving employment areas as part of the Strategic Goods Movement Network (SGMN) update. However, it was decided to focus on adding additional core/through routes to the SGMN such as Bayly Street/Victoria Street/Bloor Street, Highway 7 in Pickering/Whitby and the Farewell Street addition to the Port of Oshawa. Although the latter connection is similar to the section of Brock Road south of Bayly Street in Pickering, Farewell Street was elevated to a SGMN route as it connects to the commercial port.</p> <p>Through the Region’s ongoing Arterial Corridor Guidelines update, we will review arterial road connections in terms of goods movement, particularly for those that are feeder routes to/from Employment Areas.</p>	No

Item	Comment	Response	Change to OPA Recommended
Metrolinx			
9.	We are pleased to see emphasis placed on transportation demand management (TDM) measures. It is useful to note that many regions use development charges to fund TDM measures and also incorporate TDM standards for new developments. Durham Region may want to consider adopting this practice as well. Additionally, Metrolinx looks forward to working with the Region to expand the reach and effectiveness of the Smart Commute program and improve multi-modal connections to GO Stations.	<p>Comment noted.</p> <p>The Region's upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan will be developing TDM related policies in more detail. As part of the MCR process, and as an action item recommended by the TMP, the Region intends to prepare TDM Development Guidelines. From this work, it is intended that policies related to TDM and improving mode share for transit and active transportation will be provided in a comprehensive manner.</p>	No

has made to our communities. It is a very important part of our rural economy, and the ongoing operation of the quarter horse racing industry and related businesses are strongly supported in the Regional Municipality of Durham.

Yours truly,



Gerri Lynn O'Connor
Regional Chair and CEO

- cc. The Honourable J. Leal, Minister of Agriculture, Food,
and Rural Affairs
Mr. B. Stone, Director of Racing, Alcohol and Gaming
Commission of Ontario
Ms. N. Wellsbury, Director of Legislative and Information
Services/Clerk, Town of Ajax
Mr. T. Gettinby, CAO and Municipal Clerk, Township of Brock
Ms. A. Greentree, Municipal Clerk, Municipality of Clarington
Mr. A. Brouwer, City Clerk, City of Oshawa
Ms. D. Shields, Clerk, City of Pickering
Mr. J.P. Newman, Municipal Clerk, Township of Scugog
Ms. D. Leroux, Director of Legislative Services/Clerk, Township
of Uxbridge
Mr. C. Harris, Town Clerk, Town of Whitby
Mr. B. Bridgeman, Commissioner of Planning and Economic
Development
Mr. R. Walton, Regional Clerk/Director of Legislative Services
Ms. K. Kilbourne, Durham Agricultural Advisory Committee



The Regional
Municipality of
Durham
Social Services
Department

Interoffice Memorandum

Date: May 18, 2018
To: Regional Chair O'Connor and Members of Regional Council
From: Dr. Hugh Drouin, Commissioner of Social Services
Subject: Aboriginal Big Drum Celebration in Honour of National
Aboriginal Day – June 9, 2018

As a member of the Durham Region Aboriginal Advisor Circle (DRAAC), the Children's Services Division participates in the planning and implementation of events promoting the Aboriginal Community in Durham. Four times per year, the DRAAC holds a Big Drum Celebration at various locations with an open invitation to the entire Durham community.

In June, the DRAAC will be celebrating Aboriginal History Month and National Aboriginal Day (officially June 21) at the Big Drum Social. We thank Regional Chair O'Connor for the declarations of Aboriginal History Month and National Aboriginal Day in Durham.

We would like to extend an invitation to Regional Chair O'Connor and members of Regional Council to attend the event, and we would be honoured if Chair O'Connor (or a designate) could present the declarations.

The Big Drum Social will be held at the Esplanade Park in the City of Pickering on Saturday, June 9 from 1 to 4 p.m. with the declaration presentation to take place at approximately 1:15 p.m.

Respectfully submitted,

Original Signed by:

Dr. Hugh Drouin
Commissioner of Social Services



May 9, 2018

Ralph Walton, Regional Clerk
Region of Durham
Sent to email: clerks@durham.ca

Re: Building Permit Activity Review 2017

Dear Mr. Walton:

At the last regular General Purpose and Administration Committee meeting of the Township of Scugog held May 7, 2018, the above captioned matter was discussed.

I wish to advise that the following resolution was passed which will be going forward for ratification at the May 28, 2018 Township of Scugog Council meeting:

"THAT DEV-2018-011, Building Permit Activity Review 2017, be received; and

THAT the Staff Report *Building Permit Activity Review 2017* be circulated to the Region of Durham, the Scugog Chamber of Commerce, the Port Perry BIA, the Durham Region Home Builders' Association, the Durham Catholic and Durham District School Boards, and the Building Industry and Land Development (BILD) Association of Greater Toronto."

A copy of the Staff Report DEV-2018-01 is enclosed for your records.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "John Paul Newman", is written over the typed name.

John Paul Newman
Director of Corporate Services/Clerk

Encl.



Township of Scugog Staff Report

To request an alternative accessible format, please contact the Clerks Department at 905-985-7346.

Report Number: DEV-2018-011

Prepared by: Lindsay Burnett, Administrative Assistant

Department: Development Services - Building

Report To: General Purpose and Administration Committee

Date: May 7, 2018

Reference: **Strategic Plan 2014 – Strategic Direction #3 – Create the conditions to develop and attract new business and employment opportunities to the Township**

Report Title: **Building Permit Activity Review 2017**

Recommendations:

1. That DEV-2018-011, Building Permit Activity Review 2017, be received; and
 2. That the Staff Report *Building Permit Activity Review 2017* be circulated to the Region of Durham, the Scugog Chamber of Commerce, the Port Perry BIA, the Durham Region Home Builders' Association, the Durham Catholic and Durham District School Boards, and the Building Industry and Land Development (BILD) Association of Greater Toronto.
-

1. Background:

This report presents the 2017 Building Permit Activity Review. It compares building statistics from this past year to the results from 2016. It also highlights key results for the second half of 2017, and includes building projections for 2018.

2. Discussion:

2.1. Key Results

2.1.1. Permit Activity

Table 1 summarizes the number of building permits issued semi-annually in 2016 and 2017 and by type of construction. The table shows that:

- The Township issued 251 permits in 2017, an increase of 22% from the 2016 figure of 205 permits;
- Approximately 70% of the permits issued in 2017 were for residential construction (175) which is relatively unchanged (69%) from 2016 (141);
- The number of building permits issued for new residential units increased by 110% from 21 in 2016 to 44 in 2017;
- In 2017, thirty percent of new residential units were constructed in the Port Perry urban area and 70% in the rural areas of the Township;
- One permit was issued for a multiple dwelling;
- Eighteen percent of the permits issued in 2017 were for non-residential construction (46) compared to 25% in 2016 (51). The remaining 12% were demolition permits (30);
- The total number of demolition permits issued (30) in 2017 was an increase of 131% from 2016 (13).

Table 1 also compares the number of building permits issued in the second half of 2016 and 2017. The table shows that:

- Activity in the second half of 2017 (147 permits) was an increase of 19% from 2016 (124 permits);
- There were 5 building permits issued for new agricultural buildings in the second half of 2017 whereas there were 13 issued during the same time period in 2016; and
- The number of permits issued for non-residential construction decreased by 15% from 33 permits issued in 2016 to 28 in 2017.

Table 1 – Number of Building Permits Issued Semi-annually and by Type of Construction and Season

Type of Construction		2017			2016		
		Jan - June	July – Dec	Total	Jan - June	July - Dec	Total
Residential:							
Single Detached:	New - Urban	1	12	13	0	1	1
	New - Rural	10	21	31	6	14	20
	Addition	16	11	27	16	13	29
	Renovation	17	19	36	14	18	32
Multiple Dwelling	New	0	1	1	0	0	0
	Addition/Reno	1	1	2	0	0	0
Garages/Decks: Porches:	New	22	32	54	17	26	43
	Addition	3	4	7	3	5	8
	Renovation	1	3	4	3	5	8
Sub Total		71	104	175	59	82	141
Commercial:	New	0	2	2	0	1	1
	Addition	1	1	2	0	0	0
	Renovation	2	3	5	3	5	8
Industrial:	New	0	1	1	0	0	0
	Addition	0	0	0	0	0	0
	Renovation	0	0	0	0	0	0
Agricultural:	New	4	5	9	5	13	18
	Addition	0	0	0	1	2	3
	Renovation	1	0	1	1	0	1
Government/ Institutional	New	0	0	0	0	0	0
	Addition	0	0	0	0	1	1
	Renovation	0	2	2	0	0	0
Signs	All	0	1	1	1	0	1
Misc. Structure	New	4	8	12	4	6	10
	Temporary	6	5	11	2	5	7
Sub Total		18	28	46	18	33	51
Demolition:		15	15	30	4	9	13
TOTAL PERMITS ISSUED		104	147	251	81	124	205

Table 2 summarizes the building permits issued in 2017 for commercial and industrial construction.

**Table 2 – Building Permits Issued in 2017 for
Non- Residential Construction (Industrial, Commercial, Signs and Misc.
Structures)**

Permit Type	Owner	Project Description	Construction Value	Area (sq. ft.)
Misc. Structure	**	Rooftop Solar Panels	\$20,000	667
Misc. Structure	**	Rooftop Solar Panels	\$32,000	667
Commercial	P.P. Queen P.P Ltd.	Commercial Kitchen Vent Hood	\$18,000	
Commercial	1837522 Ontario Inc.	Pizza Oven and Hood	\$4,000	
Misc. Structure	CP Reit Ontario Properties Ltd.	Temporary Tent	\$9,000	5,382
Misc. Structure	Nestleton Waters Inn	Temporary Tent	\$1,500	4,500
Commercial	James Cannon	Open Air Addition	\$60,000	1,840
Misc. Structure	**	Temporary Tent	\$1,259	1,800
Misc. Structure	Township of Scugog	Temporary Tent	\$12,000	12,917
Misc. Structure	**	Temporary Tent	\$1,500	1,798
Misc. Structure	**	Temporary Tent	\$5,000	2,640
Misc. Structure	**	Temporary Tent	\$6,000	3,200
Sign	2380048 Ontario Inc	Pylon Sign	\$10,000	14

Industrial	DJ Realco Holdings Inc.	Industrial Building	\$300,000	6,398
Misc. Structure	A.W. Brock Department Store	Temporary Tent	\$1,500	2,400
Government / Institutional	Township of Scugog	Foundation Waterproofing	\$20,000	130
Misc. Structures	Adamson Development Inc.	Temporary Tents	\$13,420	26,000
Commercial	Calloway Reit (Port Perry) Inc.	Interior Alterations	\$31,500	113
Misc. Structure	Township of Scugog	Temporary Tent	\$2,000	4,628
Commercial	268499 Ontario Limited	Prefab Modular Sales Trailer	\$85,000	1,410
Misc. Structure	**	Rooftop Solar Panels	\$32,000	626
Commercial	KG Investments Limited	Heritage Porch Restoration	\$25,000	129
Government / Institutional	Efthimios Proussalidis	Office Renovations	\$80,000	215
Commercial	James Cannon	Covered Loading Dock	\$50,000	1,442
Commercial	Uptown Gourmet Fine Foods	Ambulatory Washroom	\$9,500	existing
Total			\$830,179	*78,902

*Excludes Sign Area

** For FOI reasons, the names of the residential owners are not provided

2.2 Construction Value By Sector

Table 3 compares the value of construction of building permits issued in 2017 and 2016 by sector. Of note:

- Total construction value increased by 74% from \$18.4 million in 2016 to \$32.1 million in 2017;
- Non-residential construction value decreased by 43% from 2016 to 2017. This decrease is attributed to a significant decrease in the number of new agriculture buildings being built in 2017 (9 permits), compared to 2016 (18 permits); and
- Residential construction value increased by 119% from \$13.3 million in 2016 to \$29.2 million in 2017.

TABLE 3 – Construction Value by Sector

Sector	2017	2016	% Change
Residential	\$29,210,791	\$13,336,607	119%
Single Dwelling	\$26,718,691	\$12,293,607	117%
Multiple Dwellings	\$262,500	\$0	
Garage/Deck/Porch	\$2,229,600	\$1,043,000	114%
Non-Residential	\$2,900,029	\$5,074,099	-43%
Commercial	\$368,000	\$1,913,500	-81%
Industrial	\$300,000	\$50,000	500%
Agriculture	\$1,856,850	\$2,483,199	-25%
Government/Institutional	\$100,000	\$500	19,900%
Signs	\$10,000	\$1,500	567%
Misc. Structures	\$265,179	\$625,400	-58%
Total Value of Building Permits Issued	\$32,110,820	\$18,410,706	74%

2.3 Permit Revenue

Table 4 compares the building and plumbing permit revenue for 2017 and 2016. Of note:

- Building Permit revenue increased in 2017 by 102%, or \$146,461 from 2016;
- Revenue from plumbing permits was lower in 2017, by 78% or \$3,410.

Note: Plumbing permit revenue for 2017 was incorporated into building permit revenue when plumbing was included in a building permit, e.g. for a new residence, plumbing fixtures were included in the building permit revenue. Lone standing plumbing permits were allocated to the plumbing permit revenue line.

TABLE 4 – Permit Revenue

Season	Building Permits		Plumbing Permits	
	2017	2016	2017	2016
Jan. – June	\$81,511	\$67,687	\$178	\$2,432
July – Dec.	\$208,591	\$75,954	\$755	\$1,911
Year End	\$290,102	\$143,641	\$933	\$4,343
<i>Budget</i>	<i>\$208,700</i>	<i>\$135,000</i>	<i>\$15,500</i>	<i>\$5,000</i>

2.4 Township Development Charge Revenue

Table 5 compares actual Development Charge revenue for 2017 and 2016. The table illustrates that Development Charge revenue was significantly higher, by 60% in 2017 than 2016.

TABLE 5 – Township Development Charge Revenue

Development Charge Account	2017	2016
Gen. Gov Levies	\$9,139	\$4,854
Fire Levies	\$27,650	\$14,722
Public Works Levies	\$14,259	\$7,581
Parks and Recreation Levies	\$74,773	\$34,765
Library Levies	\$7,073	\$3,289
Animal Control Levies	\$505	\$235
Engineering Levies	\$137,721	\$95,814
Total	\$271,120	\$161,260

2.5 Future Building Projections:

With the Phase 2 expansion of the Nonquon Water and Wastewater Treatment plant coming on-line in mid year of 2017, it is anticipated that building permits for new residential units will increase. However, due to recent changes in the housing market (i.e. higher interest rates and the 2% mortgage stress test) the projected residential growth rate is anticipated to be lower than originally forecast. This trend is being experienced by municipalities in the GTA.

Staff will be reviewing the development forecast on a regular basis. The Township can anticipate receiving Development Charge payments for each new residential unit.

3. Financial Implications: - N/A

4. Communication Considerations:

Electronic copies of Staff Report No. DEV-2018-011 shall to be circulated to the Region of Durham, the Scugog Chamber of Commerce, the Port Perry BIA, the Durham Region Home Builders' Association, the Durham Catholic and Durham District School Boards, and to the Building Industry and Land Development (BILD) Association of Greater Toronto.

5. Conclusion:

In 2017, the Township issued a total of 251 building permits with an estimated construction value of \$32.1 million. Residential development accounted for 70% of the permits issued and \$29.2 million of the total construction value. Thirty percent of the new residential units built occurred within the Port Perry Urban area. Of the 251 building permits issued, 18% were issued for the non-residential sector, which experienced a decrease of 43% in construction value over 2016. Overall, in 2017, the number of building permits issued increased by 22%, while construction value increased by 74% over 2016 figures.

Respectfully Submitted by:

Reviewed By:

Lindsay Burnett
Administrative Assistant

Kevin C. Heritage, M.E.S. M.C.I.P., R.P.P.
Director of Development Services

Attachments: - Nil



The Corporation of the

**Township
of
Uxbridge**

In The Regional Municipality of Durham

Town Hall
51 Toronto Street South
P.O. Box 190
Uxbridge, ON L9P 1T1
Telephone (905) 852-9181
Facsimile (905) 852-9674
Web www.town.uxbridge.on.ca

SENT VIA REGIONAL COURIER

May 10, 2018

Ralph Walton
Regional Clerk
Region of Durham
605 Rossland Road East
Whitby, Ontario, L1N 6A3

**RE: REGION OF DURHAM AFFORDABLE AND SENIORS' HOUSING TASK
FORCE- CHAMPIONING AFFORDABLE RENTAL AND SENIORS'
HOUSING ACROSS DURHAM REPORT
TOWNSHIP FILE: A-16 RGG**

Please be advised that during the regular meeting of the Council of April 23, the following motion was carried;

THAT Report CAO-06/18 of Ingrid Svelnis, CAO be received for information;

AND THAT Council formally endorse and support The Regional Municipality of Durham Affordable and Seniors' Housing Task Force – Championing Affordable Rental and Seniors' Housing Across Durham Region Report;

AND THAT Council appoint a sub-committee of the Chair of Planning and Economic Development, Chair of Finance, Treasurer, CAO and Councillor Ballinger and additional staff as required to look at other incentives that may be considered to advance this agenda to provide affordable and seniors' housing.

I trust you will find the above to be satisfactory.

Yours truly,

Debbie Leroux
Director of Legislative Services/Clerk



Clarington

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131

May 9, 2018

Brian Bridgeman, Commissioner of Planning and Economic Development
The Regional Municipality of Durham
VIA Email: planning@durham.ca

Original
To: CIP
By: B.B.
CC: S.C.C. File
Take Appr. Action

Dear Mr. Bridgeman:

Re: Soper Hills Secondary Plan Study – Terms of Reference

File Number: PLN.41.16

Clerk's File Number: DV.62.14 PLN.41.16

At a meeting held on April 30, 2018, the Council of the Municipality of Clarington approved the following Resolution #PD-071-18

That Report PSD-031-18 be received;

That Planning Services staff be authorized to commence the preparation of the Soper Hills Secondary Plan;

That staff be authorized to finalize the draft Terms of Reference and issue a Request for Proposal to retain the necessary consultants for the preparation of the Soper Hills Secondary Plan;

That the Director of Planning Services be authorized to execute the necessary cost recovery agreements with the Bowmanville East (Soper Hills) Landowners Group for the preparation of the Soper Hills Secondary Plan;

That the cost recover agreements with the Bowmanville East (Soper Hills) Landowners Group include payment of 100% of the costs of the preparation of the Secondary Plan which includes consultants and municipal resources, including review time from various departments, project management and administration costs; and

CORPORATION OF THE MUNICIPALITY OF CLARINGTON

40 TEMPERANCE STREET, BOWMANVILLE, ONTARIO L1C 3A6 905-623-3379 www.clarington.net

That all interested parties for Report PSD-031-18, any delegations and the Region of Durham Planning and Economic Development Department be notified of Council's Decision.

Yours truly,



June Gallagher, B.A.

Deputy Clerk

JG/lp

- c. See List of Interested Parties
 - L. Backus, Principal Planner
 - C. Salazar, Manager of Community Planning
 - D. Crome, Director of Planning Services

List of Interested Parties

Doug Wilson
Kevin Hickey
Barb McKay
Nicole Ireland
Rob McGlashan
1062609 Ontario Inc
2023743 Ontario Ltd, Smieja Marek
Allen Wayne Clair and Mitchell-Allen Kelly E
Anger Rose Aileen and Stapleton Edith Catherine
Ayre Wendy Elizabeth
Tom Barrie
Baseline Properties Ltd
Blanchard Linda Anne and Blanchard Donald
Blundell Michael Bruce and Blundell Mary Elizabeth
Cameron Christopher Micheal
Canadian Pacific Railway C/O Property Tax Department
Chafe Linda Louise
Dutra Frank Alberto and Meyer Gemma
Flonk Adrian C and Flonk Angela Corrina
Gray Ruth Ellen
Hines Laura and Nardolillo Addolorata
Hoekstra Peter Albert and Hoekstra Leemore Joy
Holz Brigitte Marie
Jeff Jeronimo
Jose Jeronimo
Teresa Jeronimo
Jopling Brenda Ann
Lambs Road Developments Ltd, The Kaitlin Group Ltd
Lambs Road Holdings Inc
Laurich Stephen
Macarthur Brian Sidney and Macarthur Alexandra Maria
Macdonald Charles Bruce and Macdonald Gail Ann
Marth John Steve
Mckay Barbara Ann and Mckay Kris Stacey
Medallion Developments
Moonsammy Theresa and Moonsammy Jeremy
Mostert Richard and Bonsma Loretta
Muraki Wallace Douglas and Muraki Cindy G
Ormiston Murray Ralph and Ormiston Donna Denise
Paterson Keith Enoch and Paterson Diane Lynda Martha
Pedretti Luigi Teofanio and Notarandrea Edoardo
Rigby Mark and Rigby Cheryl Lynn
Seventh Day Adventist Church
Thompson Robert Douglas
Vandermeer Arnold Sinclair and Vandermeer Rhonda Lynn

CORPORATION OF THE MUNICIPALITY OF CLARINGTON

Original
To: CIP
Copy
To:
C.C. S.C.C. File
Take Appr. Action

MUNICIPALITÉ · EAST FERRIS · MUNICIPALITY



390 HIGHWAY 94, CORBEIL, ONTARIO P0H 1K0
 TEL.: (705) 752-2740 FAX.: (705) 752-2452
 Email: municipality@eastferris.ca

REGULAR COUNCIL MEETING
 HELD
 May 8th, 2018

No. 2018-165

Moved by Councillor Kelly

Seconded by Councillor Voyer

WHEREAS municipal governments in Ontario do not have the right to approve landfill projects in their communities, but have authority for making decisions on all other types of development;

AND WHEREAS this out-dated policy allows private landfill operators to consult with local residents and municipal Councils, but essentially ignore them;

AND WHEREAS municipalities already have exclusive rights for approving casinos and nuclear waste facilities with their communities; AND FURTHER that the province has recognized the value of municipal approval for the siting of power generations facilities;

AND WHEREAS the recent report from Ontario's Environmental Commissioner has found that Ontario has a garbage problem, particularly from Industrial, Commercial and Institutional waste generated within the City of Toronto, where diversion rates as low as 15%;

AND WHEREAS municipalities across Ontario are quietly being identified and targeted as potential landfill sites;

AND WHEREAS municipalities should be considered experts in waste management, as they are responsible for this within their own communities, and often have decades' worth of in-house expertise in managing waste, recycling, and diversion programs;

AND WHEREAS municipalities should have the right to approve or reject these projects and assess whether the potential economic benefits are of sufficient value to offset any negative impacts and environmental concerns;

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390 HIGHWAY 94, CORBEIL, ONTARIO P0H 1K0
TEL.: (705) 752-2740 FAX.: (705) 752-2452
Email: municipality@eastferris.ca


**REGULAR COUNCIL MEETING
HELD
May 8th, 2018**

THEREFORE BE IT RESOLVED that the Municipality of East Ferris supports Bill 16, *Respecting Municipal Authority over Landfilling Sites Act* introduced by MPP Ernie Hardeman and call upon the Government of Ontario, and all political parties, to formally grant municipalities the authority to approve landfill projects in or adjacent to their communities;

AND FURTHER that the Municipality of East Ferris send copies of this resolution to MPP Ernie Hardeman and all municipalities.

Carried Mayor Vrebosch

CERTIFIED to be a true copy of
Resolution No. 2018-165 passed by the
Council of the Municipality of East Ferris
on the 8th day of May, 2018.



Monica L. Hawkins, AMCT
Clerk

Making Connections: Straight Talk about Electricity in Ontario describes the province's electricity system and identifies some of the key issues facing decision makers. The report has information about how sources and demand for electricity have changed, and why Ontario exports it. It explains electricity pricing and the increases Ontario has experienced over the last 13 years, as well as the benefits of conservation and clean energy sources to the environment and human health. The report has a particular focus on the future in its discussion of the Long-Term Energy Plan and how critical it is to meeting Ontario's climate change commitments in 2030 and beyond.

All of our reports are available at our website at eco.on.ca, together with explanatory webinars. For ease of reference, we are also providing you with one hard copy of our two most recent reports for your library, together with summaries for use by members of Council and staff. I hope they will be useful to you in policy discussions, planning and implementation.

Please share these reports with your colleagues. For more information about any of the topics covered in these reports, for additional hard copies of the reports or summaries in either official language, or to request a meeting or briefing, please contact us at commissioner@eco.on.ca or 1-800-701-6454.

Thank you for all your hard work on behalf of your community.

Sincerely,

A handwritten signature in black ink, appearing to read "D Saxe". The signature is fluid and cursive, with the first letter "D" being large and prominent.

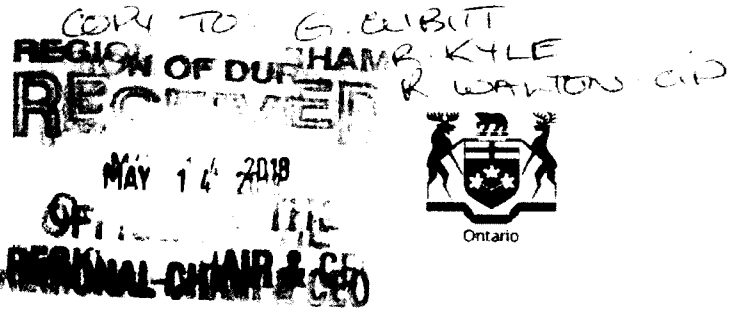
Dianne Saxe
Environmental Commissioner of Ontario

**Ministry of Finance
Office of the Minister**

7th Floor, Frost Building South
7 Queen's Park Crescent
Toronto ON M7A 1Y7
Telephone: 416 325-0400
Facsimile: 416 325-0374

**Ministère des Finances
Bureau du ministre**

7^e étage, Édifice Frost sud
7, Queen's Park Crescent
Toronto ON M7A 1Y7
Téléphone : 416 325-0400
Télécopieur : 416 325-0374



MAY 08 2018

**Mr. Roger M. Anderson
The Regional Municipality of Durham
Regional Chair and CEO
605 Rossland Road East
Level 5
PO Box 623
Whitby, Ontario
L1N 6A3**

Dear Mr. Anderson:

Thank you for your letter concerning engagements with Durham Region area municipalities that have been identified for initial cannabis retail stores in 2018. I sincerely apologize for the delay in responding.

In preparation for the federal legalization of cannabis, Ontario passed legislation in December 2017 to establish a safe and sensible framework to govern recreational cannabis within the province. This includes the sale of cannabis through the Ontario Cannabis Retail Corporation (OCRC), operating as the Ontario Cannabis Store, a government-operated crown corporation with a subsidiary relationship to the Liquor Control Board of Ontario (LCBO).

Municipalities were identified for an initial retail store in order to achieve geographic distribution of stores across all regions of the province, and to help reduce the presence of illegal stores currently operating in the province.

The Ministry of Finance and the LCBO held meetings with officials of each identified individual municipality, including Ajax, Oshawa, and Whitby, to discuss the siting process, including guidelines and local interests such as sensitive uses. The participation and input of regional representatives in these meetings was very much appreciated.

Municipalities are essential partners in Ontario's response to the federal government's decision to legalize recreational cannabis. In March, our government announced that it will provide \$40 million over two years to assist municipalities with the incremental implementation costs associated with legalization.

.../cont'd

This approach was developed through an engagement with the Association of Municipalities of Ontario and the City of Toronto. It provides municipalities with the certainty of funding in advance of legalization. Municipalities will be able to use this funding for incremental implementation costs related to recreational cannabis, such as policing, by-law enforcement and public health activities. Funding will be distributed to municipalities on a per household basis, adjusted to ensure that each municipal government receives no less than \$10,000. If Ontario's portion of the revenue from the federal excise duty on recreational cannabis for the first two years of legalization exceeds \$100 million, the province will provide municipal governments with 50 per cent of the surplus.

In determining the announced funding approach, the province and municipalities acknowledged the challenges in estimating initial incremental costs and savings. The province and municipalities are committed to working together, along with the federal government, to establish and analyze data on implementation costs. The province, the Association of Municipalities of Ontario and the City of Toronto will re-engage in two years to revisit funding when there is a better understanding of implementation costs.

In addition to our funding commitment, we are taking further steps to ensure a safe and sensible transition for communities and people by:

- Increasing the capacity of local law enforcement, including the Ontario Provincial Police, by funding sobriety field test training for police officers to help detect impaired drivers.
- Creating a specialized legal team to support drug-impaired driving prosecutions.
- Increasing capacity at the province's Centre of Forensic Sciences to support toxicological testing and expert testimony.
- Developing a program to divert youth involved in minor cannabis-related offences away from the criminal justice system.
- Creating a Cannabis Intelligence Coordination Centre to shut down illegal storefronts and help fight the unsafe and illegal supply of cannabis products.
- Providing public health units with support and resources to help address local needs related to cannabis legalization.
- Raising awareness of the new provincial rules that will take effect when cannabis is legalized federally.

.../cont'd

Thank you again for your letter and for your continued efforts as we prepare for the legalization of cannabis in 2018.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles Sousa', written in a cursive style.

Charles Sousa
Minister

GANARASKA REGION CONSERVATION AUTHORITY

MINUTES OF THE FULL AUTHORITY

April 19, 2018

FA 02/18

1. Welcome and Call to Order

The Chair called the Full Authority meeting to order at 7:15 p.m.

MEMBERS PRESENT: Wendy Partner, Chair - Municipality of Clarington
Jeff Lees, Vice-Chair - Municipality of Port Hope
Raymond Benns - Township of Alwicks/Haldimand
Brian Darling - Town of Cobourg
John Fallis - Township of Cavan Monaghan
Louise Ferrie-Blecher - Municipality of Port Hope
Mark Lovshin - Township of Hamilton
Forrest Rowden - Town of Cobourg

ALSO PRESENT: Linda Laliberte, CAO/Secretary-Treasurer
Leslie Benson, Interim Director of Watershed Services
Janice Teare, Coordinator of Watershed Services
Greg Wells, Manager, Planning & Regulations
Members of the public

ABSENT WITH REGRETS: Heather Stauble - City of Kawartha Lakes
Willie Woo - Municipality of Clarington

ALSO ABSENT:

2. Disclosure of Pecuniary Interest

None

3. Minutes of Last Meeting

FA 06/18

MOVED BY: Mark Lovshin

SECONDED BY: Brian Darling

THAT the Full Authority approve the minutes of the March 15, 2018 meeting.
CARRIED.

4. Adoption of the Agenda

FA 07/18

MOVED BY: John Fallis

SECONDED BY: Forrest Rowden

THAT the Full Authority adopt the agenda as presented.

CARRIED.

5. Delegations

None

6. Presentations

None

7. Business Arising from Minutes

a) Follow up to Greenbelt Golden Horseshoe CA Collaborative

FA 08/18

MOVED BY: Forrest Rowden

SECONDED BY: Brian Darling

WHEREAS the Province has affirmed its commitment to strengthen the Greenbelt, and to advance place-based planning on a regional scale through the Growth Plan for the Greater Golden Horseshoe;

WHEREAS the Greater Golden Horseshoe is one of the fastest growing regions in North America, with a projected population of almost 12 million people by 2031;

WHEREAS the planning and environmental issues affecting the Greenbelt and the Greater Golden Horseshoe are increasing in number and complexity;

WHEREAS there is a need to be able to address not only the local challenges but those that are more pervasive and regional in scale including climate change, flood remediation and the environmental impacts of growth;

WHEREAS a collaborative, coordinated and cohesive response to the environmental challenges of growth are needed by building a constituency of interest for a healthy urban region;

WHEREAS the health of Greenbelt Golden Horseshoe residents depends on the health of the natural environment and the sustainability and resilience of our communities;

WHEREAS Conservation Authorities provide valuable and value-added services and benefits to our municipal partners who are addressing complex issues including climate change, Great Lake water quality, public health and safety and sustainable city-building and transportation options;

WHEREAS the ten urban-based Conservation Authorities have met for over a decade as the Greater Golden Horseshoe Chief Administrative Officers (GGH CAO) group to address common concerns and to advance mutually beneficial solutions to the challenges facing the more populated watersheds;

WHEREAS there is an established history of place-based collaborative action among Conservation Authorities since 2000 – in the form of the Conservation Authorities Moraine Coalition (CAMC);

WHEREAS there is a need for and an opportunity to build expertise, understanding and capacity at the landscape scale;

WHEREAS there is an opportunity among the Conservation Authorities to share knowledge, coordinate action and ensure consistency of practice to advance better planning, policy and program outcomes;

WHEREAS an understanding exist that climate change is a significant threat to development and the security of individuals, communities and regions and there is a need to act in order to preserve and enhance, for future generations, the economic, social and environmental conditions that we enjoy;

WHEREAS there is an opportunity for Conservation Authorities and partner agencies to utilize resources (fiscal and human) in a more efficient and effective manner and to consider economies of scale from a research, knowledge and planning perspective;

THEREFORE IT IS RECOMMENDED THAT the Authority endorse the Ganaraska Region Conservation Authority's participation in the Greenbelt Golden Horseshoe Conservation Authorities Collaborative and authorize the CAO/Secretary-Treasurer to sign the attached Memorandum of Understanding.

CARRIED.

8. Correspondence

None

9. Applications under Ontario Regulation 168/06:

Permits approved by Executive:

FA 09/18

MOVED BY: Mark Lovshin

SECONDED BY: Ray Bennis

THAT the Full Authority receive the permits for information.

CARRIED.

Permit Application require Full Authority discussion:

None

10. Committee Reports:

a) Ganaraska Forest Recreation Users Committee Minutes – April 5, 2018

The Board members asked questions in regards to the discontinuing of Paul Dirty Enduro and the timber tender process.

FA 10/18

MOVED BY: Jeff Lees

SECONDED BY: John Fallis

THAT the Full Authority receive the Ganaraska Forest Recreation Committee Minutes from April 5, 2018 for information.

CARRIED.

11. New Business:

None

12. Other Business

None

13. In Camera

FA 11/18

MOVED BY: Mark Lovshin
SECONDED BY: Forrest Rowden

THAT the Full Authority Board move into camera.
CARRIED.

FA 12/18

MOVED BY: Mark Lovshin
SECONDED BY: Forrest Rowden

THAT the Full Authority move out of camera.
CARRIED.

FA 13/18

MOVED BY: Mark Lovshin
SECONDED BY: Brian Darling

THAT the Full Authority instruct staff to carry out the direction of the Board of Directors.
CARRIED.

14. Adjourn

The meeting adjourned at 8:00 p.m. on a motion by Mark Lovshin.

CHAIR

CAO/SECRETARY-TREASURER

ADR CHAMBERS OMBUDS OFFICE

OMBUDSMAN FOR THE REGIONAL MUNICIPALITY OF
DURHAM

2017

ANNUAL REPORT

C.S. - LEGISLATIVE SERVICES

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Take Appr. Action

TABLE OF CONTENTS

Message From the Ombudsman.....Page 3
ADR Chambers Ombuds Office Team.....Page 4
What We Do.....Page 5
2017 Complaints.....Page 7
Statistics.....Page 8
ADR Chambers Contact Information.....Page 9

MESSAGE FROM THE OMBUDSMAN

I am pleased to provide our first Annual Report for the Regional Municipality of Durham.

ADR Chambers has been providing Ombudsman Services for the Municipality for approximately one and a half years.

Ombudsman services are provided to ensure that members of the public receive fair and accountable treatment from their municipality and when that does not occur, to make recommendations for improvement.

Complaints may be made to our office once a complainant has gone through the municipality's internal complaint system and the complainant is unsatisfied with the outcome. Where we see potential for resolution, we will act as a go-between and mediate the issues to help reach a resolution satisfactory to all parties. Where resolution is not possible, we will investigate the complaint and may recommend the municipality take certain action.

It is important to understand that we do not replace decision-makers with our own recommendations and it is not our goal to impose our decisions on the municipality. Instead, we endeavour to ensure that the process is working as it should and we provide a neutral third-party oversight in this regard. Our work as an independent office attempts to promote fair treatment and works to ensure the right people are taking ownership and action.

Over the next year we will continue to work hard to carry out our important responsibilities and do our best to ensure both municipal officials and members of the public are aware of our services and that they can call on us for assistance when required.

April Schulze

Ombudsman

ADR CHAMBERS OMBUDS OFFICE

ADR CHAMBERS OMBUDS OFFICE TEAM

ADR Chambers Ombuds Office is headed by the Ombudsman, April Schulze. April was called to the Alberta bar in 2008 and the Ontario bar in 2015 and, prior to joining ADR Chambers Ombuds Office, she practiced civil litigation with private law firms in both Calgary and Grande Prairie, Alberta.

The Ombudsman is supported by a Deputy Ombudsman, Peter Maniatakis, as well as an Intake Officer.

Additionally, ADR Chambers Ombuds Office has a roster of experienced investigators, who also have experience in law, dispute resolution, and complaint handling.

ADR Chambers Ombuds Office and its staff act in compliance with accessibility, privacy legislation, obligations of confidentiality, and applicable codes of conduct.

WHAT WE DO

ADR Chambers Ombuds Office reviews complaints brought by members of the public about the Municipality of Durham. If a complainant is dissatisfied with the provision of services, a decision or recommendation made by the Municipality in the administration of municipal services, and the complainant has gone through the Municipality's internal complaint system and is not satisfied with the outcome, they may escalate their complaint to the ADR Chambers Ombuds Office. People may contact our office by phone, online and through the mail.

We investigate complaints with a view to resolving them either by agreement among the parties, or by issuing a report with analysis and conclusions, including any recommendations.

ADR Chambers Ombuds Office ensures all investigations are conducted in a fair, neutral, independent and confidential manner while respecting the rights and time constraints of the individuals involved.

Types of Complaints

The types of complaints that may be submitted by complainants are varied, including complaints about the denial of services or the failure to provide a proper quality of service; complaints that the Municipality has made a decision that is not within their legal power to make; complaints that the Municipality has not followed the appropriate procedures in reaching a decision; and complaints that the Municipality has failed to take a certain action that it is required to take under its rules, procedures or by-laws.

Process

Upon receiving a complaint, ADR Chambers Ombuds Office first considers whether it has the jurisdiction to investigate the complaint.

Situations where ADR Chambers Ombuds Office Will Not Investigate

There are certain matters that are not within our mandate to investigate. These include:

- Matters that are not within the jurisdiction of the Municipality of Durham
- Complaints regarding the conduct of Municipality Councillors and closed meetings of Municipality Council
- Complaints regarding any decision, recommendation, act or omission of any person acting as a legal adviser to the Municipality or acting as counsel to them in relation to any proceedings
- Matters for which there is a right of appeal, under an Act, to a court or tribunal, unless this right has been exercised or the time to exercise this right has expired

We also cannot investigate where a complainant has not exhausted the Municipality's internal complaint procedures or where more than 12 months have elapsed from the completion of the Municipality's complaint process, unless the Complainant can establish that there were exceptional circumstances justifying the delay.

There are other circumstances where we may decide not to investigate, such as cases where the subject matter of the complaint is trivial or the complaint is frivolous or vexatious, or where we believe that having regard to all of the circumstances of the case, no further investigation is necessary.

If ADR Chambers Ombuds Office does not investigate a complaint for one of the above reasons, the complainant will be notified of this decision in writing and reasons will be provided. Whenever possible, referral information will also be provided.

Complaints Within ADR Chambers Ombuds Office's Mandate

In cases where ADR Chambers Ombuds Office decides that it has the mandate to investigate, the Complainant and the Municipality are informed of the decision and the file is assigned to an investigator.

The investigator reviews the file and first considers whether a mediated resolution might be possible. Where possible, the investigator will seek to mediate a resolution. Where no resolution is possible, the investigator will proceed to gather information and ultimately draft a report containing a description of the complaint, the Ombudsman's findings, and a conclusion and recommendation.

In certain instances, such as cases where the Ombudsman concludes that the Municipality has acted appropriately, the report will indicate that the Ombudsman does not recommend that the Municipality take any action.

In other cases, the Ombudsman will recommend that the Municipality take certain action(s) to remedy a situation. Recommendations seek to achieve a satisfactory resolution of the complaint, however, all recommendations are non-binding.

Draft reports are submitted to the Ombudsman, who reviews the reports, along with another senior staff member. The reports are then circulated to both the Complainant and the Municipality, who are invited to provide comments. The Ombudsman and the investigator consider the comments and make any necessary changes to the report. The final report is then provided to both parties.

2017 COMPLAINTS

ADR Chambers Ombuds Office received 19 contacts about the Regional Municipality of Durham. Contacts are instances when complainants contact ADR Chambers Ombuds Office, either by phone or through correspondence, expressing a possible interest in filing a Complaint and seeking information regarding the process. Complaints are not opened until we have a completed and signed Complaint Submission Form.

Of the 19 contacts regarding the Municipality, 6 complainants were referred to the Municipality, as complainants are first required to bring their complaint to the Municipality before escalating them to the ADR Chambers Ombuds Office, and 4 complainants were referred elsewhere.

Additionally, of the 19 contacts, 3 complainants have been advised that we require a Complaint Submission Form to be completed and submitted in order to proceed with their complaints, however, they have yet to submit the completed forms. Complaint Submission Forms are necessary in order to determine whether the complaint is within our mandate and to ensure that all parties are aware of and are prepared to abide by the confidentiality requirement.

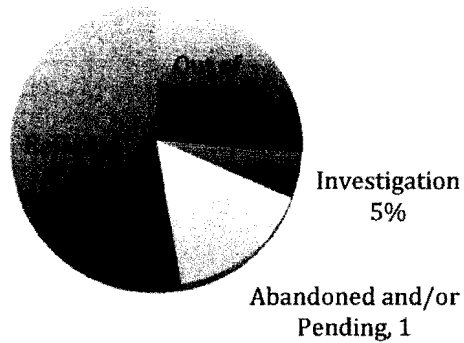
Out of the 19 contacts, 6 resulted in a Complaint file being opened. Five of these were deemed to be outside our mandate and an Initial View letter was issued. These complaints were outside our mandate for a variety of reasons, including that we do not have jurisdiction to review complaints regarding the Durham District School Board or Durham Region Housing, and that we do not investigate matters that are the subject of litigation. The other complaint, which was about Durham Region Transit door-to-door service availability, was assigned for investigation. However, the complainant later requested that the complaint be closed, as they were moving out of Durham and the complaint was therefore moot.

There was no active investigation at the time this Annual Report was published.

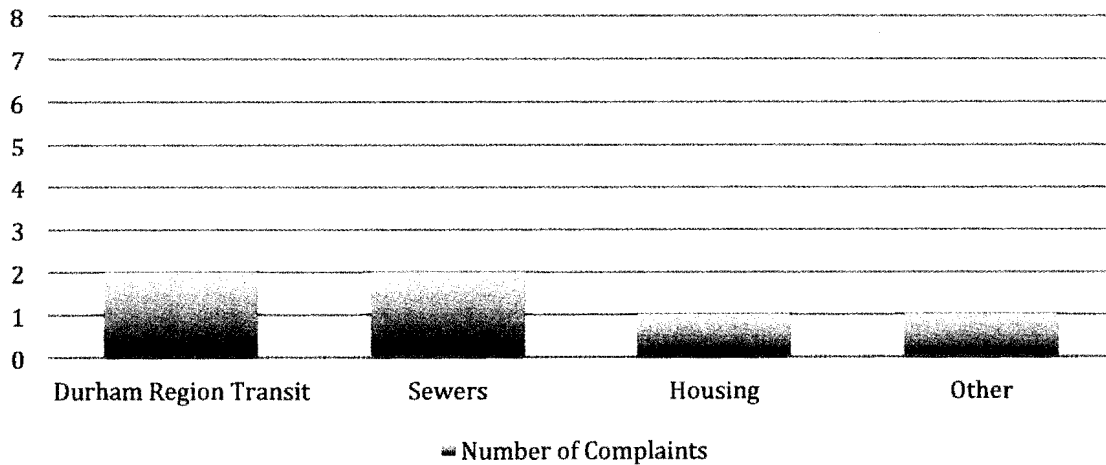
STATISTICS

Out of the 19 complaints made to our office, 10 were referred elsewhere, 3 potential Complaints are pending the return of our intake documents, 5 were outside our mandate, and 1 complaint was opened and assigned to investigation.

Contacts



Subject Matter of Complaints Received in 2017



ADR CHAMBERS OMBUDS OFFICE CONTACT INFORMATION

ADR Chambers Ombuds Office

P.O. Box 1006
31 Adelaide Street East
Toronto, ON
M5C 2K4

Tel: 1-844-235-4442 | Fax: 1-877-803-5127

Email: ombudsman@adr.ca

www.municipalombuds.ca/



ADR Chambers Ombuds Office

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

The Regional Municipality of Durham

MINUTES

DURHAM AGRICULTURAL ADVISORY COMMITTEE

May 8, 2018

A regular meeting of the Durham Agricultural Advisory Committee was held on Tuesday, May 8, 2018 in Boardroom 1-B, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:30 PM

Present: G. O'Connor, Regional Chair
Z. Cohoon, Federation of Agriculture, Chair
I. Bacon, Member at Large attended the meeting at 7:38 PM
B. Howsam, Member at Large
J. Henderson, Oshawa
K. Kemp, Scugog
B. Smith, Uxbridge
G. Taylor, Pickering
B. Winter, Ajax

Absent: E. Bowman, Clarington
K. Kennedy, Member at Large
D. Risebrough, Member at Large
H. Schillings, Whitby
F. Puterbough, Member at Large, Vice-Chair
T. Watpool, Brock, Vice-Chair

Staff

Present: K. Kilbourne, Project Planner, Department of Planning and Economic Development
S. McEleney, Planner, Planning and Economic Development, left the meeting at 8:11 PM
R. Trewin, Project Manager, Transportation Design, Works, left the meeting at 8:45 PM
N. Prasad, Committee Clerk, Corporate Services – Legislative Services

1. Adoption of Minutes

Moved by B. Winter, Seconded by K. Kemp,
That the minutes of the Durham Agricultural Advisory Committee meeting held on April 10, 2018 be adopted.

CARRIED

2. Declarations of Interest

There were no declarations of interest.

3. Delegation

A) Ian McDougall, Durham Active Transportation Advisory Committee (DATC)

I. McDougall provided a PowerPoint Presentation regarding the Durham Active Transportation Advisory Committee and possible collaboration with DAAC on the Share the Road Discussion. He also presented a YouTube video regarding the Share the Road initiative from the Town of Blue Mountains.

I. McDougall stated that the Durham Trail Coordinating Committee (DTCC) recently updated their mandate to include active transportation. He stated that the key theme of the collaboration between DAAC and DTCC/DATC is the share the road discussion and synergies between slow moving vehicles, being bikes and farm vehicles.

I. McDougall advised that there is no regional policy with regards to cyclists and farm vehicles sharing the road but that it is becoming a regional priority. He stated that staff has looked at other jurisdictions with regards to what they have done and has requested data from Traffic Operations to determine the overlap between road incidents involving cyclists and farm vehicles. He advised that discussions are taking place with regards to how police can enforce this initiative; whether it is a regional or municipal priority; and cyclists on rural roads as a tourism issue.

Detailed discussion ensued with regards to cyclists getting upset when tractors are too wide and they have to pull over or stop to let the tractors go by; cyclists riding during busiest times of the day; cyclists need to be aware that there are farm vehicles on the roads as well; the possibility of designating certain roads as bicycle routes; clarification regarding the designation of the Greenbelt bicycle route; whether bike routes are reviewed after they have been created to determine whether changes are warranted; and motorists being an issue with regards to sharing the road as well. It was suggested that education be a priority and that brochures and information pamphlets be provided to cycling clubs, police, and other organizations as needed.

4. Presentations

A) Ron Trewin, Regional Works Department – Update on Regional Roads and Infrastructure Projects

R. Trewin provided a PowerPoint Presentation regarding the Regional Municipality of Durham – 2018 Capital Road Program and Forecast.

Highlights of the presentation included:

- Overview
- Condition of the Road Network
- Capital Road Program Growth
- 2018 Capital Road Program – Distribution by Project/Program Type
- Priority Corridors in 2019-2027 Forecast
 - Brock Rd. from Bayly St. to Whitevale Rd.
 - Harmony Rd. from Taunton Rd. to Conlin Rd.
 - Widening of the Bayly/Victoria/Bloor corridor
 - Thickson Rd. from Wentworth St. to Hwy 407
 - Gibb St./Olive Ave. from East of Stevenson Rd. to Ritson Rd.
- Proposed 2018-2022 Road Rehabilitation Projects
- 2018-2022 Structures
- Highway 407 East Related Projects
- Seaton – Region Road Network
- 2018 Rural Road Rehabilitation Projects
 - Regional Road 12/Lake Ridge Rd. Intersection Roundabout
 - Regional Road 21 from Marsh Hill Rd. to Hwy 12, 3.5 km
 - Regional Road 8 from Mill Run Gate to 0.4 km west of Conc. Rd. 4, 3.0 km
 - Region Road 23 Lake Ridge Rd. from 1.6 km north of Hwy. 7 to Conc. 9 (Reg. Rd 5) 4.5 km
 - Region Road 20 from 250 m East of Regional Road 57 to West of Middle Road 1.35 km
 - Region Road 14 from Liberty St. from north of Concession Rd. 4, 1.9 km
 - Region Road 57 from south of Conc. Rd. 3 to 0.13 km north of Conc. Rd. 4, 2.2 km
- 2018 Intersection Project with future Rural Road Reconstruction
- Design Considerations
- What's New:
 - Roundabouts
 - Rural Driveway Entrances
 - Road Right-of-Way Purchases
 - Bicycle Accessible Shoulders
 - Wildlife Passages
 - Drainage Improvements and Climate Change

R. Trewin advised that many forecasted road rehabilitation and reconstruction projects have higher levels of complexity due to: geometric design requirement for vertical and horizontal alignment; construction of turning lanes; upgrading to full regional standards including wider lanes and shoulders and improved drainage ditches; roadside safety improvements; land acquisition and utility relocation; and permitting requirements. He advised that many of the forecasted work locations are planned over a multi-year timeframe.

R. Trewin also advised that:

- recommendations from DAAC were considered in the design of the proposed roundabouts and the roundabouts will include semi-mountable curbs around the centre circle as well as on the outside of the roundabout entries, and that detailed design will include reviewing the placement of traffic signs;
- recommendations from DAAC were taken into consideration with regards to the width and radius of rural driveway entrances;
- regional rural road upgrades are starting to receive more funding which will lead to right-of-way widening property purchases;
- the Region will be paving rural road shoulders where feasible to make the roads more bicycle accessible;
- wildlife passage and barriers are beginning to be installed in certain areas; and
- the Region is reviewing culvert sizes for larger rainfall and spring runoff events as a result of climate change.

R. Trewin responded to questions regarding the possibility of making the wildlife culverts higher to allow snow mobiles to go through. The Committee requested that the 2018 Capital Road Program and Forecast be provided to the area municipalities.

5. Discussion Items

A) Draft Agricultural Impact Assessment Guidance Document Comments

K. Kilbourne provided a review of the draft Agricultural Impact Assessment Guidance Documents and a verbal update regarding consultation with the Agricultural Community. No further comments were provided and it was stated that the committee will continue to monitor the matter and release of the final guidance document.

B) Draft Development Charges By-law Comments

There were no comments provided with regards to this item.

C) Broadband Strategy Phase One Comments

It was noted that some members had difficulty accessing the link to the report as provided on the Agenda. It was stated that connectivity remains an ongoing issue.

D) Climate Change Agricultural Task Force Update

K. Kilbourne advised that the workplan has been finalized and the next meeting of the Climate Change Agricultural Task Force will be September 17, 2018. She advised that the Task Force will be working with students from the University of Guelph to assess risks and vulnerabilities for agriculture based on climate projections and investigate potential program options for addressing climate adaptation. She stated that there is also a list of stakeholders and groups to be consulted and that the proposed programs will be presented at the Task Force meeting in September.

E) 2018 DAAC Farm Tour

Discussion ensued with regards to the speaker and it was confirmed that Bruce Vandenberg be contacted to speak at the Farm Tour.

F) Rural and Agricultural Economic Development Update

K. Kilbourne provided the following update on behalf of N. Rutherford, Manager, Agriculture and Rural Affairs:

- With regards to the Local Food Business Retention and Expansion Project, 62 interviews have been conducted. Staff is reaching out to a few specific businesses with the option to complete a pdf version of the survey on their own, to be followed up by a phone call. The completed surveys are being entered into the data collection system.
- Applications for the 2018 Premier's Award for Agri-Food Innovation Excellence are being accepted until May 25, 2018. Eligible applicants include primary producers and farmers, food processors and agri-food organizations.
- The Region of Durham Spring Farmers Market will be held on June 8, 2018 from 9 AM to 1:30 PM. Please advise staff of any interested vendors.
- Doug Griffiths, the author of, "13 Ways to Kill Your Community Event" will be at the Trinity United Church on May 23, 2018 from 5:30 PM to 10 PM. His book provides a unique perspective on economic development in rural small towns.

6. Information Items

A) Carruthers Creek Watershed Plan Update (2018-INFO-54)

A copy of Report #2018-INFO-54 of the Commissioner of Planning and Economic Development regarding the Carruthers Creek Watershed Plan Update was provided as Attachment #3 to the Agenda and received.

B) Provincial Decisions on the Regional Natural Heritage System and Agricultural System (2018-INFO-57)

A copy of Report #2018-INFO-57 of the Commissioner of Planning and Economic Development regarding Provincial Decisions on the Regional Natural Heritage System and Agricultural System for the Growth Plan for the Greater Golden Horseshoe was provided as Attachment #4 to the Agenda and received.

C) Municipal Comprehensive review of the Durham Regional Official Plan (2018-COW-93)

A copy of Report #2018-COW-93 of the Commissioner of Planning and Economic Development regarding "Envision Durham": The Municipal Comprehensive Review of the Durham Regional Official Plan was provided as Attachment #5 to the Agenda and received.

7. Other Business

There were no items of other business.

8. Date of Next Meeting

The next regular meeting of the Durham Agricultural Advisory Committee will be held on Tuesday, June 12, 2018 starting at 7:30 PM in Boardroom 1-B, Level 1, 605 Rossland Road East, Whitby.

9. Adjournment

Moved by G. Taylor, Seconded by B. Smith,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 9:09 PM

Z. Cohoon, Chair, Durham
Agricultural Advisory Committee

N. Prasad, Committee Clerk

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

Regional Municipality of Durham

MINUTES

DURHAM REGION ROUNDTABLE ON CLIMATE CHANGE

May 11, 2018

A regular meeting of the Durham Region Roundtable on Climate Change was held on Friday, May 11, 2018 in Boardroom LL-C, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 1:00 PM.

Present: R. Gauder, Citizen Member, Chair
Councillor Ballinger, Works Committee
B. Bridgeman, Commissioner of Planning and Economic Development, Alternate, left the meeting at 2:29 PM
C. Desbiens, Citizen Member
Councillor Gleed, Health and Social Services Committee
T. Hall, Citizen Member
D. Hoornweg, Citizen Member
J. Kinniburgh, Citizen Member
H. Manns, Citizen Member
C. Mee, Citizen Member
K. Shadwick, Citizen Member
Councillor Mitchell, Planning & Economic Development Committee attended the meeting at 1:07 PM
B. Neil, Citizen Member
Z. Vonkalckreuth, Citizen Member

Absent: Regional Chair O'Connor
Councillor Ashe, Finance & Administration Committee
G.H. Cubitt, Chief Administrative Officer
R. Plaza, Citizen Member
J. Solly, Citizen Member
M. Vroegh, Citizen Member, Vice-Chair

Staff

Present: M. Januszkiewicz, Director of Waste Management
B. Kelly, Manager of Sustainability, Office of the CAO
S. Penak, Committee Clerk, Corporate Services – Legislative Services

1. Adoption of Minutes

Moved by Councillor Ballinger, Seconded by D. Hoornweg,
That the minutes of the regular Durham Region Roundtable on
Climate Change meeting held on March 9, 2018, be adopted.
CARRIED

2. Declarations of Interest

There were no declarations of interest.

3. How the Region of Durham will address the New Provincial Organics Framework

A) Mirka Januszkiewicz, Director of Waste Management, Region of Durham re: Ontario's Food and Organic Waste Framework

M. Januszkiewicz provided a presentation titled Ontario's Food and Organic Waste Framework. A copy of the Ontario's Food and Organic Waste Framework was provided as Attachment 2 to the agenda. A copy of the PowerPoint presentation was provided to the Committee prior to the meeting.

Highlights from the presentation included:

- Food and Organic Waste Framework
- Food and Organic Waste Framework Objectives
- Action Plan
- The Policy Statement
- Management of collected food waste
- The Policy Statement and Durham Region
- Durham Anaerobic Digestion Project
 - Organics Management Plan
- Organics and Sustainability
- Durham AD Project – Timeline

M. Januszkiewicz advised that the vision of the Food and Organic Waste Framework is that of a circular economy that moves towards zero food and organic waste and zero greenhouse gas emissions from the waste sector. She noted that the ban on food and organic waste from disposal will begin in 2022.

M. Januszkiewicz advised that there are four objectives to the Food and Organic Waste Framework. These objectives are: to reduce food and organic waste; recover resources from food and organic waste; support resource recovery infrastructure; and promote beneficial uses of recovered organic resources.

M. Januszkiewicz stated that the Province is currently working with the Government of Canada on preventing food waste. She also stated that the Policy Statement sets organics diversion targets for various sectors and geographic areas. Durham's diversion target is 70% for the single family sector and 50% for multi-residential by 2023. She informed the Committee that Durham is looking to maximize the value of its organics and that possible solutions would be to use the organic waste as fuel; take the surplus food to feed the need; and to use the food waste as animal feed.

M. Januszkiewicz stated that Report #2018-COW-98: Organics Management Request for Information Update was considered by Council on May 9, 2018. She advised the Committee that an additional report will be coming that will highlight next steps.

M. Januszkiewicz responded to questions from the Committee regarding details on the ban of the food and organic waste from disposal ban; whether Durham Region can sell its compost back to farmers similar to what Europe does; how much it costs for Spanish cities to run their anaerobic digesters; whether Durham has a policy for the industrial, commercial, and institutional (ICI) sector if the borders close for waste generated in Durham Region, and what restrictions are placed on organics in the ICI sectors' waste stream going across the border from the Province; the amount of waste Durham Region creates compared to other jurisdictions; justifications for a four garbage bag limit every two weeks; and any legislation forthcoming regarding extended producer responsibility in order for manufacturers to decrease their packaging.

M. Januszkiewicz informed the Committee that she would bring back a presentation on packaging to the Committee if there was interest and that she would provide the link to the full report on Blue Box Extended Producer Responsibility.

B. Kelly highlighted that Durham Region is ahead of the game regarding educating the public on how to reduce food waste and noted that in the Spring 2018 issue of Durham Works, all of page 10 is dedicated to promoting methods to the public on how to plan better and sharpen their food storage skills.

4. Storm Water Management Fee and Credit Program – Research and Recommendations Report

A) Professor Joel Baetz, Trent University at Durham GTA re: Storm Water Management Fee and Credit Program – Research and Recommendations Report

J. Baetz provided a presentation titled “Storm Water Management Fee and Credit Program – Research and Recommendations”. A copy of the Storm Water Management Fee and Credit Program – Research and

Recommendations Report was provided as Attachment 3 to the agenda. A copy of the presentation was provided to the Committee prior to the meeting.

Highlights from the presentation included:

- Our Research Questions
- Process
 - Literature Reviews
 - Interviews
 - Case Studies
- Problem
 - Quality (Pollution)
 - Quantity (Flooding)
 - Liability (Lawsuits)
- Recommendations
- Criteria for Determining a Storm Water Management (SWM) Fee Program
- Participation Rates in Waterloo's Credit Program
- Principles for Effective Environmental Communication
- Multi-Phase Communication Strategy
- Research Team

J. Baetz highlighted the following two research questions which were the focus of this project: what is the best storm water management (SWM) fee and credit program for Durham's municipalities; and, what is the best communication strategy.

J. Baetz discussed the following recommendations:

- Implement a hybrid storm water fee program, with a flat rate for properties unconnected to water services and a tiered rate for properties connected to water and wastewater services;
- Develop a non-financial recognition program to acknowledge property owners' efforts to manage their own storm water;
- Develop all necessary datasets before creating the fee program;
- Develop a billing system that coordinates municipal property information with the Region's water bill;
- Form a single communications team to develop materials and implement a strategy tailored to various communities in the region;
- Designate a program coordinator to oversee all storm water management fee program responsibilities and projects;
- Develop a communications strategy that follows best practice guidelines and involves education and engagement; and
- Design and implement a multi-phase communication strategy.

J. Baetz advised the Committee that there are currently eight municipalities in Ontario with a storm water management fee program.

J. Baetz responded to questions of the Committee regarding low impact development; rain gardens; permeable pavement requirements in Minnesota; the extensive water reduction policy at York Region; and who pays for the storm water management fees, specifically in Waterloo.

B. Kelly thanked J. Baetz and his student researchers for all of their hard work and dedication to this project.

5. Keeping Our Cool – New Publication

A) Brian Kelly, Manager of Sustainability, Region of Durham re: Keeping Our Cool – New Publication

B. Kelly provided an update regarding the new publication titled “Keeping Our Cool: Managing Urban Heat Islands in Durham Region – 2018”, which was provided as a handout at the meeting.

B. Kelly advised that this publication arose from a previous presentation made at the February 9, 2018 DRRCC meeting and relates to pages 55 and 56 of the Community Climate Adaptation Plan. He noted the significant contributions made by Corporate Services - Information Technology, and Geographic Information System staff including R. Halko and J. Booth who did the mapping for this document. He also advised that this is a public document aimed at decision makers to provide information on urban heat islands in Durham; the evidence and explanation on what they are; the health effects and measures to mitigate urban heat islands.

B. Kelly stated the document includes individual maps of each municipality in Durham showing varying surface temperatures; priority health neighbourhoods; hospitals; daycares; vulnerable areas; areas to find relief from the heat; and more.

Discussion ensued regarding how this document will be distributed and potential results/benefits that will arise from this document.

6. Other Business

A) Futures Forum on Energy and the Environment – University of Ontario Institute of Technology (UOIT)

D. Hoornweg attended the Futures Forum on Energy and the Environment at UOIT on May 2, 2018 along with other members of the Committee. He noted that C. Desbiens and Z. Vonkalckreuth made their student presentation and it was well received.

D. Hoornweg noted that all information can be found on the website which includes the podcasts and presentation. He will send the link to B. Kelly.

B) Mitigating the Negative Impacts of Extreme Heat in Apartment Buildings –
City of Toronto

B. Kelly advised that the following major recommendations regarding heat reduction standards and maximum allowable temperatures in rental units made by the City of Toronto's Licensing and Standards Committee were approved for further development:

- i) That all existing apartment buildings be required to provide air conditioned units or an air conditioned cool room in the building;
- ii) That all new apartment buildings be required to have air conditioning and add measures that enable passive cooling; and
- iii) That all apartment buildings be required to undergo retrofits, such as new windows, heavy-duty screens, cladding and other passive and active cooling systems, and updated heating systems to mitigate the negative health impacts of heat on tenants.

C. Mee noted that she followed up with the program manager in Toronto and that it was a different committee that came back and examined this issue with public health. This committee came back with the same recommendation that they do not support a maximum allowable temperature standard due to the lack of health information but it is encouraging to see continued interest in the issue.

C) California will require Solar Power for New Homes

B. Kelly informed the Committee that on May 9, 2018 the state of California Energy Commission voted unanimously to require all new houses built in California after 2020, and all apartment buildings less than three stories high, to have some form of solar power.

D) GreenON – Ontario Solar Incentives

B. Kelly informed the Committee that recently GreenON announced an incentive program that will offset a significant portion of the installation of a solar photovoltaic (PV) system or storage battery on commercial and residential properties. He noted that the residential incentives include \$1.00/per watt for residential Solar PV Systems and \$370/kilowatt hour for Residential Storage Systems.

7. Date of Next Meeting

The next regular meeting of the Durham Region Roundtable on Climate Change will be held on Friday, June 8, 2018 starting at 1:00 PM in Room LL-C, Regional Headquarters Building, 605 Rossland Road East, Whitby.

8. Adjourment

Moved by Councillor Ballinger, Seconded by Councillor Mitchell,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 2:44 PM.

R. Gauder, Chair, Durham Region
Roundtable on Climate Change

S. Penak, Committee Clerk