



# The Regional Municipality of Durham

## COUNCIL INFORMATION PACKAGE

### September 28, 2018

#### **Information Reports**

[2018-INFO-138](#) Commissioner of Works – re: Road Rationalization Discussions with Local Area Municipalities – Status Update

#### **Early Release Reports**

There are no Early Release Reports

#### **Staff Correspondence**

1. [Memorandum from G. O'Connor, Regional Chair and CEO](#) – re: Certificate of Proclamation – Imagine a Day Without Water – October 10, 2018
2. [Memorandum from G. O'Connor, Regional Chair and CEO](#) – re: Certificate of Proclamation – Waste Reduction Week – October 15 to 21, 2018
3. [Memorandum from G. O'Connor, Regional Chair and CEO](#) – re: Appointment of the CAO

#### **Durham Municipalities Correspondence**

1. [Municipality of Clarington](#) – re: Resolution passed at their Council meeting held on September 17, 2018, regarding Paramedic Services as a Full Essential Service
2. [Town of Ajax](#) – re: Resolution passed at their Council meeting held on September 17, 2018, regarding Preventing Gun Violence in Ajax
3. [Town of Ajax](#) – re: Resolution passed at their Council meeting held on September 17, 2018, regarding Bill 5, Better Local Government Act, 2018 and Notwithstanding Clause

#### **Other Municipalities Correspondence/Resolutions**

1. [Town of Georgina](#) – re: Resolution passed at their Council meeting held on September 12, 2018, endorsing the position of the Town of Aurora respecting Greenbelt Protection and White Belt Lands

**Miscellaneous Correspondence**

1. [Ganaraska Region Conservation Authority](#) – re: Emailing the unapproved minutes of their September 20, 2018 meeting

**Advisory Committee Minutes**

1. Durham Agricultural Advisory Committee (DAAC) minutes – [September 11, 2018](#),
2. Durham Nuclear Health Committee (DNHC) minutes – [September 14, 2018](#)

Members of Council – Please advise the Regional Clerk at [clerks@durham.ca](mailto:clerks@durham.ca), if you wish to pull an item from this CIP to be included on the next regular agenda of the appropriate Standing Committee, beginning with the new term of Council in December 2018.

(Note: Items will be included on the next regularly scheduled Committee meeting if the Regional Clerk is advised by Wednesday noon the week prior to the meeting)

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# The Regional Municipality of Durham Information Report

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From: Commissioner of Works  
Report: [#2018-INFO-138](#)  
Date: September 28, 2018

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**Subject:**

Road Rationalization Discussions with Local Area Municipalities – Status Update

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**Recommendation:**

Receive for information

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**Report:**

**1. Background and Purpose**

- 1.1 In March 2018, Information Report #2018-INFO-31 (Attachment #1) was issued to update Regional Municipality of Durham (Region) Council on the findings to date of the Region-wide Road Network Rationalization Study. On the basis of sound transportation planning principles, the report identified candidate road segments for jurisdictional transfer in the short-term (i.e. preliminary recommendation being “transfer candidate”) and highlighted segments recommended for future consideration (i.e. preliminary recommendation being “no transfer, reconsider in the future”). Candidates were identified in all Local Area Municipalities (LAM’s), with the exception of the Township of Uxbridge (Uxbridge). The report acknowledged that transfer opportunities in each LAM have unique considerations that will require further discussion.
- 1.2 Report #2018-INFO-31 had identified the transfer of Regional Road 7 (Island Road) to the Township of Scugog (Scugog) as the only candidate for the short-term. Discussing the Region’s report in May 2018, Scugog Council stated its opposition to this transfer and asked this be re-assessed in future road rationalization discussions. Considering potential changes in traffic volume levels and patterns due to the proposed expansion of the Great Blue Heron Casino which could influence the role of Island Road in the future, Regional staff deemed

it reasonable to defer this to future road rationalization discussions. There were no candidates identified for transfer to the Region in the short term.

- 1.3 Over the last few months, Regional staff met and exchanged correspondence with staff representatives of the six impacted LAM's to specifically discuss the feasibility, mutual interest and possible timing for the transfer of road candidates that Report #2018-INFO-31 identified for the short-term. At a high level, LAM staff expressed consensus with the short-term candidates, therefore the meetings and exchanges predominantly focused on implementation considerations. The purpose of this report is to update Regional Council on these meetings/exchanges and place on public record a summary of staff level views and consensus elements on the proposed short-term transfers.

## 2. Town of Ajax

- 2.1 Table 1 details the short-term candidates that were identified in the Town of Ajax (Ajax).

**Table 1: Ajax – Road Transfer Candidates**

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
31	Westney Road	Harwood Avenue	Bayly Street	2.7	9.5	Urban	Transfer Candidate
Local to Regional	Rosland Road	Pickering/Ajax Boundary	Lake Ridge Road	7.2	14.3	Urban	Transfer Candidate

- 2.2 To advance discussions, Ajax will be preparing a letter to the Region this fall proposing a framework and key milestones for the two proposed transfers.

## 3. Township of Brock

- 3.1 Table 2 describes the short-term candidates identified in the Township of Brock (Brock).

**Table 2: Brock – Road Transfer Candidates**

Regional Road	Roads	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
47	Shoreline Road	Mara Road	Simcoe/Durham Boundary	2.1	4.3	Rural	Transfer Candidate
50	Portage Road	Highway #12	Regional Highway #48	4.3	8.8	Rural	Transfer Candidate
51	Talbot Road	Reg. Rd. #50	Simcoe/Durham Boundary	0.1	0.2	Rural	Transfer Candidate
Local to Regional	Simcoe Street	Brock Concession #14	Regional Highway #48	15.5	31	Rural	Transfer Candidate
Local to Regional	Thorah Concession Road 1	Highway #12/48	Simcoe St.	6.8	13.7	Rural	Transfer Candidate

3.2 Brock staff advised/reminded Regional staff of their current boundary road agreement for Simcoe Street with the City of Kawartha Lakes who would need to be engaged in related transfer discussions.

3.3 Brock staff also expressed specific concerns about implications to their road maintenance obligations in relation to Minimum Maintenance Standards (MMS). In order to advance the Township's further consideration of the three Region-to-Local transfer candidates, the Region has provided additional information including Average Annual Daily Traffic volumes (AADT), MMS Service Class, Pavement Condition Index (PCI), structure conditions, and snow plow routes.

#### 4. Municipality of Clarington

4.1 Table 3 describes the short-term candidates identified in the Municipality of Clarington (Clarington).

**Table 3: Clarington – Road Transfer Candidates**

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
17	Main Street	Winter Road	Taunton Road	3	6.6	Urban	Transfer Candidate
Local to Regional	Holt Road	Highway #401	Regional Highway #2	3.2	6.3	Rural	Transfer Candidate

<b>Regional Road</b>	<b>Road</b>	<b>From</b>	<b>To</b>	<b>Length (km)</b>	<b>Lane (km)</b>	<b>Urban/Rural Area</b>	<b>Preliminary Recommendation</b>
Local to Regional	Boundary Road	Highway #35	Highway #115	1.8	3.6	Rural	Transfer Candidate

4.2 Clarington staff advised/reminded Regional staff of their current boundary road agreement for Boundary Road with the City of Kawartha Lakes who would need to be engaged in related transfer discussions.

4.3 The Region has provided additional information to Clarington for further consideration of the Main Street transfer, including AADT, MMS Service Class, PCI and structure conditions. Clarington staff will be reporting to their Council on their assessment of the proposed transfers.

## 5. City of Oshawa

5.1 Table 4 describes the short-term candidates identified in the City of Oshawa (Oshawa).

**Table 4: Oshawa – Road Transfer Candidates**

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
2	Simcoe St.	Harbour Road	Wentworth Street	1.0	3.6	Urban	Transfer Candidate
3	Winchester Road East/ Grandview Street North	Harmony Road	Columbus Road	2.6	5.7	Urban	Transfer Candidate
35	Wilson Road.	Bloor Street	Taunton Road	6.2	17.7	Urban	Transfer Candidate
52	Boundary Road	Wentworth Street W	Philip Murray Avenue	0.9	2.5	Urban	Transfer Candidate
54	Park Road	Bloor Street	Rossland Road	4.3	15.8	Urban	Transfer Candidate
Local to Regional	Harmony / Columbus Road	Winchester Road	Grandview Street	2.6	5.2	Urban	Transfer Candidate
Local to Regional	King Street (West)	Oshawa/ Whitby Boundary	Centre Street	2.7	11.3	Urban	Transfer Candidate
Local to Regional	Bond Street (West)	King Street	Centre Street	1.8	6.1	Urban	Transfer Candidate
Local to Regional	King Street (East)	Ritson Road North	Townline Road	3.4	14.3	Urban	Transfer Candidate
Local to Regional	Bond St.(East)	Ritson Road North	King Street East	1.7	4.8	Urban	Transfer Candidate

5.2 Oshawa staff advised they will be reporting to their Council acknowledging support in principle for the candidates identified for short-term transfer. It should be noted that as a correction the previously referenced candidate (Region-to-Local) of Townline Road South from Gord Vinson Avenue to Bloor Street (0.25 km in length) in Report #2018-INFO-31 was removed from further discussion as this segment is already in the City's jurisdiction.

## 6. City of Pickering

6.1 Table 5 describes the short-term candidates identified in the City of Pickering (Pickering).

**Table 5: Pickering – Road Transfer Candidates**

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
Previously Reg. Rd. 1	Mowbray Street	North limit of Highway #407	Brock Road	1.3	3.5	Urban	Transfer Candidate
Previously Reg. Rd. 5	9th Concession	Regional Road 5 / Concession Road #9	Lake Ridge Road	0.1	0.2	Urban	Transfer Candidate
24	Church Street	Bayly Street	Pickering/Ajax Boundary	0.9	2	Urban	Transfer Candidate
38	Whites Road	0.6 km South of Oklahoma Drive	Bayly Street	0.9	2.6	Urban	Transfer Candidate
Local to Regional	Third Concession Road	Pickering/Ajax Boundary	West of Valley Farm Road	1.7	3.4	Urban	Transfer Candidate
Local to Regional	Whitevale Road	200m West of Future Rossland Road Extension	Brock Road	1.7	3.4	Urban	Transfer Candidate
Local to Regional	Sideline 26 (South)	Taunton Road	Whitevale Road	2.1	4.1	Urban	Transfer Candidate
Local to Regional	Sideline 26 (Middle)	Whitevale Road	Highway #7	-	-	Urban	Transfer Candidate

6.2 The transfer of Sideline 26 (South) to the Region was approved by Pickering in June 2018. It was also noted that Pickering has drafted a Report to their Council regarding the transfer of Third Concession Road (as per above table) to the Region. To advance discussions, Pickering will be presenting a position paper early next year to the Region on the transfer candidates.



## 7. Town of Whitby

7.1 Table 6 describes the short-term candidates identified in the Town of Whitby (Whitby).

**Table 6: Whitby – Road Transfer Candidates**

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
22	Victoria Street (old alignment)	0.7 km West of Thickson	0.4 km West of Thickson Road	0.3	0.6	Urban	Transfer Candidate <sup>2</sup>
43	Cochrane Street	Dundas Street	Rossland Road	2.1	6.1	Urban	Transfer Candidate <sup>1</sup>
45	Henry Street	Victoria Street	Burns Street W	1.2	3.3	Urban	Transfer Candidate <sup>1</sup>
45	Henry Street	Burns Street W	Dundas Street	0.9	2.6	Urban	Transfer Candidate <sup>1</sup>
46	Brock Street	Water Street	Victoria Street	1.0	2.7	Urban	Transfer Candidate <sup>1</sup>
46	Brock Street	Victoria Street	South Limit of Highway #401	0.3	1.5	Urban	Transfer Candidate <sup>1</sup>
Former 23	Lake Ridge Road (North)	Almond Avenue	Cresser Avenue	0.3	0.6	Urban	Transfer Candidate <sup>3</sup>
Former 23	Lake Ridge Road (South)	0.65 km N of Victoria Street	0.88 km N of Victoria Street	0.2	0.6	Urban	Transfer Candidate <sup>3</sup>
Local to Regional	Rossland Road	Lake Ridge Road	Cochrane Street	2.9	8.9	Urban	Transfer Candidate <sup>1</sup>
Local to Regional	Dundas Street	Fothergill Court	Cochrane Street	5.8	23.2	Urban	Transfer Candidate <sup>1</sup>
Local to Regional	Dundas Street	Garden Street	Whitby/Oshawa Boundary	2.9	14.4	Urban	Transfer Candidate <sup>2</sup>

<sup>1</sup> candidates for first phase of transfers

<sup>2</sup> candidates for second phase of transfers

<sup>3</sup> segments are under MTO's ownership/jurisdiction since 2012; to be dealt with through discussions with MTO

- 7.2 A 2017 staff report to Council by Whitby staff on road rationalization interests provided good guidance for our meetings and discussions. Whitby staff have suggested the candidates identified in that report combined with a few other strategic candidates can be advanced as the first phase of transfers (see footnote 1 in above Table), leaving the other segments that are influenced by pending events (e.g. completion of Victoria Street realignment and planning studies for Bus Rapid Transit on Dundas Street) to a subsequent second phase.
- 7.3 It should be noted that Champlain Avenue from future Stellar Drive to the Whitby/Oshawa Boundary has been revised for reconsideration in the future to match the recommendation for Champlain Avenue in Oshawa.

## **8. Conclusion and Next Steps**

- 8.1 At the staff level, Local Area Municipalities are generally in agreement with the candidates identified for transfer in the short-term in Report #2018-INFO-31. As anticipated, Local Area Municipal staff recognize and acknowledge that the timing for these transfers should take into consideration implementation considerations.
- 8.2 Upon receipt of comments from the participating Local Area Municipalities, specific to their candidates identified for transfer in the short-term, Regional staff will report back on a recommended implementation plan and timeline for the transfers.

## **9. Attachments**

Attachment #1: Information Report #2018-INFO-31 dated March 2, 2018

Respectfully submitted,

**Original signed by R. Jagannathan for:**

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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

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From: Commissioner of Works  
Report: #2018-INFO-31  
Date: March 2, 2018

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**Subject:**

Road Rationalization – Interim Report

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**Recommendation:**

Receive for information.

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**Report:**

**1. Purpose**

1.1 In January 2016, Regional Council authorized staff to retain a consultant to work with Regional and local area municipal staff to undertake a region-wide Road Network Rationalization Study (“Study”) and develop a comprehensive Road Network Rationalization Plan. The consulting firm of HDR was retained to complete the study with direction and oversight provided by means of a joint team consisting of staff from both the Works and Finance Departments. The purpose of this report is to update Regional Council on the Study findings to date and to promote further dialogue between the Region and the Local Area Municipalities with respect to the current status and next steps.

**2. Background**

2.1 The Regional Municipality of Durham (Region) has been involved in road rationalization reviews through inter-agency discussions since 1997 and the Who Does What (WDW) initiative in 2002. The WDW was a cooperative effort between the Region and Local Area Municipalities (LAMs) that identified roads and/or road sections suitable for transfer.

2.2 Since the WDW initiative a limited number of transfers have been successfully completed.

2.3 The 2016 Transportation Servicing and Financing Study (S&F) identified a preliminary list of Regional and local roads as potential transfer candidates and recommended the Study.

2.4 This report details the objectives, methodology and findings of the Study to date.

### **3. Study Methodology**

3.1 The scope of the Study is outlined below:

- Review and confirm proposed road rationalization criteria as well as Regional and Local Area Municipal road transfer candidates.
- Identify current and future capital as well as the maintenance and operational needs of transfer candidates and related cost estimates.
- Establish a conditional schedule for transfers.

3.2 Guiding principles for the Study were established to define the limitations and assumptions to support the decision-making process. The following principles provided a framework for the study:

- Establish criteria to evaluate the function and character of candidate roads for transfer.
- Conduct a systematic and objective analysis based on 2031 planning and forecast conditions in anticipation of major regional growth.
- Consult with the LAMs throughout the process.

3.3 Collaboration between the Region and LAMs provided regular opportunities for discussion on the Study process, evaluation criteria, potential candidate roads for transfer and draft Study findings.

3.4 Table 1 summarizes the meetings with LAMs. Meetings were supplemented with ongoing email and telephone communications.

**Table 1: Consultation Overview**

<b>Local Area Municipality</b>	<b>Date</b>	<b>Purpose</b>
Town of Ajax	21-Apr-16	Initial discussions
Town of Ajax	09-May-16	Discussion of preliminary results
Township of Brock	05-May-16	Initial discussions
Township of Brock	17-May-16	Discussion of preliminary results
Municipality of Clarington	27-Apr-16	Initial discussions
Municipality of Clarington	20-May-16	Discussion of preliminary results
City of Oshawa	21-Apr-16	Initial discussions
City of Oshawa	10-May-16	Discussion of preliminary results
City of Pickering	18-Apr-16	Initial discussions
City of Pickering	11-May-16	Discussion of preliminary results
Township of Scugog	20-Apr-16	Initial discussions
Township of Scugog	17-May-16	Discussion of preliminary results
Township of Uxbridge	20-Apr-16	Initial discussions. Subsequently indicated no further interest in transfers
Town of Whitby	26-Apr-16	Initial discussions
Town of Whitby	06-May-16	Discussion of preliminary results

- 3.5 An initial list of candidate roads for transfer from local to Regional jurisdiction and from Regional to local jurisdiction was sourced from the 2016 Transportation S&F Study report. Through consultations with the LAMs, new road transfer candidates were identified and added to the list. The resulting road transfer candidates are discussed later in this report.
- 3.6 Information sources from the Region and LAMs included:
- Official Plans and staff reports
  - Road characteristics and condition reports
  - Bridge and culvert inspection reports
  - Storm sewer network maps
  - Pavement management system bench mark costs
  - 2016 Transportation S&F Study report
  - Presentation from Regional Council education session on road rationalization (April, 2011)
  - Capital project and maintenance budgets
  - Life cycle cost estimates (where available)
  - Development charge background studies
- 3.7 The Region's Transportation Model was used to forecast future traffic volumes and determine trip type attributed to the proposed road transfer candidates.

#### **4. Criteria**

- 4.1 The road rationalization process is supported by a set of criteria that describe the role and function of the road within the context of the overall network, growth management, and support for economic growth throughout the Region. These criteria, described below, were subsequently confirmed through the recent approval of the Transportation Master Plan (Section 6.4.3. – Regional Road Definition).
- 4.2 Draft evaluation criteria were shared with the LAMs to obtain comments and suggestions. Based on input received, the evaluation criteria were revised. Transfer candidates were evaluated on a scale from 0 to 10, with 0 representing complete local function and character and 10 representing complete regional function and character. Each criterion is discussed in more detail below.
- a) Road segment connects with provincial and/or inter-regional network
- One of the most important functions of a Regional road is to provide regional and inter-regional connectivity. Therefore, the road transfer candidate's connectivity to the provincial or inter-regional road network was considered to be an important criterion in assessing the road function.

- The road transfer candidate's level of connectivity to the current and future provincial/inter-regional highway networks (2031 conditions, considering the Highway 407 ETR extension project) formed the basis of scoring this criterion.
- b) Road segment carries high volume of inter-municipal and regional traffic
- Another criterion relating to a road transfer candidate's significance in providing regional connectivity is the extent and magnitude of inter-municipal and inter-regional travel that it accommodates. This was determined by running select link assignments for each road transfer candidate using the Durham Regional Transportation Model.
- c) Road segment attracts significantly higher volumes of traffic than adjacent roads
- The relative volume of road transfer candidates to parallel roads (typically within 3 km) of similar character and/or function was also used as a criterion in the scoring system (using the Durham Regional Transportation Model). The logic behind this criterion relates to facilitating one route through an area to a regional standard (speed, volume, access control) and have local parallel roads serving local or intra-municipal traffic.
- d) Road segment's level of access control
- Considering that Regional roads tend to carry higher volumes and allow higher speed limits than local roads, they typically require higher levels of access control. A candidate road's level of access control was considered to be another criterion in the scoring system. The Region's Official Plan (OP) which outlines the network's future road classifications was used to assess expected levels of access control.
- e) Road segment supports regional goods movement/aggregate hauling network
- Another important function of Regional roads is the movement of goods, as goods movement travel tends to be of a regional and inter-regional nature. Whether a road segment is well-positioned to accommodate goods movement travel was considered to be a criterion in the scoring system. The Regional OP's Strategic Goods Movement Network and the Regional Structure which indicates major employment areas was utilized for this assessment.
- f) Road segment supports major transit route and/or planned rapid transit route

- In light of the Region's Long Term Transit Strategy (LTTTS) which aims to achieve a transportation system that is focused on rapid transit to provide excellent connections between the Region's municipalities and neighboring municipalities, corridors were scored based on the level of support for these significant transit routes.
- g) Road segment supports region-wide economic and growth objectives
- Roads providing access to regional and urban growth centres are expected to experience higher traffic volumes. The provision of access to such areas by road transfer candidates was also considered to be a criterion.
- h) Road segment affects corridor planning or planning of downtowns or mature urban areas
- This criterion was identified as a result of consulting with LAMs.
- During consultation sessions with LAMs, concerns were raised regarding the ability to plan and achieve a downtown vision should a road segment currently serving a downtown area be transferred to the Region. This applied in particular to Highway 2 in downtown Whitby, Oshawa, Bowmanville, and Newcastle. As a result this criterion was added.
- i) Road segment's environmental and community impact due to change in road function
- Similarly, this criterion was added to the list as a result of consultation with LAMs to reflect concerns of environmental and/or community impacts that could result from a local to Regional transfer. Such impacts might include higher traffic volumes, increased truck traffic, and/or the need for road widening (which can have negative impacts on existing homes and environmental features).

## **5. Road Transfer Candidate Evaluation**

- 5.1 The product of the criteria evaluations resulted in a final overall score between 0 and 10 for each road candidate. Overall scores in the low end of the range (for example, 0 to 3) represent roads with strong local function and character, while scores in the high end of the range represent roads with strong Regional function and character.



5.2 The consultations with LAMs confirmed the need to distinguish road transfer candidates between those in urban areas and those in rural areas of the Region.

- **Urban area road candidates** – For roads in urban areas, all nine criteria apply, resulting in scores as high as 10 for those candidates with the highest potential as Regional roads. Strong local road candidates for transfer to the Region scored in the high end of the 0 to 10 range (for example, from 7 to 10).
- **Rural area road candidates** – For roads in rural areas Criteria # 5, 6 and 7 generally do not apply resulting in scores for road transfer candidates being capped around 7. Scores for strong local rural road candidates for transfer to the Region, therefore, are in the high end of the 0 to 7 range (for example, 5 to 7).

5.3 The above criteria and thresholds capture the technical aspects of a road's function and character. The results of the analysis are summarized below by LAM (in alphabetical order). The criteria and thresholds provide a good indication of candidates for jurisdictional transfer on the basis of sound transportation planning principles. It is however recognized that non-technical considerations (e.g. financial impacts, resource constraints, etc.) will influence the final recommendations and the timing of potential transfers.

## 6. Town of Ajax – Road Transfer Candidates

6.1 Table 2 details the road transfer candidates and preliminary recommendations in the Town of Ajax based on the evaluation.

**Table 2: Ajax – Evaluation of Road Transfer Candidates**

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
31	Westney Road	Harwood Avenue	Bayly Street	2.7	9.5	Urban	Transfer Candidate
Local to Regional	Rosland Road	Ajax/ Pickering Boundary	Ajax/ Whitby Boundary	7.2	14.3	Urban	Transfer Candidate
Local to Regional	Salem Road	Taunton Rd	Ajax/ Pickering Boundary	2.1	4.2	Urban	No transfer, reconsider in the future

## 6.2 Region to Local Transfer

- **Westney Road (Harwood Avenue to Bayly Street)** – Recommended for transfer to Town of Ajax. This segment of Westney Road does not connect Regional roads and does not provide a Regional function.

## 6.3 Local To Region Transfer

- **Rossland Road (Ajax/Pickering boundary to Ajax/Whitby boundary)**  
Recommended for transfer from the Town of Ajax to Regional jurisdiction. Rossland Road through Ajax is part of an important east-west arterial across southern Durham Region and, as such, functions as a key Regional east-west arterial road
- Rossland Road is part of the Town's Pedestrian and Bicycle Master Plan. Accommodation of future cycling facilities needs consideration if Rossland Road is transferred to the Region.
- **Salem Road (Taunton Road to Ajax/Pickering boundary)** – Not recommended for transfer at this time from the Town of Ajax to the Region. The justification for transfer can be re-evaluated during a future road rationalization review and may be dependent on a future 407 interchange.

## 7. Brock Township – Road Transfer Candidates

7.1 Table 3 details the road transfer candidates and preliminary recommendations in the Township of Brock based on the evaluation.

**Table 3: Brock Township – Evaluation of Road Transfer Candidates**

Regional Road	Roads	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
47	Shoreline Road	23-Mara Road	Simcoe/ Durham Boundary	2.1	4.3	Rural	Transfer Candidate
50	Portage Road	Highway #12	76- Highway #48	4.3	8.8	Rural	Transfer Candidate
51	Old Highway 12	50-Portage Road	Simcoe/ Durham Boundary	0.1	0.2	Rural	Transfer Candidate
Local to Regional	Simcoe Street	Brock Concession 14	Regional Highway 48	15.5	31	Rural	Transfer Candidate
Local to Regional	Thorah Concession	Highway 12/48	Simcoe St.	6.8	13.7	Rural	Transfer Candidate

Regional Road	Roads	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
	1						
Local to Regional	River Road (extension)	Highway 12	Highway 2	7.1	14.2	Rural	No transfer

## 7.2 Region To Local Transfer

- **Shoreline Road (Regional Road 57 between Mara Road and Simcoe/Durham boundary)** – Recommended for transfer from the Region to Brock Township, reflecting its local function.
- **Portage Road (Regional Road 50 between Highway 12 and Highway 48)** – Recommended for transfer to Brock Township, reflecting its local function.
- **Old Highway 12 (Regional Road 51 between Portage Road and Simcoe/Durham boundary)** – Recommended for transfer to Brock Township, reflecting its local function.

The Township expressed concern with the maintenance and capital costs associated with any additional lane kilometres and made specific comment on the ability to deal with the capital needs of the structures within these road segments.

## 7.3 Local To Region Transfer

- **Simcoe Street (between Brock Concession 14 and Highway 48)** – Recommended for transfer from Brock Township to the Region. Simcoe Street south of Concession 14 is already under Regional jurisdiction. The transfer of the segment of Simcoe Street between Concession 14 and Highway 48 would provide a continuous north-south Regional route to Highway 48.
- Brock Township currently has a boundary agreement for Simcoe Street with Kawartha Lakes, and that Kawartha Lakes would therefore have to be part of the discussion if the Simcoe Street segment is to be transferred to the Region.
- **Thorah Concession 1 (between Highway 12/48 and Simcoe Street)** – Recommended for transfer from Brock Township to the Region, either now or after a future road rationalization review. It is a candidate for transfer to Regional jurisdiction, as it is a continuation of Highway 48 to Simcoe Street, is classified as a Type B Arterial in the Regional Official Plan, and would provide an alternative route for traffic to bypass. There are significant costs associated with both Simcoe Street and Thorah Concession 1 to Regional standard.
- **River Road extension from Highway 12 to Simcoe Street** – Not recommended for transfer from Brock Township to Regional jurisdiction, as its low score reflects a local function.

## 8. Municipality of Clarington – Road Transfer Candidates

8.1 Table 4 details the road transfer candidates and preliminary recommendations in the Municipality of Clarington based on the evaluation.

**Table 4: Clarington – Evaluation of Road Transfer Candidates**

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
17	Main Street/ Manvers Street	Winter Road	04-Taunton Road	3	6.6	Urban	Transfer Candidate
Local to Regional	Pebblestone Road	Townline Road	Courtice Road	2.9	5.7	Urban	No transfer, reconsider in the future
Local to Regional	Holt Road	Highway 401	Regional Highway 2	3.2	6.3	Rural	Transfer Candidate
Local to Regional	King Street (Bowmanville)	Regional Road 57	Haines St.	3.1	12.4	Urban	No transfer, reconsider in the future
Local to Regional	King Street (Newcastle)	Baldwin Street	Arthur St.	0.8	3.2	Urban	No transfer
Local to Regional	Darlington Clarke Townline (#2)	Taunton Road	Future Highway 407 Interchange	2.0	4.0	Rural	No transfer, reconsider in the future
Local to Regional	Boundary Road	Highway 35	Highway 115	1.8	3.6	Rural	Transfer Candidate
Local to Regional	Trulls Road	Taunton Road	Bloor St	6.4	12.8	Urban	No transfer

### 8.2 Region To Local Transfer

- Main Street / Manvers Street (Regional Road 17 from Winter Road to Taunton Road)** – Recommended for transfer to the Municipality of Clarington. This road is serving a local function. Under local jurisdiction, there would be a greater ability to achieve a “downtown” vision.

### 8.3 Local To Region Transfer

- **Holt Road (from Highway 401 to Highway 2)** – Recommended for transfer from the Municipality of Clarington to Regional jurisdiction. With its existing Highway 401 interchange, Holt Road serves a Regional function, connecting Highway 401 with Highway 2, as well as serving Darlington Nuclear Generating Station.
- **Boundary Road (between Highway 35 and Highway 115)** – Recommended for transfer from the Municipality of Clarington to Regional jurisdiction. It has a Regional function in connecting these two provincial highways. The Municipality of Clarington currently has a boundary agreement for Boundary Road with Kawartha Lakes; Kawartha Lakes would therefore have to be part of the discussion if this road segment is to be transferred to the Region.
- **King Street in Bowmanville (between Regional Road 57 and Haines Street)** – Not recommended for transfer at this time. The impetus for transfer to Regional jurisdiction may be future enhanced transit service on Highway 2 extending to downtown Bowmanville. Since enhanced transit is a long-term initiative, there is less need for transfer at this time.
- The Municipality expressed concerns about transferring downtown King Street to the Region, considering the various streetscaping and visioning plans for the downtown, as well as seasonal road closures that the Municipality implements for community events.
- In future road rationalization reviews, consideration should be given to segmenting this part of King Street to distinguish the downtown core (between Scugog Street and Liberty Street), so that future reviews can separately evaluate the portions of King Street west and east of downtown Bowmanville, as well as downtown Bowmanville.
- **Darlington-Clarke Townline (from Taunton Road to future Highway 407 interchange)** – Not recommended for transfer at this time. It should be reconsidered during a future road rationalization review.

The remaining candidates are not recommended for transfer from local to Regional jurisdiction. Future road rationalization reviews may revisit these and other candidates as needed.

## 9. City of Oshawa – Road Transfer Candidates

9.1 Table 5 details the road transfer candidates and preliminary recommendations in the City of Oshawa based on the evaluation.

**Table 5: Oshawa – Evaluation of Road Transfer Candidates**

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
2	Simcoe St.	Harbour Road	60 Wentworth Street	1.0	3.6	Urban	Transfer Candidate
3	Winchester Road East/ Grandview Street North	33-Harmony Road	Columbus Road	2.6	5.7	Urban	Transfer Candidate
16	Ritson Road	60-Wentworth Street	22-Bloor Street	0.8	3.6	Urban	No transfer, reconsider in the future
35	Wilson Road.	22-Bloor Street	Taunton Road	6.2	17.7	Urban	Transfer Candidate
54	Park Road	22-Bloor Street	28-Rossland Road	4.3	15.8	Urban	Transfer Candidate
25	Champlain Avenue	Oshawa/ Whitby Boundary	Stevenson Road	1.3	2.6	Urban	No transfer, reconsider in the future
52	Boundary Road	Wentworth Street W	Philip Murray Avenue	0.9	2.5	Urban	Transfer Candidate
55	Townline Road South	Gord Vinson Avenue	Bloor Street	0.25	0.5	Urban	Transfer Candidate
Local to Regional	Harmony / Columbus Road	Winchester Road	Grandview Street	2.6	5.2	Urban	Transfer Candidate
Local to Regional	Adelaide Avenue	Oshawa/ Whitby Boundary	Thornton Road	0.01	0.1	Urban	No transfer, reconsider in the future
Local to Regional	Rossland Road	Harmony Road	300m East of Harmony	0.3	0.9	Urban	No transfer, reconsider in the

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
			Road				future
Local to Regional	King Street (West)	Oshawa/Whitby Boundary	Centre Street	2.7	11.3	Urban	Transfer Candidate
Local to Regional	Bond Street (West)	King Street	Centre Street	1.8	6.1	Urban	Transfer Candidate
Local to Regional	King Street (Middle)	Centre Street	Ritson Road North	1	4	Urban	No transfer, reconsider in the future
Local to Regional	Bond Street (Middle)	Centre Street	Ritson Road North	1.1	4.1	Urban	No transfer, reconsider in the future
Local to Regional	King Street (East)	Ritson Road North	Townline Road	3.4	14.3	Urban	Transfer Candidate
Local to Regional	Bond St.(East)	Ritson Road North	King Street East	1.7	4.8	Urban	Transfer Candidate
Local to Regional	Thornton Road (new alignment)	Taunton Road	Winchester Road	4.2	8.4	Urban	No transfer, reconsider in the future

## 9.2 Region To Local Transfers

- **Simcoe Street (Regional Road 2 from Harbour Road to Wentworth Street)** – Recommended for transfer to the City of Oshawa, reflecting its local function and character.
- **Winchester Road (Regional Road 3) and Grandview (from Harmony Road to Columbus Road)** – Recommended for transfer to the City of Oshawa, reflecting their local function and character. This transfer from the Region to the City would mirror the transfer of Harmony Road and Columbus Road from the City to the Region.
- **Wilson Road (Regional Road 35 from Bloor Street to Taunton Road)** – Recommended for transfer to the City of Oshawa, reflecting its local function and character.
- **Park Road (Regional Road 54 from Bloor Street to Rossland Road)** – Recommended for transfer from the Region to the City of Oshawa, reflecting its local function since the deletion of the Highway 401 interchange.

- **Boundary Road (Regional Road 52 from Wentworth Street to Philip Murray Avenue)** – Recommended for transfer to the City of Oshawa. This short stub does not serve a Regional function. If this road is transferred to local jurisdiction, then it may be subject to a boundary agreement between the City of Oshawa and the Town of Whitby.
- **Townline Road (Regional Road 55 from Gord Vinson Avenue to Bloor Street)** – Recommended for transfer to the City of Oshawa, reflecting its local function, especially with the realignment of Bloor Street. If this road is transferred to local jurisdiction, then it may be subject to a boundary agreement between the City of Oshawa and the Municipality of Clarington.
- **Ritson Road (Regional Road 16 from Wentworth Street to Bloor Street)** – Not recommended for transfer. Although it has received a relatively low evaluation score, Ritson Road provides the only grade-separated crossing of the CN mainline between Simcoe Street (Regional Road 2) and Farewell Street (Regional Road 56). It is recognized that the numerous driveways on this part of Ritson Road (similar to other parts of Ritson Road) detract from its Regional function. It can be reconsidered in the future as a candidate for transfer.
- **Champlain Avenue (Regional Road 25 from Whitby/Oshawa Boundary to Stevenson Road)** – Not recommended for transfer but should be reconsidered during a future road rationalization review.

### 9.3 Local To Region Transfers

- **Harmony Road / Columbus Road (from Winchester Road to Grandview Street)** – Recommended for transfer from the City of Oshawa to Regional jurisdiction. Despite its low score, this portion of Harmony Road is a continuation of Regional Road 33 and has an interchange with Highway 407, while Columbus Road is a continuation of Regional Road 3 connecting with Harmony Road. This transfer from the City to the Region would mirror the transfer of Winchester Road and Grandview Street from the Region to the City.
- **King Street and Bond Street** – The City of Oshawa outlined its planning and urban design goals for King Street and Bond Street through downtown Oshawa, and its desire to lead the planning efforts for these two streets. From the Region’s perspective, King Street and Bond Street are an important part of the Long-Term Transit Strategy for Durham Region, as they are planned to support high order transit service. Through the consultation process with the City, King Street and Bond Street were divided into three segments for evaluation purposes:
  - (a) **King Street and Bond Street (from Whitby/Oshawa boundary to Centre Street)** – Recommended for transfer from the City to Regional jurisdiction, reflecting their importance as east-west arterials and planned high order transit corridor.
  - (b) **King Street and Bond Street (from Centre Street to Ritson Road)** – Not recommended for transfer from the City to the Region. Can be reconsidered in a future road rationalization review.



- (c) **King Street and Bond Street (from Ritson Road to Townline Road)**  
– Recommended for transfer from the City to Regional jurisdiction, reflecting their importance as important east-west arterials and planned high order transit routes.
- **Thornton Road (from Taunton Road to Winchester Road)** – Not recommended for transfer but should be reconsidered during a future road rationalization review after the deferred 407ETR interchange is implemented.
  - **Adelaide Avenue (from Oshawa/Whitby Boundary to Thornton Road)**  
– Not recommended for transfer but should be reconsidered in conjunction with the construction of the Manning/Adelaide interconnection.
  - **Rossland Road (from Harmony Road to 300 m east of Harmony Road)**  
– Not recommended for transfer but should be reconsidered in conjunction with the construction of the Rossland Road extension to Townline Road.

## 10. City of Pickering – Road Transfer Candidates

10.1 Table 6 details the road transfer candidates and preliminary recommendations in the City of Pickering based on the evaluation.

**Table 6: Pickering – Evaluation of Road Transfer Candidates**

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
Previously RR1	Mowbray Street	North Limit of Highway 407	Brock Road	1.3	3.5	Urban	Transfer Candidate
5	9th Concession	Concession Road 9	Lake Ridge Road	0.1	0.2	Urban	Transfer Candidate
24	Church Street	22-Bayly Street	Ajax/ Pickering Boundary	0.9	2	Urban	Transfer Candidate
38	Whites Road (South)	0.6 km South of Oklahoma Drive	22-Bayly Street	0.9	2.6	Urban	Transfer Candidate
38	Whites Road (North)	300 m North of Third Concession Road	Taunton Road	1.3	4.4	Urban	No transfer, reconsider in the future
29	Liverpool Rd	Highway 2	Finch Avenue	1.2	3.9	Urban	No transfer

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
Local to Regional	Third Concession Road	Ajax/ Pickering Boundary	West of Valley Farm Road	1.7	3.4	Urban	Transfer Candidate
Local to Regional	Whitevale Road	200m West of Future Rosland Road Extension	Brock Road	1.7	3.4	Urban	Transfer Candidate
Local to Regional	Sideline 26 (South)	Taunton Road	Whitevale Road	2.1	4.1	Urban	Transfer Candidate
Local to Regional	Sideline 26 (Middle)	Whitevale Road	Highway 7	-	-	Urban	Transfer Candidate
Local to Regional	Sideline 26 (North)	Highway 7	Concession Road 7	2.2	4.4	Urban	No transfer
Local to Regional	Seventh Concession Rd. (East)	Westney Road	Lake Ridge Road	4	8	Urban	No transfer, reconsider in the future
Local to Regional	Seventh Concession Rd. (West)	Sideline 26	Brock Road	3.3	6.6	Urban	No transfer
Local to Regional	Salem Road	Fifth Concession Road	Seventh Concession Road	5.2	10.4	Urban	No transfer, reconsider in the future

## 10.2 Region To Local Transfer

- **Mowbray Street (from north limit of 407 to Brock Road)** – Recommended for transfer from the Region to the City of Pickering. No longer part of Brock Road.
- **9<sup>th</sup> Concession (from 9<sup>th</sup> Concession to Lake Ridge Road)** – Recommended for transfer to the City of Pickering. This short section is no longer part of Regional Road 5.

- **Church Street (Regional Road 24 from Bayly Street to Ajax/Pickering boundary)** – Recommended for transfer to the City of Pickering. It has a local function and is only a short segment of Regional Road. Should the Durham Live proposal require a partial interchange at Highway 401, this could be reconsidered.
- **Whites Road (south) (Regional Road 38 from 600 m south of Oklahoma Drive to Bayly Street)** – Recommended for transfer to the City of Pickering. It has a local function and terminates within a neighborhood.
- **Whites Road (north) (Regional Road 38 from 300 north of Third Concession to Taunton Road)** – Not recommended for transfer to the City. After the new Whites Road is constructed, it may continue to function as a key route from south Pickering to Toronto and York Region. This segment may be a possible candidate for future road rationalization, contingent on lower traffic volumes.
- **Liverpool Road (Regional Road 29 from Highway 2 to Finch Avenue)** – Not recommended for transfer to the City. Its Regional function is enhanced by its interchange with Highway 401 and its access to the Pickering Urban Growth Centre.

### 10.3 Local To Region Transfer

- **Third Concession (from west of Valley Farm Road to Ajax/Pickering boundary)** – Recommended for transfer from the City of Pickering to the Region. Third Concession is the extension of Rossland Road and will be an important arterial to serve the Seaton Community.
- **Whitevale Road (from 200 west of future Rossland Road Extension to Brock Road)** – Recommended for transfer from the City of Pickering to the Region. It will be an important east-west arterial serving the Seaton Community.
- **Sideline 26 (south) (from Taunton Road to Whitevale Road)** – Recommended for transfer from the City of Pickering to the Region. It will be part of the future Whites Road extension (Regional Road 38) serving the Seaton Community.
- **Sideline 26 (middle) (from Whitevale Road to Highway 7)** – Recommended for transfer from the City of Pickering to the Region. It will be part of the future Whites Road extension (Regional Road 38) serving the Seaton Community. This section is currently unopened road allowance.
- **Sideline 26 (north) (from Highway 7 to Concession Road 7)** – Not recommended for transfer from the City to the Region. It is located in the future Pickering Airport lands.
- **Seventh Concession (from Westney Road to Lake Ridge Road)** – Not recommended for transfer from the City of Pickering to the Region. Should be re-examined in a future road rationalization study, after the deferred 407ETR interchange is constructed.

- **Seventh Concession (from Sideline 26 to Brock Road)** – Not recommended for transfer from the City to the Region. It is located in the future Pickering Airport lands.
- **Salem Road (from Fifth Concession to Seventh Concession)** – Not recommended for transfer at this time from the City to the Region. Should be re-examined in a future road rationalization study, after the deferred 407ETR interchange is constructed.

**11. Township of Scugog – Road Transfer Candidates**

11.1 Table 7 details the road transfer candidates and preliminary recommendations in the Township of Scugog based on the evaluation.

**11.2 Table 7: Scugog – Evaluation of Road Transfer Candidates**

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
7	Island Road	Highway #7A	Carnegie Beach Road	11.6	24.1	Rural	Transfer Candidate
Local to Regional	Scugog Line 12	23-Lake Ridge Road	Simcoe Street	13.4	26.8	Rural	No transfer
Local to Regional	Scugog Line 14	23-Lake Ridge Road	Highway 7/12	6.7	13.4	Rural	No transfer
Local to Regional	Ashburn Road	Townline Road	Scugog Line 4	5	10.1	Rural	No transfer
Local to Regional	Marsh Hill Road	Scugog Line 4	21-Goodwood Road	1.1	2.3	Rural	No transfer
Local to Regional	Scugog Line 6	Highway 7A	23-Lake Ridge Road	9.6	19.2	Rural	No transfer
Local to Regional	Scugog Line 2	Highway 7/12	Simcoe Street	3.6	7.2	Rural	No transfer, reconsider in the future

11.3 Region To Local Transfers

- **Island Road (Regional Road 7 from Highway 7A to Carnegie Beach Road)** – Recommended for transfer to the Township of Scugog. Island Road does not serve a Regional function.

Similar to comments from other municipalities, Scugog staff expressed concern with the maintenance and capital costs associated with taking on additional lane kilometres.

#### 11.4 Local To Region Transfers

- There are no candidates recommended for transfer from the Township of Scugog to the Region.
- Scugog Line 6 (from Highway 7A to Lake Ridge Road) has the potential to function as a Regional Road, however, it is adjacent to major Regional Roads on each side (Reach Street or Regional Road 8 and Goodwood Road or Regional Road 21), and it would therefore be redundant.
- Scugog Line 2 (from Highway 7/12 to Simcoe Street) has the potential to be a continuation of Shirley Road (Regional Road 19) could be reconsidered as a candidate for transfer from the Township to the Region in a future road rationalization review.

## 12. Town of Whitby – Road Transfer Candidates

12.1 Table 8 details the road transfer candidates and preliminary recommendations in the Town of Whitby based on the evaluation.

**Table 8: Whitby – Evaluation of Road Transfer Candidates**

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
22	Victoria Street (old alignment)	0.7 km West of 26-Thickson	0.4 km West of 26-Thickson Road	0.3	0.6	Urban	Transfer Candidate
43	Cochrane Street	Dundas Street	28-Rossland Road	2.1	6.1	Urban	Transfer Candidate
45	Henry Street (South)	22-Victoria Street	Burns Street W	1.2	3.3	Urban	Transfer Candidate
45	Henry Street (North)	Burns Street W	Dundas Street	0.9	2.6	Urban	Transfer Candidate
46	Brock Street (South)	Water Street	Victoria Street	1	2.7	Urban	Transfer Candidate
46	Brock Street (North)	Victoria Street	South Limit of Highway 401	0.3	1.5	Urban	Transfer Candidate
Former 23	Lake Ridge Road (North)	Almond Avenue	Cresser Avenue	0.3	0.6	Urban	Transfer Candidate

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
Former 23	Lake Ridge Road (South)	0.65 km N of Victoria Street	0.880 km N of Victoria Street	0.2	0.6	Urban	Transfer Candidate
36	Anderson/Hopkins Street	Rossland Road	Consumers Drive	3.7	13.7	Urban	No transfer
26	Thickson Road	Victoria Street	Wentworth St Whitby/	0.9	3.3	Urban	No transfer
60	Wentworth Street	Thickson Road	Oshawa Boundary	1.3	6	Urban	No transfer
25	Champlain Avenue	Future Champlain Ave.	Whitby/Oshawa Boundary	1.3	3.1	Urban	No transfer
58	Manning Road	Brock Street	Garrard Road	3.5	16	Urban	No transfer, reconsider in the future
Local to Regional	Rossland Road	Ajax/Whitby Boundary	Cochrane Street	2.9	8.9	Urban	Transfer Candidate
Local to Regional	Dundas Street (West)	Fothergill Court	Cochrane Street	5.8	23.2	Urban	Transfer Candidate
Local to Regional	Dundas Street (Middle)	Cochrane Street	Garden Street	1.7	6.7	Urban	No transfer, reconsider in the future
Local to Regional	Dundas Street (East)	Garden Street	Whitby/Oshawa Boundary	2.9	14.4	Urban	Transfer Candidate
Local to Regional	Columbus Road	Whitby/Pickering Boundary	Whitby/Oshawa Boundary	7.4	14.7	Urban	No transfer, reconsider in the future
Local to Regional	Hopkins Street (2031 road extension scenario)	Consumers Drive	North limit of Highway 401	1.8	4	Urban	No transfer, reconsider in the future

## 12.2 Region To Local Transfers

- **Victoria Street (old alignment west of Thickson Road)** – Recommended for transfer to the Town of Whitby, as it will be replaced by the new alignment of Victoria Street.
- **Cochrane Street (Regional Road 43 from Dundas Street to Rossland Road)** – Recommended for transfer to the Town of Whitby, reflecting its local function and character.
- **Henry Street (Regional Road 45 from Victoria Street to Burns Street)** – Recommended for transfer to the Town of Whitby. This short section of Regional road has a local function and character.
- **Henry Street (Regional Road 45 from Burns Street to Dundas Street)** – Recommended for transfer to the Town of Whitby. This short section of Regional road has a local function and character.
- **Brock Street (Regional Road 46 from Water Street to Victoria Street)** – Recommended for transfer to the Town of Whitby. This short section of Brock Street has a local function in the Port of Whitby area.
- **Brock Street (Regional Road 46 from Victoria Street to South Limit of Highway 401)** – This is an extremely short segment of road and thus should be considered for transfer to the Town of Whitby for practical reasons if the transfer of the southern portion of Brock Street is implemented.
- **Former Lake Ridge Road (north and south segments; Almond Avenue to Cresser Avenue; north of Victoria Street)** – Recommended for transfer to the Town of Whitby, as they have local function and character.
- **Manning Road (Regional Road 58 from Brock Street to Garrard Road)** – This segment is not recommended for transfer to the Town of Whitby, but it should be re-examined in a future road rationalization study.

No other roads are recommended for transfer from the Region to the Town of Whitby.

## 12.3 Local To Region Transfers

- **Rossland Road (from Ajax/Whitby boundary to Cochrane Street)** – Recommended for transfer from the Town of Whitby to the Region. Rossland Road is an important east-west arterial serving southern Durham Region.
- **Dundas Street** – The Town of Whitby has advanced planning and urban design goals for Dundas Street through downtown Whitby, and has expressed its desire to manage the planning and design efforts for Dundas Street. From the Region's perspective, Dundas Street is an important part of the Long-Term Transit Strategy, as it is planned to support high order transit service. For the purpose of this analysis and based on consultation with the Town, Dundas Street was divided into three segments:

- (a) **Dundas Street (from Fothergill Court to Cochrane Street)** – Recommended for transfer from the Town of Whitby to the Region, reflecting its importance as an east-west arterial and high order transit corridor.
- (b) **Dundas Street (from Cochrane Street to Garden Street)** – Not recommended for transfer at this time, as the segment traverses Town's downtown core. The transfer opportunity should be re-examined in a future road rationalization review.
- (c) **Dundas Street (from Garden Street to Whitby/Oshawa boundary)** Recommended for transfer from the Town of Whitby to the Region, reflecting its importance as an east-west arterial and high order transit corridor.

### 13. Current Status and Next Steps

- 13.1 As noted earlier in this report, there were two rounds of meetings and ongoing communications with the LAMs to facilitate the sharing of information, including:
- refinement of the criteria;
  - preliminary evaluation results;
  - structure condition data;
  - confirmation of road condition data; and
  - annual maintenance costs and capital needs.
- 13.2 Technical evaluations of road segments identified through discussions with the LAMs using the criteria described earlier in this report have resulted in the list of roads for potential transfer.
- 13.3 Several LAMs have expressed an interest in pursuing transfer opportunities for specific road segments consistent with the candidates list developed through this process. However, the possible transfer opportunities in each municipality have unique considerations and will require further discussion to determine all of the specifics related to the possible transfer opportunities.
- 13.4 It is recognized that the timing of potential transfers could be influenced by resourcing implications. The allocation of staff, equipment and funding are all considerations that may impact the timing of a transfer. A phased in approach that allows for funding and resources to be allocated may be appropriate in specific situations. In other situations transfers in the near future may be appropriate.
- 13.5 It is anticipated that each LAM will review and respond with comments, specific to the preliminary recommendations for each of the road segments identified in the report to allow for focus on early transfer opportunities for transfers.
- 13.6 Upon receipt of comments regarding the road transfer candidates from the LAMs, staff will report back on progress made for potential near term transfers and next steps for a phased approach on future transfers.



- 13.7 As a longer term principle, the list of potential road transfers will be reviewed on a regular basis (i.e. every five years) recognizing that there will be changing conditions and circumstances such as future planning applications.

**14. Conclusion**

- 14.1 To date, open dialogue with the LAMs has resulted in the sharing of detailed information requesting potential road transfers, collaboration on evaluation criteria that respects the various and unique characteristics of some road segments and a mutual understanding of concerns in specific situations. The process to date has provided the basis for continued dialogue on specific near term transfers as well as the development of a plan for phasing in the longer term transfers.

Respectfully submitted,

**Original signed by**

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S. Siopis, P.Eng.  
Commissioner of Works

**Original signed by**

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G.H. Cubitt, MSW  
Chief Administrative Officer



**The Regional Municipality  
of Durham**

Office of the Regional Chair

605 ROSSLAND ROAD EAST  
PO BOX 623  
WHITBY, ON L1N 6A3  
CANADA

905-668-7711  
1-800-372-1102  
Fax: 905-668-1567  
Gerrilynn.o'connor@durham.ca

durham.ca

**Gerri Lynn O'Connor**  
Regional Chair and CEO

October 1, 2018

Works Department  
The Regional Municipality of Durham  
605 Rossland Road East  
Whitby, Ontario  
L1N 6A3

Dear Colleagues,

On behalf of Regional Council, I am very pleased to present the enclosed certificate proclaiming October 10<sup>th</sup>, 2018, as **Imagine a Day Without Water** in Durham Region.

Kindest personal regards,

*Gerri Lynn O'Connor*

Gerri Lynn O'Connor  
Regional Chair & CEO



# THE REGIONAL MUNICIPALITY OF DURHAM

## Certificate of Proclamation

Presented to

Department of Works

On behalf of the Council  
of the Regional Municipality of Durham  
it is my pleasure to proclaim October 10, 2018 as

**Imagine a Day Without Water**

in Durham Region

*Gerri Lynn O'Connor*

---

Gerri Lynn O'Connor  
Regional Chair and CAO





**The Regional Municipality  
of Durham**

October 1, 2018

Office of the Regional Chair

605 ROSSLAND ROAD EAST  
PO BOX 623  
WHITBY, ON L1N 6A3  
CANADA

905-668-7711  
1-800-372-1102  
Fax: 905-668-1567  
Gerrilynn.o'connor@durham.ca

durham.ca

**Gerri Lynn O'Connor**  
Regional Chair and CEO

Works Department  
The Regional Municipality of Durham  
605 Rossland Road East  
Whitby, Ontario  
L1N 6A3

Dear Colleagues,

On behalf of Regional Council, I am very pleased to present the enclosed certificate proclaiming October 15<sup>th</sup> – 21<sup>st</sup>, 2018, as **Waste Reduction Week** in Durham Region.

Kindest personal regards,

*Gerri Lynn O'Connor*

Gerri Lynn O'Connor  
Regional Chair & CEO



# THE REGIONAL MUNICIPALITY OF DURHAM

## Certificate of Proclamation

Presented to

Department of Works

On behalf of the Council of  
The Regional Municipality of Durham  
it is my pleasure to proclaim the week of  
October 15<sup>th</sup> to 21<sup>st</sup>, 2018, as

### Waste Reduction Week

in Durham Region

*Gerri Lynn O'Connor*

Gerri Lynn O'Connor  
Regional Chair & CEO





September 28, 2018

**The Regional Municipality  
of Durham**

Office of the Regional Chair

605 ROSSLAND ROAD EAST  
PO BOX 623  
WHITBY, ON L1N 6A3  
CANADA

905-668-7711  
1-800-372-1102  
Fax: 905-668-1567  
gerrilynn.o'connor@durham.ca

durham.ca

**Gerri Lynn O'Connor**  
Regional Chair and CEO

To All Regional Council:

On behalf of the Chief Administrative Officer Selection Committee, and based on the unanimous decision of the members participating in the process, it is with great pleasure that I announce the appointment of Elaine Baxter-Trahair MBA as the new Chief Administrative Officer for the Regional Municipality of Durham effective December 1, 2018. Elaine joins us from the City of Toronto where she has spent much of her career working across a wide range of diverse portfolios: Arts, Cultural Affairs, Planning, Development and Children's Services, to name a few.

As a strategic, innovative and results-orientated leader committed to public service excellence and working collaboratively, she has a proven track record in leading major strategic and change management initiatives, capital and environmental projects, service integrations, economic development and intergovernmental and community relations in complex and dynamic corporate and political environments.

Elaine's experience and reputation with provincial and municipal governments will continue and enhance the Region of Durham's voice on many critical issues ahead. Elaine's experience, most recently as General Manager-Toronto Children's Services and Acting Deputy City Manager, is complemented by a Bachelor of Education and a Master of Business Administration.

In addition to her corporate City of Toronto roles, Elaine was appointed as Waterfront Project Director for the City of Toronto where she led teams of senior officials from three orders of government and the private sector in establishing and refining the strategic direction, financial and organizational requirements of Waterfront Revitalization with a budget of \$1.5 billion. In this role, she negotiated complex funding and project delivery agreements, ensured integrated, multi-disciplinary strategies were in place and participated in the evaluation and selection of major development partners, oversaw the development of various business attraction and retention strategies



If this information is required in an accessible format, please contact the Accessibility Co-ordinator at 1-800-372-1102 ext. 2009.

and managed the City's partnership with Waterfront Toronto in creating new and sustainable communities across Toronto's 900-hectare waterfront.

The synergies between Elaine's experiences and the Region of Durham's portfolios and strategic direction align well. I am confident that the leadership skills she has demonstrated throughout her career will now benefit the Region of Durham staff, Council and community. To quote Elaine directly, "As CAO, my priority will be building on Durham's great success with a strong focus on inclusion, integration, equity and financial sustainability."

As we look forward to the future and opportunities ahead for the organization, staff, Council and municipality, we welcome Elaine as the new Chief Administrative Officer.

Yours truly,

A handwritten signature in black ink, appearing to read "Gerri-Lynn O'Connor", with a long, sweeping underline.

Gerri-Lynn O'Connor  
Regional Chair and CEO

cc: All Department Heads

# Clarington

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

September 18, 2018

Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, ON, M7A 1A1

Dear Premier Ford

**Re:** Paramedic Services as a Full Essential Service  
**File Number:** PS.04.02.

## C.S. - LEGISLATIVE SERVICES

Original
To: CJP
Copy Dr. R. Kyle
To: G.H. Curbit
C.C. S.C.C. File
Take Action

At a meeting held on September, 17, 2018, the Council of the Municipality of Clarington endorsed the following Resolution:

WHEREAS Paramedic Services in Ontario are not considered an Essential Service like Fire and Police services;

AND WHEREAS Paramedic Services across Ontario operate under The Ambulance Services Collective Bargaining Act, 2001, allowing a reduction in paramedic services to 75% (The Essential Services Act);

THEREFORE, BE IT RESOLVED THAT the Township of South Glengarry petition the Province of Ontario to list Paramedic Services as a full Essential Service;

AND FURTHERMORE, that this resolution be forwarded to Premier Doug Ford, local MPP Jim McDonell, the Ministry of Labour, the Association of Municipalities Ontario and all Ontario municipalities.

Yours truly,



C. Anne Greentree, B.A., CMO  
Municipal Clerk

CAG/ta

c. Lindsey Park, MPP  
Ministry of Labour  
AMO  
Ralph Walton, Regional Clerk, Regional Municipality of Durham  
Kelli Campeau, Clerk, Township of South Glengarry

**CORPORATION OF THE MUNICIPALITY OF CLARINGTON**

40 TEMPERANCE STREET, BOWMANVILLE, ONTARIO L1C 3A6 905-623-3379 [www.clarington.net](http://www.clarington.net)





**TOWN OF AJAX**  
65 Harwood Avenue South  
Ajax ON L1S 3S9  
[www.ajax.ca](http://www.ajax.ca)

---

September 19, 2018

**Re: Preventing Gun Violence in Ajax**

Please be advised that the following resolution was endorsed by Ajax Town Council at its Meeting held September 17, 2018:

WHEREAS there have been numerous gun related incidents in Toronto and neighboring Greater Toronto Area communities; and

WHEREAS since 2013 gang-related gun violence across Canada has increased by 67%, and domestic violence-related gun incidents have increased by nearly 30%; and

WHEREAS increasing gun violence including the recent Danforth attack threatens residents and tourists, and creates a culture of fear in our communities; and

WHEREAS the cities of Toronto and Montreal have requested an outright ban on handguns, prompting the Prime Minister to mandate that the Minister of Border Security and Organized Crime Reduction lead an examination of a full ban on handguns and assault weapons in Canada;

THEREFORE BE IT RESOLVED THAT in an effort to stop gun violence:

THAT Ajax Council express their full support for the examination of a full ban on handguns and assault weapons in Canada as well as other measures by the Minister of Border Security and Organized Crime Reduction in his efforts to make urban communities safer across Canada; and

THAT Ajax Council support Toronto's request for an inquest into gun violence-related deaths in Toronto and the GTA to make useful recommendations to avoid further deaths due to gun violence; and

THAT this motion be circulated to AMO, Durham Regional Police Services, Durham Region, local Durham municipalities, FCM, Premier and opposition leaders, Durham MPs and MPPs

If you require any additional information please do not hesitate to contact me at 905-619-2529 ext. 3342 or [alexander.harras@ajax.ca](mailto:alexander.harras@ajax.ca)

Sincerely

Alexander Harras  
Manager of Legislative Services/Deputy Clerk  
905-619-2529 ext. 3342  
[alexander.harras@ajax.ca](mailto:alexander.harras@ajax.ca)

Copy: Association of Municipalities of Ontario (AMO)  
Durham Regional Police Services  
Durham Region  
Local Durham Municipalities  
Federation Canadian Municipalities (FCM)  
Premier  
Opposition Leaders  
Durham MPs and MPPs  
C. Jordan, Regional Councillor, Wards 3 & 4  
P. Brown, Ward Councillor, Ward 3

**Afreen Raza**

**From:** Lorraine Billings <Lorraine.Billings@ajax.ca>  
**Sent:** September-18-18 4:01 PM  
**To:** Doug.ford@pc.ola.org  
**Cc:** mayor\_tory@toronto.ca; info@fcm.ca; amo@amo.on.ca; mayorJeffrey@brampton.ca; allan.thompson@caledon.ca; mayor@mississauga.ca; regional.chair@york.ca; mayor@aurora.ca; vhackson@eastgwillimbury.ca; mquirk@georgina.ca; spellegri@king.ca; fscarpitti@markham.ca; mayor@newmarket.ca; officemayor@richmondhill.ca; maurizio.bevilacqua@vaughan.ca; justin.altmann@townofws.ca; gary.carr@halton.ca; mayor@burlington.ca; mayor@haltonhills.ca; executiveservices@milton.ca; mayor@oakville.ca; Clerks; clerks@oshawa.ca; clerks@clarington.net; jnewman@scugog.ca; clerk@whitby.ca; clerks@pickering.ca; dleroux@town.uxbridge.on.ca; Thomas Gettinby; rod.phillips@pc.ola.org; peter.bethlenfalvy@pc.ola.org; lorne.coe@pc.ola.org; JFrench-QP@ndp.on.ca; lindsey.park@pc.ola.org; Mark.Holland@parl.gc.ca; Jennifer.OConnell@parl.gc.ca; Celina.Caesar-Chavannes@parl.gc.ca; Colin.Carrie@parl.gc.ca; Erin.OTOole@parl.gc.ca; Steve Parish; Rachael Matheson; frank.dale@peelregion.ca  
**Subject:** Bill 5, Better Local Government Act, 2018 and Notwithstanding Clause  
**Attachments:** Ltr\_Better Local Government Act 2018 Notwithstanding Clause.pdf

Please see the attached resolution regarding the above subject matter that was endorsed by the Town of Ajax at our Council meeting held September 17, 2018.

Regards

**Lorraine Billings**  
 Legislative Services Associate | Legislative & Information Services  
 Town of Ajax  
 65 Harwood Ave. S. Ajax, ON L1S 2H9  
 E: lorraine.billings@ajax.ca  
 P: 905-619-2529, ext. 3314 | F: 905-683-1061

**C.S. - LEGISLATIVE SERVICES**

Original
To: CIP
Copy G. O'Connor
To: G. Cubitt
C.C. S.C.C. File
Take Appr. Action

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TOWN OF AJAX  
65 Harwood Avenue South  
Ajax ON L1S 3S9  
[www.ajax.ca](http://www.ajax.ca)

---

Premier Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto ON  
M7A 1A1

September 18, 2018

**Re: Better Local Government Act, 2018 and Notwithstanding Clause**

Please be advised that the following resolution was endorsed by Ajax Town Council at its Meeting held September 17, 2018:

WHEREAS the Town of Ajax believes strongly in the right to freedom of expression for all persons in Canada, and the right of all Canadian citizens to vote as enshrined in the Canadian Charter of Rights and Freedoms;

AND WHEREAS the Town of Ajax remains committed to effective representation for all voters, and believes that Ontario's municipalities are a mature order of government capable of self-governance and establishing effective representation for their own constituents;

AND WHEREAS the Ontario Superior Court of Justice has ruled that Bill 5, *Better Local Government Act, 2018*, reducing the number of councillors to be elected and the size and shape of wards in the City of Toronto infringes upon the Charter-protected rights of voters and candidates in Toronto's municipal and school board elections;

AND WHEREAS the Province of Ontario has invoked section 33 of the *Constitution Act, 1982*, otherwise known as the *notwithstanding clause*, in order to override the court's decision on Bill 5, curtailing the Charter-protected rights of voters and candidates in Ontario;

AND WHEREAS the *notwithstanding clause* has never before been used in the Province of Ontario, and its use should be limited, specific, and reserved for extenuating or emergency circumstances, none of which are the case with respect to Bill 5;

NOW THEREFORE Council of the Town of Ajax hereby enacts as follows:

THAT Ajax Council condemns in the strongest terms the Provincial Government's politically motivated and highly inappropriate use of section 33 of the *Constitution Act, 1982*, in order to curtail the rights of voters and candidates in a democratic election and interfere with the ability of municipalities to provide effective representation for their constituents;

AND THAT Ajax Council strongly urges the Premier and Members of Provincial Parliament (MPPs) to reconsider invoking section 33 (notwithstanding clause) to advance Bill 5;

AND THAT the Province commit to engaging and consulting with municipalities on decisions that will directly impact their residents as the mature and capable order of government they are;

AND THAT this resolution be forwarded to the Prime Minister of Canada, Premier of Ontario, Mayor of the City of Toronto, FCM, AMO, all Region of Peel, York, Halton and Durham municipalities, all MPPs in Durham Region and all MPs in Durham Region.

If you require any additional information please do not hesitate to contact me at 905-619-2529 ext. 3342 or [alexander.harras@ajax.ca](mailto:alexander.harras@ajax.ca)

Sincerely



Alexander Harras  
Manager of Legislative Services/Deputy Clerk  
905-619-2529 ext. 3342  
[alexander.harras@ajax.ca](mailto:alexander.harras@ajax.ca)

Copy: Prime Minister of Canada  
Mayor of the City of Toronto  
Federation Canadian Municipalities  
Association of Municipalities of Ontario (AMO)  
Region of Peel Municipalities  
Region of York Municipalities  
Region of Halton Municipalities  
Region of Durham Municipalities  
Durham Region MPPs  
Durham Region MPs  
S. Parish, Mayor of Ajax  
R. Matheson, Senior Communications Officer – Government Relations

**Afreen Raza**

**From:** Carolyn Lance <clance@georgina.ca>  
**Sent:** September-25-18 9:48 AM  
**To:** wendy.cooke@barrie.ca; ctouzel@brantford.ca; clerks@guelph.ca; clerk@hamilton.ca; clerks@kawarthalakes.ca; clerks@orillia.ca; clerk@peterborough.ca; clerk@toronto.ca; clerks@brant.ca; eeichenbaum@haldimandcounty.on.ca; clerk@dufferincounty.ca; jwilson@townofgrandvalley.ca; clerksoffice@townofmono.com; sgreatrix@orangeville.ca; jwilloughby@shelburne.ca; sstone@amaranth-eastgary.ca; dholmes@melancthontownship.ca; kvroom@mulmur.ca; macdonaldn@northumberlandcounty.ca; cdoiron@brighton.ca; bgilmer@porthope.ca; doug.irwin@trenthills.ca; blarmer@cobourg.ca; rvdm@ahtwp.ca; julie@cramahetownship.ca; ksurerus@hamiltontownship.ca; info@ptbocounty.ca; kstevenson@trentlakes.ca; cwhite@asphodelnorwood.com; earthurs@cavanmonaghan.net; crystal@dourodummer.on.ca; bangione@hbmtwp.ca; c.parent@northkawartha.on.ca; hscott@osmtownship.ca; achittick@nexicom.net; john.daly@simcoe.ca; clerks@townofbwg.com; salmas@collingwood.ca; clerksoffice@innisfil.ca; kdesroches@midland.ca; clerk@newtecumseth.ca; scooper@penetanguishene.ca; clerk@wasagabeach.com; kpearl@adjtos.ca; pfettes@clearview.ca; llehr@essatownship.on.ca; kway@oro-medonte.ca; jconnor@ramara.ca; sgoerke@townshipofsevern.com; renee.chaperon@springwater.ca; agray@tay.ca; swalton@tiny.ca; donnab@wellington.ca; lisa.campion@erin.ca; bwhite@town.minto.on.ca; kokane@centrewellington.ca; mreid@get.on.ca; bschellenberger@mapleton.ca; klandry@puslinch.ca; kwallace@wellington-north.com; clerks@oshawa.ca; clerks@pickering.ca; Clerks; clerks@clarington.net; nicole.cooper@ajax.ca; clerks@whitby.ca; Thomas Gettinby; jnewman@scugog.ca; dleroux@town.uxbridge.on.ca; cityclerks@burlington.ca; regionalclerk@halton.ca; suzannej@haltonhills.ca; townclerk@milton.ca; townclerk@oakville.ca; bmatson@niagarafalls.ca; cityclerk@portcolborne.ca; bdunk@stcatharines.ca; clerk@thorold.com; clerk@welland.ca; ralph.walton@niagararegion.ca; lbubanko@forterie.ca; hsody-easton@grimsby.ca; jkirkelos@lincoln.ca; ptodd@notl.org; nbozzato@pelham.ca; wkolasa@wainfleet.ca; jscime@westlincoln.ca; cityclerksoffice@brampton.ca; diana.rusnov@mississauga.ca; regional.clerk@peelregion.ca; amanda.fusco@caledon.ca; clerks@cambridge.ca; christine.tarling@kitchener.ca; clerkinfo@waterloo.ca; asage@northdumfries.ca; gkosch@wellesley.ca; dawn.mittelholtz@wilmot.ca; jsmith@woolwich.ca; regionalinquiries@regionofwaterloo.ca; clerks@markham.ca; clerks@vaughan.ca; clerks@aurora.ca; clerks@eastgwillimbury.ca; clerks@newmarket.ca; clerks@richmondhill.ca; clerks@townofws.ca; kmoyle@king.ca; regional.clerk@york.ca  
**Subject:** RE: Town of Georgina Council Resolution - Greenbelt Protection  
**Attachments:** Town of Aurora, Greenbelt Protection Correspondence.pdf

**C.S. - LEGISLATIVE SERVICES**

Original To: CIP
Copy To: B.B
<b>C.C. S.C.C. File</b>
<b>Take Appr. Action</b>

Please be advised that Town Council for the Town of Georgina passed the following motion endorsing the position of the Town of Aurora respecting Greenbelt Protection and white belt lands:

**RESOLUTION NO. C-2018-0450**

*That Council endorse the position of the Town of Aurora urging the Province to extend Greenbelt protection to include the appropriate white belt lands within the inner ring, lands that are the most immediately vulnerable to development in the Province.*

The Town of Aurora's initial resolution has been attached for your reference.



**Carolyn Lance**

Council Services Coordinator  
Clerk's Division | Town of Georgina  
26557 Civic Centre Road, Keswick, ON | L4P 3G1  
905-476-4301 Ext. 2219 | [georgina.ca](http://georgina.ca)  
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Legislative Services  
Michael de Rond  
905-726-4771  
clerks@aurora.ca

Town of Aurora  
100 John West Way, Box 1000  
Aurora, ON L4G 6J1

August 10, 2018

**Delivered by email**  
[doug.ford@pc.ola.org](mailto:doug.ford@pc.ola.org)

The Honorable Doug Ford  
Premier of Ontario  
Room 281, Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

Dear Premier:

**Re: Town of Aurora Council Resolution of June 12, 2018**  
**Re: Motion (b) Greenbelt Protection**

Please be advised that this matter was considered by Council at its meeting held on June 12, 2018, and in this regard Council adopted the following resolution:

**Whereas the Town of Oakville has passed a similar resolution; and**

**Whereas the Greenbelt is an integral component of land use planning that complements the Growth Plan to encourage smart planning, the reduction of sprawl, protection of natural and hydrological features and agricultural lands; and**

**Whereas the Greenbelt has protected 1.8 million acres of farmland, local food supplies, the headwaters of our rivers and important forests and wildlife habitat for more than 12 years; and**

**Whereas a permanent Greenbelt is an important part of the planning for sustainable communities; and**

**Whereas there is a tremendous amount of land already planned and available in excess of the development needs of the Greater Toronto Area (GTA) without weakening the protections provided by the Greenbelt; and**

**Whereas efforts to open the Greenbelt to create the opportunity for land speculators to build expansive homes, at immense profits, in remote areas; and**



**Whereas opening the Greenbelt would move the urban boundary thus creating more sprawl and increased traffic; and**

**Whereas the costs of sprawl result in increased taxes, because 25% of the costs of sprawl are downloaded to existing property tax payers; and**

**Whereas programs like the proposed inclusionary zoning regulations will assist municipalities in advancing the supply of affordable housing stock without the need to expand the built boundary;**

- 1. Now Therefore Be It Hereby Resolved That the Town of Aurora stands with its municipal neighbours to undertake continued action to maintain and grow the current Greenbelt, of which the Oak Ridges Moraine is a part; and**
- 2. Be It Further Resolved That the Province be strongly urged to extend Greenbelt protection to include the appropriate white belt lands within the inner ring, lands that are the most immediately vulnerable to development in the province; and**
- 3. Be It Further Resolved That this resolution be distributed to the Premier of Ontario, the Minister of Municipal Affairs, the Minister of the Environment and Climate Change, all Greater Golden Horseshoe (GGH) municipalities, the Association of Municipalities of Ontario, Environmental Defence, Friends of the Greenbelt Foundation, STORM Coalition (Save The Oak Ridges Moraine), Oak Ridges Moraine Foundation, The Regional Municipality of York, and members of Municipal Leaders for the Greenbelt, and leaders of the various Ontario political parties.**

The above is for your consideration and any attention deemed necessary.

Yours sincerely,



Michael de Rond

Town Clerk

The Corporation of the Town of Aurora

MdR/lb

**Re: Town of Aurora Motion (b) Greenbelt Protection**  
**August 10, 2018**  
**Page 3 of 3**

**Copy: Andrea Horwath, Leader, New Democratic Party of Ontario**  
**John Fraser, Interim Leader, Ontario Liberal Party**  
**Mike Schreiner, Leader, Green Party of Ontario**  
**Hon. Steve Clark, Minister of Municipal Affairs and Housing**  
**Hon. Rod Phillips, Minister of the Environment, Conservation and Parks**  
**Association of Municipalities of Ontario**  
**Environmental Defence**  
**Friends of the Greenbelt Foundation**  
**Municipal Leaders for the Greenbelt**  
**STORM Coalition (Save The Oak Ridges Moraine)**  
**Oak Ridges Moraine Foundation**  
**Greater Golden Horseshoe (GGH) Municipalities**  
**The Regional Municipality of York**

**GANARASKA REGION CONSERVATION AUTHORITY**

**MINUTES OF THE BOARD OF DIRECTORS**

**September 20, 2018**

**FA 04/18**

---

**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  
Raymond Benns - Township of Alnwick/Haldimand  
Brian Darling - Town of Cobourg  
Louise Ferrie-Blecher - Municipality of Port Hope  
Mark Lovshin - Township of Hamilton  
Forrest Rowden - Town of Cobourg  
Heather Stauble - City of Kawartha Lakes

**ALSO PRESENT:** Linda Laliberte, CAO/Secretary-Treasurer  
Janice Teare, Watershed Services Coordinator  
Ken Thajer, Planning and Regulations Coordinator

**ABSENT WITH  
REGRETS:** John Fallis - Township of Cavan Monaghan  
Willie Woo - Municipality of Clarington

**ALSO ABSENT:** Jeff Lees, Vice-Chair - Municipality of Port Hope

**2. Disclosure of Pecuniary Interest**

None

**3. Minutes of Last Meeting**

**FA 21/18**

**MOVED BY:** Forrest Rowden

**SECONDED BY:** Brian Darling

**THAT** the Ganaraska Region Conservation Authority approve the minutes of the June 21, 2018 meeting.

**CARRIED.**

4. Adoption of the Agenda**FA 22/18**

**MOVED BY:** Ray Bennis  
**SECONDED BY:** Heather Stauble

**THAT** the Full Authority adopt the agenda as presented.  
**CARRIED.**

5. Delegations

None

6. Presentations

None

7. Business Arising from Minutes

## a) 2019 Preliminary Budget and Municipal Levy

The board members discussed the additional capital asset levy. The CAO/Secretary-Treasurer advised that the June staff report would accompany the levy letter to each municipality. She also advised that any municipality could request a presentation to explain the additional levy.

**FA 23/18**

**MOVED BY:** Forrest Rowden  
**SECONDED BY:** Brian Darling

**THAT** the Full Authority receive the 2019 Preliminary Budget for information and,

**FURTHER THAT** the budget be forwarded to the watershed municipalities, indicating in the cover letter, that the vote to approve the 2019 levy will be taken at the November 2018 Board of Directors meeting.

**CARRIED.**

8. Correspondence

FA 1 Maddison Ellis, Deputy Clerk/Executive Assistant to the CAO, Northumberland County, re. Resolution 2018-07-18-188

**FA 24/18**

**MOVED BY:** Louise Ferrie-Blecher  
**SECONDED BY:** Ray Bennis

**THAT** the Ganaraska Region Conservation Authority receive the correspondence for information.

**CARRIED.**

9. Applications under Ontario Regulation 168/06:

Permits approved by Executive:

**FA 25/18**

**MOVED BY:** Forrest Rowden

**SECONDED BY:** Brian Darling

**THAT** the Ganaraska Region Conservation Authority receive the permits for information.

**CARRIED.**

Permit Application require Full Authority discussion:

None

10. Committee Reports:

None

11. New Business:

a) Appointment of Officers to Enforce Conservation Authority Act and Regulations

**FA 26/18**

**MOVED BY:** Louise Ferrie-Blecher

**SECONDED BY:** Heather Stauble

**THAT** the Ganaraska Region Conservation Authority designate Ken Thajer as a Provincial Offences Officer for the purposes of enforcing the *Conservation Authorities Act* and Regulations.

**CARRIED.**

b) GRCA Administrative By-Law

**FA 27/18**

**MOVED BY:** Ray Bennis

**SECONDED BY:** Louise Ferrie-Blecher

**THAT** the Ganaraska Region Conservation Authority defer the Administrative By-Law to the next meeting.

**CARRIED.**

c) GRCA Updated Alcohol Policy

**FA 28/18**

**MOVED BY:** Ray Bennis

**SECONDED BY:** Forrest Rowden

**THAT** the Ganaraska Region Conservation Authority approve the updated Ganaraska Region Conservation Authority Alcohol Policy to become effective immediately.

**CARRIED.**

The members discussed the possibility of having the agenda package available electronically. It was noted that some members do not have an internet connection strong enough to support downloads. Staff stated that the options could be reviewed further.

12. Other Business

None

13. In Camera

None

14. Adjourn

The meeting adjourned at 7:45 p.m. on a motion by Forrest Rowden.

\_\_\_\_\_  
CHAIR

\_\_\_\_\_  
CAO/SECRETARY-TREASURER

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**

**September 11, 2018**

A regular meeting of the Durham Agricultural Advisory Committee was held on Tuesday, September 11, 2018 in Boardroom 1-A, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:30 PM

Present: Z. Cohoon, Federation of Agriculture, Chair  
E. Bowman, Clarington  
B. Howsam, Member at Large  
J. Henderson, Oshawa  
K. Kemp, Scugog  
K. Kennedy, Member at Large  
F. Puterbough, Member at Large, Vice-Chair  
D. Risebrough, Member at Large  
H. Schillings, Whitby  
B. Smith, Uxbridge  
G. Taylor, Pickering  
T. Watpool, Brock, Vice-Chair  
B. Winter, Ajax

Absent: I. Bacon, Member at Large  
G. O'Connor, Regional Chair

#### **Staff**

Present: K. Kilbourne, Project Planner, Department of Planning and Economic Development  
L. MacKenzie, Agriculture Program Coordinator, Department of Planning and Economic Development  
N. Prasad, Committee Clerk, Corporate Services – Legislative Services

#### **1. Adoption of Minutes**

Moved by K. Kemp, Seconded by B. Winter,  
That the minutes of the Durham Agricultural Advisory Committee meeting held on June 12, 2018 be adopted.  
CARRIED

#### **2. Declarations of Interest**

There were no declarations of interest.

### **3. Presentations**

A) Dr. Christopher Wellen and Eleonora Gagliardi, Ryerson University, Research Project, Farming on the Urban Fringe: Understanding the Challenges and Opportunities

---

Dr. Wellen and E. Gagliardi provided a PowerPoint Presentation regarding Farming on the Fringe: Challenges and Opportunities.

Dr. Wellen stated that the Farming on the Urban Fringe project is being conducted by a small team from Ryerson University who will be studying farm areas in and around Durham Region to better understand the opportunities and pressures of farming on the urban fringe. Dr. Wellen stated that the study will focus on what has changed on the agricultural landscape since the 1970's and the relationship between social factors and land management.

E. Gagliardi stated that the research also looks at better understanding the unique farming conditions that take place on the urban fringe and how land tenure and policies affect soil. She stated that the team will look at different farms and their perspectives and practices with regards to farm management, soil health and land tenure systems and how they are interrelated. E. Gagliardi advised that the geographic scope of the project is currently limited to a small area in west Durham, however, she is interested in expanding the scope and doing further research in the Durham Region area. Interviews are currently being conducted and will focus on the following 6 thematic areas: farm operations; soil health; land tenure; future change; demographics; and tests. The information collected will be used for research and the data will remain confidential. She welcomed any interested members in assisting with providing data for the team's research.

Dr. Wellen and E. Gagliardi responded to questions of the committee with regards to determination of the study area and the importance of getting data from a broad spectrum of farms.

### **4. Discussion Items**

A) 2018 DAAC Farm Tour

---

Discussion ensued regarding the final details of the Farm Tour being held September 13, 2018 at Reesor Elevators in Scugog. Z. Cohoon confirmed that the picnic tables will be moved to the Farm Tour location on Wednesday, September 12, 2018. D. Risebrough confirmed that decorations, parking, tents and milk are in place. He stated that group leaders are still needed for the stations.



B) Rural and Agricultural Economic Development Update – N. Rutherford

L. MacKenzie, Agriculture Program Coordinator, provided the following update on behalf of N. Rutherford, Manager, Agriculture and Rural Affairs:

- 64 face to face interviews have been conducted with regards to the Local Food Business Retention and Expansion Project and the survey data has been entered into the database. Next steps are to analyze data; develop goals and action plans; prepare final report and action plans.
- The current Agricultural Strategy is coming to the end of its 5 years in 2018. Staff is starting the process to revise the Strategy for the next 5 years.
- There will be a NAFTA/Trade Roundtable held in October at Regional Headquarters in Durham Region and hosted by The Honourable Jim Wilson, Minister of Economic Development, Job Creation and Trade. Representatives from the agricultural sector, including dairy, are encouraged to participate.
- The Smart Cities Forum is being held on September 29, 2018 at the University of Ontario Institute of Technology (UOIT). The forum will be the first event in a broader series of municipal engagement activities in anticipation of the next round of the federal Smart Cities Challenge. There will be exhibit areas, one of which will feature innovation in agriculture. Any members using technology are welcome to attend and demonstrate that technology. L. MacKenzie provided a handout with additional information on registering.

C) Application to amend the Durham Regional Official Plan, submitted by Clark Consulting Services on behalf of Mike Kennedy, to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Uxbridge, File: OPA-2018-003

A copy of the Application to Amend the Durham Regional Official Plan, submitted by Clark Consulting Services on behalf of Mike Kennedy, to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Uxbridge, File: OPA 2018-003 was provided as Attachment #2 to the Agenda. Discussion ensued with regards to the details surrounding the proposed severance.

Moved by D. Risebrough, Seconded by K. Kemp,

That the Durham Agricultural Advisory Committee supports the Application to Amend the Durham Regional Official Plan, submitted by Clark Consulting Services on behalf of Mike Kennedy to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Uxbridge, File: OPA 2018-003.

CARRIED

## 5. Information Items

### A) Correspondence from MPAC re: On-Farm Business Subclasses

A copy of the correspondence from the Municipal Property Assessment Corporation (MPAC) dated June 11, 2018 regarding small-scale on-farm business subclasses was provided as Attachment #3 to the Agenda and received. Discussion ensued with regards to the optional subclasses for both industrial and commercial property classes to promote and support local farm enterprises across Ontario. K. Kilbourne advised that she has requested further information from MPAC, which will be provided at a subsequent meeting.

### B) Carruther's Creek Watershed Plan Update (2018-INFO-102)

A copy of Information Report #2018-INFO-102 from the Commissioner of Planning and Economic Development regarding the Carruthers Creek Watershed Plan Update was provided as Attachment #4 to the Agenda and received.

### C) Correspondence from Durham Farm Connections re: 150 Farm Families Commemoration

A copy of correspondence from Durham Farm Connections dated July 4, 2018 regarding the 150 Farm Families Commemoration was provided as Attachment #5 to the Agenda and received.

### D) ROPA 2018-003 Mike Kennedy/Clark Consulting Public Meeting Report (2018-COW-XX)

A copy of Early Release Report #2018-COW-XX of the Commissioner of Planning and Economic Development regarding an Application to amend the Durham Regional Official Plan, submitted by Clark Consulting Services on behalf of Mike Kennedy, to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Uxbridge was provided as Attachment #6 to the Agenda and received.

E) ROPA 2018-001 Youngfield Farms Recommendation Report (2018-COW-XX)

A copy of Early Release Report #2018-COW-XX of the Commissioner of Planning and Economic Development regarding an Application to Amend the Durham Regional Official Plan, submitted by Youngfield Farms Limited, to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Scugog was provided as Attachment #7 to the Agenda and received.

F) Proposed Revisions to Advisory Committees Terms of Reference (2018-COW-159)

A copy of Report #2018-COW-159 of the Commissioner of Planning and Economic Development regarding Proposed Revisions to the Terms of Reference for the Durham Agricultural Advisory Committee, Durham Active Transportation Committee, and Durham Environmental Advisory Committee was provided as Attachment #8 to the Agenda and received.

**6. Other Business**

There were no items of other business.

**7. Date of Next Meeting**

The next regular meeting of the Durham Agricultural Advisory Committee will be held on Tuesday, October 9, 2018 starting at 7:30 PM in Boardroom 1-B, Level 1, 605 Rossland Road East, Whitby.

**8. Adjournment**

Moved by B. Winter, Seconded by B. Smith,  
That the meeting be adjourned.  
CARRIED

The meeting adjourned at 8:36 PM

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Z. Cohoon, Chair, Durham  
Agricultural Advisory Committee

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N. Prasad, Committee Clerk

## **DURHAM NUCLEAR HEALTH COMMITTEE (DNHC) MINUTES**

### **Location**

University of Ontario Institute of Technology (UOIT)  
2000 Simcoe Street North, City of Oshawa  
Meeting Room 1058 in the Energy Research Building

### **Date**

September 14, 2018

### **Time**

1:00 PM

### **Host**

UOIT

### **Members**

Dr. Robert Kyle, Durham Region Health Department (DRHD) (Chair)  
Ms. Lisa Fortuna, DRHD  
Mr. Raphael McCalla, Ontario Power Generation (OPG)  
Mr. Phil Dunn, Ministry of the Environment, Conservation and Parks  
Dr. Tony Waker, University of Ontario Institute of Technology (UOIT) (Presenter)  
Dr. John Hicks, Public Member  
Ms. Janice Dusek, Public Member  
Mr. Marc Landry, Public Member  
Dr. Barry Neil, Public Member  
Dr. Lubna Nazneen, Public Member  
Dr. David Gorman, Public Member

### **Presenters/Observers**

Mr. Brian Devitt (Secretary)  
Ms. Analiese St. Aubin, OPG (Presenter)  
Ms. Tiasi Ghosh, OPG (Presenter)  
Ms. Paulina Herrera, OPG (Presenter)  
Mr. Ali Esmaeily, OPG  
Ms. Amy Burke, Municipality of Clarington  
Ms. Lynn Jacklin, Durham Nuclear Awareness (DNA)  
Ms. Lydia Skirko, Whitby Resident  
Ms. Jane Snyder, Whitby Resident  
Ms. Susan Ebata, Whitby Resident  
Mr. Alan Shaddick, Whitby Resident  
Mr. Matt Cochrane, Oshawa Resident  
Mr. A.J. Kehoe, Durham Region Resident

### **Regrets**

Mr. Hardev Bains, Public Member

Ms. Veena Lalman, Public Member  
Ms. Mary-Anne Pietrusiak, DRHD

Robert Kyle opened the meeting, welcomed everyone and thanked Dr. Tony Waker for hosting the meeting at UOIT.

## 1. Approval of Agenda

The Revised Agenda was adopted as written.

## 2. Approval of Minutes

The Minutes of June 15, 2018 were adopted as written.

## 3. Correspondence

**3.1** Robert Kyle's office received Minutes of the Pickering Nuclear Generating Station (NGS) Community Advisory Council meeting held on May 15, 2018.

**3.2** Robert Kyle's office received an updated Revised Agenda from the Canadian Nuclear Safety Commission (CNSC) concerning Part 2 of the Public Hearing to **consider** the application by OPG to renew its nuclear power reactor licence for the Pickering NGS for a period of 10 years dated June 15, 2018.

**3.3** Robert Kyle's office received the Darlington Refurbishment Project Newsletter, *Ready to Rebuild Darlington Nuclear's Unit 2 Reactor*, dated June 15, 2018.

**3.4** Robert Kyle's office received the CNSC's announcement dated June 19, 2018 that Rumina Velshi has been appointed to replace Michael Binder as President and CEO of the CNSC effective August 23, 2018.

**3.5** Robert Kyle's office received the CNSC's 2017 Independent Environmental Monitoring Program results for the Darlington Nuclear Generating Station (**NGS**) dated June 20, 2018 and the results were very similar to the OPG's 2017 Environmental Monitoring Program results presented by Margo Curtis at the June 15<sup>th</sup> DNHC meeting.

**3.6** Robert Kyle's office received OPG's *Neighbours Newsletter for Pickering and Darlington NGSs* **dated** Summer 2018.

**3.7** Robert Kyle's office received the CNSC announcement of its decision to grant a 10-year licence renewal for the Pickering NGS valid from September 1, 2018 to August 31, **2028** dated August 9, 2018. The station will operate until

the end of 2024 followed by safe storage activities, such as removal of fuel and water, between 2025 and 2028.

#### **4. Presentations**

##### **4.1 Progress Report concerning OPG's Application for the Renewal of the Nuclear Power Reactor Licence for the Pickering NGS**

Paulina Herrera, Manager, Regulatory Affairs, Pickering Nuclear, provided an update on the renewal of the CNSC Nuclear Power Reactor Operating Licence for the Pickering NGS for a 10-year licence term. The highlights of Paulina's presentation were:

- In August 2017, OPG submitted its licence renewal application to the CNSC.
- OPG requested a 10-year licence term from September 1, 2018 to August 31, 2028 to include:
  - Operation of the station until the end of 2024
  - Safe storage activities at the station from 2025 to 2028

Paulina explained the CNSC licensing process that included:

- Part 1 Hearing was held in Ottawa on April 4, 2018 where OPG presented its request for relicensing of the Pickering NGS and answered questions from CNSC Commissioners.
- Part 2 Hearing was held in the City of Pickering at the Pickering Recreation Complex from June 25 to 29, 2018 where approximately 150 intervenors expressed their concerns and comments.
- CNSC stated in its Summary Record of Decision dated August 7, 2018 that OPG was qualified to carry out the licensed activities and will make adequate provisions for the protection of the environment, the health and safety of persons, national security and international obligations to which Canada has agreed.
- Announcement by CNSC on August 8, 2018 concerning its decision to grant a 10-year licence for the Pickering NGS and the licence will be valid from September 1, 2018 to August 31, 2028. The licence will allow the station to operate until 2024 followed by safe storage activities such as removal of fuel and water between 2025 and 2028.
- The 10-year licence renewal requires a mid-term update on the licensed activities at the Pickering NGS in 2023 and it will take place during a Commission meeting held in the City of Pickering with the date and location to be determined.

During Paulina's presentation, she referred to the CNSC Summary Record of Decision released on August 7, 2018 concerning the 10-year licence renewal for Pickering NGS. She also mentioned that the Detailed Record of Decision has not yet been released by the CNSC and this document will have more details on its decision.

Paulina explained that during the CNSC Hearings, the Periodic Safety Review and the Integrated Implementation Plan, were very significant documents used by OPG to support its request for the licence renewal and to identify enhancements that will be made at the Pickering NGS. Paulina referred to these enhancements during her presentation and provided an example relating to the installation of additional piping to connect the Pickering Units 1-4 and 5-8 firewater. She explained that this enhancement provides additional ways to cool the fuel in the extremely unlikely event of an accident. It was mentioned that another presentation would be offered for an in-depth discussion on these enhancements.

Dr. Robert Kyle requested a presentation be made by OPG at the November 16<sup>th</sup> DNHC meeting to explain the safety enhancements that will be made to help ensure the safe operation of the Pickering NGS during the 10-year licence. Analiese St. Aubin offered to follow-up on his request and confirm a presenter with Brian Devitt, Secretary to the DNHC.

Paulina Herrera or her associates will provide the DNHC with updates concerning continued operation of the Pickering NGS until 2024.

For more information, Paulina can be contacted at [paulina.herrera@opg.com](mailto:paulina.herrera@opg.com) or 905-839-1151.

#### **4.2 Progress report by OPG concerning the Results of the 2017 Groundwater Monitoring Program (GWMP) at Pickering and Darlington NGSs**

Tiasi Ghosh, Environmental Advisor, OPG, provided a detailed presentation of the results of the 2017 GWMP at Pickering and Darlington NGSs.

Tiasi explained the Key Objectives of the 2017 GWMP were:

- To verify groundwater flow direction.
- To monitor changes to on-site groundwater quality to identify new issues in a timely manner and assess past contamination issues.
- To monitor site boundary groundwater quality at the site boundary to confirm there is no adverse off-site impacts.

Tiasi provided the highlights of the 2017 GWMP results at the Pickering NGS that included:

- Samples were collected from 132 groundwater wells or monitoring locations to analyse groundwater samples to characterize groundwater conditions in the following key areas:
  - Emergency Power Generator
  - Former Water Treatment Plant Settling Basin
  - Irradiated Fuel Bay
  - Reactor Building
  - Upgrading Plant Pickering

- The predominant groundwater flow pattern remained unchanged from the original interpretations.
- Legacy groundwater quality results continued to improve.
- In 2017, a new groundwater issue at the Units 5/6 area was investigated, resolved and monitoring will continue.
- Monitoring the site boundary groundwater quality showed no indications of adverse off-site migration of tritium from the Pickering NGS.

Tiasi provided the highlights of the 2017 GWMP results at the Darlington NGS that included:

- Samples were collected from 81 groundwater wells or monitoring locations to analyse groundwater samples to characterize groundwater conditions.
- There was a slight localized change in groundwater flow elevations within the protected areas as compared to previous years but as of 2017, water levels had recovered following the cessation of large-scale dewatering activities for the construction associated with the refurbishment project.
- Monitoring the site boundary groundwater quality indicated that there was no adverse off-site migration of tritium from the Darlington NGS.

Tiasi's summary of the 2017 GWMP included:

- At Pickering, the predominant groundwater flow pattern remains unchanged from the original interpretations.
- At Darlington, the groundwater levels within the protected area have recovered following cessation of large-scale dewatering activities for construction associated with refurbishment.
- At Pickering and Darlington, legacy groundwater quality results continued to show improvement and monitoring will continue.
- At Pickering, the 2017 emerging groundwater issue at Unit5/6 area has been investigated, resolved and monitoring will continue.
- At Pickering and Darlington, there was no indication of adverse, off-site migration of tritium from the NGSs.
- The 2017 GWMP results for Pickering and Darlington NGSs were submitted to the CNSC for its review.

During the questions and comments that followed Tiasi's presentation, a suggestion was made by Dr. David Gorman for OPG to use graphs to show trends over several years that will more clearly demonstrate that legacy groundwater quality results are improving. Raphael McCalla said he liked this suggestion and would use graphs to report monitoring trends results when reporting the GWMP to the DNHC next year.

Tiasi Ghosh or her associates will continue to update the DNHC with the annual GWMP results for the Pickering and Darlington NGSs.

For more information on the GWMP, Tiasi can be contacted at [tiasi.ghosh@opg.com](mailto:tiasi.ghosh@opg.com) or 416-231-4111 extension 4230.



### **4.3 Progress Report by UOIT concerning its Faculty of Energy Systems and Nuclear Science**

Dr. Tony Waker, Professor, UOIT, provided a progress report on the educational and research activities in the Faculty of Energy Systems and Nuclear Science at UOIT. The highlights of Tony's presentation were:

- The 2018-19 Undergraduate Programs and student enrolments are:
  - Bachelor of Nuclear Engineering - 73 students
  - Bachelor of Engineering in Energy Systems Engineering – 0
  - Bachelor of Applied Science in Nuclear Power – 0
  - Bachelor of Science in Health Physics & Radiation Science – 8
  - Bachelor of Nuclear Power Bridge Program – 0
  - Bachelor of Technology (BTech) in Sustainable Energy Systems (programs were approved for academic years 2019-2020)
- Graduate Programs and student enrolments are:
  - Graduate Diploma in Nuclear Technology (G.Dip) - 89 students
  - Master of Engineering (MEng) – 20
  - Master of Science (MASc) – 23
  - Doctor of Philosophy (PhD) – 21
  - At the June 2018 convocation, graduate degrees presented were: 54 G.Dip, 6 MEng, 1 MASc, and 1 PhD.

Tony explained that UOIT also offers an extensive Internship Program to help introduce young scientists and engineers to the nuclear industry and workplaces. The program partners with many companies including: OPG, CNSC, Bruce Power, SNC Lavalin, AMEC, AECON, RCM Technologies, Energy Solutions and International Safety Research. In 2018, 8 Co-op and 18 Intern students were involved in the program at UOIT.

Tony provided some very interesting technical information on the research projects that he and his associates were working on with their students in the well-equipped nuclear laboratories at UOIT.

Dr. Tony Waker or his associates will update the DNHC next year on the progress of the Faculty of Energy Systems and Nuclear Science at UOIT. More information can be accessed at [nuclear.uoit.ca](http://nuclear.uoit.ca) or by contacting Tony at [anthony.waker@uoit.ca](mailto:anthony.waker@uoit.ca).

## **5. Communications**

### **5.1 Community Issues at Pickering Nuclear**

Analiene St. Aubin, Manager, Corporate Relations and Communications, Pickering Nuclear, OPG, provided an update on Community Issues at Pickering Nuclear and the highlights were:

- Pickering Units 1, 4, 5, 6 and 7 are operating at or close to full power.
- Pickering Unit 8 is in a planned maintenance outage.

- Pickering successfully hosted its annual *Tuesdays on the Trail Program* in July and August that was attended by several hundred families who enjoyed free educational and environmental programs in conjunction with OPG's many community partners.
- The Fall edition of the *Neighbours* newsletter will be distributed in October 2018.

Analièse St. Aubin, Manager, Corporate Relations and Communications, Pickering Nuclear, OPG, can be reached at (905) 839-1151 extension 7919 or by email at [analièse.staubin@opg.com](mailto:analièse.staubin@opg.com) for more information.

## **5.2 Community Issues at Darlington Nuclear**

Analièse St. Aubin, Manager, Corporate Relations and Communications, Pickering Nuclear, OPG, provided an update on the Community Issues at Darlington Nuclear and the highlights were:

- Darlington Units 1, 3 and 4 are operating at close to full power.
- Darlington Unit 2 is undergoing refurbishment.
- Darlington successfully hosted its annual *Tuesdays on the Trail Program* in July and August that was attended by several hundred families who enjoyed free educational and environmental programs in conjunction with OPG's many community partners.
- September 29, 2018, Darlington will host its annual *Family Safety Day Clarington* in partnership with the Clarington Emergency and Fire Services, Municipality of Clarington, Durham Regional Police Service and Kelsey's Restaurant, Bowmanville. They will provide information and hands-on activities for people of all ages to familiarize themselves with safety measures, emergency procedures and meet emergency personnel. In 2017, more than 4,000 people attended.
- October 27, 2018, Darlington will host its annual Darlington Refurbishment Project Open House that will provide the community with more information about OPG's mega-project. Also included is a reality tour of the inside of a nuclear facility and an informative bus tour around the Darlington NGS.
- The Fall edition of the *Neighbours* newsletter will be distributed in October 2018.

Jennifer Knox, Director, Corporate Relations and Communications, Darlington Nuclear, OPG, can be reached at (905) 697-7443 or by email at [jennifer.knox@opg.com](mailto:jennifer.knox@opg.com) for more information.

## **6. Other Business**

### **6.1 Topics Inventory Update**

Robert Kyle indicated the Topics Inventory will be revised to include the presentations made today.

## 6.2 Future Topics for the DNHC to Consider

Robert Kyle indicated the theme of the next DNHC meeting scheduled for November 16, 2018 will be *Reports by the CNSC and the Port Granby Project* that may include:

- Progress report by CNSC concerning the 2017 Safety and Performance Reports for the Darlington and Pickering Nuclear Power Plants.
- Progress report by the Canadian Nuclear Laboratories/Port Hope Area Initiatives concerning the Port Granby Project.
- Report by OPG concerning its Periodic Safety Review and Integrated Implementation Plan referred to during the relicensing Hearings of the Pickering NGS and the safety enhancements that are being planned.

## 6.3 Scheduled DNHC Meetings in 2019

- January 11 hosted by DRHD in Meeting Room LL-C
- April 5 hosted by OPG at Darlington Energy Complex, Board Room
- June 14 hosted by DRHD in Meeting Room LL-C
- September 13 hosted by UOIT in Meeting Room TBA
- November 15 hosted by DRHD in Meeting Room TBA

## 6.4 Minor Wording Changes to the Terms of Reference

Robert Kyle mentioned several minor changes were made to the Terms of Reference dated August 31, 2018 under Composition to increase the Alternate Public Members from two to three and to reflect the recent provincial name changes for the Ontario Ministry of the Environment, Conservation and Parks and Ontario Ministry of Energy, Northern Development and Mines.

## 7. Next Meeting

### Location

Durham Regional Headquarters  
905 Rossland Road East  
Town of Whitby, Ontario, Meeting Room LL-C

### Date

November 16, 2018

### Time

12:00 PM Lunch served, 1:00 PM Meeting begins

### Host

DRHD

## 8. Adjournment 3:30 PM