



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

January 5, 2018

Information Reports

- [2017-INFO-01](#) Chief Administrative Officer – re: Latornell Leadership Award
- [2017-INFO-02](#) Commissioner of Corporate Services – re: Recount Policy under the authority of the Municipal Elections Act

Early Release Reports

There are no Early Release Reports

Staff Correspondence

1. Memorandum from [Ralph Walton, Regional Clerk/Director of Legislative Services](#) – re: Follow up to Report #2017-COW-289, Recommended Actions Related to Bill 68 as it relates to Declarations of Interest Forms
2. Memorandum from [Dr. R. Kyle, Commissioner and Medical Officer of Health](#) – re: Rowan's Law (Concussion Safety), 2017

Durham Municipalities Correspondence

1. [Town of Ajax](#) – re: Resolution endorsed at their Council meeting held on December 11, 2017 regarding Growing the Greenbelt
2. [Durham Regional Police Services Board](#) – re: Correspondence regarding the Next Generation Common Communication Platform (NextGen) system
3. [Town of Whitby](#) – re: Resolution passed at their Council meeting held on December 11, 2017 regarding the Ontario Cannabis Retail Corporation (OCRC) Store - Whitby
4. [Town of Whitby](#) – re: Resolution passed at their Council meeting held on December 11, 2017, regarding Public Works Department Report, PW 29-17, Highway 401 Brock Street Interchange

5. [Town of Whitby](#) – re: Resolution passed at their Council meeting held on December 11, 2017, regarding Planning and Development Report , PL 98-17 Gerdau 2016 Annual Report for Environmental Certificate of Approval A390510
6. [Town of Whitby](#) – re: Resolution adopted at their Council meeting held on December 11, 2017 with regards to Pollinator Habitat and Bee City Canada
7. [City of Pickering](#) – re: Resolution passed at their Council meeting held on December 11, 2017, regarding Report PLN 18-17, Metrolinx’s Draft 2041 Regional Transportation Plan, City of Pickering’s Response
8. [City of Oshawa](#) – re: Correspondence concerning the enforcement and review of Provisional Certificate of Approval for a Waste Disposal Site at 1455,1515 and 1517 Thornton Road North, City of Oshawa
9. [City of Oshawa](#) – re: Correspondence concerning a request for deferral of Site Selection for a potential Cannabis Store in Oshawa
10. [City of Oshawa](#) – re: Resolution adopted at their Council meeting held on December 18, 2017 regarding the release of Employment Lands along Highway 407 East

Other Municipalities Correspondence/Resolutions

1. [Town of Amherstburg](#) – re: Resolution passed at their Council meeting held on November 13, 2017, supporting the Municipality of Morris - Turnberry’s resolution regarding the Tenanted Farm Tax Class
2. [Town of Amherstburg](#) – re: Resolution passed at their Council meeting held on November 13, 2017, supporting the Township of North Frontenac’s resolution regarding the negative impacts of Bill 148
3. [Town of Amherstburg](#) – re: Resolution passed at their Council meeting held on November 13, 2017, supporting the Town of Mono’s resolution regarding the on-call provisions in Bill 148
4. [Town of Amherstburg](#) – re: Resolution passed at their Council meeting held on November 13, 2017, supporting the Town of Lakeshore’s resolution regarding the Provincial Flood Insurance Program

Miscellaneous Correspondence

1. [Central Lake Ontario Conservation Authority](#)– Media release from Conservation Ontario regarding the New Conservation Authorities Act
2. [Ministry of Municipal Affairs](#) – re: Passing of Bill 139 – the Building Better Communications and Conserving Watersheds Act, 2017

3. [Tracy MacCharles, Minister of Government and Consumer Services and Bill Mauro, Minister of Municipal Affairs](#) – update on Bill 59, Putting Consumers First Act (Consumer Protection Statute Law Amendment), 2017
4. [Matthew Torigian, Deputy Minister of Community Safety and Minister of Community Safety and Correctional Services](#) – re: Expansion of the Ontario Naloxone Program
5. [Municipal Property Assessment Corporation \(MPAC\)](#) – re: 2017 Year-End Assessment Report for the 2018 Tax Year
6. [Ministry of Natural Resources and Forestry](#) – re: Notification of Bill 139, the Building Better Communities and Conserving Watersheds Act, 2017 Receiving Royal Assent
7. [Bob Chiarelli, Minister of Infrastructure](#) – re: Correspondence advising that on December 13, 2017, the province approved a new municipal asset management planning regulation
8. [Charles Sousa, Minister of Finance](#) – re: Correspondence advising that on December 12, 2017, Ontario passed legislation that will regulate the lawful use, sale and distribution of recreational cannabis by the federal government's July 2018 deadline
9. [Tina Ivany, Durham Region Resident](#) – re: Correspondence regarding water rates and general services

Advisory Committee Minutes

1. Energy From Waste – Waste Management Advisory Committee (EFW-WMAC) minutes – [November 23, 2017](#)
2. Durham Environmental Advisory Committee (DEAC) minutes – [November 23, 2017](#)
3. Accessibility Advisory Committee (AAC) minutes – [November 28, 2017](#)
4. Durham Agricultural Advisory Committee (DAAC) minutes – [December 5, 2017](#)
5. Durham Region Roundtable on Climate Change (DRRCC) minutes – [December 8, 2017](#)

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



The Regional Municipality of Durham Information Report

From: Chief Administrative Officer
Report: #2018-INFO-01
Date: January 5, 2018

Subject:

Latornell Leadership Award

Recommendation:

Receive for information

Report:

1. Purpose

- 1.1 On November 23, 2017, Brian Kelly, Manager of Sustainability for Durham Region was honoured by the environmental community with the Latornell Leadership Award.

2. Background

- 2.1 Arthur D. Latornell is a celebrated forward thinker and conservationist. Despite Art's numerous professional achievements, many would argue that Art had his greatest impact through his influence and teaching of students and colleagues.

Since 1993, the Latornell Conservation Symposium has been the premier forum for practitioners, policy makers, students, researchers, and non-government organizations to discuss challenges and opportunities in the conservation movement in Ontario while sharing new tools, techniques and strategies for natural resources management.

The Latornell Leadership Award was created to honour individuals who have demonstrated outstanding contributions to the field of conservation. They are recognized for their innovation, leadership and dedication. Either through their personal activities and/or leadership, they have gone beyond the call of duty or responsibility to an employer, client, or their community.

- 2.2 Brian Kelly has been a ground-breaking innovator for all of his 47 years of practice in the field of environmental stewardship. His co-founding of Pollution Probe and

subsequent efforts to reduce the level of phosphates in the Great Lakes in the 1960's was reflected in the amendments to the Canada Water Act which resulted in a 50% reduction in Lakes Erie's phosphate levels by 1975. Brian led the development of the Renewable Energy Technologies Strategy and Program at Ontario Hydro – representing the utility at the World Business Council for Sustainable Development. He had a lead role in developing the Sustainable Development Strategy for the Ontario Roundtable on Environment and Economy and currently coordinates the Durham Region Roundtable on Climate Change. Brian introduced The Natural Step to Canada, is a board member of the Clean Air Council and even finds time to participate in the sustainability committee at his church.

The theme of this year's Latonell Conservation Symposium was Succession. Brian has ensured that his work will be carried on by future generations. As the co-director of the Sustainability and Education Academy, his goal is to inspire school teachers across Canada to integrate sustainability education into all subjects rather than as an individual course. Brian is the founding Director of the Sustainable Enterprise Academy at York University's Schulich School of Business where he is also an instructor for the Business Strategies for Sustainability and Environment programs. Brian frequently presents on climate, energy, and conservation issues at community events.

- 2.3 At Durham Region, Brian has championed innovative climate change plans including the Durham Community Climate Change Local Action Plan, the Durham Community Climate Adaptation Plan, and the forthcoming Durham Community Energy Plan.

Respectfully submitted,

Original Signed By

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



The Regional Municipality of Durham Information Report

From: Commissioner of Corporate Services
Report: #2018-INFO-02
Date: January 5, 2018

Subject:

Recount Policy

Recommendation:

Receive for information

Report:

1. Purpose

- 1.1 The purpose of this report is to inform members of Council and bring to their attention their ability to enact a policy with respect to recounts under the *Municipal Elections Act* (MEA).

2. Background

- 2.1 Section 56(1) of the *Municipal Elections Act, 1996* states that if two or more candidates receive the same number of votes and cannot both or all be declared elected to the office, the clerk shall hold a recount. Recounts may also be held by resolution of Council within 30 days of the Regional Clerks declaration of results, or through a court order.
- 2.2 For the 2014 election the Region developed a procedural document for recounts that outlined the above legislated instances where a recount would be required and the processes that would be followed for each instance. The procedure was circulated to the area Clerks and received concurrence.
- 2.3 Since the 2014 election, a new subsection 56(1.1) has been added to the MEA which states that the clerk shall hold a recount in accordance with any policy passed by the municipality.

3. Analysis

- 3.1 To-date the Region's position has been that a recount for the Office of Regional

Chair will only be conducted for the reasons outlined in the legislation including in the case of a tie vote, a resolution by Council within 30 days of the Regional Clerks declaration of results, or because of a court order.

- 3.2 Recounts must be conducted within 15 days of:
 - Declaration of results in the case of a tie
 - Passage of resolution of Council
 - Receipt of Court Order
- 3.3 Recounts must be conducted in the same manner as the original count, unless varied by a Court Order.
- 3.4 It is important to remember that a recount for the Office of the Regional Chair would result in recounts being required in all eight area municipalities.
- 3.5 As a result of the addition to the MEA, municipalities are now permitted to determine additional scenarios in which a recount would be required. Municipalities may establish a policy which would initiate a recount when the results fall within a predefined threshold by the municipality.
- 3.6 The adoption of a recount policy does not restrict the power of Council to direct a recount pursuant to Section 57 of the Act (which enables Council to pass a resolution, or the Minister of Municipal Affairs to issue an order, requiring a recount) and it does not affect an elector's right to seek an order pursuant to Section 58 (which allows an elector to seek an order from the Superior Court of Justice directing a recount).
- 3.7 Recently York Region adopted a recount policy which states "At the final meeting of the outgoing Council after a municipal election, the Regional Clerk shall report to Council on the merits of conducting a recount, and the process for conducting the recount, where the successful candidate for Regional Chair is separated from the next closest candidate by 25 or fewer votes." This type of policy allows Council to assert control and discretion over the process.
- 3.8 Other municipalities have used formulas to determine when a recount will be conducted. For example, Oshawa's policy requires a recount where a vote differential of one quarter of 1 percent (0.25%), rounded up to the nearest whole number, of total votes cast for the office exists between the candidate(s) who is elected and those who are not. This type of formula accounts for varying participation rates and establishes a value where members of the public and candidates may have reasonable concerns respecting the perceived accuracy of the count due to the closeness of the results.
- 3.9 At the time of writing this report other nearby regional municipalities who have not implemented recount policies that allow for "close vote" recounts, include Waterloo, Peel, Halton and Niagara.

4. Conclusion

- 4.1 Enacting a recount policy under section 56(1.1) of the MEA is solely at Council's discretion. Council may wish to maintain the status quo and only conduct a recount for the Office of the Regional Chair for the reasons as outlined in the legislation:
- (a) Declaration of results in the case of a tie
 - (b) Passage of resolution of Council
 - (c) Receipt of Court Order
- 4.2 No recommendation is being made at this time with regard to development of a separate policy respecting circumstances requiring a recount, but rather to continue to follow past practice of considering provisions already contained within the *Municipal Elections Act* relating to recounts.

Respectfully submitted,

Original signed by:

D. Beaton
Commissioner of Corporate Services



Interoffice Memorandum

The Regional
Municipality of Durham
Corporate Services

605 ROSSLAND RD. E.
PO BOX 623
WHITBY, ON L1N 6A3
CANADA

905-668-7711
1-800-372-1102

durham.ca

Don Beaton
Commissioner of
Corporate Services

Date: December 14, 2017

To: Regional Chair Anderson and Members of Regional Council

From: Ralph Walton, Regional Clerk/Director of Legislative Services

Subject: Follow up to Report #2017-COW-289 Recommended
Actions Related to Bill 68 as it relates to Declarations of
Interest Forms

Attached for your information is the new Declarations of Interest Form that was approved at the December 13th Council meeting.

Hardcopies of the form will be made available at your seats in Council chambers.

Starting in January 2018, whenever you make a declaration of interest at a Committee of the Whole or Regional Council meeting you will be required to submit a form. Forms are to be submitted as soon as possible after the meeting, although staff will make every effort to collect the forms during meetings.

The forms will be made publically available in an online registry, along with the minutes of the meeting.

There is also an electronic version of the form available. Please email clerks@durham.ca if you wish to receive this fillable pdf version.

Respectfully submitted,

Original signed by:

Ralph Walton
Regional Clerk/Director of Legislative Services

c: Don Beaton, Commissioner of Corporate Services



Declaration of Interest Municipal Conflict of Interest Act

Agenda:

- Committee of the Whole
- Regional Council

Details:

Subject matter: _____

Report number: _____

Date of meeting: _____

Applicant signature/certification:

I, Councillor _____, declare a potential (deemed/ direct/ indirect) pecuniary interest on Council/Committee report number _____ subject matter _____ for the following reason:

Reason:

Councillor signature: _____

Councillor name: _____

For an "indirect pecuniary interest" see Section 2 of the *Municipal Conflict of Interest Act*.

For a "deemed" direct or indirect pecuniary interest see Section 3 of the *Municipal Conflict of Interest Act*.



Interoffice Memorandum

The Regional
Municipality of Durham
Health Department

605 ROSSLAND RD. E.
LEVEL 2
PO BOX 623
WHITBY, ON L1N 6A3
CANADA

905-668-7711
1-800-372-1102

durham.ca

Dr. Robert Kyle
Commissioner & Medical
Officer of Health

Date: January 5, 2018

To: Committee of the Whole

From: Dr. Robert Kyle

Subject: *Rowan's Law (Concussion Safety), 2017*

On December 14, 2017, the province introduced the proposed [Rowan's Law \(Concussion Safety\), 2017](#), which would, if passed, protect amateur athletes by improving concussion safety in organized sports activities and at school. The proposed legislation is the government's response to the [Rowan's Law Advisory Committee report](#) released in September 2017.

The proposed legislation:

- Requires individuals, parents, guardians and coaches to review concussion awareness resources prior to registration in a sports activity;
- Mandates sport organizations to establish a concussion code of conduct;
- Requires sport organizations to establish a removal-from-sport protocol for athletes suspected of having sustained a concussion and a return-to-sport protocol for athletes who have or are suspected of having sustained a concussion; and
- Amends the *Education Act* to add a new section which authorizes the Minister to establish regulations, policies and guidelines respecting concussions in pupils.

The proposed legislation aligns with Durham Region Health Department's advocacy efforts and Regional Council's endorsement of the Association of Local Public Health Agencies' (alPHA) support for the recommendations of the Rowan's Law Advisory Committee in November 2017.

Respectfully submitted,

Original signed by

R.J. Kyle, BSc, MD, MHSc, CCFP, FRCPC, FACPM
Commissioner & Medical Officer of Health



TOWN OF AJAX
65 Harwood Avenue South
Ajax ON L1S 3S9
www.ajax.ca

Honourable Kathleen Wynne
Premier of Ontario
Legislative Building,
Queen's Park,
Toronto, ON
M7A 1A1

December 12, 2017

Re: **Growing the Greenbelt**

Please be advised that the following resolution was endorsed by Ajax Town Council at its meeting held December 11, 2017:

WHEREAS the Province of Ontario established a Greenbelt system which continues to encourage communities to grow smarter and to protect our limited, sensitive natural resources and agricultural lands; and

WHEREAS the 2015 Coordinated Land Use Planning Review and 2017 proposed Regional Natural Heritage System for the Greater Golden Horseshoe did not capture all sensitive natural features and linkages, including sensitive headwaters within the Growth Plan's inner ring; and

WHEREAS the province has recently opened a 90-day consultation period seeking input on a study area for Greenbelt expansion; and

WHEREAS the focus of the current consultation period for Greenbelt expansion is protection of vital water features in the Growth Plan's outer ring under pressure from current or forecasted urban development which include coldwater streams, wetlands, moraines and important water features; and

WHEREAS areas under the most immediate pressure from development are located in the whitebelt of the inner ring, but the current study area only includes land in the outer ring;

THEREFORE BE IT RESOLVED THAT the Province be strongly urged to grow the Greenbelt by incorporating whitebelt lands within the inner ring to protect our limited freshwater and natural heritage features including the headwaters of Carruthers Creek; and

THAT this resolution be distributed to the Premier of Ontario, the Minister of Municipal Affairs, the Minister of Environment and Climate Change, Durham Region, Friends of the Greenbelt Foundation, Environmental Defence, the Association of Municipalities of Ontario, the Town of Oakville, the City of Markham, the City of Vaughan, the City of Toronto, the City of Mississauga, the City of Brampton, and the Toronto and Region Conservation Authority

If you require any additional information please do not hesitate to contact Rachel Matheson, Senior Communications Officer – Government Relations, at 905-619-2529 ext 3377 or Rachael.matheson@ajax.ca

Sincerely



Alexander Harras
Manager of Legislative Services/Deputy Clerk

Copy: Minister of Municipal Affairs
Minister of Environment and Climate Change
Durham Region
Friends of the Greenbelt Foundation
Environmental Defence
Association of Municipalities of Ontario
Town of Oakville
City of Markham
City of Vaughan
City of Toronto
City of Mississauga
City of Brampton
Toronto and Region Conservation Authority



DURHAM REGIONAL POLICE SERVICES BOARD

R. Anderson, Chair * A. Furlong, Vice-Chair
 B. Drew, Member * S. Lal, Member
 B. McLean, Member * R. Rockbrune, Member * R. Wilson, Member

December 14, 2017

Dear Municipal Clerk and Council,

A new public voice radio system for use by the Durham Regional Police Service, all of the fire services within the Region, and other municipal and public sector partners became operational in 2014. Since its inception, the Next Generation Common Communication Platform (NextGen) has provided first responders and other public service workers with an effective interoperable platform and excellent radio coverage throughout the Region. I am writing to seek your continued cooperation and support to ensure the system remains highly functional.

As you know, our Region continues to experience significant growth, and as new buildings are constructed, challenges are presented to the transmission of radio communications. If adequate planning is not conducted prior to construction, this may result in interference with the Next Gen system, which could affect police, fire, and EMS response times and potentially disable communications altogether. It is critical that the DRPS be aware of relevant development in advance and plan accordingly to mitigate any potential risk to public safety.

The Board respectfully requests that, as part of the formal municipal approval process, the Chief of Police be informed of development requests under consideration in your municipality for any structure, such as a high-rise building, that may reasonably be expected to have an effect on radio communications. If it is determined that communications will be impacted, and equipment will need to be placed on the property to accommodate the effective functioning of the radio system, we ask that steps be taken to require the builder to assume this responsibility and bear any associated costs.

Should your officials wish to discuss this matter in greater detail, please contact Mr. Stephen Orr, the DRPS lead on the Next Gen Project, at 905-579-1520 ext 3858.

We look forward to your continued support.

Roger Anderson
 Chair

c.c.: Chief Martin
 Mr. Ralph Walton, Director of Legislative Services/Regional Clerk

605 Rossland Road East, Box 911, Whitby, ON L1N 0B8
 Phone: 905-579-1520, Ext. 4307 * Fax: 905-721-4249
 Email: alongo@drps.ca



Town of Whitby
Office of the Town Clerk
 575 Rossland Road East, Whitby, ON L1N 2M8
 www.whitby.ca

C.S. - URBAN PLANNING SERVICES

Original
To: CIP
Copy
TO: <i>Debra Anderson</i> ✓
<i>R. Kubitt</i> ✓
<i>Chris Martin</i> ✓
<i>Dr. Kyle</i> ✓
C.C. S.O.C. File
Take Appr. Action

December 14, 2017

The Honourable Charles Sousa
 Minister of Finance
 7 Queen's Park Crescent, 7th Floor
 Toronto ON M7A 1Y7

Re: Ontario Cannabis Retail Corporation (OCRC) Store - Whitby

Please be advised that at a meeting held on December 11, 2017 the Council of the Town of Whitby adopted the following recommendation:

Whereas the Town of Whitby has been notified by the Province that it has been identified as the location for an Ontario Cannabis Retail Corporation (OCRC) store to open by July, 2018;

And Whereas the province will receive at least 75% of the tax revenue generated through the sale of marijuana, and to date has not agreed to sharing that revenue with municipalities;

And Whereas tax revenues and cost savings from cannabis legalization should be shared with the Town of Whitby to benefit youth and social services, drug awareness education, and municipal law enforcement within Whitby;

Now Therefore be it Resolved:

That the Council of the Town of Whitby supports being a location for an Ontario Cannabis Retail Corporation (OCRC) store provided that:

- A revenue sharing formula has been developed and conveyed that provides a fair fixed percentage of annual net revenues to the Town of Whitby (and the Region of Durham); and,
- That the location be chosen in consultation with the Town of Whitby and sited to avoid negative social impacts, particularly in relation to our youth.

That a copy of this resolution be forwarded to the Attorney General, Minister of Municipal Affairs, Minister of Finance, Association of Municipalities Ontario (AMO), Region of Durham, Commissioner and Medical Officer of Health (Region of Durham), Mr. Lorne Coe, M.P.P., and Ms. Celina Caesar-Chavannes, M.P

Should you require further information, please do not hesitate to contact the undersigned at 905-430-4315.



Christopher Harris
Town Clerk

Copy: The Honourable Bill Mauro, Minister of Municipal Affairs
The Honourable Yasir Naqvi, Attorney General
Association of Municipalities Ontario (AMO)
Ralph Walton, Regional Clerk, Regional Municipality of Durham
Dr. R.J. Kyle, Commissioner and Medical Officer of Health, Regional Municipality of Durham
Lorne Coe, M.P.P., Whitby-Oshawa
Celina Caesar-Chavannes, M.P., Whitby



Town of Whitby
Office of the Town Clerk
 575 Rossland Road East, Whitby, ON L1N 2M8
 www.whitby.ca

December 14, 2017

The Honourable Steven Del Duca
 Minister of Transportation
 77 Wellesley Street West
 Ferguson Block, 3rd Floor
 Toronto, ON M7A 1Z8

Re: Public Works Department Report, PW 29-17
 Highway 401 Brock Street Interchange

C.S. - LEGISLATIVE SERVICES

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

Please be advised that at a meeting held on December 11, 2017 the Council of the Town of Whitby adopted the following recommendation:

1. That the Ministry of Transportation be requested to undertake updated traffic analysis and reconsider the relocation of the existing Highway 401 Westbound on/off ramps on Consumers Drive to Garden Street;
2. That the Ministry of Transportation be requested to undertake updated traffic analysis and confirm the operational conditions and needs at the Brock Street/Consumer Street intersection and Highway 401 Westbound on ramp from Brock Street;
3. That the Ministry of Transportation be requested to provide the Town with the detailed construction staging plans and work with the Town and other affected agencies in the development of staging plans to mitigate community traffic impacts;
4. That the Ministry of Transportation update/amend the ESR as required; and,
5. That a copy of Public Works Report PW 29-17 be forwarded to the Minister of Transportation, Ministry of Environment and Climate Change, the Region of Durham, and AECOM.

Should you require further information, please do not hesitate to contact the Public Works Department at 905-430-4307.


 Christopher Harris
 Town Clerk

Copy: The Honourable Chris Ballard, Minister of Environment and Climate Change
Ralph Walton, Regional Clerk, Regional Municipality of Durham
Jon Newman, Project Manager, AECOM

S. Beale, Commissioner of Public Works

Attach. PW 29-17



Town of Whitby Report

Report to: Operations Committee
Date of meeting: December 4, 2017
Department: Public Works Department

Report Number: PW 29-17
File Number(s): N/A

Report Title: Highway 401 Brock Street Interchange

1. Recommendation:

1. That the Ministry of Transportation be requested to undertake updated traffic analysis and reconsider the relocation of the existing Highway 401 Westbound on/off ramps on Consumers Drive to Garden Street.
2. That the Ministry of Transportation be requested to undertake updated traffic analysis and confirm the operational conditions and needs at the Brock Street/Consumer Street intersection and Highway 401 Westbound on ramp from Brock Street.
3. That the Ministry of Transportation be requested to provide the Town with the detailed construction staging plans and work with the Town and other affected agencies in the development of staging plans to mitigate community traffic impacts.
4. That the Ministry of Transportation update/amend the ESR as required.
5. That a copy of Public Works Report PW 29-17 be forwarded to the Minister of Transportation, Ministry of Environment and Climate Change, the Region of Durham, and AECOM.

2. Executive Summary:

The Ministry of Transportation is proceeding with the detailed design of the Highway 401 interchange at Brock Street and Consumers Drive, in accordance with the Class Environmental Assessment (EA) and Preliminary Design for Highway 401 from Salem Road in the Town of Ajax to Brock Street in the Town of Whitby.

The ESR included two scenarios for the Westbound on/off ramps to Consumers Drive, one being to maintain the existing configuration and the other to relocate the ramps to Garden Street. The traffic analysis undertaken identified that both alternatives were comparable and no measurable benefit to move the ramps so the preferred solution noted in the ESR was that the existing Westbound on/off ramp configuration at Consumers Drive remain.

Notwithstanding the above, as traffic volumes have changed significantly in the area with the opening of Highway 407/412 and the Highway 401 and Lake Ridge Road interchanges, additional analysis is recommended to support the current proposed design.

Furthermore, staff are of the opinion that the supporting traffic study prepared in support of the Highway 401 ESR does not adequately assess the operating conditions and impacts associated with the alternatives for the north side ramp locations and configuration. A more robust analysis is recommended to clearly identify the problems and opportunities on Consumers Drive between Brock Street and Garden Street and that MTO reconsider relocating the westbound on and off ramps to Garden Street either as part of this construction or when Highway 401 is widened.

The proposed design identifies a two lane westbound on ramp from Brock Street and it is recommended that this be reconsidered and the need for two lanes be confirmed.

It is staff's understanding that the original plan at the time the ESR was prepared, construction would be undertaken over 2 years and that three lanes would be maintained on Brock Street. It is now understood that the construction will take 3 years and that all (4 lanes) will be maintained on Brock Street across Highway 401. Given the high demands at this interchange and critical operation for Whitby including emergency service across and to/from Highway 401, it is imperative that adequate flows be maintained during construction. It is recommended that MTO work closely with the municipality, in accordance with the commitments in the ESR, on preparing the construction staging plans and ensure a fulsome communications plan be implemented with alternatives provided as appropriate to mitigate traffic impacts. It may also be required to amend and update the ESR be updated to reflect the required design changes.

3. Origin:

Report PW 29-17 originates from within the Public Works Department.

4. Background:

In April 2010, The Ministry of Transportation of Ontario (MTO) re-initiated a Class Environmental Assessment (EA) and Preliminary Design for Highway 401 from Salem Road in the Town of Ajax to Brock Street in the Town of Whitby.

The purpose of the EA study was to address the capacity, operational, and safety requirements for Highway 401 within the study limits, including integration of the

planned improvements for the Highway 407 West Durham Link (WDL) connection to Highway 401 and a new Lake Ridge Road interchange.

The Highway 407 EA received approval for the realignment of Highway 401 in the vicinity of the WDL, whereas the Highway 401 EA was seeking approval for providing additional lanes throughout the study area.

Council and Town of Whitby staff provided input at strategic points in the EA study process. In May 2011, the Highway 401 Project Team made a presentation to the Town of Whitby Council to provide an update on the study and present various preliminary design alternatives. In April 2012, Public Works Report PW 16-12, Highway 401 Class Environmental Assessment and Preliminary Design from Salem Road to Brock Street (Ministry of Transportation), was presented to Council, and subsequently submitted to MTO, as Town comments regarding the Highway 401, from Salem Road to Brock Street EA Study. See **Attachment 1**.

On May 8, 2013, the Ontario Ministry of Transportation (MTO) filed the Highway 401 from Salem Road to Brock Street Class Transportation Environmental Study Report (TESR) on public record at the Ministry of Environment (MOE) and was available for a 30-day public review and comment period. The MTO received environmental clearance for the project in 2013.

The Ministry's response to date is that, as part of the EA, the study team evaluated an alternative that relocated the north side ramps east of Brock Street to align with Garden Street was not selected as the preferred alternative as they felt it did not offer significant traffic operational benefits over the selected alternative in comparison to its cost and social and environmental impacts.

At this time, there remain concerns with the traffic analysis completed to date, as well as with the change in travel patterns relating to Highway 412 and Lake Ridge Road interchanges, and severe anticipated impacts due to construction, staff are recommending MTO revisit and reassess the traffic and operational conditions and update the design plans accordingly.

Staff and area residents recently received a Notice of Study Commence for the Environmental Assessment and Detailed Design for the Replacement of the Brock Street Bridge and Highway 401 Improvements. The detailed design includes the replacement of the Brock Street structure, and the reconfiguration of the Brock Street interchange. The notice is provided as **Attachment 2**.

5. Discussion/Options:

The Highway 401 and the revised Brock Street ramp configuration Design Plans are shown in **Attachment 3**. In addition, responses to the comments submitted to the Highway 401 Project Team through Report PW 16-12 are provided in **Attachment 4**. **Attachment 5** provides a preliminary assessment of the transportation issues/concerns in the area.

Provided below are the three main areas that staff have identified require further review, namely: Westbound On/Off Ramps on Consumers Drive, Westbound On Ramp from Brock Street, and Construction Staging.

Westbound On/Off Ramps to Consumers Drive

MTO's response to the Town's request for the westbound on/off ramp relocation to Garden Street is noted in Item 4 of **Attachment 4**.

The traffic analysis undertaken for the Highway 401 ESR provided analysis of two ramp alternatives for the north side:

- Alternative 1: included the relocation of the westbound on and off-ramps at Consumers Drive to align with Garden Street and a realignment of the westbound (N-W) on-ramp from Brock Street; and
- Alternative 2: maintains the current location of the westbound on and off ramps at Consumers Drive and a realignment of the westbound on-ramp from Brock Street.

The analysis completed as part of the EA identified Alternative 2 as the preferred solution.

The analysis however was based only on the intersection operating level of service for the signalized intersections and the estimated queue lengths. The primary concerns at this point is that the analysis was based on strategic model forecasts that do not appropriately/adequately reflect the commercial activity along Consumer's Drive; and does not address the access and weaving conditions prevalent along Consumers Drive related to ramp volume maneuvers. There is also the affects of the changing travel patterns with Highway 412/Lake Ridge interchanges and future intensification plans for Port Whitby and the proposed intensification plans by Metrolinx on the GO Station site. A more thorough assessment is required to differentiate more clearly between the alternative north-side ramp locations and configurations.

In consideration of the above, it is recommended further traffic conditions and analysis be completed prior to finalizing the Brock Street interchange design.

Westbound On Ramp from Brock Street

In addition to the recommended relocation of the westbound on/off ramps at Consumers Drive to Garden Street, the removal of the Brock Street and Highway 401 westbound on-ramp at Brock Street/Consumers Drive was also considered.

The proposed design for the Brock Street/Consumers Drive and Highway 401 westbound on-ramp includes a relocation of the ramp to form a forth leg of the intersection (directly across from Consumers Drive), and the introduction of a northbound left turn lane. The on-ramp is proposed to be a two lane on-ramp.

Staff believes that the relocation of the westbound on-ramp and an increase in capacity through a second lane will attract more traffic, including heavy vehicle

traffic through Downtown Whitby and does not appear to be required. This is also contrary to Council's goals of building a downtown that is a pedestrian-focused destination. Staff also believes that the introduction of the northbound left turn lane will impact the operations along Brock Street and Consumers Drive, which are already experiencing substantial queues during the peak periods.

It is recommended that the needs and design for the westbound on ramp from Brock Street be reaffirmed.

Construction Staging

Recent experience with the severe impacts of the closure of Henry Street across Highway 401 to travel flows in the Port Whitby Area, across Highway 401, and to/from the GO Station, has heightened the need for a thorough and robust assessment of the construction staging plans for the new bridge and related works. It is understood that there are changes in the design plans and duration from that originally envisioned during the EA process, this may trigger an addendum to the EA.

The construction staging should also consider the critical need for emergency service access across and to/from Highway 401 at Brock Street.

It is recommended that the MTO would closely with staff from the Town, Region, and Metrolinx in the development of the staging plans and creation of alternatives to mitigate traffic disruption to the community. This is of particular importance as part of any lane restrictions, ramp closures, and/or reconfigurations.

6. Public Communications/Plan:

NA

7. Considerations:

7.1. Public

Changes in the design plans from that originally approved in the ESR may require further public and agency consultation.

7.2. Financial

N/A

7.3. Impact on and input from other Departments/Sources

N/A

7.4. Corporate and/or Department Strategic Priorities

Town of Whitby Council has adopted eight goals to guide its work during their four-year (2014-2018) term. The following goals were considered when considering Report PW 29-17:

#4 To ensure Whitby is clearly seen by all stakeholders to be business- and investment-friendly and supportive.

#5 To build downtowns that are pedestrian-focused destinations; to leverage municipal tools and resources to generate local jobs and prosperity; to facilitate a major, multifaceted, downtown-supportive investment on the lands on and around the firehall site.

8. Summary and Conclusion:

- 1. That the Ministry of Transportation be requested to undertake updated traffic analysis and reconsider the relocation of the existing Highway 401 Westbound on/off ramps on Consumers Drive to Garden Street.**
- 2. That the Ministry of Transportation be requested to undertake updated traffic analysis and confirm the operational conditions and needs at the Brock Street/Consumer Street intersection and Highway 401 Westbound on ramp from Brock Street.**
- 3. That the Ministry of Transportation be requested to provide the Town with the detailed construction staging plans and work with the Town and other affected agencies in the development of staging plans to mitigate community traffic impacts.**
- 4. That the Ministry of Transportation update/amend the ESR as required.**
- 5. That a copy of Public Works Report PW 29-17 be forwarded to the Minister of Transportation, Ministry of Environment and Climate Change, the Region of Durham, and AECOM.**

9. Attachments:

Attachment 1 – PW 2012 Report

Attachment 2 – Notice of Study Commencement

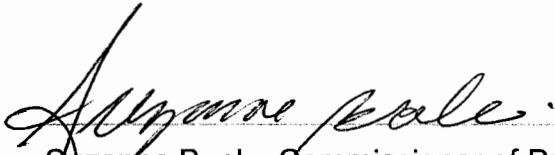
Attachment 3 – Brock Street Interchange Configuration Design Plans

Attachment 4 – Highway 401 Project Team Response to Town Comments (2013)

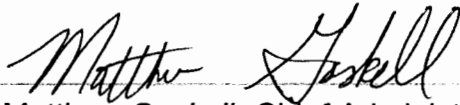
Attachment 5 – Consumers Drive Ramp Alternatives Strategic Evaluation

For further information contact:

Tara Painchaud, Manager of Transportation and Parking Services, x2419



Suzanne Beale, Commissioner of Public Works, x4311



Matthew Gaskell, Chief Administrative Officer, x2211



INCORPORATED 1855

TOWN OF WHITBY REPORT

RECOMMENDATION REPORT

REPORT TO: Council in Committee of the Whole		REPORT NO: PW 16-12
DATE OF MEETING: April 10, 2012		FILE NO(S):
PREPARED BY: Public Works		LOCATION: Highway 401
REPORT TITLE/SUBJECT:	Highway 401 Class Environmental Assessment and Preliminary Design from Salem Road to Brock Street (Ministry of Transportation)	

1.0 RECOMMENDATION:

1. That Council endorse Public Works Report PW 16-12 and the following recommendations regarding the Highway 401 Class Environmental Assessment and Preliminary Design:
 - a) That the reduced Burns Street right-of-way on the east side of the Lynde Creek be approved, as shown in **Attachment 1**, subject to MTO demonstrating to the satisfaction of the Commissioner of Public Works, that the appropriate right-of-way can be accommodated on the west side of the Lynde Creek.
 - b) That MTO be requested to continue to review and evaluate the possibility of providing Highway 401 ramps to Consumers Drive opposite Garden Street, in order to alleviate existing traffic concerns in this area.
 - c) That MTO be requested to protect for a future trail to run parallel to the proposed new Brock Street westbound on-ramp, as shown **Attachment 5**.
 - d) That MTO be requested to undertake public consultation with the residents on Byron Street and Centre Street to explore the possibility of converting the south limits of these roads to cul-de-sacs, built in accordance with Town of Whitby standards, as an alternative to providing a re-aligned Miller Street.
 - e) That MTO be requested to provide a revised cul-de-sac on King Street built in accordance with Town of Whitby standards.
 - f) That MTO be requested to include sidewalks and incorporate cycling facilities on the Henry Street bridge at 100% MTO's expense.
 - g) That MTO be requested to include the sidewalks on the Brock Street bridge at 100% MTO's expense.
 - h) That MTO demonstrate that an Annes Street overpass of Highway 401 can still be accommodated in the future if required.

-
- i) That MTO provide further details regarding future traffic capacity analysis of the proposed road modifications and construction staging for the Town's review.
 - j) That the applicable noise mitigation report be forwarded to the Town for review when available.
 - k) That MTO be requested to confirm that all illumination on all sideroads and crossing roads impacted by construction will be re-instated at 100% MTO's expense.
 - l) That MTO include Enhanced Architectural/Vegetation Plans as a commitment within the Highway 401 EA study.
 - m) That MTO incorporate the Highway 401 widening project (and associated interchange improvements) within their 10-year capital program.
 - n) That MTO provide further details regarding property impacts for the Town's review.
2. That a copy of Public Works Report PW 16-12 be forwarded to the Ministry of Transportation, AECOM, the Region of Durham, and the Town of Ajax.
 3. That staff continue to provide Council with status updates at key milestones and decision points in the planning and design process for Highway 401.

2.0 EXECUTIVE SUMMARY:

The Ministry of Transportation of Ontario (MTO) in partnership with AECOM, have re-initiated a Class Environmental Assessment (EA) and Preliminary Design for Highway 401 from Salem Road in the Town of Ajax to Brock Street in the Town of Whitby. The first Public Information Centre (PIC) was held in May 2011. The second and final PIC is scheduled for late Spring/early Summer 2012 to present the recommended design plans. See **Attachment 6** for a copy of the Highway 401 Presentation slides.

After this PIC, the next and final steps are to finalize the preferred design and the EA Report, and then submit the Report to the Ministry of the Environment for approval (planned for Fall 2012). Once EA approval is received, MTO may proceed to construction.

Town of Whitby staff has been involved in the ongoing consultation and have provided input at strategic points throughout the EA Study process. Town staff are in general support of the recommendations provided by the Highway 401 team to-date, and have several additional recommendations for MTO's consideration, prior to finalization of the Highway 401 Class Environmental Assessment and Preliminary Design Study.

MTO has indicated that the Highway 401 realignment/widening work associated with the West Durham Link and the partial interchange (to/from the west) at Lake Ridge Road will be undertaken as part of the Highway 407 project (2012-2015).

The timing of the widening of Highway 401, the replacement of the Brock Street and Henry Street structures and the revised Brock Street ramp configurations is currently not within MTO's capital program at this time.

3.0 ORIGIN:

Public Works Report PW 16-12 originates from MTO's request to provide comments on the recommended design plans for their consideration prior to finalization of the EA Report.

4.0 BACKGROUND:

In April 2010, The Ministry of Transportation of Ontario (MTO) re-initiated a Class Environmental Assessment (EA) and Preliminary Design for Highway 401 from Salem Road in the Town of Ajax to Brock Street in the Town of Whitby.

The purpose of the study is to address the capacity, operational, and safety requirements for Highway 401 within the study limits, including integration of the planned improvements for the Highway 407 West Durham Link (WDL) connection to Highway 401 and a new Lake Ridge Road Interchange. The Highway 407 EA received approval for the realignment of Highway 401 in the vicinity of the WDL , whereas the Highway 401 EA is seeking approval for providing additional lanes throughout the study area.

In May 2011, the Highway 401 Project Team made a presentation to the Town of Whitby Council to provide an update on the study and present various preliminary design alternatives. In the same month MTO held PIC #1.

The Highway 401 Project Team is now currently preparing for the final PIC #2 (planned for Spring/early Summer 2012) to present the recommended preliminary design plans. After this PIC, the next and final step is to finalize the preferred design and file the EA Report with the Ministry of the Environment for approval (planned for Fall 2012). Once EA approval is received, MTO may proceed to construction.

Of the roads that are crossing or in the vicinity of the Highway 401, all roads are Town of Whitby facilities with the exception of the following Region of Durham roadways: Brock Street (south of Consumers Drive), Consumers Drive, Henry Street, Victoria Street; and Lake Ridge Road.

5.0 DISCUSSION/OPTIONS:

Provided in this section of the report are comments pertaining to Highway 401 and the various components of the recommended design plans within the Town's limits:

A. Highway 401

The MTO recommended ultimate configuration of Highway 401 includes the widening of the existing 6-lane highway to a 12-lane express-collector facility from Salem Road to the WDL Interchange and a 10-lane facility east of the WDL to Brock Street. High Occupancy Vehicle (HOV) lanes are being protected for/considered in the ultimate configuration (**See Attachments 2-5**).

In general, the additional lanes are being provided by widening both the westbound and eastbound lanes to the north and south respectively. However, in the vicinity of the future West Durham Link interchange and the future Lake Ridge Road interchange, Highway 401 is proposed to be realigned upwards of 100m to the north. This realignment was established and approved under the Highway 407 East Environmental Assessment Study.

B. Burns Street

One of the Ministry of the Environment (MOE) conditions of approval for the Highway 407 East EA is that MTO is to minimize the impacts of the Highway 401 widening on the future right-of-way requirements for a Burns Street extension.

As such, the Highway 401 Project Team has modified the Highway 401 design in order to maximize the available right-of-way width for the future Burns Street extension. The Town of Whitby owns the Burns Street corridor east of the Lynde Creek, and MTO owns the property that contains the Lynde Creek and west of the Lynde Creek at this location.

While the standard 26.0m right-of-way can now be provided in most areas east of the Lynde Creek, a reduced 26 to 23.0 transition taper over 70m can be provided at the approach to the Lynde Creek. MTO has not yet provided details regarding impacts (if any) to a future right-of-way corridor, west of the Lynde Creek (within MTO property).

As such, **Staff are recommending that the reduced Burns Street right-of-way in the vicinity of the Lynde Creek be approved, as shown in Attachment 1, subject to MTO demonstrating to the satisfaction of the Commissioner of Public Works, that the appropriate right-of-way can be accommodated on the west side of the Lynde Creek.**

C. Brock Street Interchange Ramps – South Side

The Highway 401 Project Team has recommended new ramp reconfigurations as shown in **Attachment 5**. The proposed ramp configuration eliminates the northbound channelized right turn/merge lane at the Brock Street/Hwy 401 ramp/Whitby GO

Station entrance intersection through the introduction of a new signalized intersection with dedicated northbound right turn lane.

The proposed ramp configuration impacts a property (MTO owned) at the south-east quadrant of the interchange. MTO has also identified a potential future commuter parking lot in this area.

The revised ramp configuration also creates an opportunity for a future connection to Victoria Street, opposite South Blair Street. As many trucks exiting Highway 401 at Brock Street are destined to the South Blair area, this connection could provide a more direct route while reducing traffic capacity constraints at the Brock Street/Victoria Street intersection. However, this alignment has several environmental constraints including several creek crossings, and may be cost prohibitive.

Additional traffic analysis has been requested by Town staff, as identified in Section K.

D. Brock Street Interchange Ramps via Consumers Drive– North Side

The Highway 401 Project Team has recommended to generally maintain the existing ramp configurations via Consumers Drive on the north side of the interchange (as shown in Attachment 5). Minor alignment changes are proposed in order to accommodate the existing Highway 401.

As provided at the last PIC, the MTO Project Team was considering an alternative to shift the existing ramps easterly to connect to Consumers Drive, opposite Garden Street. This alternative has not been carried forward by MTO due to the following reasons:

- Significant impact to three (3) large properties designated as commercial and prestige industrial; and
- Significant impact to the main access to the existing Canadian Tire site.

It is recommended that MTO be requested to continue to review and evaluate the possibility of providing Highway 401 ramps to Consumers Drive opposite Garden Street, in order to alleviate existing traffic concerns in this area.

E. Westbound On-Ramp at Brock Street / Consumer Drive Intersection

The Highway 401 Project Team is recommending the existing westbound on-ramp be replaced with a new ramp at the existing Brock Street and Consumers Drive intersection (See Attachment 5). This modified ramp will include:

- Westbound through lane from Consumers Drive;
- Dedicated southbound right turn lane; and
- Northbound left turn lane for access to the Highway 401 ramp.

This option will require the purchase of 3 properties (1216 Brock Street S, 1215 Byron Street S and 1217 Byron Street S) as well as requiring additional right-of-way from the property immediately north of the intersection at 1200 Brock Street S.

The proposed westbound on-ramp is also in conflict with a proposed trail/walkway as identified in the Town of Whitby 2010 Cycling and Leisure Trails Plan. The proposed trail/walkway runs parallel to Hwy 401 from Lynde Creek to Brock Street. **It is recommended that MTO be requested to protect for a future trail to run parallel to the proposed new westbound on-ramp, as shown in Attachment 5.**

F. Miller Street, Byron Street South, Centre Street South

The introduction of the new westbound on-ramp creates a conflict with Miller Street between Centre Street South and Byron Street South (See Attachment 5). To avoid this conflict MTO is proposing to shift Miller Street northerly. This revised alignment significantly impacts 2 Town-owned properties, as well as the residential property at 1121 Centre Street South.

In order to minimize property impacts and reduce Town-owned infrastructure, it is **recommended that MTO be requested to undertake public consultation with the residents on Byron Street and Centre Street to explore the possibility of converting the south limits of these roads to residential lots in accordance with Town of Whitby standards, as an alternative to providing a re-aligned Miller Street.**

G. King Street

It appears that the new westbound on-ramp will impact the existing King Street cul-de-sac (See Attachment 5). **It is recommended that MTO be requested to provide a revised cul-de-sac on King Street built in accordance with Town of Whitby standards.**

H. Henry Street Bridge Replacement

The replacement of the Henry Street bridge is required to accommodate the widening of Highway 401. Sidewalk and bicycle facilities are being included within the design, although, determination of funding responsibilities has not been identified by MTO. Henry Street has been identified as a route within the Town's Cycling and Leisure Trails Plan

It is recommended that MTO be requested to include sidewalks and cycling facilities on the Henry Street bridge at 100% MTO's expense.

MTO has indicated that during construction of the new bridge only one lane of traffic, with peak hour directional operations, will be able to be maintained on the existing Henry Street bridge.

As provided at the last PIC, the MTO Project Team was considering the provision for an eastbound exit ramp to Henry Street. This ramp has not been carried forward by MTO due to the following reasons:

- The preliminary traffic analysis (yet to be reviewed by Town and Regional staff) does not support the inclusion of the ramp as the capacity of the adjacent two interchanges (Lake Ridge Road and Brock Street) can accommodate the projected traffic volumes; and
- there are concerns associated with providing an exit ramp without providing the corresponding return on-ramp at the same location.

I. Brock Street Bridge Replacement

The replacement of the Brock Street bridge is required to accommodate the widening of Highway 401. Sidewalks are being included within the design although, determination of funding responsibilities has not been identified by MTO. **It is recommended that MTO be requested to include sidewalks on the Brock Street bridge at 100% MTO's expense.**

MTO has indicated that during construction of the new bridge, a minimum of 2-lanes of traffic (one in each direction) will be maintained on the existing Brock Street bridge.

MTO has also indicated that the construction of the Brock Street and Henry Street bridges will not be undertaken simultaneously – in order to minimize traffic disruption.

J. Annes Street Overpass

A potential/future Annes Street overpass of Highway 401 has been identified in the Town's Transportation Master Plan and Official Plan. As such, **it is recommended that MTO demonstrate that an Annes Street overpass of Highway 401 can still be accommodated in the future if required.**

K. Traffic Analysis

Town staff continue to work with MTO and Region of Durham staff to analyze the traffic operations (and associated lane requirements, traffic control, queuing, accommodation/turning movements for large vehicles, etc) at the key intersections and surrounding network, namely:

- 1) The Brock Street/Consumers Drive intersection
- 2) The ramp terminal/entrances on the south side of Highway 401
- 3) The Brock Street/Go Station Entrance intersection.
- 4) Closures of Byron Street and King Street

In addition, it is recommended that MTO:

- 5) Demonstrate that the Town of Whitby will be serviced by a sufficient number of interchanges to Highway 401 within the next 20 years, including full build-out of Port Whitby and West Whitby
- 6) Undertake detailed traffic analysis of the surrounding area for the proposed lane closures on Henry Street and Brock Street during construction.

As such, it is recommended that MTO provide further details regarding future traffic capacity analysis of the proposed road modifications and construction staging for the Town's review.

L. Noise Information

It is anticipated that the proposed undertaking will require significant noise mitigation, particularly along the Highway 401 north right-of-way limits adjacent to residential properties. Details have not yet been provided for Town staff review. **As such, it is recommended that the applicable noise mitigation report be forwarded to the Town for review when available.**

M. Illumination

It is recommended that MTO be requested to confirm that all illumination on all sideroads and crossing roads impacted by construction will be re-instated accordingly at 100% MTO's expense.

N. Enhanced Architectural/Vegetation Treatments

As part of the Highway 407 EA Study, MTO committed to undertaking Community Value Plans, which identified the desire of various communities to include enhanced architectural elements at bridges, gateway features, increased vegetation, etc. **As such, it is recommended that MTO include Enhanced Architectural/Vegetation Plans as a commitment within the Highway 401 study.**

O. Future Highway 401 Environmental Assessment and Preliminary Design Study

MTO is planning to undertake a subsequent study on Highway 401 from Brock Road in Pickering to Courtice Road in Clarington which will assess the need/alternatives of providing additional capacity throughout this larger study area. While it is somewhat of a duplication of the EA which is the subject of this report, MTO is continuing with this ongoing EA (with a much smaller study area) in order to expedite any Highway 401 work that can be undertaken with Highway 407 construction activities.

P. Construction Timing

MTO has indicated that the Highway 401 realignment/widening work associated with the West Durham Link and the partial interchange (to/from the west) at Lake Ridge Road will be undertaken as part of the Highway 407 project (2012-2015).

The construction timing of the remaining widening of Highway 401, the replacement of the Brock Street and Henry Street structures and the revised Brock Street ramp configurations is currently not within MTO's capital program at this time. **It is recommended that MTO be requested to incorporate the Highway 401 widening project (and associated interchange improvements) within their 10-year capital program.**

6.0 PUBLIC COMMUNICATIONS/PLAN:

PIC#1 was held on May 25, 2011. PIC #2 is scheduled for late Spring/early Summer 2012 to present the preferred preliminary design plans.

7.0 CONSIDERATIONS:

A. PUBLIC
N/A

B. FINANCIAL

The proposed financing/cost sharing of the various components (sidewalks, cycling facilities) of the study has not yet been addressed by MTO. A further report will be brought forward for Council's consideration when more details are available.

C. IMPACT ON & INPUT FROM OTHER DEPARTMENTS/SOURCES

The Planning Department and Community and Marketing Services were consulted in the review and preparation of this report.

D. CORPORATE AND/OR DEPARTMENT STRATEGIC PRIORITIES

Improve Municipal and Community Infrastructure.

8.0 SUMMARY AND CONCLUSION

8.0 SUMMARY AND CONCLUSION

That Council endorse the Public Works Report and recommendations on the MTO Preferred Preliminary Design Plans regarding the Highway 401 realignment and widening.

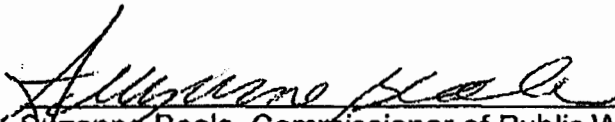
9.0 ATTACHMENTS

- Attachment 1 – Burns Street Reduced Right-of-way
- Attachment 2 – Highway 401 Preliminary Design Plan at Lake Ridge Road
- Attachment 3 – Highway 401 Preliminary Design Plan at West Durham Link
- Attachment 4 - Highway 401 Preliminary Design Plan from WDL to Henry Street
- Attachment 5 - Highway 401 Preliminary Design Plan at Henry and Brock Streets
- Attachment 6 – Highway 401 Project Team Presentation Slides


For further information contact:

Jarek Kielar, Project Engineer, ext. 2249

Greg Hardy, Manager of Engineering Services, ext. 2259



Suzanne Beale, Commissioner of Public Works, Ext. 4311



Robert Petrie, Chief Administrative Officer, Ext. 2211

September 26, 2017

Greg Hardy
 Manager of Engineering and Infrastructure Services
 Town of Whitby
 575 Rossland Road East
 Whitby, ON L1N 2M8

PUBLIC WORKS	
SEP 28 2017	
File:	

Dear Mr. Hardy:

**RE: Notice of Study Commencement
 Replacement of the Brock Street Bridge at Highway 401 and Improvements to
 Highway 401, from west of Harwood Avenue to west of Stevenson Road
 Environmental Assessment and Detail Design Study**

AECOM has been retained by the Ontario Ministry of Transportation to undertake a Detail Design and Class Environmental Assessment Study for the replacement of the Brock Street Bridge at Highway 401, and improvements to the 401 from west of Harwood Avenue to east of Stevenson Road in Durham Region. The location of the Bridge and the Study Area limits are shown on the enclosed Notice of Study Commencement.

This Study builds upon the "*Highway 401 Class Environmental Assessment and Preliminary Design Study from Salem Road, Ajax to Brock Street, Whitby Transportation Environmental Study Report*" (June 2013), and the "*Highway 401 Rehabilitation and Long-Term Widening Needs from Brock Road to Courtice Road Environmental Assessment and Preliminary Design Study Transportation Environmental Study Report*" (November 2015).

This Detail Design Study includes the following activities:

- Replacement of the Brock Street bridge;
- Reconfiguration of the Brock Street Interchange including adjustments to the Eastbound on and off ramps, and the Westbound on-ramp, west of Brock Street;
- Widening of Highway 401 to include auxiliary lanes, one in each direction, between Highway 412 and Brock Street;
- Extension of full illumination along Highway 401 to east of Brock Street;
- Extension of MTO's Advanced Traffic Management System (ATMS) from Highway 412 to Brock Street;
- Pavement rehabilitation of Brock Street, Brock Street interchange, and Highway 401 from west of Harwood Avenue to Salem Road and from Brock Street to west of Stevenson Road;
- Replacement of the existing noise wall on the north side of Highway 401, from Brock Street to west of Henry Street;
- Rehabilitation of the Tributary to Lynde Creek culvert; and
- Adjustments to the local multi use path system and local road network including a new cul-de-sac on King Street and reconstruction of Miller Street between Byron Street and Centre Street.

The Study will also identify construction staging and traffic management measures, including lane reductions / closures and ramp closures to accommodate construction and night work.

The Study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)* with opportunities for the public and interested parties to discuss the Study with the Study Team.

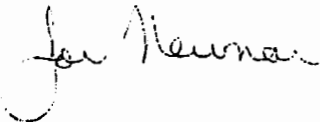
Upon completion of this Study, a Design and Construction Report (DCR) will be placed on the public record to document the Study process, the design for the recommended improvements and the consultation undertaken throughout the study. The release of the DCR for review will be the subject of a future public notice.

The purpose of this letter is to notify your organization of project commencement and request that you complete the enclosed Stakeholder Information Form. In order to assist us with our planning process, please indicate your organization's interest in the project, your organizations main contact and if you anticipate that the project will affect the delivery of your organization's programs or services.

A reply by **October 16, 2017** would be appreciated.

Your input and comments are key aspects of the Study. If you require further information or have any questions regarding the project, please feel free to contact me at (905) 668-4021. You may also contact the MTO Project Manager, Amit Sharma via the contact information provided in the enclosed Notice.

Sincerely,
AECOM Canada Ltd.



Jon Newman, P.Eng.
Project Manager

Encl: Notice of Study Commencement
Stakeholder Information Form

CC: A. Sharma, MTO
S. Merriam, MTO
E. Docherty, AECOM



Ministry of Transportation

Major Projects Office
Central Region
7th Floor, Bldg. 'D'
1201 Wilson Avenue
Downsview, ON M3M 1J8
Tel.: 416-235-4664
Fax.: 416-235-5339

Ministère des Transports

Grand bureau de projets
Région du Centre
7 étage, édifice D
1201, avenue Wilson
Downsview, ON M3M 1J8
Tél.: 416-235-4664
Télééc.: 416-235-5339

July 4, 2013

Mr. Robert Petrie
Chief Administrative Officer
Corporation of the Town of Whitby
575 Rossland Road East
Whitby, ON L1N 2M8

Dear Mr. Petrie:

**RE: Town of Whitby Comments (Letter to Minister of Environment, May 27, 2013)
Highway 401 Environmental Assessment and Preliminary Design Study
Salem Road, Town of Ajax to Brock Street, Town of Whitby**

The Ministry of Transportation has received the Town's comments on the Transportation Environmental Study Report (TESR) for the Highway 401 Class Environmental Assessment and Preliminary Design from Salem Road to east of Brock Street, as detailed in correspondence issued by the Town, May 27, 2013 to the Honorable Jim Bradley, Minister of Environment (MOE) Ontario.

As noted in the MOE response to the Town's May 27, 2013 letter, the Highway 401 Class EA from Salem Road to Brock Street was undertaken as a Group 'B' project under the Class Environmental Assessment for Provincial Transportation Facilities. As such, there is no mechanism for MOE to impose conditions of approval on the study.

Members of the study team have recently spoken with Town staff and based on these discussions we understand the Town was not requesting a Part II Order Request by raising their concerns with MOE. We have also committed to meeting with Town staff to further discuss the concerns the Town has raised. Some initial responses are attached to address the comments the Town has raised and to facilitate that meeting.

We appreciate the Town raising their concerns and look forward to continued amicable relations and resolving your concerns through continued discussion now and during detailed design.

If you have any comments or concerns in the meantime, please don't hesitate to contact me.

Sincerely,

Dean Kemper, P.Eng.
Senior Project Manager
Highway 401 Environmental Assessment

CC: S. Beale, Town of Whitby
R. Short, Town of Whitby
A. Cross, Ministry of Environment
P. Gee, Region of Durham
B. Ruck, AECOM
A. Di Sabatino, MTO

	<u>Comment</u>	<u>Response/Action</u>
Brock Street Interchange	<p><i>Town of Whitby Agenda Item #2.1 dated May 27, 2013</i></p> <p>1. Based on our review of the proposed interchange, Town of Whitby staff have identified a number of comments that are requested to be addressed by MTO. These are included in Attachment A of this letter. At this time, it is our opinion that there is insufficient information to adequately substantiate that the proposed interchange configuration will operate at a satisfactory level of service.</p> <p>In this regard, it is requested that as part of the TESR approval, a condition be made that there will be a commitment by MTO to confirm that the proposed design will function adequately from an operational and capacity perspective and that the previously assessed freeway ramps to/from Garden Street be protected for.</p>	<ul style="list-style-type: none"> • The study team recognizes the Town's concerns with regard to the interchange configuration proposed at Brock Street. Traffic analysis conducted during the course of the study confirmed that the Brock Street interchange configuration will operate satisfactorily under future conditions. The results of the traffic analysis were summarized in the technical assessment memorandum provided to the Town in March 2012. The detailed Traffic Analysis Report is currently being finalized. Once it has been finalized, the report will be shared with the Town and a meeting can be arranged to review any further comments the Town has. • Comments provided in Attachment A are addressed at the end of this table. • As part of the EA for this project, the study team evaluated an alternative that relocated the north side ramps east of Brock Street to align with Garden Street. After a detailed evaluation, this alternative was not selected because it did not offer significant traffic operational benefits over the selected alternative in comparison to its cost and social and environmental impacts. As such, MTO will not investigate this alternative any further. • It should also be noted that there is no mechanism for the Ministry (or any proponent for a 'development proposal') to protect for two alternatives. The Environmental Assessment (EA) process is the tool through which proponents evaluate potential alternatives in order to identify a preferred alternative. For this reason, the EA process is iterative with greater details and definition of problems / opportunities and solutions generated as a study proceeds through the applicable phases of the planning and design processes.
	<p>2. In particular, the recommended design in Alternative 1 in Exhibit 7.3 does not match the Design Concept in Exhibit 7.13 nor does it match the design in Appendix A, Part 1: Plans.</p>	<ul style="list-style-type: none"> • As noted above, planning is an iterative process through which projects become more defined as additional work and analysis is completed. The alternatives presented in Exhibit 7.3 reflect design concepts that were generated and evaluated as part of the planning process. These alternatives were presented to the public at PIC # 1. • The design presented as the recommended plan in the Appendix to the TESR reflects the 'final' plan for the improvements which was refined through the preliminary design phase of the study, as presented in Exhibit 7.13 of the TESR. • In recognition of the planning and design phases of work, the design concept in Exhibit 7.3 was presented at PIC #2 for review and comment as a design concept. The preliminary design (Exhibit 7.13) was also presented at PIC #2 for review and comment by stakeholders. It should be noted that an additional plan was presented at PIC #2 reflecting the property impacts associated with the preliminary design as well as impacts associated with grading, drainage ditches and separation of the ROW from private lands.
	<p>3. The traffic analysis completed to date does not adequately demonstrate the interchange will function without undesirable queues and congestion. In addition, there are concerns related to the geometric configuration shown for certain movements, such as the dual right turn lanes from the eastbound exit ramp to the north will be able to be accommodated into a two lane receiving northbound Brock Street.</p>	<ul style="list-style-type: none"> • As noted in the study team's response to the Town comments of May 2, 2013, the Traffic Analysis Report is currently being finalized. Upon completion, a copy of the final report will be provided to the Town for reference. • The March 2012 traffic assessment memorandum, distributed to the Town of Whitby and the Region of

	<u>Comment</u>	<u>Response/Action</u>
	<p>4. The Brock Street interchange is the gateway to the Whitby community and will be required to accommodate a major increase in travel demands in the future to address growth demands within the existing built boundary. Failure of this interchange to operate adequately will impact the economic prosperity of the community and future development potential for the Whitby urban area, particularly the Port Whitby area which is planned to experience significant growth. The Province's Places to Grow legislation mandates us to increase population in the built boundary by 40 percent which the Region of Durham has allocated as 45 percent through Regional Official Plan Amendment (ROPA) 128, so it is fundamental that this interchange be configured and designed to function adequately from a level of service and safety perspective.</p> <p>5. For these reasons it is requested that as a condition of the TESR approval, that additional traffic and design analysis be completed at the interchange and that there be the protection of the potential Garden Street highway ramps.</p> <p>It is understood that the Highway 407 East Phase 1, West Durham Link and new Lake Ridge Road/Highway 401 interchange will have a direct impact on the operability of the Brock Street interchange. The Town of Whitby is requesting that the commitment by MTO include future traffic analysis upon completion of the above mentioned Highway 407 project.</p>	<p>Durham, summarized the traffic analysis that was completed in support of the Highway 401 Preliminary Design and Class EA Study from Salem Road to Brock Street. As noted in the memorandum and supporting appendices, the proposed Brock Street interchange will operate satisfactorily from a level of service, delay and queuing perspective. Traffic volumes at the Brock Street / Consumers Drive intersection will queue back beyond the Paisley Court intersection at times, particularly during the AM peak period; however, this did not compromise overall traffic operations along Consumers Drive as demonstrated through the microsimulation analysis.</p> <ul style="list-style-type: none"> • Future conditions analysis was undertaken for three horizon years, specifically 2016, 2021 and 2031. Future travel demands were generated using the EMME travel demand model that was developed for the Highway 407 East Environmental Assessment Study, recognizing the Province's Places to Grow legislation, ROPA 128 and updated land use information. The Traffic Analysis Report provides additional detail regarding the travel demand forecasting approach and results, including the 2016, 2021 and 2031 population and employment forecasts that were used for the analysis. • The dual right turn lanes at the Brock Street / GO station intersection are predicted to operate acceptably under future conditions based on the microsimulation analysis. Details relating to the intersection geometry will be refined during detailed design. • As part of the EA for this project, the study team evaluated an alternative that relocated the north side ramps east of Brock Street to align with Garden Street. After a detailed evaluation, this alternative was not selected because it did not offer significant traffic operational benefits over the selected alternative in comparison to its cost and social and environmental impacts. As such, MTO will not investigate this alternative any further. • The Ministry will monitor traffic operations in the Highway 401 corridor upon completion of the 407 East, West Durham Link and the Lake Ridge Road / Highway 401 interchange. Implementation of the recommended improvements will be subject to provincial priorities and the availability of funding as the forecasted needs become realized over the 20-year planning horizon.
<p>Implementat ion, Coordinatio n and Staging</p>	<p>6. In light of the significant impact the Provincial Highway 401, Highway 407 & West Durham Link, and Metrolinx East Rail Maintenance Facility projects will have on transportation systems and land development within the Town of Whitby, it is essential that a coordinated and definitive construction timing and staging plan be developed. Although construction staging details were provided for each of the Brock Street and Henry Street bridges, an overall coordinated plan is necessary to allow the Region of Durham and Town of Whitby to plan construction activities in a way that does not exacerbate the impact of these projects.</p> <p>It is on this basis that we request that as part of the TESR approval, a condition be made that there will be a commitment made to establish a team to coordinate the development of a construction timing and staging plan for this Provincial project. The Town of Whitby looks forward to participating in this process that will best address Provincial and local needs.</p>	<ul style="list-style-type: none"> • A coordinated and definitive staging and implementation plan for each study has or will be developed during detail design for each of the studies noted. • The Ministry recognizes the need for a coordinated approach in order to allow the Town and the Region to develop their own construction and maintenance plans and is committed to ongoing consultation regarding all provincial projects in the study area in order to best mitigate impacts associated with each jurisdiction's construction staging and schedule requirements.
<p>Highway 401 Future Financial Commitmen ts</p>	<p>7. The replacement of the Henry Street and Brock Street bridges are required to accommodate the widening of Highway 401. In addition, the EA document identifies the need to complete: sidewalks (both sides) on the proposed Brock Street bridge, sidewalk and protection for cycling facilities (both sides) on the Henry Street bridge, and illumination on all side and crossing roads impacted by construction, however, determination of funding responsibilities has not been identified by MTO. Installation of public walkways/sidewalks are required in accordance with the Province's Accessibility for Ontarians with Disabilities Act (AODA) legislation.</p> <p>As such, we are requesting that as part of the TESR approval, a condition be made that there</p>	<ul style="list-style-type: none"> • The proposed approach for the treatment of sidewalks and bike lanes at structure locations took into consideration the Growth Plan, Growing Durham, existing Official Plans, existing cycling plans, current infrastructure, the province's AODA and existing MTO policies, practices, procedures and guidelines. • Where pedestrian / cyclist facilities are displaced by the recommended plan for the study, the Ministry will replace these facilities as part of their project work. Where additional structure width for sidewalks and bike lanes will be required, the Ministry will pursue cost sharing discussions with the Town and the Region during the detailed design and implementation phases of the study.

	Comment	Response/Action
Enhanced Architectural /Vegetation Plans	<p>will be a commitment made to the Town of Whitby for MTO to provide 100% financing of the above project related work</p> <p>8. As part of the Highway 407 EA Study, MTO committed to undertaking Community Value Plans, which identified the desire of various communities to include enhanced architectural elements at bridges, gateway features, increased vegetation, etc.</p> <p>Due to the multiple, overlapping environmental assessments (407 East Individual Environmental Assessment and Highway 401 Transportation Environmental Study Report) within the TESR project area, there appears to be confusion related to the implementation and jurisdictions of the Community Value Plans, within the area of the Highway 401 realignment, proposed Lake Ridge Road interchange, West Durham Link and existing Almond Village in the Town of Whitby.</p> <p>We are requesting that as part of the TESR approval, a condition be made that MTO clarify the jurisdictions of the above mentioned environmental assessments and that MTO includes implementation of Enhanced Architectural/Vegetation Plans within the Highway 401 study.</p>	<ul style="list-style-type: none"> The Community Value Plan developed as part of the 407 East study is under the jurisdiction of the province and the 'agents' (the 407 East Development Group, the 407 EDG) retained to design, build, finance and maintain Phase 1 of the Highway 407 East project. As construction of the Highway 407 East Phase 1 moves forward, the 407 EDG will be responsible for the implementation of the Community Value Plan. For more information regarding the Community Value Plan and the 407 EDG please visit the website, www.407eastphase1.ca.
Construction Timing	<p>9. The Highway 401 realignment/widening work associated with the West Durham Link and the partial interchange (to/from the west) at Lake Ridge Road will be undertaken as part of the Highway 407 project (completion by December 2015).</p> <p>The construction timing of the remaining widening of Highway 401, the replacement of the Brock Street and Henry Street structures and the revised Brock Street ramp configurations is currently not within MTO's capital program.</p> <p>We request that MTO incorporate the Highway 401 widening project (and associated interchange improvements) within their 10-year capital program.</p>	<ul style="list-style-type: none"> The Ministry will consider the timing of the Highway 401 widening project based on provincial priorities and funding availability.
Stormwater Management at Lynde Creek	<p>10. The Town of Whitby is concerned about the impact that the proposed new construction, re-alignment of Highway 401 and lane widenings that may further reduce the flood capacities of the Lynde Creek, west of the West Lynde subdivision (Michael Boulevard). The West Lynde subdivision is in part within the existing flood condition of Lynde Creek and outlet elevations were set to protect habitable spaces. The cumulative impacts of GO Transit's separate right-of-way corridor and the widening of Highway 401 through the valley lands may create a safety issue if water events overtop the existing minimum elevations for the existing outlets of the West Lynde subdivision.</p> <p>As such, we are requesting that as part of the TESR approval, a condition be made that a commitment by MTO to provide an update to the stormwater management report be completed during detailed design to determine the highway widening impacts to Lynde Creek and the adjacent West Lynde subdivision.</p>	<ul style="list-style-type: none"> Impacts to Lynde Creek were originally identified as part of the 407 East EA given the need to realign Highway 401 in the vicinity of this natural feature. The recommendations of the 407 East EA included consideration of the Highway 401 widening and suggested that the potential conveyance of the proposed 401 structure would be increased but limited by the downstream CN / GO rail crossings which are undersized. Final configurations for the structures proposed as part of the 407 East EA are being determined through detail design and construction of that project. Discussions with GO Transit and CNR have and continue to take place regarding a number of items related to the implementation of the 407 East. These discussions are occurring with members of the Ministry and the 407 East Development Group.
Attachment A	<p>Detailed Transportation Comments</p>	
	<p>11. The purpose of the study is identified as addressing safety, operational and capacity concerns on the Highway 401 corridor in the Town of Ajax and the Town of Whitby. One of the key items to be addressed is the safety / collision experience at the Brock Street interchange. Details regarding the number of collisions, type, or how the proposed design will mitigate collisions were not provided in the body of the TESR.</p> <p>A response was provided regarding the number and type of collisions (see Appendix D, part) but location details have not been provided. It is unclear if the proposed improvements will mitigate the collisions that have occurred.</p> <p>The east exit ramp to northbound movement to Brock street is proposed to be converted to a</p>	<ul style="list-style-type: none"> A safety review and assessment of existing conditions within the study area was undertaken, including a review of collision data spanning the period from January 2002 to August 2008. The analysis results are documented in the Traffic Analysis Report. The dual right turn lanes at the Brock Street / GO station intersection are predicted to operate acceptably under future conditions based on the microsimulation analysis. Details relating to the intersection geometry will be refined during detailed design. Traffic operations at the Brock Street / Consumers Drive intersection was analyzed with and without a northbound left turn lane. Provision of the northbound left turn lane results in improved traffic operations in the Brock Street corridor and reduced traffic volumes on Consumers Drive in the eastbound direction.

	<u>Comment</u>	<u>Response/Action</u>
	<p>westbound dual right turn. There appears to be no discussion on the functionality or safety of a dual right turn lane turning into a 2 lane receiving northbound Brock Street or the impact on weaving.</p> <p>Furthermore, there has been no discussion as to the safety and queuing implications of introducing a northbound left turn lane at the Brock Street and Consumers Drive intersection. However, it is noted in the TESR that the majority of collisions to date have been turning movement and rear-end collisions.</p>	<p>The analysis results are documented in the Traffic Analysis Report.</p>
	<p>12. The Transportation Needs Assessment section (section 4) does not provide any details on existing or proposed volumes on Brock Street or Consumers Drive. The existing traffic information is provided in Appendix E. Future traffic volumes, including the rationale for how the future volumes were determined, including redistribution details, are not provided.</p> <p>The recommended alternative 1 in Exhibit 7.3 does not match the Design Concept shown in Exhibit 7.13 (page 37), nor does it match the design included in Appendix A (page 9). It is a concern that the Alternative 1 being evaluated does not match the proposed design. The following comments are provided on the evaluation:</p>	<ul style="list-style-type: none"> Existing and future traffic volumes and the intersection analysis results, generated through the microsimulation analysis, are documented in the Traffic Analysis Report. The results were summarized in the technical memorandum. As noted above, planning is an iterative process through which projects become more defined as additional work and analysis is completed. The alternatives presented in Exhibit 7.3 reflect design concepts that were generated and evaluated as part of the planning process. These alternatives were presented to the public at PIC # 1. The design presented as the recommended plan in the Appendix to the TESR reflects the 'final' plan for the improvements which was refined through the preliminary design phase of the study, as presented in Exhibit 7.13 of the TESR.
	<p>13. Alternative 1 (Exhibit 7.3) does not include a northbound left turn lane at the Brock Street and Consumers Drive intersection, yet subsequent design include this movement.</p>	<ul style="list-style-type: none"> Traffic operations at the Brock Street / Consumers Drive intersection was analyzed with and without a northbound left turn lane. Provision of the northbound left turn lane results in improved traffic operations in the Brock Street corridor and reduced traffic volumes on Consumers Drive in the eastbound direction. The analysis results are documented in the Traffic Analysis Report.
	<p>14. Only one residential property is identified as being displaced, however, four properties will be displaced based on the recommended design concept (page 37). It is stated that Alternative 1 was carried forward as part of the preferred overall design because it has the fewest property impacts (page 29). Yet in actuality it is displacing more homes than the other alternatives being evaluated (section 9.2.1).</p>	<ul style="list-style-type: none"> Refer to previous response. We acknowledge that one of the reasons for the selection of Alternative #1 was that it had the fewest impacts to property and with the latest modifications, it has comparable property impacts to the other alternatives. Other criteria that determined that Alternative 1 is the preferred alternative are Traffic Access and Pedestrian Safety.
	<p>15. It is noted that alternative 1 addresses weaving concerns for westbound Consumers Drive motorists. It is very unclear by the design drawings what is being proposed at this intersection. It appears to be a dedicated left turn, a through, and a dedicated right turn. In addition, the overall Brock Street design includes a westbound dual right turn lane at the W-N/S ramp intersection. Weaving concerns for the dual right turn do not appear to have been included in the evaluation of W-N/S ramp alternatives.</p>	<ul style="list-style-type: none"> The proposed WB lane configuration on Consumers Drive is a left turn lane, a shared left and through lane, and a dedicated right turn lane. (see Drawing 9 of Exhibit A, Part 1) The microsimulation analysis did not identify any weaving issues for the dual westbound right turn lanes at the W-N/S / Brock Street ramp terminal intersection.
	<p>16. Intersection operations (LOS and delay) are not included in the Technical Environment screening alternative for the Consumers Drive / Brock Street intersection, although they are included in the south side design alternatives.</p> <p>The westbound queue is not included as part of the screening criteria yet it is noted in the correspondence that the queue may extend to 120 metres. The available storage between Brock Street and Paisley Court is approximately 80 metres.</p> <p>The detailed future traffic operations are not provided in Appendix E. A table similar to Table 2 and Table 3 should also be provided for the future traffic conditions. Without the details, operational improvements by movement, cannot be verified.</p>	<ul style="list-style-type: none"> Traffic volumes at the Brock Street / Consumers Drive intersection will queue back beyond the Paisley Court intersection at times, particularly during the AM peak period; however, this did not compromise overall traffic operations along Consumers Drive as demonstrated through the microsimulation analysis. Existing and future traffic volumes and the intersection analysis results, generated through the microsimulation analysis, are documented in the Traffic Analysis Report. The results were summarized in the technical memorandum.
	<p>17. It is noted that pedestrian crossings can be accommodated safely in all four quadrants with Alternative 1; however, pedestrians crossing the west leg would have to contend with both southbound right turning vehicles and northbound left turning vehicles. The configuration shown is not typical of a highway on-ramp yet the alternatives that identify a pedestrian concern are</p>	<ul style="list-style-type: none"> The proposed intersection configuration is the standard intersection at all diamond interchange locations. The fact that a pedestrian must contend with both a southbound right turning vehicle and a northbound left turning vehicle is no different than many of the regional road intersections within Durham Region. It should be noted that the proposed pork chop island will separate the two (left turn and right turn) traffic

	<u>Comment</u>	<u>Response/Action</u>
	<p>much more common.</p> <p>Furthermore, the design in Appendix B (page 9) includes a channelized right turn. Pedestrian safety at a right turn channel should rank very similar to Alternatives 2 and 3, which were discounted due to pedestrian safety.</p> <p>It is also noted that the pedestrian timing for the proposed configuration is likely to be longer than the existing and therefore may affect the overall capacity of the intersection.</p>	<p>movements so a pedestrian will contend with only one of these moves at a time.</p> <ul style="list-style-type: none"> We agree that Alternative 2 and Alternative 3 were discarded due to issues with pedestrian safety. However, for both of these alternatives, pedestrians would be crossing the path of vehicles that are free flow at a relatively high rate of speed and in locations where a pedestrian crossing may be unexpected and/or confusing to both the driver and the pedestrian. In the case of the recommended alternative, right turning vehicles are travelling at a relatively slow speed and the pedestrian crossing location is typical with many regional road intersections in Durham. Signal timing is not an issue as pedestrians will have sufficient time to cross the single lane of the ramp during the Brock Street north-south green phase.
	<p>18. The potential to open development lands in the southwest quadrant of the W-N/S ramp (Exhibit 7.4, Alternative 1) is supported. The operation of the additional intersection is unclear. Are the Highway 401 motorists approaching a stop controlled intersection or is the T-intersection proposed to be uncontrolled? The future traffic operations of this intersection do not appear to be provided, nor is there any discussion as to how this affects the ramp geometry design speed. There are no applications for these development lands, therefore, consideration should be given to an interim design.</p>	<ul style="list-style-type: none"> Initially the "additional" intersection would be uncontrolled for vehicles leaving or entering Highway 401. All other "minor" moves would operate under stop control. Modifications to this initial operation will be considered as part of the possible municipal road extension which will be part of a separate study.
	<p>Traffic Memorandum / TESR Appendix E</p>	
	<p>1. The spelling of Lake Ridge Road is inconsistent throughout the document.</p>	<ul style="list-style-type: none"> Comment noted. The study team will ensure the Traffic Analysis Report is consistent with regard to labeling and spelling of street names.
	<p>2. Figure 3, Balanced 2010 Volumes, are not balanced (e.g. the A.M. volume is missing 325 trips). The intersection of Paisley Court and Consumers Drive should be included as a significant amount of trips are destined to/from this road and the intersection configuration has a significant impact on trip routing.</p>	<ul style="list-style-type: none"> Traffic destined to and from Paisley Court passes through the Brock Street / Consumers Drive and the north ramp terminal intersections. While intersection analysis was not conducted for the Paisley Court intersection, this intersection was considered from a queue and delay perspective for traffic operations along Consumers Drive.
	<p>3. It is unclear if the analysis results are based on Vissim, or Synchro. On page 7 it is stated that the Synchro model was provided by the MTO. It is also noted that future traffic volumes were derived from the EMME model. Details of the software used, assumptions and calibration should be included.</p>	<ul style="list-style-type: none"> The existing and future conditions analyses were undertaken using the calibrated VISSIM model. Details on the model development and calibration are provided in the Traffic Analysis Report.
	<p>4. Table 2 shows the westbound right turn movement of 115 vehicles with a delay of 118 seconds, yet the westbound left turn movement of 850 vehicles has a lower delay of 102 seconds. The analysis worksheets should be provided to confirm irregularities.</p>	<ul style="list-style-type: none"> The analysis was undertaken using VISSIM. As a result, analysis worksheets are not available.
	<p>5. Future turning movement volumes were not provided as part of the memorandum, yet limited results of future analysis were included. The details provided in Table 2 should be provided for future conditions. Existing and future traffic volumes should be provided. Rationale for how the future volumes were determined, including redistribution details, should also be provided.</p>	<ul style="list-style-type: none"> Existing and future traffic volumes and the approach used to generate future traffic volumes are documented in the Traffic Analysis Report.
	<p>6. Town staff are aware that the existing westbound left turn volume from Consumers Drive to Brock Street South is significant, yet the proposed design is a single left turn with limited storage. It has not been demonstrated that this proposed design is operationally feasible, particularly given the geometric configuration of Paisley Court. It is noted that the maximum westbound queue is 122 metres (Appendix E, Figure D2) but the available queue is not noted. Due to the configuration of Paisley Court, approximately 80 metres of storage is available. Therefore, the proposed queue will extend beyond Paisley Court and into the through lane. The response provided by the MTO includes the comment that a portion of the traffic currently making the westbound left turn movement at Consumers Drive / Brock Street is destined to</p>	<ul style="list-style-type: none"> The proposed WB lane configuration on Consumers Drive is a left turn lane, a shared left and through lane, and a dedicated right turn lane. (see Drawing 9 of Exhibit A, Part 1) The left and shared left through lanes better accommodate the significant southbound left turn. Traffic destined to and from Paisley Court passes through the Brock Street / Consumers Drive and the north ramp terminal intersections. While intersection analysis was not conducted for the Paisley Court intersection, this intersection was considered from a queue and delay perspective for traffic operations along Consumers Drive. Traffic volumes at the Brock Street / Consumers Drive intersection will queue back beyond the Paisley Court intersection at times, particularly during the AM peak period; however, this did not compromise

	<u>Comment</u>	<u>Response/Action</u>
	<p>Highway 401. Town staff do not disagree, however the number of vehicles and how this proportional number was determined should be included as part of the Traffic Analysis Report. Observations of the number of motorists that currently access westbound Highway 401 from Consumers Drive at Brock Street would be beneficial.</p> <p>Analysis results (i.e. level of service, signal timing, queue, etc) of both existing and future conditions should be provided for all intersections within the study area. It is noted that the intersection of Paisley Court at Consumers Drive is not included yet this intersection has a significant effect on the area network.</p> <p>If geometric design changes are being proposed for the intersection of Paisley Court it should be explicitly discussed, along with the rationale and implications.</p>	<p>overall traffic operations along Consumers Drive as demonstrated through the microsimulation analysis.</p> <ul style="list-style-type: none"> The Traffic Analysis Report documents the analysis results for key intersections within the study area under existing and future conditions, recognizing that the analysis was completed using microsimulation software.
7.	<p>The existing southbound right turn volume into the Whitby GO Station of Brock Street is substantial during peak periods. It was the MTO response that an exclusive right turn lane is not being proposed as part of this project. It should be noted that Town of Whitby residents have approached Town staff to make the request in the past, and they have been directed to MTO / AECOM to discuss the need. It also appears that the southbound right turn volumes meet the Region of Durham Guidelines for right turn lanes.</p>	<ul style="list-style-type: none"> A shared through / right turn lane is predicted to operate acceptably under future conditions. Therefore, the recommended design does not include an exclusive southbound right turn lane.
8.	<p>The proposed intersection configuration at both the Brock Street / Consumers Drive intersection, and the Brock Street / GO Station / Highway 401 ramp intersection will require significant changes to the signal timing at these intersections. The necessary changes may potentially result in increased queues, resulting in shortcutting. While the maximum future queue lengths from the analysis results were provided as part of Appendix E, there was no discussion on the available storage. Therefore the reader is unable to determine if the storage is being exceeded.</p>	<ul style="list-style-type: none"> Signal timing changes will be required as part of the recommended plan. The microsimulation analysis for future conditions considered optimized signal timings. Appendix D of the technical assessment memorandum presented maximum queue lengths and available storage lengths for the various intersection alternatives. There is sufficient storage length available to accommodate the predicted queues.
9.	<p>Pedestrian movements have not been explicitly discussed within the TESR. It is noted that it is the preference of the Region of Durham staff that pedestrian movements be restricted on the south leg of the Brock Street / Consumers Drive intersection and the north leg of the Brock Street / GO Station / Highway 401 ramp intersection. Ministry staff should comment on anticipated pedestrian movement, and agreed upon restrictions. Crosswalk locations should be clearly identified on the drawings.</p>	<ul style="list-style-type: none"> Details of pedestrian crossing locations will be developed as part of the detailed design.
10.	<p>Town staff are concerned about the left turn movements to / from Clemence Street. Details on the number of vehicles making this movement and the safety implications of permitting this movement should be discussed.</p>	<ul style="list-style-type: none"> Traffic operations analysis and safety considerations associated with the Clemence Street / Brock Street intersection are beyond the scope of this study.
11.	<p>The westbound left turn movement at the intersection of Brock Street and Consumers Drive, as well as the westbound right turn movement at the W-N/S ramp, should be confirmed by showing the front and rear wheel paths for a heavy vehicle.</p>	<ul style="list-style-type: none"> Details relating to vehicles movements within the intersection will be developed as part of detailed design
12.	<p>The safety and operational implications of a shared left / through movement at the Brock Street / GO Station / Highway 401 ramp intersection should be discussed. Although there are more motorists making the left turn movement, staff have observed incidents where the through motorist will bypass the left turning vehicles as they are being delayed for no reason. This may be mitigated by a three-phase signal timing operation (separate eastbound and westbound phases) at this intersection but the phasing has not been identified.</p>	<ul style="list-style-type: none"> Separate EB and WB signal phasing is proposed for the Brock Street / GO Station / Highway 401 ramp terminal intersection.

Attachment 5
Report PW 29-17

Location	Issue	Alternative 1 – Ramps relocated to Garden Street and westbound on-ramp from Brock Street closed	Alternative 2 – Ramp location remains unchanged from existing and westbound on-ramp from Brock Street remains as proposed
Brock Street / Consumers Drive signalized intersection	<p>Southbound left turn – High volume in both the a.m. and p.m. peak hour. Many trips destined for Paisley Court commercial area and subsequently to access Highway 401 westbound.</p> <p>Westbound left turn – High volume in a.m. peak hour. Volume comprises trips destined for GO station (including trips from Highway 401 eastbound), trips destined to Port Whitby (including trips from Highway 401 eastbound), and trips destined to Highway 401 westbound (as alternate to W-NS Consumers Drive on ramp).</p>	<p>Good – westbound on-ramp from Brock Street closed, resulting in potential diversion to southbound left turn lane. In future, dependence on this access for longer distance trips reduced because of Lake Ridge interchange and Hwy 412.</p> <p>Good - no substantial change, minimal weaving on Brock Street to access ramp.</p>	<p>Very Good</p> <p>Good – provision for through vehicles dilutes effectiveness of left turn lane. Promotes use of lane to access 401 on ramp from Consumers Drive, potential increase.</p>
Paisley Court / Consumers Drive unsignalized intersection (with northbound left turn restriction)	Significant pass by / diverted trips accessing McDonalds, Tim Hortons, and Petro Canada services in both a.m. and p.m. Many of these trips destined to Highway 401 westbound on ramp.	Very Good – Westbound left turns potentially relocated to repurposed signalized access; Northbound left turns, currently prohibited, could be permitted, at the re-purposed signalized.	Poor – no change.
South side Commercial Access (Petro Canada), right-in/right out access to Consumers Drive	Significant pass by / diverted trips accessing McDonalds, Tim Hortons, and Petro Canada services in both a.m. and p.m.	Very Good – no substantial change in access operation, opportunity to provide alternate access to repurposed local	Good – no substantial change in access operation.

**Attachment 5
Report PW 29-17**

Location	Issue	Alternative 1 – Ramps relocated to Garden Street and westbound on-ramp from Brock Street closed	Alternative 2 – Ramp location remains unchanged from existing and westbound on-ramp from Brock Street remains as proposed
	Many of these trips destined to Highway 401 westbound on ramp.	road/signalized intersection.	
Westbound On/Off Ramp/ Consumers Drive signalized intersection	A.M. Peak hour – northbound left turns equally split to northbound and southbound Brock Street. Weaving in this 225 m section of road occurs as lane choice on ramp decided based on length of queue rather than ultimate direction on Brock Street.	Very good – repurposed signalized intersection to provide access to adjacent commercial development provides improved access with good level of service. Performance not assessed in traffic study.	Good – no change in location, geometric improvement result in minor improvements in performance.
South side Commercial Site (Motel 6, Kelseys, Swiss Chalet, etc) full moves unsignalized access to Consumers Drive	Westbound left turn in both a.m. and p.m. peak hours interferes with westbound left turn accessing existing westbound Highway 401 on-ramp. Northbound left turns delayed significantly by Consumers Drive volume in both a.m. and p.m. peak hours, resulting in poor Level of service as well as potential safety issue.	Very good – relocated to repurposed signalized intersection, ramp volumes removed from westbound Consumers Drive volume flow, results in fewer conflicts. Very good – relocated to repurposed signalized intersection. Performance not assessed in traffic study.	Poor – No change. Poor - No change.
North side Commercial Site (Holiday Inn Express, Residence Inn), full moves unsignalized access to Consumers Drive	Eastbound left turn in both a.m. and p.m. peak hours interferes with westbound left turn accessing Garden Street	Good – no change in operation, improved access opportunity as ramp volumes removed from westbound Consumers Drive volume flow, results in fewer conflicts.	Poor – No change.

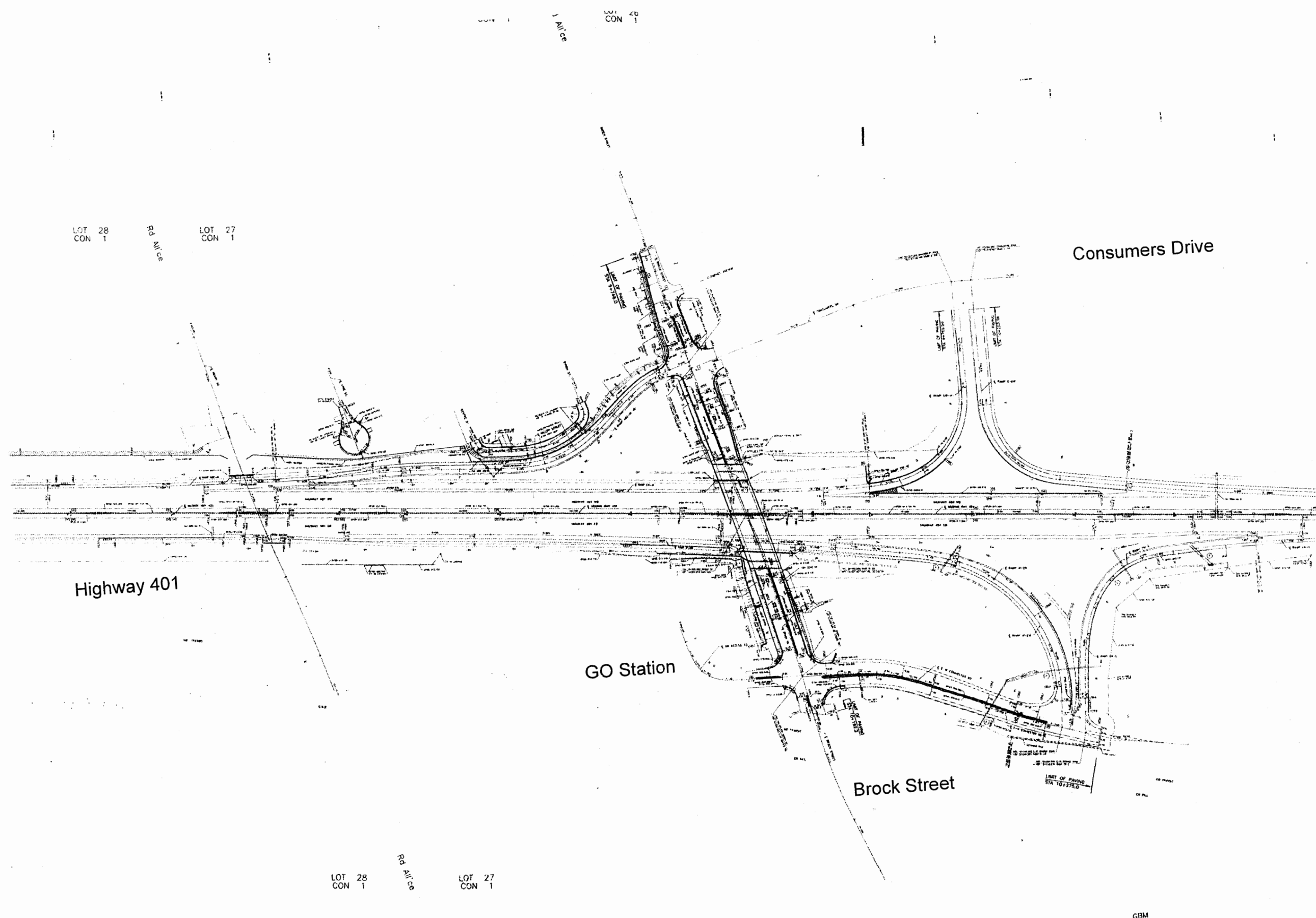
Location	Issue	Alternative 1 – Ramps relocated to Garden Street and westbound on-ramp from Brock Street closed	Alternative 2 – Ramp location remains unchanged from existing and westbound on-ramp from Brock Street remains as proposed
	<p>Southbound left turns delayed significantly by Consumers Drive volume in both a.m. and p.m. peak hours, resulting in poor Level of service as well as potential safety issue</p>	<p>Good – no change in operation, improved access opportunity as ramp volumes removed from westbound Consumers Drive volume flow, results in fewer conflicts.</p> <p>Potential to limit access to right-in-right-out, and provide new access at repurposed signalized intersection.</p> <p>Performance not assessed in traffic study.</p>	<p>Poor – No change.</p>
<p>South side Commercial Site (Canadian Tire), right-in/right out access to Consumers Drive</p>	<p>Design of right in is problematic as no parallel lane provided (only taper) and proximity to right out of commercial site access to west only 40m (conflicts between right-out and right-in)</p> <p>Right-out weave distance of 120m to eastbound left at Garden Street</p>	<p>Poor – No change.</p>	<p>Poor – No change.</p>
<p>North side Commercial Site (Residence Inn), right-in/right out access to Consumers Drive</p>	<p>Access 65m west of Garden Street, results in conflict with southbound right turns from Garden Street, in both a.m. and p.m. peak hours, a significant number of which are attempting</p>	<p>Good – no change in operation, improved access opportunity as ramp volumes removed from westbound Consumers Drive volume flow, results in fewer conflicts.</p>	<p>Poor - No change.</p>

Location	Issue	Alternative 1 – Ramps relocated to Garden Street and westbound on-ramp from Brock Street closed	Alternative 2 – Ramp location remains unchanged from existing and westbound on-ramp from Brock Street remains as proposed
	to weave quickly left to access W-NS Highway 401 ramp	Performance not assessed in traffic study.	
North side Commercial Site (Esso), right-in/right out access to Consumers Drive	Access 40m west of Garden Street results in conflict with southbound right turn movement from Garden Street, in both a.m. and p.m. peak hours. A significant number of southbound right turn movements from Garden Street are attempting to weave quickly left to access Highway 401 westbound on-ramp.	Good – no change in operation, improved access opportunity as ramp volumes removed from westbound Consumers Drive volume flow, results in fewer conflicts. Performance not assessed in traffic study.	Poor - No change.
Garden Street / Consumers Drive / Canadian Tire signalized intersection	<p>Southbound right turn volume in a.m. peak hour is significant and primarily comprises two trip types: Highway 401 destined trips; GO station destined trips. Significant weaving occurs in the 400m as vehicles jockey for position.</p> <p>Eastbound left turn volume in p.m. peak hour is significant and primarily comprises three trip types: trips returning home from Highway 401 eastbound; trips returning home from GO station; and trips returning home from westbound Highway 401.</p>	<p>Very good – Hwy 401 ramp volume reallocated to through volume access ramp. Removed from Consumer Drive. Weave maneuver significant reduced.</p> <p>Good – volumes reduced as Hwy 401 E-NS off ramp now reassigned to northbound through at Garden,</p>	<p>Poor – no changes, performance for right turn lane would be affected significantly by future growth.</p> <p>Poor – No change in travel patterns, double left turn lane needed to accommodate future growth to maintain good level of service.</p> <p>Traffic study assessment assumed 1-lane though for</p>

Location	Issue	Alternative 1 – Ramps relocated to Garden Street and westbound on-ramp from Brock Street closed	Alternative 2 – Ramp location remains unchanged from existing and westbound on-ramp from Brock Street remains as proposed
	Significant weaving occurs in the 400m as vehicles jockey for position.		Alternative 1 assumes double left
Consumers Drive congestion	<p>During the morning peak hour it is not uncommon for westbound Consumers Drive to be congested between Brock Street and Garden Street, with queues extending to adjacent intersections.</p> <p>During the afternoon peak period it is not uncommon for eastbound Consumers Drive to be congested between Brock Street and the westbound Highway 401 on-ramp with queues impacting the operations at Brock Street and Consumers Drive.</p>	<p>Very good – westbound weave significantly reduced; Commercial accesses consolidated at repurposed full moves signalized access, Lower volumes on eastbound Consumers Drive; Performance of Garden Street intersection remains good.</p> <p>Good – volumes on Consumers Drive slightly reduced with removal of the Highway 401 off-ramp volumes; longer distance provided for westbound weaving maneuver (accessing commercial site, and accessing the westbound on-ramp).</p> <p>Performance not assessed in traffic study.</p>	<p>Poor – No change</p> <p>Poor – No change</p>
Commercial Access	Frequent, tightly spaced accesses with restricted movements	Good – opportunity to consolidate access at single, signalized, full moves access to all properties. Biggest impact to Canadian Tire as access the most significantly modified, more out of way travel to access from north	Poor – no change.

Attachment 5
Report PW 29-17

Location	Issue	Alternative 1 – Ramps relocated to Garden Street and westbound on-ramp from Brock Street closed	Alternative 2 – Ramp location remains unchanged from existing and westbound on-ramp from Brock Street remains as proposed
		<p>and east.</p> <p>Performance of the accesses and conditions arising on Consumers Drive are not assessed in the traffic study. Moreover, the commercial trip generation, that is somewhat oriented to Highway 401 demand, had not been identified.</p>	



Consumers Drive

Highway 401

GO Station

Brock Street

GBM



Town of Whitby
Office of the Town Clerk
 575 Rossland Road East, Whitby, ON L1N 2M8
 www.whitby.ca

C.S. - LEGISLATIVE SERVICES

Original
To: CIP
Copy
To: B. Bridgman ✓
C.C. S.O.C. File
Take Appr. Action

December 14, 2017

Gerdau Ameristeel
 1801 Hopkins St.
 Whitby ON L1N 5T1

Re: Planning and Development Department Report, PL 98-17
 Gerdau 2016 Annual Report for Environmental Certificate of Approval A390510

Please be advised that at a meeting held on December 11, 2017 the Council of the Town of Whitby adopted the following recommendation:

1. That Planning Report, Item Number PL 98-17 be received as information; and,
2. That the Clerk forward a copy of Planning Report Number PL 98-17 to Gerdau, the Ministry of Environment and Climate Change, the Region of Durham, and the members of the Site Liaison Committee for information.

Should you require further information, please do not hesitate to contact the Planning Department at 905-430-4306.

Christopher Harris
 Town Clerk

Copy: The Honourable Chris Ballard, Minister of Environment and Climate Change
 Ralph Walton, Regional Clerk, Regional Municipality of Durham
 Phil Revington, Gerdau Ameristeel – Site Liaison Committee

R. Saunders, Commissioner of Planning and Development

Attach. PL 98-17



Town of Whitby Report

Report to: Planning and Development Committee
Date of meeting: November 27, 2017
Department: Planning and Development Department
Report Number: PL 98-17
File Number(s): Not Applicable.

Report Title: Gerdau 2016 Annual Report for Environmental Certificate of Approval A390510

1. Recommendation:

- 1. That Planning Report, Item Number PL 98-17 be received as information; and,**
- 2. That the Clerk forward a copy of Planning Report Number PL 98-17 to Gerdau, the Ministry of Environment and Climate Change, the Region of Durham, and the members of the Site Liaison Committee for information.**

2. Executive Summary:

This report highlights the findings of the 2016 Annual Operation, Monitoring, and Development Report (Annual Report) completed by XCG Consultants Ltd. on behalf of Gerdau, as per the requirements of the Ministry of the Environment and Climate Change (MOECC) Amended Environmental Compliance Approval No. A390510.

The Annual Report addresses environmental monitoring activities and findings, compliance with terms and conditions, and makes recommendations for future monitoring. The findings indicate some exceedances beyond the calculated Maximum Allowable Concentrations for certain parameters; however, the impacts were not considered by XCG Consultants Ltd. to be a compliance issue and will continue to be monitored.

An environmental impact assessment investigating the potential for adverse effects on Lake Ontario from the landfill operations was submitted by Gerdau to the Ministry of Environment and Climate Change (MOECC) in June of 2015.

Report to: Planning and Development Committee
Report number: PL 98-17

Recommendations of the assessment were implemented in the 2016 fall monitoring program.

3. Origin:

Gerdau is required, through their Amended Environmental Compliance Approval No. A390510 from the MOECC, to conduct a landfill monitoring program for their shredder by-product landfill, and report annually on the site development as well as monitoring results.

4. Background:

Gerdau (formerly known as Gerdau Ameristeel Corporation, and Co-Steel Lasco), is a large international corporation which produces steel from the recycling of scrap metal. Since 1987, Gerdau has conducted, as a part of their operations, at their Whitby location (1 Gerdau Court), a waste disposal site for shredder by-product material. (e.g. non-recyclable, non-ferrous materials from automobiles, appliances, other scrap metal, etc.) through Ministry of Environment Certificate of Approvals (now known as Environmental Compliance Approvals).

The height and configuration of the berms reduce the visual impact of shredding, storage and manufacturing operations from adjacent land uses.

Previous zoning by-law amendments to the Town of Whitby Zoning By-laws and Regional Official Plan Amendment 145 permitted an expansion of the landfill area on the subject site which allowed Gerdau to establish a Temporary Waste Storage Area (TWSA) with a capacity of 270,000 tonnes and expand landfill operations. Gerdau received approval from the MOECC in March 2013 to increase their recycling operations through their Environmental Assessment application.

In April, 2014 Gerdau received approval from the MOE to amend their certificate of environmental compliance approval to expand the capacity of the TWSA from 270,000 to 350,000 square metres. The purpose of the expansion of the TWSA is to facilitate the storage of shredder residue until the construction of Cell A of the landfill is complete. Expansion of the TWSA also prevents the need to move the excess material from the site to a municipal landfill or other facility. Construction of Cell A was completed in 2014, and landfilling to Cell A began in the same year. Operation of the TWSA was approved until December 2016. On December 1, 2015, a further amendment to the ESA was issued to extend the deadline for waste removal from the TWSA to December 31 2019. Refer to Attachment #2 for a site plan of the area which identifies the location of landfill operations and the TWSA.

Representatives from the Planning and Development Department are part of the Site Liaison Committee (formerly the Berm Liaison Committee). Consistent with Gerdau's Environmental Compliance Approval, the objective of the Site Liaison Committee (SLC) is to disseminate, review, and exchange information on the operation of the shredder residue by-product landfill. In addition to review of the Annual Report, the SLC meetings are used to provide updates on landscaping and

planting programs, landfill expansion and construction, and the ambient air monitoring program.

5. Discussion/Options:

On behalf of Gerdau, XCG Consultants Ltd. prepared the 2016 Annual Report to be submitted to the MOECC, as prescribed by the Certificate of Approval. The Annual Report is related to the existing landfill operations only and is not related to the on-site steel mill.

As a member of the Site Liaison Committee, the Town of Whitby received a copy of the Annual Report. The Executive Summary and the Conclusions and Recommendations sections from the 2016 Annual Report are attached to this report as Attachments #3 and #4 respectively. Minutes from the annual Site Liaison Committee Meeting are also attached (Refer to Attachment #5).

The following is a summary of the results of the 2016 Monitoring Program and other landfill-related activities:

- Gerdau landfilled a total of 77,828 tonnes of shredder residue in 2016. XCG estimated that the landfill will be filled in approximately 16 to 25 years, based on an annual disposal rate of between 150,000 and 230,000 tonnes;
- Gerdau discharged a total of 7,701 cubic metres of treated landfill leachate to the municipal sanitary sewer in 2016;
- Groundwater impacts observed during the 2016 monitoring program were not considered a compliance issue based on the nature and location of the impacts, and other factors;
- The Environmental Impact Assessment (EIA) completed in 2015 determined that landfill operations are not posing a risk to ecological receptors in Lake Ontario. Recommendations from the EIA have been incorporated into the monitoring program;
- Surface water was discharged from on-site stormwater management ponds on 2 occasions in 2016; and,
- At the 2017 Site Liaison Committee (SLC) meeting held on October 19, 2017, Gerdau presented the findings of their annual monitoring report as well as recent findings of their berm planting and ambient air monitoring report.

6. Public Communications/Plan:

A copy of the Gerdau 2016 Annual Operations, Monitoring, and Development Report and reports from previous years are available for viewing at the Planning and Development Department.

7. Considerations:

7.1. Public

Local residents participate on the Site Liaison Committee.

7.2. Financial

Not applicable.

7.3. Impact on and input from other Departments/Sources

Not applicable.

7.4. Corporate and/or Department Strategic Priorities

Not applicable.

8. Summary and Conclusion:

Gerdau facility monitoring for 2016 included the measurement of groundwater elevation, groundwater quality, leachate, surface water, and shredder by-product. XCG reports that there were no compliance issues found.

While groundwater samples from several monitoring wells exceeded the calculated Maximum Allowable Concentrations for certain parameters during the 2016 monitoring period, they are not considered an environmental concern by XCG Consultants Ltd. because of non-health related impacts, lack of ground water users to the west or south of the Gerdau site, and additional attenuation before groundwater reaches property boundaries including Lake Ontario.

The Environmental Impact Assessment submitted in 2015 to the MOECC indicated there are no adverse impacts to Lake Ontario as a result of the landfilling activities and recommended further adjustments to the monitoring program which were implemented in the fall 2016 monitoring program.

9. Attachments:

Attachment #1: Location Sketch

Attachment #2: Location and Detail of Landfill (XCG)

Attachment #3: 2016 Annual Report Executive Summary

Attachment #4: 2016 Annual Report Conclusions and Recommendations

Attachment #5: 2017 Site Liaison Committee Meeting Minutes

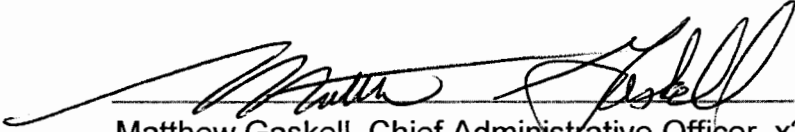
For further information contact:

Graham Wilson, Planner I – Long Range Policy Planning, x2269

Report to: Planning and Development Committee
Report number: PL 98-17



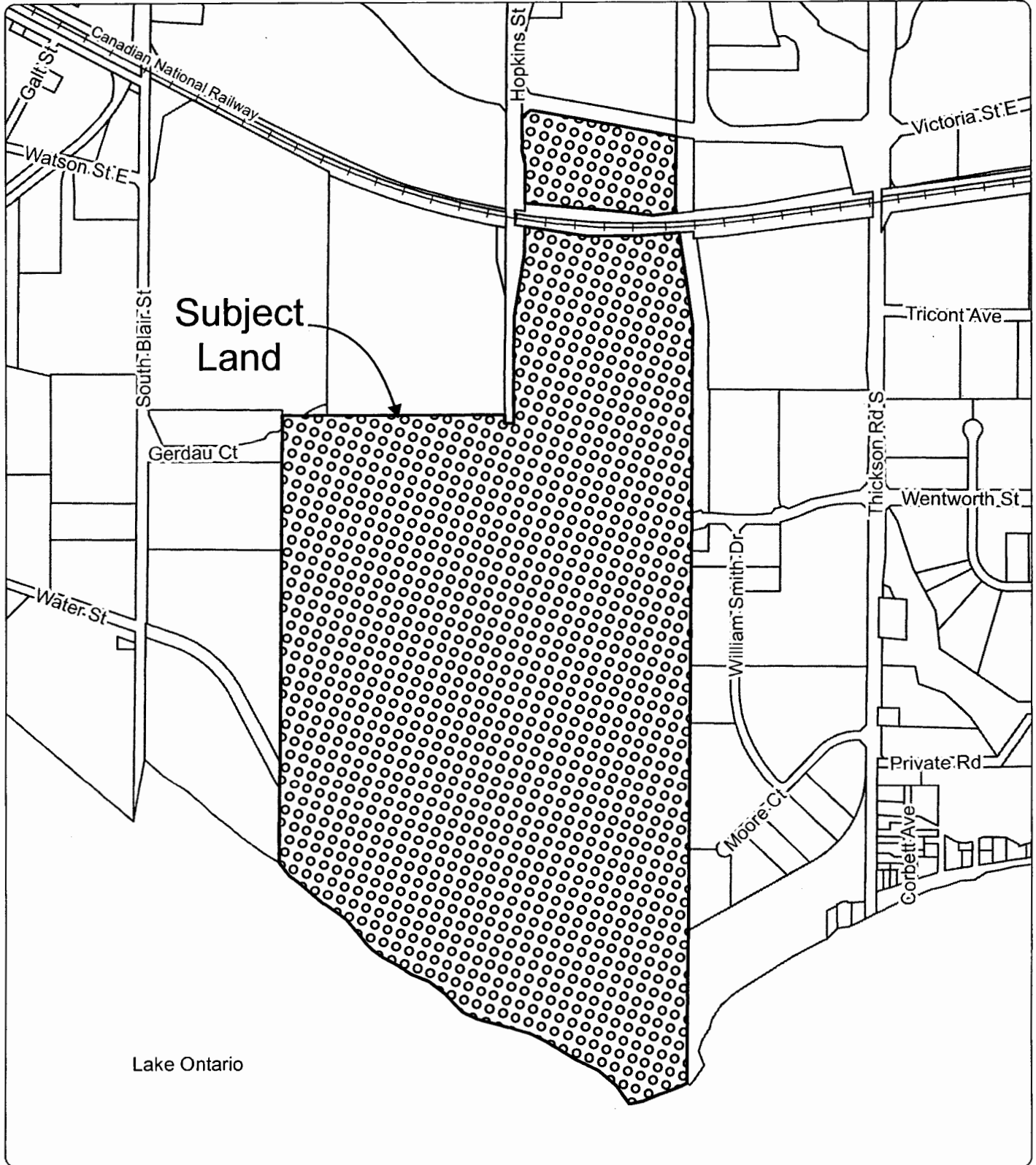
Roger Saunders, Commissioner of Planning and Development, x4309



Matthew Gaskell, Chief Administrative Officer, x2211

Attachment #1 Location Sketch

PL 98-17



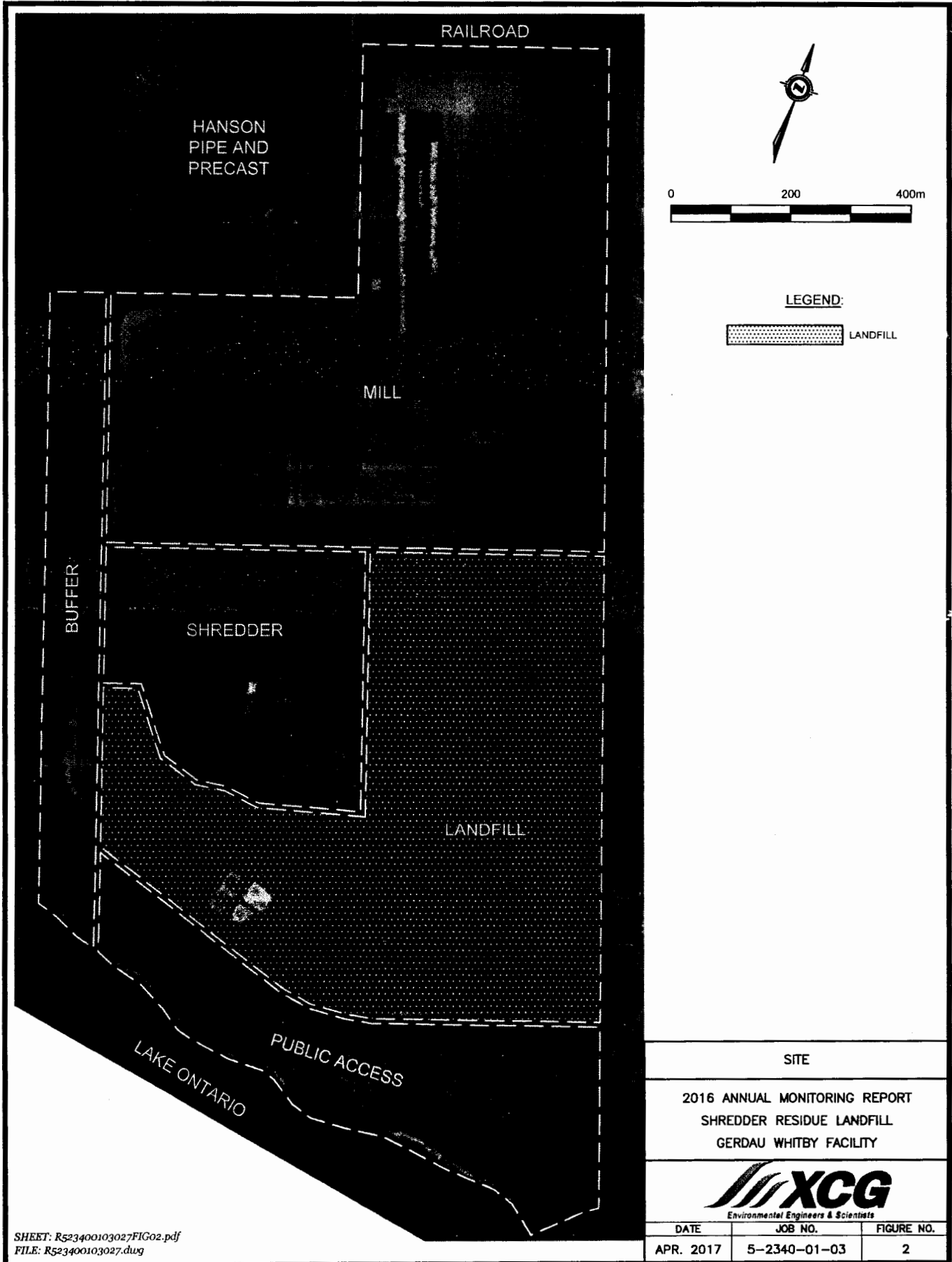
Town of Whitby Planning and Development Department

Applicant:
Gerdau

Date:
November 2017



Location and Detail of Landfill (XCG)



SITE

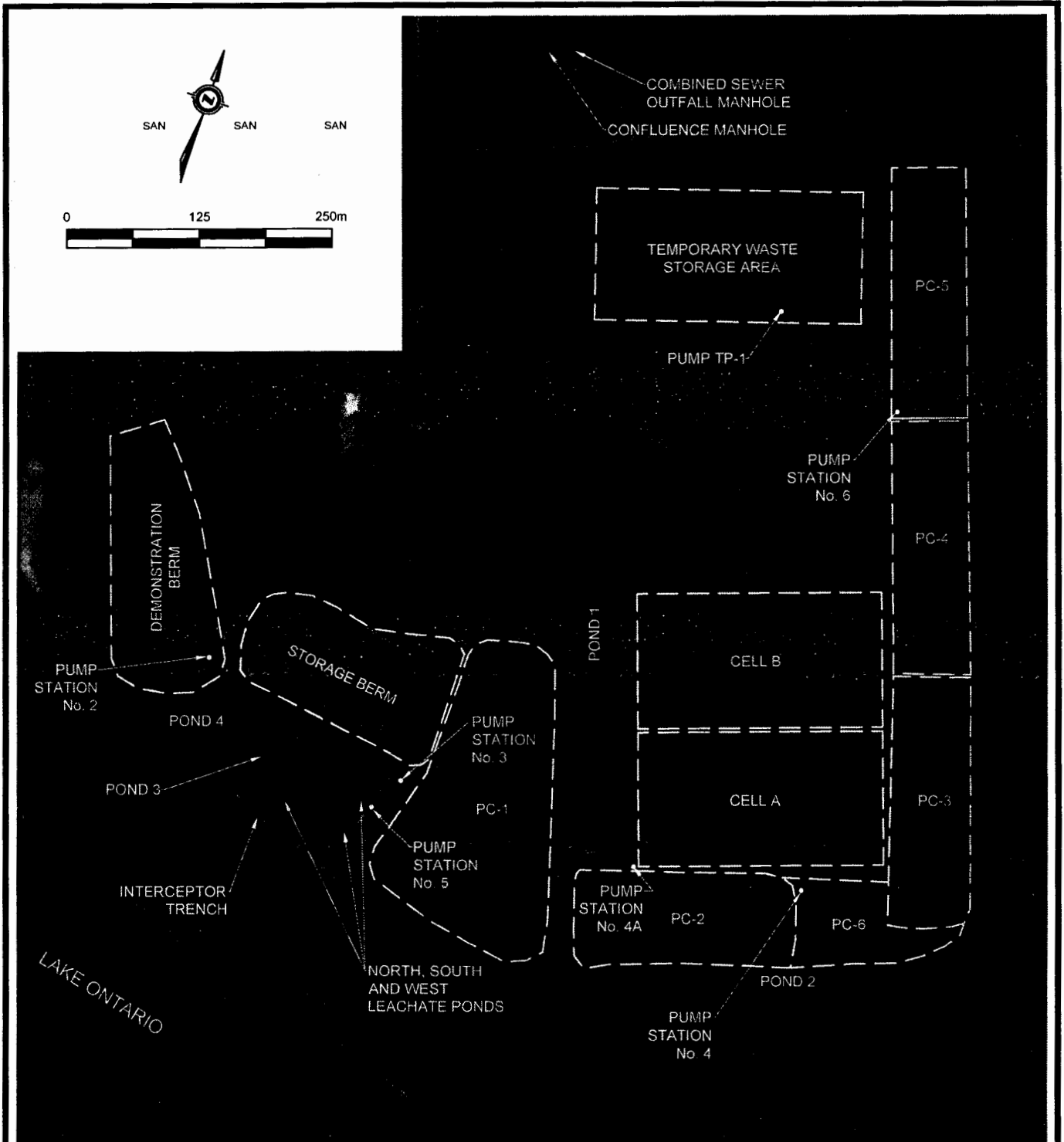
2016 ANNUAL MONITORING REPORT
 SHREDDER RESIDUE LANDFILL
 GERDAU WHITBY FACILITY



DATE	JOB NO.	FIGURE NO.
APR. 2017	5-2340-01-03	2


SHEET: R523400103027FIG02.pdf
 FILE: R523400103027.dwg

Location and Detail of Landfill (XCG)



LEGEND:

- PROPERTY BOUNDARY
- LANDFILL CELLS
- FM----- LEACHATE FORCE MAIN
- SAN----- REGIONAL SANITARY SEWER
- SURFACE WATER DITCH

SITE		
2016 ANNUAL MONITORING REPORT SHREDDER RESIDUE LANDFILL GERDAU WHITBY FACILITY		
 Environmental Engineers & Scientists		
DATE	JOB NO.	FIGURE NO.
APR. 2017	5-2340-01-03	3

SHEET: R523400103027FIG03.pdf
 FILE: R523400103027.dwg

Attachment #3

2016 Annual Report Executive Summary

2016 Annual Operation, Monitoring, and Development Report



Executive Summary

ES 1. EXECUTIVE SUMMARY

XCG Consulting Limited (XCG) has prepared this annual operation, monitoring, and development report on behalf of Gerdau for the Shredder Residue Landfill at the Gerdau facility located at 1 Gerdau Court in Whitby, Ontario. This report has been prepared to satisfy the requirements of Condition 48 of Amended Environmental Compliance Approval (ECA) Number 390510 (Waste Disposal Site) for the landfill, issued August 2, 2013. The site includes the steel mill and the metallics raw materials division, which occupy specific areas of the site. Metal, primarily comprised of end-of-life vehicles, is hauled to metallics raw materials and shredded in order to recover the ferrous (iron) materials. The ferrous metal is transferred as a raw material to the on-site steel mill, as well as other Gerdau mills. A second stream of non-ferrous metals is recovered from the shredder and sold to third parties. The third stream from the shredder is the shredder residue. The shredder residue includes shredded glass, plastic, foam, rubber, cloth, wire, and small traces of metal. Shredder residue is hauled from the shredder on a daily basis during production, placed in the active landfill cell, and compacted. Historically, once cells were completed to the design elevation, they have been covered with final cover including vegetation to limit infiltration. Cells A and B, as well as future cells (C, D, E), will be left without final cover until all five of the cells have been filled to allow for increased infiltration. The landfill cells are an engineered design with a native soil and/or compacted clay liner. The landfill cells are designed with a continuous drainage layer underlying the shredder residue to collect leachate.

Leachate is conveyed by underground piping to leachate storage and treatment ponds located south of the Storage Berm. After treatment in the leachate ponds, leachate is pumped via an underground force main to the sanitary sewer operated by Durham Region. Leachate quality is monitored at four leachate wells as well as at the leachate ponds and at the sanitary sewer discharge. The leachate quantity discharged to the Durham Region sanitary sewer in 2016 was approximately 7,701 cubic metres. The concentrations of Biochemical Oxygen Demand (BOD) and total Kjeldahl nitrogen (TKN) in the combined sewer discharge effluent were below the Surcharge Agreement limit for all months in 2016.

The original landfill reached capacity in 2011 and a Temporary Waste Storage Area with a capacity of 350,000 cubic metres and an annual tonnage rate of 150,000 tonnes was approved in 2011. Per condition 47.1 of the ECA, all shredder residue in the Temporary Waste Storage Area must be removed by end of 2019 and incorporated into the expanded landfill.

The total mass of shredder residue landfilled in 2016 was 77,828 tonnes in Cell B. Monitoring of the shredder residue is not a regulatory requirement; however, Gerdau completes voluntary sampling and laboratory analysis of the shredder residue. The concentrations of all metals and PCBs in the shredder residue were below the leachate Toxicity Characteristic Leaching Procedure (TCLP) criteria for all sampling events in 2016, confirming that the shredder residue is a non-hazardous material.

Attachment #3

2016 Annual Report Executive Summary

2016 Annual Operation, Monitoring, and Development Report



Executive Summary

The 2016 Site Liaison Committee meeting was held on October 26, 2016 at the Gerdau Whitby facility offices to review the 2015 Annual Operation, Monitoring, and Development Report. There were five complaints regarding the Gerdau facility in 2016, none of which were determined to be attributed to the landfill.

Groundwater monitoring is completed twice per year, in the Spring and Fall. In 2016, Spring monitoring included 76 monitoring wells and Fall monitoring included 54 monitoring wells. Groundwater quality data are assessed in terms of the Ministry of the Environment and Energy Reasonable Use Concept (RUC). The RUC (MOEE, April 1994) provides a method for calculating the maximum concentrations of contaminants in groundwater that may be allowed to cross the boundary of the landfill property and are calculated using a formula outlined in the Guideline B-7-1 (MOEE, April 1994). The equation factors in background water quality from up-gradient monitoring wells representing shallow, intermediate and bedrock water bearing zones, as well as the Ontario Drinking Water Standard (ODWS) for each selected parameter. The RUC formula derives a site-specific Maximum Allowable Concentration for select monitoring parameters. Concentrations of the select parameters should not exceed the Maximum Allowable Concentration at the down-gradient property boundaries as the groundwater flows off the site.

Groundwater quality at the monitoring wells associated with the area of the Landfill referred to as the Demonstration Berm, particularly the concentrations of chloride, indicates impacts related to the Landfill. The results indicated that the repairs made to the leachate collection and treatment system in 2008 are continuing to have a positive impact on groundwater quality. Although concentrations of some parameters were above the RUC Maximum Allowable Concentrations in the vicinity of the Demonstration Berm, these results do not constitute a compliance issue because none of these monitoring wells are located at the property boundary. Groundwater will undergo additional attenuation as it flows from these groundwater monitoring wells towards the property boundary.

Groundwater quality at MW5-28 appears to be improving since the monitoring well was installed in 2014. Groundwater quality at monitoring wells MW4-19, MW10-8, MW10-16, and MW7-21 exhibit chloride concentrations either currently or historically above the calculated RUC Maximum Allowable Concentrations. These results may be attributable to the Landfill, or may be due to conditions related to the drilling of the wells, or brackish bedrock water quality. Further monitoring will determine whether these results persist and whether the impacts are Landfill related.

Groundwater quality in monitoring well BH21-2 exhibits chloride concentrations above the calculated RUC Maximum Allowable Concentrations that may be attributable to the Landfill. The chloride results exhibit an increasing trend since Fall of 2013.

Assuming that chloride concentrations in monitoring wells MW4-19, MW10-8, MW10-16, BH21-2, and MW7-21 do not increase drastically, it is recommended that overall trends be assessed in the 2018 Annual Operation, Monitoring and Development Report to allow for the

Attachment #3

2016 Annual Report Executive Summary

2016 Annual Operation, Monitoring, and Development Report



Executive Summary

collection of data over a five year period prior to implementing any contingency measures with respect to groundwater quality.

The results of the Spring and Fall 2017 monitoring events for the above-mentioned monitoring wells should be reviewed as soon as results are available to determine if additional monitoring or other mitigation measures are required.

The benzene, ethylbenzene and/or toluene RUC Maximum Allowable Concentrations exceedances in groundwater in three of the groundwater monitoring wells are most likely a result of naturally occurring petroliferous compounds.

At this time, these groundwater impacts do not constitute a compliance issue because the majority of parameters in question are non-health related; there are currently no users of groundwater west or south of the site; and, groundwater will undergo additional attenuation down-gradient of the monitoring wells either prior to discharging to surface water or prior to leaving the site property.

In addition, an Environmental Impact Assessment (EIA) was completed in 2015 in accordance with Condition 45.4 of the ECA. The EIA included a leachate characterization study as well as continuous monitoring of groundwater and leachate levels using data-loggers in select monitoring wells. Based on the findings, it was determined that landfill operations are not posing a risk to ecological receptors in Lake Ontario. It was recommended that groundwater and leachate monitoring continue, and minor recommendations for amending the monitoring program were presented, including the sampling of select monitoring wells for “special organics” parameters as well as the development of trigger criteria.

“Special organics” parameters were present above the Reportable Detection Limit (RDL) in five locations in the groundwater monitoring wells over the course of two monitoring events encompassing 12 monitoring wells. Each of these parameters was only detected above the detection limit in either the Fall 2015 or the Spring 2016 monitoring event, and was below the RDL in the other monitoring event. Detectable concentrations of several “special organics” parameters were measured in the leachate wells.

Consideration of the trigger criteria outlined in the EIA report did not result in any additional discussion beyond what had been previously examined in the RUC Maximum Allowable Concentrations discussion with the exception of the concentration of phenol in BH23-3 in Spring 2016. Phenol concentrations in BH23-3 returned to below the RDL in Fall 2016.

Surface water monitoring is completed as required when water is to be discharged from the on-site storm water management ponds. Surface water was discharged from Pond 2 on August 5 and September 9 in 2016. There were no discharges from Ponds 3 or 4 in 2016.

The monitoring program includes monitoring at 10 landfill gas probe locations. Landfill gas measurements at the probe locations indicate that landfill gas is not posing a risk in terms of methane concentrations or pressures.

Attachment #4

2016 Annual Report Conclusions and Recommendations

2016 Annual Operation, Monitoring, and Development Report



Executive Summary

5. CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

- At an annual disposal rate of 230,000 tonnes, the remaining capacity will provide approximately 16.3 years of site life, and at an annual disposal rate of 150,000 tonnes, the remaining capacity will provide approximately 25 years of site life.
- Groundwater quality in monitoring wells BH19-1, BH19-2, BH2-1, BH2-2, BH2-3, BHA-1, BHA-2, BHA-3, BHB-2, and BHB-3, associated with the Demonstration Berm and leachate ponds, exhibit concentrations either currently or historically above the calculated RUC Maximum Allowable Concentrations that are directly attributable to the Landfill based on chloride concentrations. The results above the RUC Maximum Allowable Concentrations in the vicinity of the Demonstration Berm do not constitute a compliance issue because none of these monitoring wells are located at the property boundary. Groundwater will undergo additional attenuation as it flows from these groundwater monitoring wells towards the property boundary.
- The past redesign and repairs and ongoing maintenance to the existing leachate collection, storage, and treatment system has improved the operation of the environmental controls and over time will address the above-noted results.
- Groundwater quality at monitoring wells MW4-19, MW10-8, MW10-16, and MW7-21 exhibit chloride concentrations either currently or historically above the calculated RUC Maximum Allowable Concentrations. These results may be attributable to the Landfill, or may be due to conditions related to the drilling of the wells, or brackish bedrock water quality. Further monitoring will determine whether these results persist and whether the impacts are Landfill related.
- Groundwater quality at MW5-28 appears to be improving since the monitoring well was installed in 2014.
- Groundwater quality in monitoring well BH21-2 exhibits chloride concentrations above the calculated RUC Maximum Allowable Concentrations that may be attributable to the Landfill. In addition, the chloride results exhibit an increasing trend since Fall of 2013.
- “Special organics” sampling was conducted based on recommendations in the EIA report. Three parameters were present above the RDL in five locations in the groundwater monitoring wells over the course of two monitoring events encompassing twelve monitoring wells. Each of these parameters was only detected above the detection limit in either the Fall 2015 or the Spring 2016 monitoring event, and was below the RDL in the other monitoring event.
- Detectable concentrations of several “special organics” parameters were measured in the leachate wells.

Attachment #4

2016 Annual Report Conclusions and Recommendations

2016 Annual Operation, Monitoring, and Development Report



Executive Summary

- Consideration of the trigger criteria outlined in the EIA report did not result in any additional discussion regarding the 2016 data for chloride, sodium and boron assuming that:
 - The revised trigger criterion for Boron as calculated by XCG is acceptable
 - Proposed trigger criteria for parameters in monitoring wells installed in bedrock are revised to account for the geochemistry of the bedrock, i.e. the data from the bedrock background well are used to develop the criteria rather than data from the overburden monitoring well.
- Phenol concentrations did exceed the trigger criterion in BH23-3 in Spring 2016 but returned to below detection limits in Fall 2016.
- The benzene, toluene and ethylbenzene RUC Maximum Allowable Concentrations exceedances in groundwater are most likely a result of naturally occurring petroliferous compounds.
- Landfill gas measurements at the 10 probe locations indicate that landfill gas is not posing a risk in terms of methane concentrations or pressures.
- Changes to the groundwater monitoring parameters were recommended in the EIA report completed in June 2015. These changes were adapted prior to MOECC approval of the revised ECA so that data for the additional parameters could be collected commencing in Fall 2015.
- The concentrations of BOD and TKN in the combined sewer discharge were below the Surcharge Agreement limit of 1,200 mg/L for all samples collected in 2016.
- The concentrations of Total Phosphorous and Total Suspended Solids were below the Durham Region Sewer Use By-law limits of 10 mg/L and 350 mg/L, respectively, in the combined sewer discharge samples for all months of the reporting period.
- The concentrations of VOCs were below the laboratory detection limits in the combined sewer discharge samples for all months of the reporting period.
- The concentration of metals and organics in the combined sewer discharge samples were below the Durham Region Sewer Use By-law limits during the reporting period.
- The leachate quantity discharged to the Durham Region sanitary sewer in 2016 was approximately 7,701 cubic metres.
- The concentrations of lead, cadmium and PCBs in the shredder residue were below the leachate TCLP criteria for all sampling events in 20156.

5.2 Recommendations

Recommendations include the following:

- One of the recommended changes outlined in the EIA report with respect to the groundwater monitoring parameters was to commence monitoring parameters for the “nitrogen cycle.” This term was not defined in the recommended changes to the ECA, and as a result, XCG is recommending that both ammonia and TKN be included in the monitoring parameters

Attachment #4

2016 Annual Report Conclusions and Recommendations

2016 Annual Operation, Monitoring, and Development Report



Executive Summary

starting in Fall 2015. Note that nitrate and nitrite are both already included on the list of parameters.

- The results of the Spring and Fall 2017 monitoring events for monitoring wells MW4-19, MW10-8, MW10-16, MW7-21, and BH21-2 will be reviewed as soon as results are available to determine if additional monitoring or other mitigation measures are required. Assuming that no dramatic increases in chloride concentrations in the next few years are displayed, trends and contingency measures for these monitoring wells and the surrounding areas will be further assessed and addressed in the 2018 Annual Operation, Monitoring and Development Report so that five years of data can be collected from the monitoring wells installed as part of the EIA. The recent increasing trend in chloride concentrations in BH21-2 should also be given additional time to determine whether it is an ongoing trend.
- Data and water levels from monitoring well nest BHB should continue to be reviewed after each monitoring event so that any indicator parameter concentrations are carefully examined, as well as any increasing water level trends. Increasing parameter concentrations and/or water levels could potentially indicate deficiencies in the interceptor trench and/or leachate pond liner. It is recommended that the area around BHB be graded to eliminate any standing water in 2017.
- It is recommended that sampling for “special organics” be resumed for both the Spring and Fall monitoring events in 2018 but with the changes outlined in Section 4.2.2.6.
- Trigger criterion for boron presented in the EIA report are considered to be incorrect, and therefore it is recommended that a value of 1.32 mg/L be used instead.
- Trigger criteria for chloride, sodium and boron presented in the EIA report are based on calculations using data from the intermediate overburden background monitoring wells. These assumptions do not factor in the potential for varying geochemical properties between the overburden and the bedrock, and therefore it is recommended that the RUC Maximum Allowable Concentrations calculated for the bedrock monitoring wells be used in the place of the trigger criteria.
- The operation of the aerators in the leachate ponds should be monitored closely to minimize and record down time. It is recommended that cleaning of the aerators be scheduled promptly as required to ensure that debris is not accumulating.
- If landfill gas probe GP-6 continues to present data in 2017 indicating that it is blinded and water levels measurements indicate otherwise, GP-6 may require replacement as the screen may have been obstructed by native materials during installation.

DISCUSSION		
Brett Woodman opened the presentation by highlighting the onsite involvement from NRSI in 2017 including the continued development and installation of planting plans (both on the perimeter cells and west soil berm green belt), and monitoring of barn swallow structures.		
Brett Woodman provided an overview of the planting plan development and installation completed as part of the commitment under the Visual Impact Assessment for the Environmental Assessment and the permit issued by the Central Lake Ontario Conservation Authority (CLOCA). The scope of work for the 2017 planting program focused on east-facing Perimeter Cells PC-2 and PC-3 and south-facing PC-6 located at the southeast area of the Gerdau facility – in addition to planting along the base and lower side-slope of the soil berm on the west side of the Gerdau property. Past input from SLC members were again taken into consideration when developing the planting plan for 2017.		
Brett Woodman reported that the 2017 planting plan was based on the performance of previous planting campaigns and key challenges such as herbivory and drought conditions. Overwatering on the steep side-slopes of the berms to overcome drought conditions can lead to erosion. As a result a conifer plantation technique was implemented again for 2017 to overcome herbivory and drought – with the intention to introduce deciduous species over time.		
The Spring 2017 planting was concentrated on the west soil berm and included 550 White Pine (plugs), 37 White Cedar, 51 Trembling Aspen, 44 Bur Oak and 98 shrubs. Coconut mulch mats were used to combat herbaceous competition and tree tubes were installed to protect against grazing deer. The Fall 2017 planting was focused on Perimeter Cells PC-2, PC-3, PC-6 (and along Gerdau Court) and included 1008 White Pine, 16 caliper trees, 8 potted shrubs – as well as a bushel of acorns (primarily Red Oak).		
Brett Woodman expressed that 2016 presented particularly challenging growing conditions due to drought conditions, however, the Spring of 2017 provided exceptional planting conditions resulting in nearly a 100% survival rate among plantings. There was general agreement to continue with a collaborative adaptive-management approach for the site and continued involvement of SLC members for subsequent phases of the landscaping / planting plans. [Action Item]		
Brett Woodman discussed the results of the barn swallow structure monitoring throughout the breeding season (June 1 – July 7). 31 nest cups were observed with nesting material in 2017, compared to 21 nest cups (2016) and 8 nest cups (2015). 2 nest cups were observed with Robin eggs. Brett Woodman added that nests are not cleaned out at the end of the nesting season as the birds can reuse the nesting material.		
Brett Woodman reported that monitoring for Eastern Milkshakes as required by the Environmental Assessment concluded in 2016 and no monitoring was done in 2017. Summarizing the annual monitoring results dating back to 2013 (when 48 Eastern Milkshakes were relocated) the impact management measures for snake capture, relocation and prevention of site re-entry was successful. Brett Woodman added that the Ontario Ministry of Natural Resources and Forestry has recently moved the Eastern Milkshake from a “species at risk” to “common and secure”.		
Diane McCurdy questioned if the snake boards in the meadow between the Gerdau fence line and Waterfront Trail are monitored. Brett Woodman confirmed the boards are no longer monitored. Margaret Carney commented that there are 40 snake boards in Thickson’s Woods and only 1 Eastern Milkshake was observed in 2017.		
ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE
Develop 2018 planting plan with interested members of the SLC	Phil Revington	May 31, 2018

30 MINS

2016 ANNUAL OPERATIONS, MONITORING & DEVELOPMENT REPORT

MARY-CATHERINE LANNING

DISCUSSION
Mary-Catherine Lanning presented a summary of the 2016 Annual Operations, Monitoring and Development Report including a general site overview, landfill development and monitoring programs related to ground water, surface (storm) water, sanitary/leachate discharge, shredder residue by-product, landfill gas and public complaints. It was noted that during the 2016 reporting period a total of 77,828 tonnes of shredder residue was deposited into Cell B. The monitoring program consists of the following components: groundwater (Spring and Fall), storm/surface water (as needed to discharge), leachate wells (Spring and Fall), leachate treatment ponds and sanitary sewer outfall (monthly), landfill gas (Summer and Winter) and shredder residue composition (quarterly).
Mary-Catherine Lanning presented a map of the groundwater monitoring wells around the site indicating that 54 wells are monitored twice annually (Spring/Fall) and an additional 18 wells are monitored annually (Spring). Monitoring wells are screened at 3 depths below the ground surface (shallow – soil, intermediate – soil and deep – shallow bedrock). Compliance for groundwater is determined by the Reasonable Use Concept, which determines the amount of impact that is allowed based on background groundwater quality and Ontario Drinking Water Standards. Of the 72 wells at 25 locations, 10 wells at 4 locations had exhibited exceedances of the Reasonable Use Concept for chlorides due to the landfill in the southwest area of the site. Contributing factors for these exceedances include historical influence from the demonstration berm (initial berm constructed) and leachate ponds prior to being lined. These results are consistent with past monitoring events due to historical performance issues and not considered an environmental concern at this time since the majority of parameters are non-health related, there are no users of groundwater west or south of the

site, and that additional attenuation would occur down-gradient of the monitoring wells before reaching Lake Ontario. One well nest (BHB) located immediately south of the leachate ponds has experienced increasing water levels the past few years and will be closely monitored for notable trends or potential issues with the leachate ponds or interceptor trench. Additionally, there were 4 monitoring wells at 4 locations (2 locations in the southwest and 2 locations in the southeast area of the site) where exceedances of the Reasonable Use Concept may be attributable to the landfill but some of which could be related to drilling of the wells or brackish bedrock water quality. Further monitoring will determine if these results persist and whether the impacts are related to the landfill.

Diane McCurdy asked if the brackish water quality would also be found in the background wells or if they were geologically different. Mary-Catherine responded to state that the overall general geology would be similar but natural variation between the well nests is typical depending on the composition of bedrock.

Graham Wilson questioned if there were concerns with a number of wells exceeding Provincial Water Quality Objectives (PWQO) for special organics parameters. Mary-Catherine Lanning clarified that the exceedances of PWQO were found in the leachate monitoring wells (screened directly into the waste cell) – and that these are used as an indicator for special organics that may be found in groundwater monitoring well surrounding the landfill. It was noted that the majority of special organics were found in concentrations less than the reportable detection limit within the select (12) groundwater monitoring wells.

Mary-Catherine Lanning provided an overview of the 4 storm (surface) water management ponds for the landfill noting the only discharges throughout 2016 were from Pond 2 (August 5 and September 9) after testing was completed to confirm the water quality met effluent (discharge) criteria. Pond 2 is "batch" discharged through the marsh area passing through a culvert under the Waterfront Trail and into a trench that leads to Lake Ontario.

Mary-Catherine Lanning reviewed the leachate collection and treatment system performance. Leachate generated from the landfill cells and impacted groundwater collected in an interceptor trench is conveyed by gravity or pumps to the leachate treatment ponds. The leachate and site sanitary sewerage is combined and monitored at the outfall to the regional sanitary sewer. An estimated total of 7,701 cubic metres of leachate was discharged to the sanitary sewer throughout 2016. Gerdau has a Sewer Surcharge Agreement with Durham Region to address compliance and periodic exceedances of the Sewer Use By-Law. There were no exceedances of the Sewer Surcharge Agreement in 2017. John Galbraith added that the Region also performs random sampling of the combined Gerdau discharge to evaluate compliance and comparison purposes.

Diane McCurdy asked if there is a requirement for Gerdau to track the amount of methane or carbon dioxide from landfills and use gas control systems. Phil Dunn indicated it is not necessary to report emissions from a landfill of this nature (primarily inorganic materials) and that gas control systems are required depending on the levels recorded.

Mary-Catherine Lanning reported out on the number of facility complaints in 2016. Of the 5 total facility complaints, none were directly attributable to the landfill operation.

ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE
None	N/A	N/A

25 MINS

2017 OPERATION, DEVELOPMENT & COMPLIANCE

PHIL REVINGTON
JEFF FOX

DISCUSSION
Phil Revington provided an update on operations, highlighting that Gerdau is actively landfilling into Cell B and that construction of Cell C will continue into 2018 for completion by early 2019.
ECA Amendment Notice #3 was issued December 1, 2015 to extend the timeline for all waste to be removed from the Temporary Waste Storage Area (TWSA) for final disposal until December 31, 2019. The primary driver for the requested extension was to provide Gerdau the ability to reprocess the shredder residue from the TWSA through upgraded equipment (currently under installation) while operating within the annual landfill disposal limit of 230,000 metric tonnes. To date, 7600 tons of TWSA material has been removed for processing and final disposal in Cell B.
Paulo Correia inquired about any update on metals reclamation plans for the closed perimeter cells. Phil Revington confirmed there was no immediate plans for reclaiming materials from the perimeter cells in the short-term as efforts are focused on reprocessing the TWSA material.
Jeff Fox presented an overview of the metals recycling non-ferrous recovery upgrade that was completed in early 2017, providing details on the new "micro-fines" plant, processing of TWSA material and recovery of new products for recycling. With the capital upgrade, new technology was introduced to separate insulated copper wire (1% recovery), ferrous nuggets (1% recovery), micro-fines in 3-5mm, 2-3mm and <2mm size fractions (2% total recovery). The new equipment has resulted in enhanced recovery of stainless steel and aluminum material. Collectively the improvements in separation has resulted in a 7-8% increase in metals recovery and landfill avoidance.
Tony Gilbert asked about the acceptance of vehicles with tires into the shredder. Jeff responded to inform that a recently introduced Ontario regulation stipulates the removal of tires (among other depollution requirements) from end-of-life-vehicles. Phil Revington added that tires are considered non-conforming materials for Gerdau but indicated that other sources of rubber (weather seals around the doors for example) still report to the shredder residue stream.



Town of Whitby
Office of the Town Clerk
 575 Rossland Road East, Whitby, ON L1N 2M8
 www.whitby.ca

December 14, 2017

Bee City Canada
 Nick Savva or Shelly Candel
 1875 Leslie Street, Unit 17
 Toronto, Ontario
 M3B 2M5

Re: Pollinator Habitat and Bee City Canada

CIP
Dr. Kyle ✓
C.C. S.C.G. File
Take Appr. Action

Please be advised that at a meeting held on December 11, 2017 the Council of the Town of Whitby adopted the following recommendation:

1. That the Town's participation in the 'Bee City Canada' be endorsed by Council;
2. That the following resolution in support of the Bee City designation be adopted by Council:

Whereas the goal of Bee City Canada designation is to promote healthy, sustainable habitats and communities for pollinators;

That bees and other pollinators around the globe have experienced dramatic declines due to land fragmentation, habitat loss, use of pesticides, industrialized agriculture, climate change and the spread of pests and diseases, with serious implications for the future health of flora and fauna;

That the Town of Whitby and its residents have the opportunity to support bees and other pollinators on both public and private land;

That supporting pollinators fosters environmental awareness and sustainability, and increases interactions and engagement among community stewards;

That by becoming a Bee City, the Town of Whitby can highlight initiatives already in place and further engage local communities in an environment of creativity and innovation which will promote a healthier life for our community; and,

That staff be authorized to submit the Bee City Canada Application to designate the Town of Whitby as a Bee City.

Now Therefore be it Resolved:

THAT the Town of Whitby accepts the designation and commits to the standards of the Bee City Canada Program.

3. That the Mayor be authorized to sign the Bee City Canada resolution in support of the Town's application to achieve a Bee City Canada designation;

4. That the Town integrate practices into its municipal environmental and sustainability plans and evaluate further actions that support the pollinator population and their habitat;
5. That community partnerships be developed to support pollinator renewal and conservation; and,
6. That the Clerk forward a copy of Report PL 96-17 to Bee City Canada, Whitby Sustainability Advisory Committee, Whitby Community Beautification Committee, Central Lake Ontario Conservation Authority, Thickson Woods Land Trust, Brooklin Horticultural Society, Durham Region Environmental Advisory Committee, Ontario Nature Youth Council, Durham Region Field Naturalists, the Region of Durham, Durham Region municipalities, the Durham District School Board, the Durham Catholic District School Board and the Member of Provincial Parliament and Member of Parliament for Whitby.

Should you require further information, please do not hesitate to contact the Planning Department 905-430-4306.



Christopher Harris
Town Clerk

- Copy: Whitby Sustainability Advisory Committee
 Whitby Community Beautification Committee
 Central Lake Ontario Conservation Authority (CLOCA)
 Thickson Woods Land Trust
 Brooklin Horticultural Society
 Durham Region Environmental Advisory Committee
 Ontario Nature Youth Council
 Durham Region Field Naturalists
 Ralph Walton, Regional Clerk, Regional Municipality of Durham
 Nicole Wellsbury, Town Clerk, Town of Ajax
 Thom Gettinby, Chief Administrative Officer/Clerk, Township of Brock
 Anne Greentree, Municipal Clerk, Municipality of Clarington
 Andrew Brouwer, City Clerk, City of Oshawa
 Debbie Shields, City Clerk, City of Pickering
 John Paul Newman, Municipal Clerk, Township of Scugog
 Debbie Leroux, Clerk, Township of Uxbridge
 Durham District School Board
 Durham Catholic District School Board
 Lorne Coe, M.P.P. Whitby-Oshawa
 Celina Caesar-Chavannes, M.P. Whitby

R. Saunders, Commissioner of Planning and Development

Attach. PL 96-17



Town of Whitby Report

Report to: Planning and Development and Operations Committee
Date of meeting: November 27, 2017
Department: Planning and Development Department
Community and Marketing Services Department
Report Number: PL 96-17
File Number(s): Not applicable

Report Title: Pollinator Habitat and Bee City Canada

1. Recommendation:

1. That the Town's participation in the 'Bee City Canada' be endorsed by Council;
2. That the following resolution in support of the Bee City designation be adopted by Council:

WHEREAS the goal of Bee City Canada designation is to promote healthy, sustainable habitats and communities for pollinators;

THAT bees and other pollinators around the globe have experienced dramatic declines due to land fragmentation, habitat loss, use of pesticides, industrialized agriculture, climate change and the spread of pests and diseases, with serious implications for the future health of flora and fauna; and

THAT the Town of Whitby and its residents have the opportunity to support bees and other pollinators on both public and private land; and

THAT supporting pollinators fosters environmental awareness and sustainability, and increases interactions and engagement among community stewards; and

THAT by becoming a Bee City, the Town of Whitby can highlight initiatives already in place and further engage local communities in an environment of creativity and innovation which will promote a healthier life for our community; and

THAT staff be authorized to submit the Bee City Canada Application to designate the Town of Whitby as a Bee City; and

NOW, THEREFORE, BE IT RESOLVED:

THAT the Town of Whitby accepts the designation and commits to the standards of the Bee City Canada Program.

- 3. That the Mayor be authorized to sign the Bee City Canada resolution in support of the Town's application to achieve a Bee City Canada designation;**
- 4. That the Town integrate practices into its municipal environmental and sustainability plans and evaluate further actions that support the pollinator population and their habitat;**
- 5. That community partnerships be developed to support pollinator renewal and conservation; and,**
- 6. That the Clerk forward a copy of Report PL 96-17 to Bee City Canada, Whitby Sustainability Advisory Committee, Whitby Community Beautification Committee, Central Lake Ontario Conservation Authority, Thickson Woods Land Trust, Brooklin Horticultural Society, Durham Region Environmental Advisory Committee, Ontario Nature Youth Council, Durham Region Field Naturalists and the Member of Provincial Parliament and Member of Parliament for Whitby.**

2. Executive Summary:

According to the Ontario Ministry of the Environment and Climate Change, improving the health of bees and other pollinators is a necessity. Without pollinators, much of the food we eat and the natural habitats we enjoy would not exist.

Report PL 96-17 identifies some of the initiatives the municipality has taken to support pollinator habitat renewal and conservation and also outlines what else can be done. In particular, education and promotion to engage the community in further habitat renewal and conservation efforts are recommended as part of this effort.

It is recommended that the Town of Whitby join Bee City Canada, and through this designation, the Town can help further support and protect pollinators and their habitat through action and education.

3. Origin:

A member of the Ontario Nature Youth Council approached the Town of Whitby to request that the Town participate in the Bee City Canada, an initiative derived from Bee City USA.

4. Background:

According to the Ministry of Environment and Climate Change, pollination is important because it helps create a diverse plant population. Many crops rely on pollinators such as bees. Bees were once one of the most common pollinators in Canada, however their population is declining. The rusty-patched bumblebee and the yellow-banded bumblebee are two native bee species in Canada. According to the Species at Risk in Ontario List, these species are designated as endangered and a special concern, respectively. The primary threats that they face are habitat loss and degradation. Pesticide use also contributes to the decline of bees and other pollinating insects.

The global concern over the decreasing health and population of bees and wild pollinators has resulted in the provincial government and national non-profit organizations such as Bee City Canada taking action to promote the protection and enhancement of pollinators.

Bee City Canada's vision is to connect communities across Canada through the protection, promotion and celebration of pollinators. Their Mission is to heal the planet with a greater appreciation of pollinators. Their approach is to join the country in a worldwide movement of pollinator conservation.

Taking action to protect and enhance the pollinator population is a positive step for our environment and economy.

5. Discussion/Options:

The Town has already undertaken initiatives to aid in pollinator habitat conservation and restoration by being an active participant in sustainable environmental due diligence practices as well as through initiatives from the Mayor's Monarch Pledge (see Report CMS 39-16). These initiatives to-date are generally completed through the Parks Development Division within the Community and Marketing Services Department, the Corporate Communications Division, the Town's Gardeners and Parks Operations Division within the Public Works Department, and the Sustainability Committee from the Planning and Development Department.

In order to be designated through Bee City Canada, a Council resolution is required to declare general support for pollinator health and habitat. A copy of the proposed resolution is included as Attachment #1.

The Town will also be required to submit an application to Bee City Canada. The draft application forms are identified as Attachment #2 to this report. The Bee City Canada Application (page 3-4) indicates actions the Town has already completed and will continue to conduct. In addition to the initiatives the Town has already completed, the application includes suggested future commitments (page 4-6) the Town would need to conduct, including the following:

1. Create or restore pollinator habitat annually, through the development and/or redevelopment of parks and/or other garden related initiatives;
2. Educate community members on the importance of pollinators through articles in The Whitby Perspective, signage, promotional materials during events, the Town's website, and social media outlets such as Facebook, Twitter, along with initiatives through the Whitby Sustainability Advisory Committee, and other partners; and,
3. Promotion of Pollinator Week (third week of June) by the Town, the Whitby Sustainability Advisory Committee, and other partners (such as the Ontario Nature Youth Council) through social media posts, contests, and a display at Town Hall. The Town could also publically dedicate and promote one of the newly established pollinator gardens.

Participation requires that the Town re-apply annually to Bee City Canada summarizing the previous year's activities (see Attachment #3).

The annual re-application can also include new initiatives brought about through work of the Town's Advisory Committees (such as the Whitby Sustainability Advisory Committee and the Whitby Community Beautification Committee (WCBC)), the Corporate Sustainability Team and other potential community partners that may be identified. Any new policies, programs, and projects and implementation will depend on available resources. Some possible initiatives for future years could include: creating other green initiatives with the possible installation of bee hives at municipal facilities and the production of Whitby honey as an economic development gift, neighbourhood challenges in creating habitat for pollinators; hosting a native plant sale and/or pollinator seed event; promotion and education of the importance of pollinator gardens on private property; working further with the school boards to encourage planting of native nectar plants and milkweed; or other initiatives to be determined.

As the Town of Whitby and the community move forward, there would be an annual update to Council, in addition to the annual renewal of the Bee City Canada Resolution.

6. Public Communications/Plan:

Subject to Council approval, a communications plan would be developed to promote the Town's Bee City Resolution for pollinator conservation efforts. The communications tactics could include, but not be limited to the Town's website, social media, The Whitby Perspective newsletter and Committee of Council newsletters.

7. Considerations:

7.1. Public

To be successful with pollinator conservation efforts, both the Town and the community would need to be engaged. Through education and promotion the

Town would be seeking partnerships to move forward with a community wide approach to habitat renewal and conservation. The support of the Whitby Sustainability Advisory Committee and Whitby Community Beautification Committee would be instrumental in helping to engage with the public.

7.2. Financial

The work required to participate as a Bee City can be supported through existing Town staff resources and partnerships with the Whitby Sustainability Advisory Committee, and the Ontario Nature Youth Council and other possible partners.

New conservation efforts would be subject to the annual operating and capital review process. Opportunities to form partnerships through sponsorship and government grants would also be explored. There is no cost associated with joining Bee City Canada.

7.3. Impact on and input from other Departments/Sources

The Community and Marketing Services, Public Works and Planning and Development Departments would be involved in joint initiatives as required. The Corporate Sustainability Team could also provide some assistance in the recommendation of items to support through the Bee City Canada resolution.

The Whitby Sustainability Advisory Committee has had the opportunity to review the Bee City Canada initiative and draft Resolution and supports the Town joining Bee City Canada. At its meeting on September 20, 2017, the Whitby Sustainability Advisory Committee passed the following motion:

“That Council adopt the Bee City Canada resolution to make the Town of Whitby a Bee City”.

7.4. Corporate and/or Department Strategic Priorities

Joining Bee City Canada supports the goals and objectives of the Corporate Sustainability Plan, including:

- Green Leaders: Integrate sustainability into everything we do; and,
- Healthy, Safe and Inclusive: Support a healthy, safe and inclusive community that respects the natural environment.

The recommendations contained within this staff report are also consistent with Council’s 2014-2018 Goals as follows:

- To remain the community of choice for families and become the community of choice for seniors and job creators; and,

- To become the destination of choice for visitors from across Durham Region and the Greater Toronto Area; to realize the economic and social benefit of our downtowns, waterfront and green spaces in developing local tourism; and to create more things to do and places to enjoy.

8. Summary and Conclusion:

Bee City Canada is an organization dedicated to supporting communities across Canada in the protection, promotion and celebration of pollinators. By joining Bee City Canada, the Town of Whitby would commit to actions on an annual basis to support pollinators and help to educate the community about the importance of pollinators in our environment. Many of the actions can be supported with existing Town staff resources, Advisory Committees and other community partners.

It is recommended that the Town of Whitby apply to become a Bee City and that the recommendations contained within report PL 96-17 regarding pollinator habit creation, renewal and conservation be supported and endorsed by Council.

9. Attachments:

Attachment #1 Bee City Canada Resolution

Attachment #2 Bee City Canada Application

Attachment #3 Bee City Canada Renewal

For further information contact:

Meaghan Craven, Sustainability Coordinator, Senior Planner, x2317
Aimee Pugao, Planner II, x7419

Roger Saunders, Commissioner of Planning, x4309

Peter LeBel, Commissioner of Community and Marketing Services, x4319

Matthew Gaskell, Chief Administrative Officer, x2211

Report to: Planning and Development and Operations Committee
Report number: PL 96-17



Draft Resolution for

(Municipality or First Nation)

of

(Province or Territory)

for approval by
City Council, Band Council
or Appropriate Official.

Present this document to City/Band Council for approval. Send signed document, along with completed Bee City Canada Application form, to applications@beecitycanada.org for review and to receive official Bee City designation. If you have any questions about this process, please call Shelly Candel (647-402-0133) or Nick Savva (416-388-8856).

Bee City Canada Resolution

WHEREAS the goal of Bee City Canada designation is to promote healthy, sustainable habitats and communities for pollinators;

THAT bees and other pollinators around the globe have experienced dramatic declines due to land fragmentation, habitat loss, use of pesticides, industrialized agriculture, climate change and the spread of pests and diseases, with serious implications for the future health of flora and fauna; and

THAT cities/townships/First Nation communities and their residents have the opportunity to support bees and other pollinators on both public and private land; and

THAT supporting pollinators fosters environmental awareness and sustainability, and increases interactions and engagement among community stewards; and

THAT by becoming a Bee City, the City/Township/First Nation can highlight initiatives already in place and further engage local communities in an environment of creativity and innovation which will promote a healthier life for our community;

THAT staff be authorized to submit the Bee City Canada Application to designate (City/Township/First Nation) as a Bee City; and

NOW, THEREFORE, BE IT RESOLVED:

THAT (City/Township/First Nation) accepts the designation and commits to the standards of the Bee City Canada Program.

Read, approved and adopted this

_____ day of _____, 20_____.

Municipality/First Nation

Signature of Mayor, Chief or appropriate official

Print Mayor, Chief or official's name

Bee City Canada



Application

A) City or Community Information

Municipality Town of Whitby

Province Ontario

Mayor, Chief or Chair of Commission

Name & Title Mayor Don Mitchell

Name of Applicant & Title Aimee Pugao, Parks Planner and Meaghan Craven,
Senior Planner

Organization or Department Community and Marketing Services and Planning and
Development Departments

Address 500 Victoria Street West and 416 Centre St S, Whitby, ON

City Whitby Province ONT Postal Code L1N 9G4 and L1N 4W2

Email pugaoa@whitby.ca and cravenm@whitby.ca Phone 905-430-4300 x7419

and x2317

Bee City Liaison & Title (if not Applicant) _____

Organization or Department _____

Address _____

City/First Nation _____ Province/Territory _____ Postal Code _____

Email _____ Phone _____

Please list the members of your community's **Bee City Working Group**. This group will oversee the Bee City program. (expand or reduce table as required)

Name	Affiliation	Email
Town of Whitby	Meaghan Craven (Planning and	Cravenm@whitby.ca

	Development Department) and Aimee Pugao (Community and Marketing Services)	Pugaoa@whitby.ca
Town of Whitby Sustainability Advisory Committee		
Ontario Nature Youth Council	Aidan Brushett	aidan.brushett@gmail.com

Media Contact (if not Applicant)

Name & Title Carlene Siopis

Department Manager of Corporate Communications

Email siopisc@whitby.ca

Phone 905-430-4300 x4341

Tell us about any initiatives currently taking place in your city, community or region which aim to help pollinators. These may include existing pollinator gardens, habitat restoration projects, efforts to reduce or eliminate the use of pesticides and public education activities to raise awareness about pollinators.

Town of Whitby is currently undertaking a number of programs, policy, communication and operating initiatives supporting pollinator biodiversity including:

- Recent creation of a Community Garden Policy and Program, which includes the encouragement to plant pollinator plants.
- Planting of a pollinator demonstration garden at Town Hall, that contains signage and educates the public on the different types of pollinator plants.
- Planting of flowering plants in hanging baskets and planters through downtown Whitby and downtown Brooklin.

- Planting of flowering trees in parks and boulevards throughout the Town.
- Continued planting of pollinator and butterfly friendly gardens within existing parks. Examples include: Brooklin Memorial Park, Darren Park, Nichol Park, Jeffery Park with additional plans to plant pollinator and butterfly friendly gardens in our new Upperview Park which is currently being constructed. The Town continues to make an effort to plant pollinator and butterfly friendly gardens within new parks, where the environment lends to the successful plantings.
- Continued re-naturalization of certain areas within parks close to the waterfront and naturalized areas by reducing or not mowing areas when milkweed and native flowering plants start to flourish.
- Continued to adhere to the Pesticides Act of Ontario and does not use Class 9 pesticides for cosmetic purposes on Town owned or leased property.
- Public education and promotion of native plantings on private land through the outreach efforts from the Social media outlets such as Facebook, twitter, and through the Whitby Sustainability Committee.

B) Commitments and Actions

I/we, the undersigned, understand that the Bee City Canada program consists of three commitments, and that we will take the indicated actions to support those commitments:

- 1. Creating Healthy Pollinator Habitat: Describe your plans to create, improve and maintain pollinator habitat, while reducing or eliminating pesticide use.**
 - The Town continues to make an effort to plant pollinator and butterfly friendly gardens within new parks, existing parks, and around Town operated facilities where the environment lends to the successful plantings. The Town has over 55 parks and facilities which contain pollinator gardens and more gardens are being created every year from either new parks being built or retrofitting existing parks or facilities with new pollinator gardens. Next year our new park, Upperview Park, is planned to have a pollinator garden in it.

- There are also numerous flowering baskets and planters throughout the downtowns which beautifies the area but also aids pollinators. The Town continues to adhere to the Pesticides Act of Ontario and does not use Class 9 pesticides for cosmetic purposes on Town owned or leased property.

2. Education about Pollinators: Describe how you plan to educate community members about the importance of pollinators.

- The Town plans to educate community members and the importance of pollinators through articles in The Whitby Perspective, website, and social media outlets such as Facebook, twitter as well as through the Whitby Sustainability Advisory Committee initiatives
- The Ontario Nature Youth Council would contact their partners for support or potential in-kind resources and potential promotion and education to community members.
- Educational signage at Earth Week events
- Development of a Sustainability Homeowner's Guide which can include information about pollinators
- Interpretive signage program for Town-owned pollinator gardens

3. Celebrating Pollinators: Describe how you plan to celebrate pollinators during International Pollinator Week (third week of June) or at other times.

- During pollinator week the Town and the Whitby Sustainability Advisory Committee would promote the week through social media posts, possibly contests, and a display at Town Hall
- The Ontario Nature Youth Council would help the Town promote pollinator week through their newsletters and social media outlets.

- The Ontario Nature Youth Council would contact their partners during pollinator week and ensure they are aware of the celebration and perhaps to also provide resources and/or aid in the promotion of the week.
- Town of Whitby pollinator garden(s) to be featured in the Town's 2018 Garden Tour
- Recognition award for private property owners who have installed pollinator gardens
- Public declaration of the Town's new pollinator garden

C) Other Requirements

I/we, the undersigned agree to:

- Publicly acknowledge Bee City Canada designation through the city/region/community website, signage and other means.
- Annually re-apply for Bee City Canada designation. A renewal application will be sent to you.

D) Requested Attachments

With your completed application, please provide:

- One or more photos representing your city/region/community for use on the Bee City website and social media platforms. These could showcase pollinator initiatives or the members of your Bee City Working Group.
- Your city, region or First Nation logo (png format) and any usage guidelines.

F) Signatures

Applicant

Signature

Print Name

Title

Date

Bee City Canada Liaison (if not Applicant)

Signature

Print Name

Title

Date

G) Next Steps

- (Applicant) Email completed application and resolution (in PDF format) with requested attachments to applications@beecitycanada.org with "APPLICATION" in the subject line.
- (Bee City Canada) Your application will be reviewed within three business days. We will notify you as soon as your application has been approved or promptly request any clarification, if necessary.

H) Bee City Canada's Commitment

Bee City Canada is committed to publicizing your designation as a Bee City through our website, social media and other channels. In addition, our "Bee City Welcome Package" will be sent to you and will include:

- An official declaration, recognizing your city or First Nation as a Bee City.
- An aid with helpful ideas for communities joining the Bee City Canada program.
- Our media kit to use for making Bee City Canada signs and other artwork.

Bee City Canada is grateful for your commitment to take positive actions to help pollinators and for being a role model to other communities across Canada.



Connecting People,
Pollinators and Places

Bee City Canada Renewal

Congratulations on your continued commitment to supporting pollinator health!
Your efforts and dedication are having a positive impact in your community
and across Canada.

As part of the Bee City Canada renewal process, we ask that you share with us
some information about your experiences to date and your plans
for the upcoming year.

Application Form

(Name of Municipality/First Nation)

(Province/Territory)

Please send renewal application to applications@beecitycanada.org

Suggested Activities:

Habitat:

- Work with growers and experts to develop a Pollinator-Friendly Species List of attractive plants that: are native to your locale, provide food or nesting materials for pollinators, and are available from local seed and plant suppliers.
- Identify areas that can be enhanced for pollinator habitat.
- Collaborate with public and private groups to host plantings and invasive species removal.
- Track annual area of pollinator habitat created or enhanced by square footage and/or acreage.
- Include educational signage near habitat whenever possible to encourage others to create their own.

Policies & Practices:

- Develop and adopt a Recommended Pollinator-Friendly Species List of attractive plants that: are native to your county, provide food or nesting materials for pollinators, and are available from local seed and plant suppliers.
- Create incentives for or require developers to use native, pollinator friendly plants in their landscaping.
- Identify an inventory of Municipality/First Nation land that could be enhanced with pollinator-friendly plantings.
- Create disincentives for or bans on using pesticides for cosmetic purposes on municipal property, or within the municipality's jurisdiction
- Develop a least toxic integrated pest management (IPM) plan.
- Review the Municipality/First Nation Plan and other relevant documents for ways to support pollinator conservation using methods mentioned above.

Education & Outreach:

- Provide staff development regarding managing landscapes to sustain pollinators.
- Provide public education through workshops, brochures, websites and media regarding best practices to sustain pollinators.
- Plant and/or label native, pollinator-friendly plants in highly visible locations.
- Recognize businesses, residents, or neighbourhoods for establishing and maintaining pollinator friendly habitats and demonstration gardens.
- Encourage mowing lawns less frequently to allow dandelions and clover to bloom, or replace lawns with pollinator meadows.
- Report pollinator-friendly activities in the media and on your Bee City Canada web page.
- Collaborate with the Department of Transportation to make roadsides pesticide-free native pollinator meadows.
- Host citizen science projects to inventory pollinators.

December 15, 2017

Leslie Woo
Chief Planning Officer Planning and Policy
Metrolinx
97 Front Street West
Toronto, ON M5J 1E6

Subject: Director, City Development, Report PLN 18-17
Metrolinx's Draft 2041 Regional Transportation Plan
City of Pickering's Response

Original
To: CIP ✓
Copy
To: J. Clapp
V. Patterson
S. Seppis
B. Bridgeman
CC: S.
To: Appr.

The Council of the Corporation of the City of Pickering considered the above matter at a meeting held on December 11, 2017 and the following recommendations were adopted:

1. That the comments on Metrolinx's Draft 2041 Regional Transportation Plan, contained in the Letter from the City's Manager, Policy & Geomatics to the Chief Planning Officer Planning and Policy, dated November 16, 2017, and provided as Appendix I to Report PLN 18-17 of the Director, City Development & CBO, be endorsed; and
2. That a copy of Report PLN 18-17 be forwarded to Metrolinx, the Ministry of Transportation, Transport Canada, VIA Rail Canada, and the Region of Durham.

Please find attached a copy of Report PLN 18-17. Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660 extension 2019.

Yours truly

D. Shields

Debbie Shields
City Clerk
DS/lr

Copy: Ralph Walton, Regional Clerk/Director of Legislative Services
Region of Durham
605 Rossland Road East
Whitby, ON L1N 6A3

Jacques Fauteux
Director, Governmental and Community Relations
VIA Rail Canada
P.O. Box 8116, Station "A"
Montreal, QC H3C 3N3

Perry Papadatos
Regional Manager, Pickering Site Operations
4900 Yonge Street
Toronto, ON M2N 6A5

Katerina Minaeva, Senior Policy Analyst
Ministry of Transportation
Policy and Planning Division
Transportation Planning Branch
Environmental Policy Office (Toronto)
777 Bay Street, Suite 700
Toronto, ON M7A 2J8

Director, City Development & CBO

From: Kyle Bentley
Director, City Development & CBO

Subject: Metrolinx's Draft 2041 Regional Transportation Plan
City of Pickering's Response
File: T-2500-004

Recommendation:

1. That the comments on Metrolinx's Draft 2041 Regional Transportation Plan, contained in the Letter from the City's Manager, Policy & Geomatics to the Chief Planning Officer Planning and Policy, dated November 16, 2017, and provided as Appendix I to Report PLN 18-17 of the Director, City Development & CBO, be endorsed; and
2. That a copy of Report PLN 18-17 be forwarded to Metrolinx, the Ministry of Transportation, Transport Canada, VIA Rail Canada, and the Region of Durham.

Executive Summary: In 2006, Metrolinx brought forward its first Regional Transportation Plan, entitled "The Big Move". In accordance with the *Metrolinx Act*, 2006, Metrolinx has undertaken a review of its Regional Transportation Plan, and released the "Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area" for comment (see www.metrolinx.com/theplan/). Notice was posted on the Province's online Environmental Registry and comments were solicited from agencies, stakeholders and the public by November 17, 2017. To meet this deadline, staff prepared and submitted comments directly to Metrolinx. This report seeks Council endorsement of the comments submitted to Metrolinx on this matter.

Financial Implications: No direct costs to the City are referenced within the Draft Plan. Once the Plan is adopted, one of Metrolinx's next steps is to prepare an Investment Strategy for this Plan, and to complete individual business case analyses for specific projects. Staff will prepare a report to Council on the Investment Strategy, and the business case analyses that impact the City, once they have been released.

Discussion:

1. Metrolinx is undertaking a review of its Regional Transportation Plan

In 2006, Metrolinx brought forward its first Regional Transportation Plan (RTP), entitled "The Big Move". The Big Move guides the work being done to transform the transportation network in the Greater Toronto and Hamilton Area (the GTHA). It provides a vision and set of goals for the GTHA transportation system, and was developed with diverse partners and stakeholders from across the region. The Big Move articulates how the transportation system will provide travellers with convenient and reliable connections and support a high quality of life, a prosperous and competitive economy, and a protected environment in the GTHA.

In accordance with the *Metrolinx Act*, 2006, Metrolinx has undertaken a review of The Big Move. The review is necessary to ensure that the RTP continues to reflect the transportation priorities of the region, and can do so within a twenty-five year timeframe to 2041. On October 4, 2017, Metrolinx released the "Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area" and posted notice on the Province's online Environmental Registry. The notice solicits comments on the Draft Plan which are due no later than November 17, 2017.

The Draft Plan builds on the success of The Big Move, recommending strategies and priority actions that will help achieve the original vision for a reliable and high quality regional transportation system, supporting a high quality of life, a prosperous and competitive economy, and a protected environment. The Plan is organized around the following five strategies:

Strategy #1: Complete the Delivery of Current Regional Transit Projects

A major focus of the Draft Plan is the development of GO Regional Express Rail to transform the existing GO rail system from a commuter-focused service into a regional express system with frequent all-day and two-way service. The completion of 15 other transit projects that are "In Delivery" (under construction or in the engineering design stage) and 13 projects that are "In Development" (in the planning and design stage) will extend the reach of convenient transit via subway, Bus Rapid Transit, Light Rail Transit and GO Transit. In Pickering, this includes the Durham – Scarborough Bus Rapid Transit project along Kingston Road.

Strategy #2: Connect More of the Region with Frequent Rapid Transit

The Draft Plan designates a Frequent Rapid Transit Network that will connect more people in the region with the places they want to go and provide an attractive alternative to driving. Priority Bus Corridors and Regional Express Buses will provide fast and frequent transit services to the parts of the region that are remote from rail, Light Rail Transit, Bus Rapid Transit and subway service. Meeting travellers' needs to 2041 will require further expansions to GO Regional Express Rail, other surface transit systems and subways. In Pickering, this includes frequent regional express bus service on Highway 401 and Highway 407, and priority bus service on Bayly Street, Taunton Road, Whites Road and Brock Road.

Strategy #3: Optimize the Transportation System

The third strategy focuses on optimizing the transportation system in the GTHA. This includes: integrating fares and service across the region so travellers can move seamlessly from one transit system to another without paying double fares; enhancing transit services that are provided for the "first and last mile" of every trip; and, integrating mobility services which will allow travellers to access a fully coordinated and enhanced suite of travel options from different providers. The transportation system will provide universal, barrier-free access. In addition, an enhanced HOV (High Occupancy Vehicle) system will support faster, more reliable bus service and help make carpooling more attractive. Roads and highways will be managed to support transit use. HOV lanes on Highway 401 through Pickering are to be further studied.

Strategy #4: Integrate Land Use and Transportation

To achieve the vision for the region, land use decision-making must align with transportation planning and investment. The Draft Plan contains actions to better integrate land use and transportation planning, especially around transit stations and mobility hubs. Regional collaboration supported by appropriate regulatory measures will encourage the planning of communities and road networks to support transit, cycling and walking. Parking management will encourage car sharing and prepare the region for the arrival of autonomous vehicles. A Regional Cycling Network will make it easier for cyclists to commute to work. The cycling network in Pickering includes the Waterfront Trail, the Trans-Canada Trail, the Greenbelt Route, Highway 7 from the York-Durham Townline to Brock Road, Taunton Road, Whites Road south of Taunton Road, and Kingston Road.

Strategy #5: Prepare for an Uncertain Future

The fifth strategy focuses on establishing a provincial framework that will provide guidance for the evaluation and regulation of new transportation technologies, such as automated vehicles and shuttles. Regional coordination will produce a transportation system that is resilient to flooding and other impacts of climate change. Joint actions, including a transition to low-carbon transit vehicles, will reduce Greenhouse Gas emissions. Transit providers will partner with the private sector to drive innovation in mobility.

2. Council is requested to endorse Staff Comments

The Draft Plan builds on The Big Move and Metrolinx's efforts to develop a more sustainable transportation for the future, while supporting the Province's vision for increased growth and intensification, as expressed through the new Provincial Growth Plan. While the Draft Plan provides a solid foundation for moving forward, Metrolinx recognizes there is still room for further refinement and improvement of the plan, and is seeking the input of municipalities and other stakeholders.

During recent discussions at Metrolinx's Municipal Technical Committee, a large number of municipalities (including City staff) expressed concern that the November 17, 2017 deadline was not practical for receiving municipal Council comments. As a compromise, Metrolinx suggested that, for those municipal Councils that could not make the November 17th deadline, municipal staff submit comments by the deadline and have their comments endorsed by their Councils as soon as possible. Accordingly, staff are seeking endorsement of the comments submitted to Metrolinx on November 16, 2017 (Appendix I).

Staff's comments focus on:

- the recognition of a potential future airport in Pickering, in accordance with Council's recent position
- the inclusion of high frequency rail in the CP Havelock rail corridor, and the development of a joint VIA-GO rail station in Pickering's City Centre, in accordance with Council's recent position

- the inclusion of appropriate transit and transportation infrastructure to support growth and development within Seaton prior to 2041, in accordance with the Central Pickering Development Plan and the Pickering Official Plan; and
- the provision of additional connections for pedestrians, cyclists, transit and other road users, travelling across the 401 within the City of Pickering, including the connection of Squires Beach Road and Notion Road, and a Church Street interchange

Appendix:

Appendix I Letter to Leslie Woo, Chief Planning Officer Planning and Policy, Metrolinx dated November 16, 2017

Prepared By:

Jeff Brooks, MCIP, RPP
Manager, Policy & Geomatics

Approved/Endorsed By:

Catherine Rose, MCIP, RPP
Chief Planner

Kyle Bentley, P.Eng.
Director, City Development & CBO

JB:CR:ld

<p>Recommended for the consideration of Pickering City Council</p> <p style="text-align: center;"><i>17</i></p> <p style="text-align: right;"><i>Nov. 20, 2017</i></p> <p>Tony Prevedel, P.Eng. Chief Administrative Officer</p>
--

Letter to Chief Planning Officer Planning and Policy

Metrolix, dated November 16, 2017

Revised Letter – December 11, 2017

Sent by email

December 6, 2017

Leslie Woo
Chief Planning Officer Planning and Policy
Metrolinx
97 Front Street West
Toronto, ON M5J 1E6

Subject: Metrolinx's draft 2041 Regional Transportation Plan City of Pickering Comments
File: T-2500-004

In response to Ontario Environmental Registry posting 013-1550, regarding Metrolinx's draft 2041 Regional Transportation Plan, City of Pickering staff offer the following comments:

1. Potential Future Airport

On June 11, 2013, the Government of Canada announced a responsible and balanced approach for developing the federally-owned Pickering Lands. This approach sets aside land for a potential future airport and the creation of Rouge National Urban Park. To update the current airport site designation and to replace the current *Pickering Airport Site Zoning Regulations*, Transport Canada is following a regulatory process to:

- Declare a smaller portion of the Pickering Lands an airport site, as defined in the *Aeronautics Act*, subsection 5.4(1); and
- Propose *Pickering Airport Site Zoning Regulations*, under the *Aeronautics Act*, subsection 5.4(2).

These regulations aim to protect a new, smaller Pickering Airport site for future aviation needs, by ensuring land use and development adjacent to and in the vicinity of the airport site does not interfere with safe aircraft operations.

The current Regional Transportation Plan (the "Big Move") acknowledged and illustrated a future airport in Pickering. The development of a future airport is also recognized in both the Durham Regional Official Plan and the City of Pickering Official Plan. However, there is no acknowledgement of the proposed future airport in Metrolinx's draft 2041 Regional Transportation Plan.

It should be noted that on October 10, 2017, City Council adopted the following resolution:

"That the Federal Government be advised that the City of Pickering supports the development of an airport in Pickering, subject to the results identified in the Aviation Sector Analysis – Pickering Airport Study and the appropriate Environmental Assessments."

The development of the proposed airport will play an important role in terms of both passenger and goods movement. This should be reflected within the Regional Transportation Plan accordingly.

As such, it is recommended that the draft 2041 Regional Transportation Plan (RTP) be modified to acknowledge the development of a potential future airport, and that the RTP address the necessary surface transportation networks (roads, goods movement and transit) that would be required to support the development of this facility.

2. VIA Rail Service Improvements

VIA rail provides rail services to business class passengers within and beyond the GTHA. However these services, as well as associated connections with GO, are not formally acknowledged within the draft RTP. The City has had discussions with VIA about improvements to their system that would benefit residents of the City and broader region.

On June 12, 2017, City Council received report PLN 10-17 and adopted the following resolution:

“That Council request VIA Rail and Metrolinx to move forward with identifying, planning and implementing a joint Pickering GO and VIA Rail station within the Pickering City Centre; and that Council support the efforts of VIA Rail in investigating the introduction of high frequency rail service in the CP Havelock rail corridor.”

As part of its bid for Amazon’s second headquarters, on October, 10, 2017, Council reaffirmed its support for high frequency rail services, by adopting the following resolution:

“That Council request VIA Rail Canada and Metrolinx to move forward with identifying, planning and implementing high frequency rail service on the CP Havelock rail corridor, which in turn will help attract key investment to the Pickering Innovation Corridor and the Federal Pickering Lands site; and that the appropriate Environmental Assessment (EA) process for high frequency rail service on the CP Havelock rail corridor commence no later than September 30, 2018.”

It is recommended that the draft 2041 Regional Transportation Plan (RTP) be modified to acknowledge and illustrate a potential future high frequency rail corridor within CP Havelock Rail Corridor, and a joint VIA-GO rail station in the Pickering City Centre.

3. Transportation Services to support growth in the Seaton community

In 2004, the Province of Ontario released the Central Pickering Development Plan under the *Ontario Planning and Development Act, 2004*. The plan establishes a comprehensive new vision for Central Pickering: that of a sustainable urban community in Seaton integrated with a thriving agricultural community in the Duffins Rouge Agricultural Preserve and an extensive Natural Heritage System.

The Central Pickering Development Plan regards a transportation network as including streets, roads and transit lines, pedestrian trails and bicycle paths. The plan seeks to establish a more effective balance among these various modes – one that reduces travel times and encourages walking. To realize this objective, it is the policy of this plan that the introduction of transit services be facilitated as development occurs.

The first phase of Seaton is currently being constructed, and it is anticipated that 1800 units per year will be constructed over the next 15 years. By 2031, the Seaton Community will be largely built-out.

To ensure consistency with the Central Pickering Development Plan prepared by the Province, the Region's Transportation Master Plan, and the policies and designations of the City's Official Plan, it is recommended that the following transportation infrastructure and transit services be included in the RTP, within the 2041 timeframe:

- **Extend priority bus service on Whites Road north to Highway 7.**
- **Extend rapid transit services along Highway 7 from the Town of Markham to Brock Road and Highway 7. This will provide transit services within the Pickering Innovation Corridor.**
- **Extend GO rail services along the CP Belleville line to Seaton.**
- **Include a Mobility Hub in the vicinity of Brock Road, Taunton Road, and the CP Belleville rail line. A Gateway Hub was illustrated in the 2008 RTP.**
- **Extend the secondary bicycle route on Whites Road from Taunton Road to Highway 7.**
- **Change the designation of the Highway 407 Transitway, from Kennedy Road to Brock Road, from "Frequent Regional Express Bus" to "Transitway". A separate transitway, parallel to Highway 407, has been planned for this location, as opposed to frequent bus service operating in mixed traffic conditions. The notice of completion of the Environmental Project Report for the "Highway 407, Kennedy Road to Brock Road, Transitway Transit Project" has been issued by the Ministry of Transportation.**

4. New connections across Highway 401

Highway 401 presents a significant obstacle for those travelling north and south of the highway. Presently, there are limited routes (i.e., 3 highway interchanges – Whites Road, Liverpool Road and Brock Road, 1 flyover – Rougemount Drive, and 1 Pedestrian bridge) that pedestrians, cyclists, transit and other road users can take.

To improve connections and travel options for pedestrians, cyclists, transit and other road users, it is recommended that Metrolinx, the Ministry of Transportation, and the Region of Durham collectively work with the City to explore and implement opportunities for additional Highway 401 crossings, including:

- **An additional pedestrian bridge at Valley Farm Road/Sandy Beach Road and the Highway 401 to facilitate pedestrian connections between the north and south halves of Pickering's urban growth centre.**
- **A new Highway 401 interchange at Church Street and Highway 401, which would serve the new tourist destination (Durham Live) south west of the interchange.**
- **New Highway 401 flyovers associated with: the extension of Notion Road to Squires Beach Road; and, a new arterial road crossing in the vicinity of the Ontario Hydro corridor on the western edge of the City's urban growth centre.**

5. Other Matters

In addition, to the comments above, City staff offer the following comments for consideration:

Other Transit Network improvements

- The Bayly Street priority bus route designation from Liverpool Road to Brock Street should be changed to LRT/BRT designation. The Region's TMP review shows that this segment is to have rapid transit in exclusive lanes by 2031. There is a large confluence of transit routes at this location as they enter the Pickering GO station. Exclusive lanes and a bus only access to the Pickering GO station will ensure the rapid delivery of transit services.
- To facilitate priority bus service in the Taunton Road/Steeles Avenue corridor, Steeles Avenue will need to be improved west of Regional Road 30. It is recommended that Metrolinx take a lead role in bringing together the various parties (i.e., City of Toronto, York Region and Region of Durham) to advance this project in a timely fashion.

Other Cycling Network improvements

- Although Sideline 12 is being used as a cycling route within the Proposed Regional Cycling Network, it is a gravel road and does not meet the standards of Ontario Traffic Manual Book 18. Instead City staff propose that Westney Road from 7th Concession to 9th Concession be identified as a proposed route. Westney Road is proposed to be hard surfaced in our 5 year plan.
- It should be noted that all of the On and Off Road routes identified in the Proposed Regional Cycling Network will need to be constructed or brought up to the standards identified in the Ontario Traffic Manual Book 18 standards.

Addressing the Movement of Hazardous Goods

- Although Metrolinx highlights the need to promote integrated planning for rail corridors, there is no mention of rationalizing the movement of hazardous goods through populated areas. As part of this initiative, Metrolinx should engage the freight industry and other stakeholders to examine goods movement alternatives and measures to reduce the risk of a future incident occurring.

Monitoring and Plan Performance

- The draft RTP sets a number of lofty targets, but does not always provide a clear indication of what measures will be put in place to achieve these targets (e.g. achieving Vision Zero, achieving an increase of 60% of school trips by walking or cycling). The key performance indicators listed within the Plan need to be correlated with associated programs and deliverables. This should be undertaken in concert with preparation of a "regional transportation big data strategy", as outlined in the Plan.

Financing and Implementing the Plan

- It is our understanding that following the adoption of this Plan, Metrolinx will endeavor to prepare a more detailed Investment Strategy, as well as business case analyses for future projects. The strategy and associated business case analyses must take into account local and regional facility and operational improvements needed to support the Plan's implementation (e.g. eliminating level rail crossings to facilitate new GO rail services, providing local cycling connections and new bus laybys to facilitate access to GO stations, acquiring new rolling stock to support a 24 hour regional transit network, etc.), as well as the funding mechanisms and partnerships needed to achieve the Plan's goals.

Please note that these comments will be presented to the City's Planning & Development Committee on December 4th for endorsement by City Council on December 11th.

Yours truly



Jeff Brooks, MCIP, RPP, AMCT
Manager, Policy & Geomatics

JB:jc

J:\Documents\Transportation\T-2500\T-2500-004\2017 Draft RTP\Comments on draft 2041 RTP (REVISED).docx

Copy: Jacques Fauteux, Director of Government and Community Relations, VIA Rail Canada
Perry Papadatos, Regional Manager, Pickering Site Operations, Transport Canada
Katerina Minaeva, Senior Policy Analyst, Ministry of Transportation
Susan Siopis, Commissioner of Works, Region of Durham
Brian Bridgeman, Commissioner of Planning & Economic Development, Region of Durham
Director, Engineering Services
Director, City Development & CBO
Chief Planner

File: A-2100

December 19, 2017

DELIVERED BY E-MAIL

(minister.moecc@ontario.ca)

The Honourable Chris Ballard, M.P.P.(Newmarket-Aurora)
Minister of the Environment and Climate Change

Re: Enforcement and Review of Provisional Certificate of Approval for a Waste Disposal Site at 1455, 1515 and 1517 Thornton Road North, City of Oshawa

Oshawa City Council considered the above matter at its meeting of December 15, 2017 and adopted the following:

“Whereas in 1994 the then Ministry of the Environment and Energy issued a Provisional Certificate of Approval (A680066) to Courtice Auto Wreckers Limited, also known as Northwood Recycling, for the use and operation of a Waste Disposal Site (Processing) for the purpose of receiving and composting items such as leaf and yard waste, food waste, paper sludge, clean wood wastes and paper products at 1455, 1515 and 1517 Thornton Road North (Part of Lot 16, Concession 4); and,

Whereas staff understand that the current operation on the site is being managed by a receiver; and,

Whereas the City and the Ministry of Environment and Climate Change (M.O.E.C.C.) have received numerous complaints from residents and businesses in the northwest Oshawa about obnoxious odours originating from the subject site; and,

Whereas given the age of the current Provisional Certificate of Approval (over 20 years) and the number and nature of complaints, it is now appropriate for the City to request that the M.O.E.C.C. undertake a review the Provisional Certificate of Approval;

Therefore be it resolved:

1. That the City requests the Ministry of Environment and Climate Change to take appropriate action to enforce the current Provisional Certificate of Approval, including the conditions to prevent the impact of odour on the environment and public.

2. That the City requests the Ministry of Environment and Climate Change to review the Provisional Certificate of Approval and make any necessary updates or amendments to ensure the Provisional Certificate of Approval is consistent with current contemporary Provincial standards/conditions for such a composting use and to ensure all waste/materials received on the site and any finished compost must be stored indoors within a fully enclosed building at all times and odours contained in the buildings at all times through the use of appropriate mechanical and non-mechanical systems.
3. That a copy of this resolution be provided to the Region of Durham, the Minister of Environment and Climate Change, the Director of the Ministry of Environment and Climate Change responsible for this area, and local Oshawa MPP's."

If you need further assistance concerning the above matter, please contact Paul Ralph, Commissioner, Development Services Department at the address listed below or by telephone at 905-436-3311.

Andrew Brouwer
City Clerk
/ld

cc: Development Services Department
Region of Durham
Lisa Trevison, Director, Central Region, M.E.O.C.C.
The Honourable Tracy MacCharles, M.P.P. Pickering – Scarborough East
Jennifer French, M.P.P. Oshawa
Granville Anderson, M.P.P. Durham
Lorne Coe, M.P.P. Whitby-Oshawa
Laurie Scott, M.P.P. Haliburton – Kawartha Lakes – Brock
Joe Dickson, M.P.P. Ajax-Pickering

Afreen Raza

From: Laura Davis <LDavis@oshawa.ca>
Sent: December-19-17 3:45 PM
To: kwynne.mpp@liberal.ola.ca
Cc: Paul Ralph; Christine Chase; justin.trudeau@parl.gc.ca; amo@amo.on.ca; erin.otoole@parl.gc.ca; colin.carrie@parl.gc.ca; Celina.Caesar-Chavannes@parl.gc.ca; Mark.Holland@parl.gc.ca; Jamie.Schmale@parl.gc.ca; Jennifer.OConnell@parl.gc.ca; Kim.Rudd@parl.gc.ca; Jfrench-CO@ndp.on.ca; ganderson.mpp.co@liberal.ola.org; lorne.coeco@pc.ola.org; laurie.scott@pc.ola.org; jdickson.mpp.co@liberal.ola.org; tmaccharles.mpp.co@liberal.ola.org; Clerks; clerks@cityofpickering.com; clerks@clarington.net; brock@townshipofbrock.ca; jnewman@scugog.ca; dleroux@town.uxbridge.on.ca
Subject: Correspondence from Oshawa City Council
Attachments: Cannabis_OshawaStoreLocation.pdf

Good afternoon;

Please find attached a letter sent on behalf of Oshawa City Council concerning site selections for Cannabis store locations.

With thanks,



Laura Davis, Council-Committee Coordinator | City of Oshawa
 905-436-3311 ext. 2475 | 1-800-667-4292
LDavis@oshawa.ca | www.oshawa.ca
 "Dedicated to serving our community."



C.S. - LEGISLATIVE REVIEW

Original	To: CIP ✓
Copy	R. Anderson
To:	B. Cubitt
	Dr. R. Kyle
C.C. S.C.C. File	
Take Appr. Action	

File: A-2100

December 19, 2017

DELIVERED BY E-MAIL
(kwynne.mpp@liberal.ola.ca)

The Honourable Kathleen Wynne, M.P.P. (Don Valley West)
Premier

Re: Request for Deferral of Site Selection for a Potential Cannabis Store in Oshawa

Oshawa City Council considered the above matter at its meeting of December 15, 2017 and adopted the following:

“Whereas on December 12, 2017 the Province of Ontario approved legislation titled Ontario’s Cannabis Act, 2017 to regulate the lawful use, sale and distribution of recreational cannabis; and,

Whereas the Liquor Control Board of Ontario (LCBO) will be responsible for operating cannabis stores and is in the process of meeting with municipalities that have been identified as locations for Provincially operated cannabis stores; and,

Whereas on December 12, 2017 the LCBO identified Oshawa, Ajax and Whitby as a potential cannabis store location with the intention of opening the store by July 1, 2018; and,

Whereas on December 13, 2017 staff from the Province met with Mayor Henry and City and Regional staff to overview the Province’s cannabis store siting guidelines and other matters concerning the Province’s approach to dealing with issues related to recreational cannabis plan; and,

Whereas there are a number of outstanding issues of concern to the City regarding the legalization of cannabis that need to be addressed prior to July 1, 2018, such as the process to determine appropriate locations for stores, the financial impact on the Region and City, the impact on Durham Regional Police and the City’s by-law enforcement staff, the impact on social service agencies and health care services such as those that deal with addictions and the impact of cannabis smoke on the quality of life and health of residents within adjacent properties/dwelling units; and,

Whereas City staff will be leading a collaborative effort with the Region of Durham, the Town of Ajax and the Town of Whitby to ensure there is a common understanding of all questions and concerns; and

Whereas the Province has provided City staff with "Proposed Guidelines for Siting of Cannabis Stores" which includes a commitment to comply with all municipal zoning by-laws; and,

Whereas the City should conduct public consultation on the proposed guidelines for siting cannabis stores including a review of the zoning by-law; and

Whereas it is appropriate for the City to endorse certain siting/location guidelines for cannabis stores, with public input, and provide a City position on the guidelines to the Province; and,

Whereas it is appropriate to delay the selection of an Oshawa store location until public consultations and a zoning review and any required implementation are complete; and,

Whereas on December 13, 2017 Provincial staff advised that the Province would respect any request from the City to delay the site selection process for a cannabis store;

Therefore, be it resolved:

1. That the City of Oshawa requests the Liquor Control Board of Ontario and Province of Ontario to defer the site selection process for a potential cannabis store in Oshawa until the City has completed its public consultation on the proposed siting guidelines and a zoning review and any required implementation.
2. That the Development Services Department prepare a report to Development Services Committee and Council providing information on draft proposed siting guidelines and zoning matters that would be considered during a public consultation process and an outline of the proposed public consultation process which would include, amongst other matters, a public meeting to be held by the Development Services Committee and a communication plan.
3. That the Province of Ontario be requested to address, by July 1, 2018, all outstanding concerns of the City and Region of Durham related to the legalization of cannabis including such matters as the financial impact on the Region and City, the impact on Durham Regional Police and the City's by-law enforcement staff, the impact on social service agencies and health care services and the impact of cannabis smoke on neighbours and that Mayor Henry send a letter to Prime Minister Trudeau and Premier Wynne outlining these concerns.
4. That a copy of this resolution be provided to Prime Minister Trudeau, Premier Wynne, the Region of Durham, the Association of Municipalities of Ontario, Members of Parliament in Durham Region, Members of Provincial Parliament in Durham Region and all area Municipalities in Durham Region."

If you need further assistance concerning the above matter, please contact Paul Ralph, Commissioner, Development Services Department at the address listed below or by telephone at 905-436-3311.



Andrew Brouwer
City Clerk

/ld

cc: Development Services Department
The Right Honourable Justin Trudeau, Prime Minister
The Association of Municipalities of Ontario
The Honourable Erin O'Toole, M.P. Durham
Dr. Colin Carrie, M.P. Oshawa
Celina Caesar-Chavannes, M.P. Whitby
Mark Holland, M.P. Ajax
Jamie Schmale, M.P. Haliburton - Kawartha Lakes – Brock
Jennifer O'Connell, M.P. Pickering – Uxbridge
Kim Rudd, M.P. Northumberland – Peterborough South
The Honourable Tracy MacCharles, M.P.P. Pickering – Scarborough East
Jennifer French, M.P.P. Oshawa
Granville Anderson, M.P.P. Durham
Lorne Coe, M.P.P. Whitby-Oshawa
Laurie Scott, M.P.P. Haliburton – Kawartha Lakes – Brock
Joe Dickson, M.P.P. Ajax-Pickering
Region of Durham
Township of Brock
Township of Scugog
Township of Uxbridge
City of Pickering
Town of Ajax
Town of Whitby
Municipality of Clarington

Afreen Raza

From: Laura Davis <LDavis@oshawa.ca>
Sent: December-20-17 3:33 PM
To: sdelduca.mpp.co@liberal.ola.org
Cc: Paul Ralph; Christine Chase; bduguid.mpp@liberal.ola.org; bmauro.mpp.co@liberal.ola.org; bchiarelli.mpp.co@liberal.ola.org; Clerks; clerks@cityofpickering.com; clerks@clarington.net; clerks@whitby.ca; erin.otoole@parl.gc.ca; colin.carrie@parl.gc.ca; Celina.Caesar-Chavannes@parl.gc.ca; Mark.Holland@parl.gc.ca; Jamie.Schmale@parl.gc.ca; Jennifer.OConnell@parl.gc.ca; Kim.Rudd@parl.gc.ca; tmaccharles.mpp.co@liberal.ola.org; Jfrench-CO@ndp.on.ca; ganderson.mpp.co@liberal.ola.org; lorne.coeco@pc.ola.org; laurie.scott@pc.ola.org; jdickson.mpp.co@liberal.ola.org; contactus@ajax.ca
Subject: Correspondence from Oshawa City Council
Attachments: DS-17-203_407Lands.pdf

Good afternoon;

Please find attached correspondence sent on behalf of Oshawa City Council.

With thanks,



Laura Davis, Council-Committee Coordinator | City of Oshawa
 905-436-3311 ext. 2475 | 1-800-667-4292
LDavis@oshawa.ca | www.oshawa.ca
 "Dedicated to serving our community."



C.S. - LEGISLATIVE APPOINTMENTS

Original
To: <i>CRP</i>
Copy
To:
C.C. S.O.C. File
Take Appr. Action

File: A-2114

December 20, 2017

The Honourable Steven Del Duca, Minister
Ministry of Transportation
Sent via email: sdelduca.mpp.co@liberal.ola.org

Re: Release of Employment Lands along Highway 407 East

Oshawa City Council considered the above noted matter at a meeting held on December 18, 2017 and adopted the following recommendation of the Development Services Committee:

“Whereas the Province has not identified their intentions for the employment lands located along Highway 407 East from Pickering through to Harmony Road in Oshawa; and,

Whereas these lands can be utilized for job creation and growth within the Region of Durham,

Therefore be it resolved that Oshawa City Council request that the Ministry of Transportation release employment lands located along Highway 407 East from Pickering through to Harmony Road in Oshawa; and,

That a copy of Council's resolution be forwarded to the Ontario Minister of Transportation, the Minister of Economic Development, Employment and Infrastructure, the Minister of Municipal Affairs and Housing, the Region of Durham, the City of Pickering, the Municipality of Clarington, the Town of Whitby, the Town of Ajax and all Durham M.P.s and M.P.P.s.”

If you require further assistance, please contact Paul Ralph, Commissioner, Development Services Department at the address below or by telephone at 905-436-3311.



Andrew Brouwer
City Clerk

/ld

c: Development Services Department
Ministry of Economic Development and Growth
Ministry of Municipal Affairs
Ministry of Infrastructure
Region of Durham
City of Pickering
Municipality of Clarington
Town of Whitby
Town of Ajax
The Honourable Erin O'Toole, M.P. Durham
Dr. Colin Carrie, M.P. Oshawa
Celina Caesar-Chavannes, M.P. Whitby
Mark Holland, M.P. Ajax
Jamie Schmale, M.P. Haliburton - Kawartha Lakes – Brock
Jennifer O'Connell, M.P. Pickering – Uxbridge
Kim Rudd, M.P. Northumberland – Peterborough South
The Honourable Tracy MacCharles, M.P.P. Pickering – Scarborough East
Jennifer French, M.P.P. Oshawa
Granville Anderson, M.P.P. Durham
Lorne Coe, M.P.P. Whitby-Oshawa
Laurie Scott, M.P.P. Haliburton – Kawartha Lakes – Brock
Joe Dickson, M.P.P. Ajax-Pickering



The Corporation of The
Town of Amherstburg

December 20, 2017

VIA EMAIL

Municipality of Morris-Turnberry
P.O. Box 310
41342 Morris Road
Brussels, ON N0G-1H0

Att: Ms. Michie

RE: Tenanted Farm Tax Class

At its meeting of November 13th, 2017, Amherstburg Town Council passed the following:

Resolution # 20171113-951 - That Council support the Municipality of Morris-Turnberry's resolution regarding the Tenanted Farm Tax Class.

Best Regards,

Tammy Fowkes
Deputy Clerk

cc: Taras Natyshak – MPP, Essex
Tracey Ramsey – MP, Essex
Ontario Municipalities
Association of Municipalities of Ontario (AMO)

encl. Municipality of Morris-Turnberry Resolution

Website: www.amherstburg.ca
271 SANDWICH ST. SOUTH, AMHERSTBURG, ONTARIO N9V 2A5
Phone: (519) 736-0012 Fax: (519) 736-5403 TTY: (519)736-9860

MUNICIPALITY OF MORRIS-TURNBERRY

P.O. Box 310, 41342 Morris Road, Brussels, Ontario NOG 1H0
Tel: 519-887-6137 ext. 21 Fax: 519-887-6424 Email: nmichie@morristoryberry.ca



Nancy Michie
Administrator Clerk-Treasurer

October 17, 2017

Re: Resolution concerning the Tenanted Farm Tax Class properties being changed to the Residential Tax Class

Motion: 553-2017 Moved by John Smuck Seconded by Dorothy Kelly

Whereas, MPAC conducts ongoing reviews to ensure properties are accurately assessed and corrections are made where necessary. A review of a property could be triggered from ongoing data verification, updated tenant information, sales investigations, building permits and severances which may result in changes to the valuation or classification of a property. This could include wooded acreage on a farm property;

And Whereas, MPAC recently changed the assessment classifications on properties with portions of land tenanted for farming. MPAC is responsible for assessing and classifying all properties in Ontario in accordance with the *Assessment Act* and regulations established by the Government of Ontario. All properties in Ontario are continuously reviewed as part of the MPAC valuation process to ensure accurate information is used in determining our assessed values and tax classifications;

And Whereas, MPAC has stated: Under the *Assessment Act*, all properties are classified according to their use, and Ontario Regulation 282/98 sets out how various property uses are classified. By default, farm properties are classified in the residential property class in accordance with section 3(1)2 of Ontario Regulation 282/98 of the *Assessment Act*. Farm properties that meet the eligibility requirements will have farmland and associated outbuildings placed in the farm property class and are taxed at up to 25% of the municipal residential tax rate. An application for inclusion in the Farm Property Class Tax Rate Program must be approved by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA).

Under the *Assessment Act*, all properties are classified according to their use. If a portion (or portions) of a farm property is used for non-farm purposes, the portion is valued and classified according to its use. This is to ensure that the appropriate value and tax class is applied to the various uses of the property;

And Whereas, MPAC has assessed non-tillable acreage that is **rented to tenants** as residential. MPAC has explained that this is a correction under the *Assessment Act*/Ontario Regulation 282/98 with properties being assessed according to their use. They explained that it was a review of the Farm Forestry Exemption Class that prompted this action;

And Whereas, Most of these non-tillage acres cannot be built upon, or generate any revenues. However, they do provide benefit to the wider community as woodlots, wetlands, streams. Therefore taxing at the higher residential ratio appears unfair;

And Whereas, many properties have resulted in a substantial increase in property taxes due to this assessment class shift, an example being, with the tax billing increase of 572%. Tax increases to this magnitude are unacceptable. This process will force retired farmers to share crop to avoid the tax increases or it will cause land rent to increase to cover the increased taxes. That will create a burden on the property owner and the tenant farmers;

And Whereas, MPAC did not advise the municipalities of these corrections or the impact that it may have on taxation write-offs going forward, as MPAC reviews appeals on these changes;

Now Therefore, The Council of the Municipality of Morris-Turnberry hereby requests that MPAC conduct a review on the effects of the tax class shift from farm land to residential;

And that MPAC act immediately on applications for reconsideration for the 2018 tax year and where possible for the 2017 year;

And that MPAC advise the municipalities prior to any future tax class shifts or mass property assessment corrections;

And that the Province of Ontario review Regulation 282/98 under the Assessment Act, in respect to the property tax classification of non-tillage acres;

And that this resolution be circulated to Premier Kathleen Wynne, Minister of Finance, MPAC and the Association of Municipalities of Ontario and all Ontario municipalities.

Disposition Carried

Thank you

Yours truly,


Nancy Michie



The Corporation of The
Town of Amherstburg

December 20, 2017

VIA EMAIL

Township of North Frontenac
6648 Road 506
Plevna, ON K0H 2M0

Att: Ms. McLuckie

RE: Negative Impacts of Bill 148

At its meeting of November 13th, 2017, Amherstburg Town Council passed the following:

Resolution # 20171113-949 - That Council support the Township of North Frontenac's resolution regarding the negative impacts of Bill 148.

Best Regards,

Tammy Fowkes
Deputy Clerk

cc: Taras Natyshak – MPP, Essex
Tracey Ramsey – MP, Essex
Ontario Municipalities
Association of Municipalities of Ontario (AMO)

encl. Township of North Frontenac Resolution

Website: www.amherstburg.ca
271 SANDWICH ST. SOUTH, AMHERSTBURG, ONTARIO N9V 2A5
Phone: (519) 736-0012 Fax: (519) 736-5403 TTY: (519)736-9860

Subject: Request for Support re Bill 148

Good Afternoon,

The Township of North Frontenac held a Council Meeting on October 13, 2017 and is requesting support for the below resolution:

Moved by Councillor Inglis, Seconded by Councillor Hermer #470-17
BE IT RESOLVED THAT Council is concerned with the negative impacts of Bill 148, including potential increase of costs on Volunteer Fire Departments;
AND THAT Council instructs the Clerk to circulate a copy of this Resolution to all other municipalities in Ontario requesting their support; AMO and Randy Hillier MPP.
Carried

If you have any questions or concerns, please contact Tara Mieske, Clerk/Planning Manager www.clerkplanning@northfrontenac.ca.

Thank you,
Sonia

Sonia McLuckie

Administrative Assistant to the Fire Chief, Clerk/Planning Manager, and to Assist with the CLSP
Township of North Frontenac
6648 Road 506, Plevna, ON, K0H 2M0
1-800-234-3953 or 613-479-2231 Ext. 239
officesupport@northfrontenac.ca



The Corporation of The
Town of Amherstburg

December 20, 2017

VIA EMAIL

The Honourable Kathleen O. Wynne
Premier of Ontario
Queen's Park, Rm. 281
Main Legislative Building
Toronto, ON M7A 1A1

Dear Premier Wynne:

RE: On-Call Provisions in Bill 148

At its meeting of November 13th, 2017, Amherstburg Town Council passed the following:

Resolution # 20171113-948 - That Council support the Town of Mono's resolution regarding the on-call provisions in Bill 148.

Best Regards,

Tammy Fowkes
Deputy Clerk

cc: Kevin Daniel Flynn, Minister of Labour
Taras Natyshak – MPP, Essex
Tracey Ramsey – MP, Essex
Ontario Municipalities
Association of Municipalities of Ontario (AMO)

encl. Town of Mono Resolution & Township of Montague Resolution

Website: www.amherstburg.ca
271 SANDWICH ST. SOUTH, AMHERSTBURG, ONTARIO N9V 2A5
Phone: (519) 736-0012 Fax: (519) 736-5403 TTY: (519)736-9860



Town of Mono

347209 Mono Centre Road
Mono, Ontario L9W 6S3

30 October 2017

Honourable Kathleen Wynne, Premier of Ontario
Legislative Building – Room 281
Queen's Park
Toronto, ON M7A 1A1

Dear Premier Wynne,

The Council of the Town of Mono passed the following resolution at its Council Session of October 24, 2017:

Moved by R. Manktelow; Seconded by K. McGhee

THAT Council supports and endorses the Township of Montague Resolution No: 104-2017 dated September 19, 2017 regarding the on-call provisions of Bill 148, Fair Workplaces, Better Jobs Act, 2017;

AND THAT this resolution be forwarded to Premier Wynne, MPP Sylvia Jones and all Ontario municipalities.

Carried.

Town of Mono Council is concerned with the affect the on-call provisions of Bill 148, Fair Workplaces, Better Jobs Act, 2017 will have on Municipal budgets. Of particular concern is how the proposed changes will impact the cost of providing emergency services, including firefighting and fire prevention services, as Mono relies heavily on volunteer fire fighters. Changing to a 3-hour at regular time on-call regime will prove to be cost prohibitive.

We request that the Government of Ontario provide an exemption from article s. 21.4 for all municipal employees who are required to be on-call to provide statutorily mandated public safety services.

Regards,

Laura Ryan
Mayor



cc: Sylvia Jones, MPP (Dufferin—Caledon)
All Ontario Municipalities

THE CORPORATION OF THE
TOWNSHIP OF MONTAGUE



6547 ROGER STEVENS DRIVE
P.O. BOX 755
SMITHS FALLS, ON K7A 4W6
TEL: (613) 283-7478
FAX: (613) 283-3112
www.township.montague.on.ca

Town of Mono
Schedule A
Council Session 16-2017

October 2nd, 2017

Honourable Kathleen Wynne, Premier of Ontario
Legislative Building - Room 281
Queen's Park
Toronto Ontario, M7A 1A1
Via Email

Dear Premier Wynne,

Please be advised the Council of the Township of Montague passed the following resolution at its meeting of Committee of the Whole of September 19th, 2017:

MOVED BY: K. Van Der Meer RESOLUTION NO: 104-2017
SECONDED BY: I. Streight DATE: September 19, 2017

WHEREAS The Township of Montague maintains a motivated and well-functioning volunteer fire department;

AND WHEREAS changes proposed to on-call provisions in the Employment Standards Act by Bill 148 will result in exorbitant tax increases to maintain fire prevention services in a rural municipality;

AND WHEREAS many Ontario municipalities will be unable to maintain fire services if this change is enacted;

AND WHEREAS the Association of Municipalities of Ontario has submitted a position paper to the Ontario government specifically requesting the exemption of all municipal volunteer firefighters;

NOW THEREFORE The Township of Montague requests that all municipal employees be specifically exempted from the on-call changes proposed by Bill 148;

AND That the Township of Montague request that the government of Ontario conduct a full economic impact study of Bill 148 to study the effect of the Bill on businesses and municipalities across Ontario;

AND That this resolution be circulated to Premier Kathleen Wynne, Minister of Labour Kevin Daniel Flynn, the Association of Municipalities of Ontario and all Ontario municipalities.

CARRIED

COUNTRY LIVING AT ITS BEST

THE CORPORATION OF THE
TOWNSHIP OF MONTAGUE



6547 ROGER STEVENS DRIVE
P.O. BOX 755
SMITHS FALLS, ON K7A 4W6
TEL: (613) 283-7478
FAX: (613) 283-3112
www.township.montague.on.ca

Please contact me if you have any additional questions.

Thank you,

Jasmin Ralph
Clerk

Cc: Minister of Labour Kevin Daniel Flynn;
Association of Municipalities of Ontario (AMO)
All Ontario Municipalities

COUNTRY LIVING AT ITS BEST



The Corporation of The
Town of Amherstburg

December 20, 2017

VIA EMAIL

The Honourable Kathleen O. Wynne
Premier of Ontario
Queen's Park, Rm. 281
Main Legislative Building
Toronto, ON M7A 1A1

Dear Premier Wynne:

RE: Provincial Flood Insurance Program

At its meeting of November 13th, 2017, Amherstburg Town Council passed the following:

Resolution # 20171113-950 - That Council support the Town of Lakeshore's resolution regarding the Provincial Flood Insurance Program.

Best Regards,

A handwritten signature in black ink, appearing to read "T. Fowkes".

Tammy Fowkes
Deputy Clerk

Website: www.amherstburg.ca
271 SANDWICH ST. SOUTH, AMHERSTBURG, ONTARIO N9V 2A5
Phone: (519) 736-0012 Fax: (519) 736-5403 TTY: (519)736-9860

cc: Hon. Patrick Brown, Leader of Progressive Conservative Party
Hon. Andrea Horvath, Leader of New Democratic Party
Taras Natyshak – MPP, Essex
Tracey Ramsey – MP, Essex
Ontario Municipalities
Association of Municipalities of Ontario (AMO)

encl. Town of Lakeshore Resolution

Website: www.amherstburg.ca
271 SANDWICH ST. SOUTH, AMHERSTBURG, ONTARIO N9V 2A5
Phone: (519) 736-0012 Fax: (519) 736-5403 TTY: (519)736-9860



TOWN OF LAKESHORE

419 Notre Dame St.
Belle River, ON N0R 1A0

October 11, 2017

Honourable Kathleen Wynne, Premier
Legislative Building, Room 281
Queen's Park
Toronto, ON M7A 1A1

Dear Premier Wynne:

RE: PROVINCIAL FLOOD INSURANCE PROGRAM

At their meeting of October 10, 2017 the Council of the Town of Lakeshore duly passed the following resolution.

Councillor Wilder moved and Councillor Janisse seconded:

That:

WHEREAS weather patterns seem to have changed, in that excessive and prolonged rains are now becoming more frequent and regular,

WHEREAS there is an increased chance of flooding, as result of excessive and prolonged rains;

WHEREAS property owners in areas that are at an increased risk of flooding are often unable to purchase flood insurance to protect their properties; and

WHEREAS the cost of property repairs after a flood cause financial hardship for individuals, families and businesses.

NOW THEREFORE BE IT RESOLVED that the Government of Ontario be urged to create a Provincial Flood Insurance Program, to cover those individuals, families and businesses who are unable to secure flood insurance for their properties;

BE IT FURTHER RESOLVED that a copy of this motion be sent to the Honourable Kathleen Wynne, Premier of Ontario, the Honourable Patrick Brown, Leader of the Progressive Conservative Party, the Honourable Andrea Horwath, Leader

of the New Democratic Party, and all MPPs in the Province of Ontario; and

BE IT FURTHER RESOLVED THAT a copy of this Motion be sent to the Association of Municipalities of Ontario (AMO) and all Ontario municipalities for their consideration.

Motion Carried Unanimously

Should you require any additional information with respect to the above matter, please contact the undersigned.

Yours truly,



Mary Masse
Clerk

/cl

cc: Hon. Patrick Brown, Leader of Progressive Conservative Party
cc: Hon. Andrea Horwath, Leader of New Democratic Party
cc: Association of Municipalities Ontario (AMO)
cc: Via Email - All Ontario Municipalities
cc: Via Email - MPPs in the Province of Ontario

Afreen Raza

From: Gord Geissberger
Sent: December-12-17 4:05 PM
To: Gord Geissberger
Subject: Media Release: New Conservation Authorities Act is Passed - Conservation Ontario
Attachments: Media_Release_CA_Act_Passed_Dec_2017.pdf

To: News Release List

Hello:

Please find attached for your information and distribution a media release from Conservation Ontario with regards to the new Conservation Authorities Act.

If you cannot open the attachment please contact me at the office.

Have a great day.

Gord

Gord Geissberger
Marketing & Communications Coordinator
Central Lake Ontario Conservation
905-579-0411, ext. 142
Email: gord@cloca.com

C.S. - LOCAL AUTHORITY SERVICES

Original
To: CIP
Copy
To: B. Budeman
Remailed
Dec 14/17



FOR IMMEDIATE RELEASE

New Conservation Authorities Act Will Help to Build Stronger Environment

NEWMARKET (December 12, 2017) Conservation Authorities are pleased to see the Province take a bold step to ensure more resiliency across Ontario watersheds through the passage of Bill 139, which includes a new *Conservation Authorities Act* (CA Act).

The modernizing of this 1946 legislation provides the foundation for Conservation Authorities to strengthen their watershed management role and also develop a more defined role around climate change adaptation.

“The new *Conservation Authorities Act* signals to us that the Province wants to work more closely with Conservation Authorities and we’re very pleased with that.” Dick Hibma, the Chair of Conservation Ontario stated. Conservation Ontario is the umbrella organization that represents Conservation Authorities.

“Conservation Authorities are very cost-efficient, capable partners. They already have a close working relationship with many provincial ministries which is critical to addressing the economic, environmental and social impacts of climate change and other issues.”

Through their monitoring and watershed management programs, Conservation Authorities see the growing impacts of climate change in Ontario’s watersheds on a daily basis. This includes more frequent flooding, stressed biodiversity, and reduced water levels and flow in streams and rivers.

The *Conservation Authorities Act* has been under review for two years and has received input from a wide range of sectors including environment, industry, agriculture and municipalities. The modernized legislation recognizes watershed management as a key tool in helping Ontario to adapt to the impacts of issues such as rapid growth and climate change.

Some of the key changes to the *Conservation Authorities Act* includes:

- establishment of a service delivery review table,
- development of a more defined role around climate change adaptation,
- greater transparency and accountability of conservation authorities, and
- modernized funding mechanisms.

“We look forward to continuing to work closely with the Province to develop and shape the evolving role of Conservation Authorities in managing impacts on Ontario’s natural resources, including important drinking water sources,” Hibma said.

Ontario’s 36 watershed-based Conservation Authorities play a central role in the restoration, conservation and management of our important water and land resources and do so in partnership with many different agricultural, environmental, municipal, and other agencies.

-30-

For more information:

Dick Hibma, Chair, Conservation Ontario

chair@conservationontario.ca

Kim Gavine, General Manager, Conservation Ontario

kgavine@conservationontario.ca (905) 895-0716 ext. 231

Jane Lewington, Marketing & Communications Specialist, Conservation Ontario

jlewington@conservationontario.ca (905) 895-0716 ext. 222

www.conservationontario.ca

Begin forwarded message:

From: "OMBReview (MMA)" <CSC_OMBReview@ontario.ca>
Date: December 15, 2017 at 1:45:39 PM EST
To: "OMBReview (MMA)" <CSC_OMBReview@ontario.ca>
Subject: Passing of Bill 139 – the Building Better Communities and Conserving Watersheds Act, 2017

Copy
To: G. Cubitt
B. Budeman
A. Scopus
J. Hunt
C.C. S.C.C. File
Passing of Bill 139 – the Building Better Communities and Conserving Watersheds Act, 2017

emailed
Dec 15/17

Passing of Bill 139 – the Building Better Communities and Conserving Watersheds Act, 2017

Please note that on December 12, the Legislative Assembly passed the Building Better Communities and Conserving Watersheds Act, 2017 which, among other matters, will replace the Ontario Municipal Board with a new tribunal, the Local Planning Appeal Tribunal, and helps ensure that proceedings before the tribunal are faster, fairer and more affordable.

More specifically, the legislation includes reforms that will:

- Reduce the number of appeals by limiting what could be brought before the new tribunal.
- Reduce the length and cost of hearings and create a more level playing field for all participants by introducing timelines and requiring the new tribunal to look for ways, like mediation, to settle major land use planning appeals that could avoid the hearing process altogether.

- Eliminate lengthy and often confrontational examinations and cross-examinations of witnesses by parties and their lawyers at the oral hearings of major land use planning appeals.
- Establish the Local Planning Appeal Support Centre, a new provincial agency, which will provide Ontarians with information about the land use planning appeal process, legal and planning advice, and, in certain cases, may provide legal representation in proceedings before the tribunal.
- Give more weight to key decisions made by municipal officials who have been elected to serve in the interests of the communities they represent.

These and the other reforms in the new legislation stem from last year's comprehensive review of how the Ontario Municipal Board operates and its role in the province's land-use planning system.

Proposed Regulatory Changes

Some of the changes made through Bill 139 will require corresponding amendments to existing regulations and the creation of new regulations.

Planning Act

Under the Planning Act, the proposed regulatory changes would:

- Require explanations of how planning proposals conform with local planning documents (which would build on other requirements);
- Clarify requirements for municipal notices;
- Make other technical changes; and
- Establish transition rules for planning matters in process at the time of proclamation under the Planning Act.

For more information, including providing comments on these matters please go to the Environmental Bill of Rights Registry:

- EBR Registry Posting 013-1790: Proposed amendments to matters included in **existing regulations under the Planning Act** relating to the Building Better Communities and Conserving Watersheds Act, 2017 (Bill 139).
- EBR Registry Posting 013-1788: Proposed new regulation under the Planning Act to prescribe **transitional provisions** for the Building Better Communities and Conserving Watersheds Act, 2017 (Bill 139).

Local Planning Appeal Tribunal Act

Under the Local Planning Appeal Tribunal Act, 2017, the proposed regulatory changes would:

- Establish transition rules for appeals to the Tribunal under the Planning Act;
- Establish timelines for appeals to the Tribunal under the Planning Act;
- Establish time limits for submissions at oral hearings for major land use planning appeals before the Tribunal; and
- Scope the practices and procedures of the Tribunal in respect of major land use planning appeals.

For more information, including providing comments on these matters please go to Regulatory Registry:

- [Ontario Regulatory Registry Posting 17-MAG011](#)
-

Adoption du projet de loi 139 – *Loi de 2017 visant à bâtir de meilleures collectivités et à protéger les bassins hydrographiques*

Veillez noter que le 12 décembre, l'Assemblée législative a adopté la *Loi de 2017 visant à bâtir de meilleures collectivités et à protéger les bassins hydrographiques* qui, entre autres, remplacera la Commission des affaires municipales de l'Ontario par un nouveau tribunal, le Tribunal d'appel de l'aménagement local, et fera en sorte que les instances devant ce tribunal soient plus rapides, plus équitables et plus abordables.

Plus précisément, cette loi comprend des réformes visant ce qui suit :

- Réduire le nombre d'appels en limitant ce dont le nouveau tribunal peut être saisi.
- Réduire la durée et le coût des appels et établir des conditions plus équitables pour tous les participants en fixant des délais et en exigeant que le nouveau tribunal explore divers moyens, par exemple la médiation, qui permettent d'éviter le recours au processus d'audience pour régler les appels de décisions importantes en matière d'aménagement du territoire.
- Éliminer les interrogatoires et contre-interrogatoires longs et souvent conflictuels des témoins par les parties et leurs avocats au cours des audiences orales portant sur des appels de décisions importantes en matière d'aménagement du territoire.
- Créer le Centre d'assistance pour les appels en matière d'aménagement, un nouvel organisme provincial qui fournira aux Ontariens et Ontariennes des renseignements sur le processus d'appel en matière d'aménagement du territoire, des conseils juridiques, des conseils relatifs à l'aménagement, et dans certains cas, des services de représentation juridique lors des instances devant le tribunal.
- Accorder plus de poids aux décisions prises par les représentants des municipalités qui ont été élus pour servir les intérêts des collectivités qu'ils représentent.

Ces réformes et les autres que prévoit la nouvelle loi font suite à l'examen complet qui a été mené l'an dernier sur le fonctionnement de la Commission des affaires municipales de l'Ontario et son rôle dans le système d'aménagement du territoire de la province.

Prise et modification de règlements

Certains des changements prévus dans le projet de loi 139 exigeront que l'on apporte des modifications correspondantes aux règlements en place et que l'on prenne de nouveaux règlements.

Loi sur l'aménagement du territoire

Aux termes de la *Loi sur l'aménagement du territoire*, les modifications que l'on entend apporter aux règlements viseraient ce qui suit :

- exiger des explications de la façon dont les projets d'aménagement se conforment aux documents d'aménagement locaux (en harmonie avec d'autres exigences);
- préciser les exigences s'appliquant aux avis municipaux;
- apporter d'autres modifications de forme;
- établir les règles de transition s'appliquant aux questions relatives à l'aménagement qui étaient en traitement aux termes de la *Loi sur l'aménagement du territoire* au moment de la promulgation.

Pour obtenir des précisions et faire part de vos commentaires à ce sujet, veuillez consulter le Registre environnemental :

- Numéro d'avis 013-1790 : Modifications proposées à des dispositions des **règlements en vigueur aux termes de la *Loi sur l'aménagement du territoire*** concernant la *Loi de 2017 visant à bâtir de meilleures collectivités et à protéger les bassins hydrographiques* (projet de loi 139).
- Numéro d'avis 013-1788 : Projet d'un nouveau règlement aux termes de la *Loi sur l'aménagement du territoire* pour prescrire les **dispositions transitoires** relativement à la *Loi de 2017 visant à bâtir de meilleures collectivités et à protéger les bassins hydrographiques* (projet de loi 139).

Loi de 2017 sur le Tribunal d'appel de l'aménagement local

Aux termes de la *Loi de 2017 sur le Tribunal d'appel de l'aménagement local*, les modifications que l'on entend apporter aux règlements viseraient ce qui suit :

- établir les règles de transition s'appliquant aux appels devant le Tribunal aux termes de la *Loi sur l'aménagement du territoire*;
- fixer les délais pour interjeter appel devant le Tribunal aux termes de la *Loi sur l'aménagement du territoire*;
- fixer la durée de présentation des observations lors des audiences orales portant sur des appels devant le Tribunal de décisions importantes en matière d'aménagement du territoire;
- régir les pratiques et procédures du Tribunal concernant les appels de décisions importantes en matière d'aménagement du territoire.

Pour obtenir des précisions et formuler des commentaires à ce sujet, veuillez consulter le Registre de la réglementation :

- Avis du Registre de la réglementation de l'Ontario 17-MAG011.

Maria Flammia

From: Cheryl Bandel
Sent: December-15-17 2:29 PM
To: Maria Flammia; Afreen Raza
Cc: Lydia Gerritsen
Subject: FW: Letter from the Honourable Tracy MacCharles and the Honourable Bill Mauro / Lettre de l'Honorable Tracy MacCharles et l'Honorable Bill Mauro
Attachments: image001.png; ATT00001.htm; image001.png; ATT00002.htm; letter - English.pdf; ATT00003.htm; lettre - francais.pdf; ATT00004.htm

C.S. - LEGISLATIVE SERVICES

Original To: <i>CIF</i>
Copy To: <i>G. P. ...</i>
<i>J. Hunt</i>
<i>Created Dec 15/17</i>
C.C. S.C.C. File
Take Appr. Action

From: "InfoMGCS (MGCS)" <InfoMGCS@ontario.ca>
Date: December 15, 2017 at 2:15:51 PM EST
To: "InfoMGCS (MGCS)" <InfoMGCS@ontario.ca>
Subject: Letter from the Honourable Tracy MacCharles and the Honourable Bill Mauro / Lettre de l'Honorable Tracy MacCharles et l'Honorable Bill Mauro

Please find attached a letter from Tracy MacCharles, Minister of Government and Consumer Services and Bill Mauro, Minister of Municipal Affairs.

Please contact us if you need this communication in another format.

Sincerely,

Communications Branch
Ministry of Government and Consumer Services

**Ministry of
Municipal Affairs**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M5G 2E5
Tel.: 416 585-7000
Fax: 416 585-6470

**Ministère des
Affaires municipales**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M5G 2E5
Tél. : 416 585-7000
Télééc. : 416 585-6470



Ontario

**Ministry of Government and
Consumer Services**

Office of the Minister

6th Floor, Mowat Block
900 Bay Street
Toronto, ON M7A 1L2
Tel.: 416-212-2665
Fax: 416-326-1947

**Ministère des Services
gouvernementaux et des
Services aux
consommateurs**

Bureau du ministre

6^e étage, Edifice Mowat
900, rue Bay
Toronto, ON M7A 1L2
Tél. : 416 212-2665
Télééc.: 416 326-1947

MGCS3766MC-2017-797

December 15, 2017

Dear Heads of Municipal Councils:

We are pleased to provide an update on Bill 59, Putting Consumers First Act (Consumer Protection Statute Law Amendment), 2017. Bill 59 made amendments to the City of Toronto Act, 2006 and the Municipal Act, 2001. Upon proclamation, these amendments will allow local municipalities to regulate the location and number of payday loan establishments. We would like to inform you that the government has proclaimed these sections into force effective January 1, 2018.

During consultations to inform the development of Bill 59, the government heard from municipalities that there was interest in an expanded municipal authority to regulate payday lenders. As a government we have listened. We thank municipal leaders for your contributions to protecting consumers and your communities.

Additional regulatory changes to strengthen protection for consumers using payday loans and cheque-cashing services will come into force on July 1, 2018 and include the following:

- It will be mandatory for payday lenders to provide borrowers with an extended payment plan if borrowers take out three or more loans with the same lender within a 63-day period.
- Payday lenders can only lend up to 50 per cent of a borrower's net pay per loan.
- The cost of borrowing a payday loan must be disclosed as an annual percentage rate in advertisements and agreements.
- The maximum fee for cashing government-issued cheques will be capped at \$2 plus one per cent of the face value of the cheque, or \$10, whichever is less.
- It will be mandatory for cheque cashing service providers to provide a receipt when cashing government-issued cheques.

If you have any questions about the amendments, you may contact Ann Missetich, Manager of Consumer and Business Policy via email at Ann.Missetich@ontario.ca or by telephone at 416-326-8868.

Thank you for your continued support of strengthening financial protection for consumers in Ontario's communities. We look forward to continuing to work with you on this important initiative in the future.

Sincerely,

Tracy MacCharles
Minister of Government and Consumer Services

Bill Mauro
Minister of Municipal Affairs

c: Municipal Clerks/CAOs

Maria Flammia

From: Cheryl Bandel
Sent: December-15-17 2:42 PM
To: Maria Flammia; Afreen Raza
Subject: FW: A Message from Deputy Minister Matthew Torigian on the Expansion of the Ontario Naloxone Program

From: MCSCS Feedback <MCSCS.Feedback@ontario.ca>
Date: December 15, 2017 at 2:25:01 PM EST
To: MCSCS Feedback <MCSCS.Feedback@ontario.ca>
Subject: **A Message from Deputy Minister Matthew Torigian on the Expansion of the Ontario Naloxone Program**

Dear CAOs/Clerks:

I am pleased to inform you that on December 7, 2017, the government of Ontario announced an expansion to the Ontario Naloxone Program to provide access to police and fire services.

The expansion will be to the Public Health Unit (PHU) Harm Reduction Program Enhancement, under which PHUs distribute naloxone to eligible community organizations.

Naloxone kits will be offered to interested police services, including municipal and First Nations police services as well as the Ontario Provincial Police. The kits will also be available to interested municipal full-time, composite, and volunteer fire departments, and all northern fire departments.

The intent of this expansion is to make naloxone available to police and fire services to prevent overdoses.

To enroll in this program, police and fire services will need to contact their public health unit, complete a form indicating their interest and enter into an agreement with their local PHU.

Police and fire services have received an All Chiefs Memo/Communique providing further details regarding enrolling in the program. Services will be eligible to order naloxone in early 2018.

For further information on the Ontario Naloxone Program, please visit the Ministry of Health and Long-Term Care website at: <http://www.health.gov.on.ca/en/pro/programs/drugs/naloxone/>.

The Ministry of Community Safety and Correctional Services is committed to keeping communities safe and working together with local partners.

Sincerely,

Matthew Torigian
Deputy Minister of Community Safety
Ministry of Community Safety and Correctional Services

Confidentiality Warning: This e-mail contains information intended only for the use of the individual named above. If you have received this e-mail in error, we would appreciate it if you could advise us through the Ministry of Community Safety and Correctional Services' website at http://www.mcscs.jus.gov.on.ca/english/contact_us/contact_us.asp and destroy all copies of this message. Thank you.

If you have any accommodation needs or require communication supports or alternate formats, please let us know.



MUNICIPAL PROPERTY ASSESSMENT CORPORATION

December 19, 2017

To: Chief Administrative Officers
Chief Financial Officers, Treasurers and Tax Collectors, and Municipal Clerks

From: Carla Y. Nell, Vice-President
Municipal and Stakeholder Relations

Subject: **2017 Year-End Assessment Report for the 2018 Tax Year**

This fall, the Municipal Property Assessment Corporation (MPAC) mailed nearly 900,000 Property Assessment Notices to property owners across Ontario to reflect changes in assessment that have taken place over the last year. We also have recently delivered to Municipalities the Assessment Roll for the 2018 property tax year.

Our commitment to enhancing stakeholder relationships has never been stronger, and under our new strategy, we will continue to formalize a customer relationship strategy based on shared responsibility, mutual understanding and trust.

We have developed the enclosed **2017 Year-End Assessment Report for the 2018 Tax Year** for municipal administration and elected officials to provide an Executive Summary of the work performed by MPAC in 2017, which includes municipal level snapshots of the property class changes unique to your area.

A copy of this report will also be provided to Municipal Clerks for submission to municipal councils in the new year. In the interim, I encourage you to review the report and share your comments or any questions with your local Municipal and Stakeholder Relations team.

Yours truly,

A handwritten signature in black ink, appearing to read "Carla Y. Nell", is positioned above the printed name.

Carla Y. Nell
Vice-President, Municipal and Stakeholder Relations

cc: Regional and Account Managers

2017 Year-End Assessment Report for the 2018 Tax Year

December 2017



MUNICIPAL
PROPERTY
ASSESSMENT
CORPORATION

The Municipal Property Assessment Corporation (MPAC) is an independent, not-for-profit corporation funded by all Ontario municipalities, accountable to the Province, municipalities and property taxpayers through its 13-member Board of Directors.

MPAC's role is to assess and classify all properties in Ontario in compliance with the *Assessment Act* and regulations set by the Government of Ontario. Province-wide Assessment Updates occur every four years and assessment increases are phased-in as part of the four-year cycle.



MPAC's province-wide Assessment Updates of property values have met international standards of accuracy. With more than 1,700 employees in offices across Ontario, we are committed to delivering property assessment excellence, providing outstanding service and earning the trust of property taxpayers as well as municipal and provincial stakeholders.



Learn more at:
mpac.ca
aboutmyproperty.ca

Table of Contents

Introduction	2
Property Assessment Notice Mailing	2
Data Quality Reviews.....	3
Assessment Growth	3
Request for Reconsideration & Appeals	4
Ongoing Review of Key Property Sectors	6
Conclusion.....	7

Introduction

Last year, as part of the 2016 Assessment Update, MPAC mailed a Property Assessment Notice to every property owner in the province, providing assessments to Ontario's more than **5 million properties** with a total assessed value of **\$2.4 trillion**.

As part of our ongoing efforts to ensure assessment accuracy and to increase Roll stability, we are pleased to provide our municipal stakeholders with a snapshot of the key activities undertaken in 2017 to support the delivery of the annual Assessment Roll for the 2018 property tax year and assist municipalities with their 2018 budget and tax planning.

In particular, this report provides an update on the areas that were of key operational focus for MPAC over the course of 2017, including:

- Property Assessment Notice Mailing
- Data Quality Reviews
- Assessment Growth
- Requests for Reconsideration and Appeals
- Ongoing Reviews of Property Sectors

Also attached to this report are two **municipal level assessment snapshots** unique to your area. The first provides the updated 2016 destination Current Value Assessment (CVA) and a comparison of the 2017 and 2018 phased-in assessments.

The second is a comparison of the distribution of the total 2017 and 2018 phased-in assessments, which includes the percentage of the total assessment base by property class.

Property Assessment Notice Mailing

This year marked the second year of MPAC's current four-year assessment cycle and, at MPAC, we take our responsibility to provide quality, traceable property assessments seriously. We know how important it is to our stakeholders that we deliver quality Assessment Rolls each year.

MPAC is legislatively responsible for updating property information even in a year when a province-wide Assessment Update is not taking place.

This year, MPAC has delivered nearly 900,000 Property Assessment Notices for the 2018 tax year to property owners across Ontario to reflect changes in ownership, value, classification and/or school support.

Data Quality Reviews

Having accurate and timely data is a critical part of the assessment process. As part of our quality management practices, our valuation experts complete regular data validations and quality control process checks throughout the year. These validations performed alongside a series of robust quality assurance measures allows for the successful production of Assessment Rolls to municipalities. For example, quality checks are completed to ensure any potential errors within the Year-End Tax File, such as inaccurate addresses, invalid/incompatible characters and school support rounding issues, are identified and resolved prior to releasing the Year-End Tax File.

Our valuation experts carefully review assessments and property classification changes on a routine basis to make certain information is both current and accurate. This level of scrutiny provides confidence that the information in our assessment database is reliable and permits our assessors to respond to any in-cycle changes to valuation or other property changes in an efficient manner.

In addition, MPAC utilizes information, including building permits, vacancy applications, tax applications, etc., that we receive from our municipal stakeholders, in an effort to ensure the accuracy and quality of every Assessment Roll delivered.

Assessment Growth

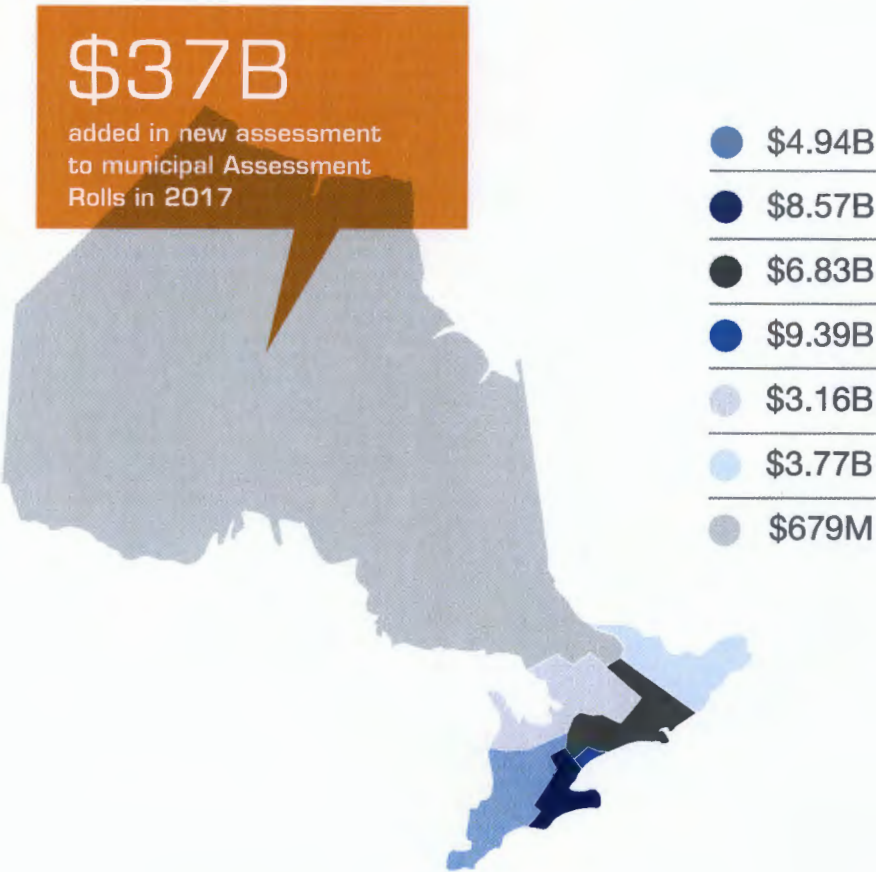
Understanding the importance of new assessment growth as a key source of revenue for municipalities, MPAC strives to deliver value to stakeholders through timely reporting of new assessment forecasts and capturing new assessment growth. This practice is consistent with the key principle of fairness in taxation for all property owners and taxing authorities. MPAC regularly receives and processes information from a number of sources, including building permits, and we have streamlined our processes so that growth is captured in a timely manner.

In 2017, MPAC delivered more than **\$37 billion in taxable assessment growth** to municipalities across the province and have processed more than **85% of this growth within one year of occupancy**.

At the end of the third quarter (as of September 30, 2017), MPAC had processed:

- 34,000 building permits
- 113 subdivision plans
- \$2 billion in condominium growth
- 4,000 tax applications
- 2,000 Vacant Unit Rebate applications

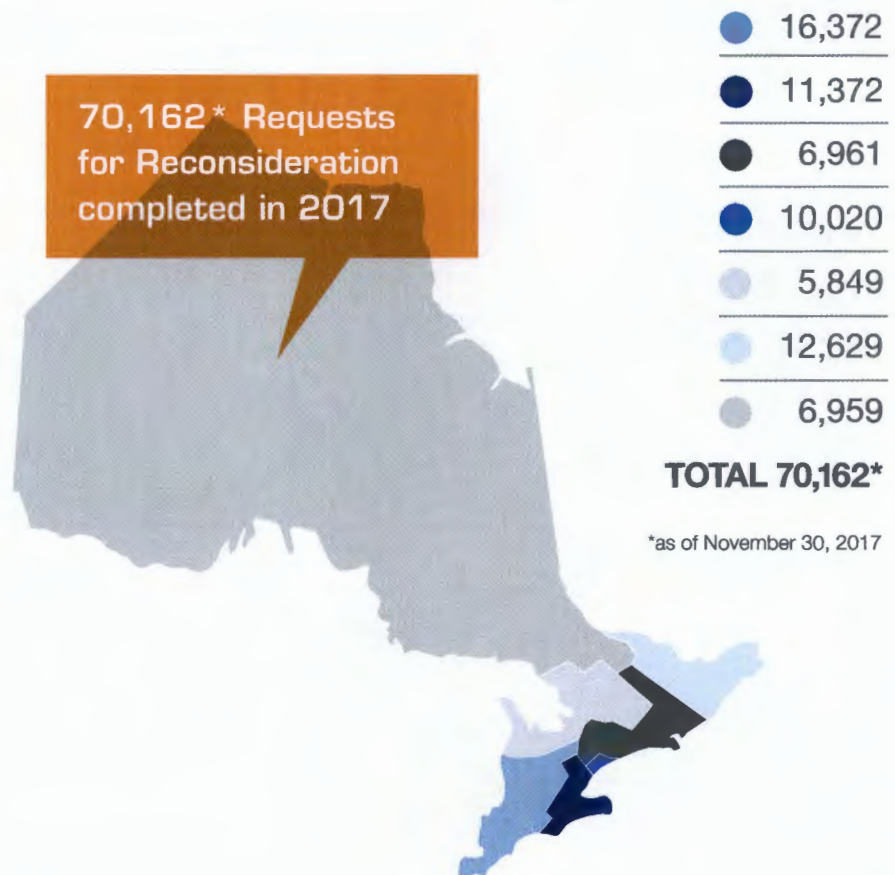
Going forward, through the implementation of our Service Level Agreement for 2018 and beyond, MPAC has committed to delivering preliminary and quarterly forecasting reports to municipalities predicting new assessment growth, which will increase our ability to ensure Roll predictability.



Requests for Reconsideration and Appeals

Another important in-cycle activity is to respond to and process assessment changes, which are primarily the result of Requests for Reconsideration (RfR) and Assessment Review Board (ARB) appeals. This information is reflected through in-cycle maintenance as part of our commitment to maintain and deliver accurate Assessment Rolls.

From January 1 to November 30, 2017, MPAC completed a total of 70,162 RfRs. This reflects 46,093 residential, 7,218 farm and 16,007 business properties, representing less than 1.5% of Ontario's properties.



Across Ontario, on average, 49% of RfRs resulted in a change to the assessment. The average change among these properties was about 14%. The primary reasons for changes include: local market or equity adjustments, changes to reflect updates made to structure property information in our database, as well as other site variables.

As part of our work in support of the 2016 Province-wide Assessment Update, MPAC focused on strengthening our RfR process to enable property owners and MPAC to resolve more issues at the RfR stage and, in the process, reduce the number of issues that go to an ARB appeal. The RfR process is a free review of a property owner's assessment concern, and is a prerequisite for residential, farm and managed forest property owners before filing an appeal with the ARB.

As of October 31, 2017, only 4.3% (2,980) ARB appeals were filed for properties where a RfR has been completed. Overall, appeals have decreased by 44% compared to the last reassessment.

In 2018, MPAC will continue to support and respond to the ARB commitment to improve the appeal process including a strategy to eliminate backlogs and complete appeals within the assessment cycle. The importance of a stable and predictable assessment base is central to MPAC and these areas of focus, in particular the work being undertaken to support the ARB appeal process, are a reflection of our shared commitment to our stakeholders.

Ongoing Review of Key Property Sectors

As part of our ongoing work to maintain Ontario Assessment Rolls, MPAC regularly conducts reviews of properties – both individually and at the sector level. MPAC analyzes information and data that is collected through ongoing meetings with municipal stakeholders, property owners and representatives to discuss reviews and appeals, as well as other developments. Proactively, MPAC also evaluates changing market conditions and economic trends to determine if any potential valuation impacts exist. MPAC completes regular reviews of our property inventory to ensure assessments are up to date and reflective of each properties' current state, in keeping with our legislative mandate. Reviews of this nature are part of our standard operation. Canada's retail environment is a prime example of one property sector experiencing change as a result of an evolving economic landscape. Some of the challenges facing Ontario and the rest of North America include:



View MPAC's latest webinar – [Retail Sector Update](#)

- The closure of major banner retailers
- The entry of new, high-end international retailers into the Canadian marketplace
- Changing shopping patterns of Canadian consumers
- Increased use of online shopping
- A substantial number of appeals filed by owners/operators impacting assessment bases across the province

As a result of changes in the market, the value of big box stores, logistics sector properties, and shopping centres has been affected, which in turn must be reflected in assessed values established by MPAC. In some cases, properties have experienced increases in their assessed values, while in other cases values have decreased. Many of these property types have experienced a change in their assessed value on the Roll returned for 2018 taxation.

Looking Ahead

MPAC appreciates the impact that changes to the retail sector, and other sectors may have on municipalities across the province and, as a result, we continue to work to provide regular updates to all our stakeholders and respond to questions and concerns.

Our valuation experts continue to monitor the Ontario marketplace and review changes that are announced including the recent closure of Sears in October 2017. Similar to Target's departure from the Canadian market, this change may have a significant impact on assessments. MPAC is undertaking a fulsome analysis of this development over the next few months and our Municipal and Stakeholder Relations team will be engaging with municipalities throughout this process.

Conclusion

At the core of our new 2017-2020 Strategic Plan is the theme 'Valuing What Matters Most'. For municipalities, we value building the customer and stakeholder relationship. This means enhancing the transparency of growth forecasts, processing assessment adjustments in a timely way, ensuring traceability and transparency in our assessment methodology and keeping stakeholders apprised of changes in the market that may impact property values.

Through greater collaboration between MPAC and municipalities, we continue to be committed to continuously improve our service to stakeholders and encourage you to share your feedback with us on the delivery of our services.

Your local [Municipal and Stakeholder Relations team](#) is available to support you with any of our products or services. Please contact your Regional Manager, Account Manager, or Account Support Coordinator if you have any questions or would like more information about this report.

APPENDIX 1

Assessment Change Summary by Property Class

Region of Durham

The following chart provides a comparison of the total assessment for the 2016 base years, as well as a comparison of the assessment change for 2017 and 2018 property tax year by property class.

Property Class/Realty Tax Class	2016 Full CVA	2017 Phased-in CVA	2018 Phased-in CVA	Percent Change 2017 to 2018
R Residential	92,936,519,344	76,366,477,177	81,889,825,791	7.2%
M Multi-Residential	2,618,369,860	1,993,032,088	2,201,478,016	10.5%
C Commercial	5,719,767,225	4,991,275,367	5,234,106,009	4.9%
S Shopping Centre	2,725,988,956	2,254,131,206	2,411,417,116	7.0%
D Office Building	278,863,400	253,643,003	262,049,800	3.3%
G Parking Lot	27,769,800	21,774,469	23,772,913	9.2%
X Commercial (New Construction)	837,404,566	749,110,650	778,541,960	3.9%
Z Shopping Centre (New Construction)	400,925,532	346,247,062	364,473,219	5.3%
Y Office Building (New Construction)	10,601,000	9,878,911	10,119,607	2.4%
I Industrial	942,419,400	865,359,827	891,046,354	3.0%
L Large Industrial	687,840,212	653,840,187	665,173,531	1.7%
J Industrial (New Construction)	54,133,700	52,225,447	52,861,533	1.2%
K Large Industrial (New Construction)	22,900,000	22,900,000	22,900,000	0.0%
P Pipeline	209,666,000	195,315,941	200,099,294	2.4%
F Farm	2,563,120,043	1,924,593,806	2,137,435,939	11.1%
T Managed Forests	110,227,900	88,173,627	95,525,062	8.3%
(PIL) R Residential	377,820,300	322,267,912	340,785,377	5.7%
(PIL) C Commercial	562,378,640	524,323,221	537,008,360	2.4%
(PIL) S Shopping Centre	3,259,300	2,972,575	3,068,150	3.2%
(PIL) D Office Building	32,668,100	28,721,390	30,036,960	4.6%
(PIL) G Parking Lot	13,541,100	12,042,975	12,542,350	4.1%
(PIL) X Commercial (New Construction)	3,880,000	3,298,750	3,492,500	5.9%
(PIL) I Industrial	35,603,400	32,173,820	33,317,013	3.6%
(PIL) F Farm	187,572,700	155,841,150	166,418,334	6.8%
E Exempt	4,741,929,925	4,279,843,133	4,433,872,102	3.6%
TOTAL	116,105,170,403	96,149,463,694	102,801,367,290	6.9%

APPENDIX 2

Assessment Base Distribution Summary by Property Class Region of Durham

The following chart provides a comparison of the distribution of the total assessment for the 2016 base year, and the 2017 and 2018 phased-in assessment which includes the percentage of the total assessment base by property class.

Property Class/Realty Tax Class	2016 Full CVA	Percentage of Total 2016 CVA	2017 Phased-in CVA	Percentage of Total 2017 CVA	2018 Phased-in CVA	Percentage of Total 2018 CVA
R Residential	92,936,519,344	80.0%	76,366,477,177	79.4%	81,889,825,791	79.7%
M Multi-Residential	2,618,369,860	2.3%	1,993,032,088	2.1%	2,201,478,016	2.1%
C Commercial	5,719,767,225	4.9%	4,991,275,367	5.2%	5,234,106,009	5.1%
S Shopping Centre	2,725,988,956	2.3%	2,254,131,206	2.3%	2,411,417,116	2.3%
D Office Building	278,863,400	0.2%	253,643,003	0.3%	262,049,800	0.3%
G Parking Lot	27,769,800	0.0%	21,774,469	0.0%	23,772,913	0.0%
X Commercial (New Construction)	837,404,566	0.7%	749,110,650	0.8%	778,541,960	0.8%
Z Shopping Centre (New Construction)	400,925,532	0.3%	346,247,062	0.4%	364,473,219	0.4%
Y Office Building (New Construction)	10,601,000	0.0%	9,878,911	0.0%	10,119,607	0.0%
I Industrial	942,419,400	0.8%	865,359,827	0.9%	891,046,354	0.9%
L Large Industrial	687,840,212	0.6%	653,840,187	0.7%	665,173,531	0.6%
J Industrial (New Construction)	54,133,700	0.0%	52,225,447	0.1%	52,861,533	0.1%
K Large Industrial (New Construction)	22,900,000	0.0%	22,900,000	0.0%	22,900,000	0.0%
P Pipeline	209,666,000	0.2%	195,315,941	0.2%	200,099,294	0.2%
F Farm	2,563,120,043	2.2%	1,924,593,806	2.0%	2,137,435,939	2.1%
T Managed Forests	110,227,900	0.1%	88,173,627	0.1%	95,525,062	0.1%
(PIL) R Residential	377,820,300	0.3%	322,267,912	0.3%	340,785,377	0.3%
(PIL) C Commercial	562,378,640	0.5%	524,323,221	0.5%	537,008,360	0.5%
(PIL) S Shopping Centre	3,259,300	0.0%	2,972,575	0.0%	3,068,150	0.0%
(PIL) D Office Building	32,668,100	0.0%	28,721,390	0.0%	30,036,960	0.0%
(PIL) G Parking Lot	13,541,100	0.0%	12,042,975	0.0%	12,542,350	0.0%
(PIL) X Commercial (New Construction)	3,880,000	0.0%	3,298,750	0.0%	3,492,500	0.0%
(PIL) I Industrial	35,603,400	0.0%	32,173,820	0.0%	33,317,013	0.0%
(PIL) F Farm	187,572,700	0.2%	155,841,150	0.2%	166,418,334	0.2%
E Exempt	4,741,929,925	4.1%	4,279,843,133	4.5%	4,433,872,102	4.3%
TOTAL	116,105,170,403	100.0%	96,149,463,694	100.0%	102,801,367,290	100.0%

Afreen Raza

From: Great Lakes and Water Policy Section (MNR) <mnrwaterpolicy@ontario.ca>
Sent: December-21-17 2:46 PM
To: Great Lakes and Water Policy Section (MNR)
Subject: Notification of Bill 139, the Building Better Communities and Conserving Watersheds Act, 2017 Receiving Royal Assent

Ministry of Natural Resources and Forestry

Water Resources Section
 Natural Resources Conservation Policy Branch
 Policy Division
 Ministry of Natural Resources and Forestry
 300 Water Street,
 Peterborough, ON K9J 8M5
 Telephone: 705-755-1729
 Fax: 705-755-1971

Ministère des Richesses naturelles et des Forêts

Section des ressources en eau
 Direction des politiques de conservation des richesses naturelles
 Division de l'élaboration des politiques
 Ministère des Richesses naturelles et de la Foresterie
 300, rue Water
 Peterborough (Ontario) K9J 8M5
 Téléphone: (705) 755-1729
 Télécopie: (705) 755-1971

C.S. - LEGISLATIVE SERVICES

Original
 To: CIP
 Copy
 To: G. C. Abbott ✓
 B.B. ✓
 S.S. ✓
 J.H. ✓
 Or

TO: All Stakeholders involved in the Conservation Authorities Act Review
RE: Notification of Bill 139, the Building Better Communities and Conserving Watersheds Act, 2017 Receiving Royal Assent

I am pleased to inform you that Bill 139, the *Building Better Communities and Conserving Watersheds Act, 2017* that proposes amendments to the *Conservation Authorities Act* has been passed by the Ontario Legislature and has officially received Royal Assent. In addition to the amendments to the *Conservation Authorities Act*, the legislation also contains changes related to the Local Planning Appeals Tribunal.

The passing of this legislation highlights the completion of the multi-year review of the *Conservation Authorities Act* and is part of a comprehensive suite of proposed changes resulting from the review. The amendments modernize the Act to strengthen oversight and accountability in conservation authority decision making, increase clarity and consistency in conservation authority roles and responsibilities, improve collaboration and engagement, modernize funding mechanisms, and provide flexibility for conservation authorities to adapt to changing circumstances and challenges in the future.

The passing of this legislation is an important achievement that will provide ongoing benefits to Ontarians. While some updated provisions will come into force immediately, other provisions will be phased in over the coming years as supporting regulations and policy is developed. My ministry will continue to engage interested parties to assist in the development of these regulations, policies and guidelines.

If you have any questions regarding the legislative process or the implementation of the amendments, please contact the Water Resources Section at mnrwaterpolicy@ontario.ca.

Thank you again for your support and participation in the review.

Jennifer Keyes
 Manger, Water Resources Section

- July 1, 2019: Date for municipalities to have a finalized strategic asset management policy.
- July 1, 2021: Date for municipalities to have an approved asset management plan for core assets (roads, bridges and culverts, water, wastewater and stormwater management) that discusses current levels of service and the cost of maintaining those services.
- July 1, 2023: Date for municipalities to have an approved asset management plan for all municipal infrastructure assets that discusses current levels of service and the cost of maintaining those services.
- July 1, 2024: Date for municipalities to have an approved asset management plan for all municipal infrastructure assets that builds upon the requirements set out in 2023. This includes a discussion of proposed levels of service, what activities will be required to meet proposed levels of service, and a strategy to fund the activities.

We have also addressed other important feedback heard during consultations, by:

- Removing the requirement for a licensed engineering practitioner to endorse completed asset management plans; and
- Reducing the level of detail required under the financial planning aspects of the regulation.

During our consultations, we also heard that it is important to align the new asset management planning regulation and the asset management planning requirements under O. Reg. 82/98 to the *Development Charges Act, 1997*. In response to this feedback, an amendment has been made to O. Reg. 82/98 to provide that on July 1, 2024, the sections of this regulation that set out the content for asset management plans in respect of transit services will be repealed. After this date, the asset management plan content requirements in respect of transit services in support of development charge by-laws will be found in O. Reg. 588/2017. The repeal of the provisions in O. Reg. 82/98 has been post-dated to align with the date of full phase in of the requirements in O. Reg. 588/2017. The requirements in O. Reg. 82/98 will continue to apply until July 1, 2024 to municipalities that are preparing asset management plans to support a development charge by-law in respect of transit services.

I also wanted to advise that the ministry is planning to collect information from municipal asset management plans, such as levels of service and financial planning information, but this information collection has not been set out in the regulation. We continue to work with our partners at the Ministry of Municipal Affairs to plan for the collection of this information through the Financial Information Return. We are proposing that this information would be collected starting in 2025 (one year after the final requirements of O. Reg. 588/2017 are phased in). After the initial submission in 2025, municipalities would submit asset management planning information every time their plan is updated (at least every 5 years). More information will be provided on the ministry's proposed data collection processes in 2018.

Lastly, we heard that many municipalities will need additional support to help with implementation of O. Reg. 588/2017. To address capacity concerns, we will be providing up to \$25 million over the next five years in dedicated funding for asset management planning tools and supports. This funding will be targeted to build municipal capacity through coaching and communities of practice, as well as support to get planning activities done (e.g. condition assessments) in small communities. More details will be provided in 2018.

O. Reg 588/2017 will provide a strong basis for improved asset management planning and set the stage for advancing Ontario's Municipal Infrastructure Strategy as we work together to address municipal infrastructure challenges collaboratively. If you have any questions, please contact us by emailing MunicipalAssetManagement@ontario.ca.

Sincerely,

[Original signed by]

Bob Chiarelli
Minister

Confidentiality Warning: This e-mail contains information intended only for the use of the individual names above. If you have received this e-mail in error, we would appreciate it if you could advise us through the Minister's website at www.ontario.ca/page/ministry-infrastructure and destroy all copies of this message. Thank you.

Chef du conseil :

Le 13 décembre 2017, la province a approuvé un nouveau règlement concernant la planification de la gestion des biens municipaux (Règlement de l'Ontario 588/2017) pris en application de la *Loi de 2015 sur l'infrastructure au service de l'emploi et de la prospérité*. Ce règlement peut être consulté sur le site Web du ministère en cliquant sur [cet hyperlien](#).

Depuis 2012, l'amélioration de la planification de la gestion des biens est un objectif clé de la Stratégie pour l'infrastructure municipale de la province. En tablant sur cet objectif, le Règlement de l'Ontario 588/2017 aidera les municipalités à déterminer l'ensemble de leurs enjeux en matière d'infrastructure, à mieux comprendre les services importants qui doivent être appuyés à long terme et à rechercher de nouvelles possibilités pour faire face aux enjeux en matière d'infrastructure à l'aide de solutions novatrices.

Le Règlement de l'Ontario 588/2017 a été créé à la suite de plus de un an et demi de consultations avec les municipalités, les intervenants et le grand public. Les nouvelles exigences seront mises en œuvre de façon progressive. Après avoir été avisés par les municipalités que les échéances initiales proposées pour préparer les plans de gestion de biens ne prévoyaient pas assez de temps pour la mise en œuvre, nous avons pris la décision de faire passer la période de mise en œuvre progressive à 6 ans, plutôt que quatre, selon les dates suivantes :

- 1^{er} janvier 2018 : Date d'entrée en vigueur du Règlement (aucune des exigences n'aura à être respectée pendant cette période).
- 1^{er} juillet 2019 : Date à laquelle les municipalités devront avoir terminé l'élaboration de leur politique de gestion stratégique des biens.
- 1^{er} juillet 2021 : Date à laquelle les municipalités devront détenir un plan de gestion des biens approuvé pour leurs principaux biens (routes, ponts et ponceaux, ainsi que la gestion de l'eau, des eaux usées et des eaux pluviales) qui contient les niveaux de services actuels ainsi que les coûts d'entretien de ces services.
- 1^{er} juillet 2023 : Date à laquelle les municipalités devront détenir un plan de gestion des biens approuvé pour tous les biens d'infrastructure municipale qui contient les niveaux de services actuels ainsi que les coûts d'entretien de ces services.
- 1^{er} juillet 2024 : Date à laquelle les municipalités devront détenir un plan de gestion des biens approuvé pour tous les biens d'infrastructure municipale qui s'appuie sur les exigences établies en 2023. Le plan contient une discussion sur les niveaux de

services proposés, les activités qui seront nécessaires pour respecter ces niveaux et une stratégie pour financer ces activités.

Nous nous sommes également penchés sur les commentaires entendus lors des consultations :

- en supprimant l'obligation de faire endosser les plans de gestion des biens par un ingénieur titulaire d'un permis;
- en réduisant le niveau de détail exigé par les dispositions du règlement en ce qui a trait aux aspects de la planification financière.

Lors des consultations, nous avons également entendu qu'il serait important d'aligner le nouveau règlement sur la planification de la gestion des biens et les exigences sur la planification de la gestion des actifs prévues par le Règlement de l'Ontario 82/98 en vertu de la *Loi de 1997 sur les redevances d'aménagement*. En réponse à ces commentaires, une modification a été apportée au Règlement de l'Ontario 82/98 afin d'abroger, le 1^{er} juillet 2024, les dispositions de ce règlement qui stipule le contenu des plans de gestion des actifs à l'égard des services de transport en commun. Après cette date, les exigences stipulant le contenu du plan de gestion des biens pour les services de transport en commun qui appuient les règlements sur les redevances d'aménagement se retrouveront dans le Règlement de l'Ontario 588/2017. L'abrogation des dispositions du Règlement de l'Ontario 82/98 ont été postdatées de façon à s'harmoniser avec la date de mise en œuvre complète des exigences du Règlement de l'Ontario 588/2017. Les exigences du Règlement de l'Ontario 82/98 continueront de s'appliquer jusqu'au 1^{er} juillet 2024 pour les municipalités travaillant à la préparation de plans de gestion des biens pour appuyer les redevances d'aménagement à l'égard des services de transport en commun.

Je voudrais également vous informer que le ministère a l'intention de recueillir des renseignements des plans de gestion des biens des municipalités, comme sur les niveaux de service et la planification financière, mais cette collecte de renseignements n'a pas été précisée dans le règlement. Nous travaillons déjà avec nos partenaires du ministère des Affaires municipales afin de planifier la collecte de ces renseignements au moyen du Rapport d'information financière. Nous proposons que ces renseignements seront recueillis à compter de 2025 (soit un an après que les dernières exigences du Règlement de l'Ontario 588/2017 aient été mises en œuvre). À la suite des soumissions initiales en 2025, les municipalités devront soumettre les renseignements sur la planification de la gestion des biens chaque fois que le plan est mis à jour (soit au moins à tous les 5 ans). Plus de renseignements seront disponibles en 2018 sur les processus de collecte des données proposés par le ministère.

Enfin, nous avons entendu que de nombreuses municipalités auront besoin de soutien supplémentaire pour les aider à mettre en œuvre le Règlement de l'Ontario 588/2017. Pour résoudre les problèmes de capacité, nous comptons fournir jusqu'à 25 millions de dollars de financement réservé aux outils et aux mesures de soutien pour la planification de gestion des biens au cours des cinq prochaines années. Ce financement aura pour but d'accroître la capacité des municipalités à l'aide d'encadrement et de communautés de pratique, ainsi que de mesures de soutien pour mener les activités de planification à bien (p. ex., évaluations de l'état) dans les petites collectivités. Plus de renseignements vous seront fournis en 2018.

Le Règlement de l'Ontario 588/2017 offrira des bases solides pour une planification de la gestion des biens améliorée et ouvrira la voie pour faire progresser la Stratégie pour l'infrastructure municipale de l'Ontario alors que nous travaillons ensemble pour faire face aux enjeux en matière d'infrastructure des municipalités. Si vous avez des questions, veuillez communiquer avec nous par courriel au MunicipalAssetManagement@ontario.ca.

[original signé par]

Bob Chiarelli
Ministre

Avis de confidentialité: Ce courriel contient des renseignements destinés uniquement aux personnes dont le nom figure ci-dessus. Si vous le recevez par erreur, nous vous serions très reconnaissants de nous en aviser en vous servant du lien suivant du site du ministre www.ontario.ca/fr/page/ministere-de-linfrastructure et de détruire toute copie de ce message. Merci d'avance.



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

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

Dear Heads of Municipal Councils:

Ontario continues to prepare for federal legalization of cannabis by moving ahead with its safe and sensible framework to govern the lawful use and retail distribution of cannabis as a carefully controlled substance within the province. On December 12, 2017, Ontario passed legislation that will regulate the lawful use, sale and distribution of recreational cannabis by the federal government's July 2018 deadline.

I am writing to provide you with an update on the provincial work underway to establish a retail and distribution channel for legal cannabis. I would also like to confirm the Province's commitment to engaging with municipalities on funding to help address the incremental costs associated with the implementation of cannabis legalization in Ontario.

Our objectives in the establishment of the retail and distribution system for legal cannabis are to protect youth and eliminate the illegal market. Municipalities are essential partners in the efforts to achieve these goals.

As noted in my October 27 letter, the various engagements the province has had with municipalities have been beneficial. Over the course of November and December, staff from the Ministry of Finance and the Liquor Control Board of Ontario (LCBO) met with staff of the municipalities identified for the initial cannabis retail stores for July 2018. These meetings provided valuable insights on provincial guidelines and areas of local interests that will inform store siting. I would like to thank the staff of these municipalities for their thoughtful feedback.

With the conclusion of the federal government's consultation with provinces and territories on the tax framework, we now have a better understanding of the revenue share to address the costs of legalization. During those discussions, we negotiated for a greater share of revenue on the basis that both the province and municipalities bear incremental costs. We now look forward to engagement with municipalities on a reasonable distribution of the province's share of the federal excise tax revenue. Given the federal government's forecasts of modest revenue and the Federation of Canadian Municipalities' estimated cost projections, our engagement will need to acknowledge that it appears unlikely there will be enough revenue to fully cover the incremental municipal and provincial costs associated with legalization.

.../cont'd

In January 2018, the Ministry of Finance will work with the Association of Municipalities of Ontario and the City of Toronto to launch an engagement process with municipalities on cannabis-related funding. This process will consider what is known about incremental municipal and provincial costs and set out a proposed approach to funding for municipalities that supports our shared policy objectives.

To help guide this engagement, I would like to propose the following principles:

- **Address Implementation Costs** – An approach to funding should acknowledge that the province and municipalities will incur upfront incremental costs as a result of the federal government's decision to legalize cannabis and that a funding approach should focus on helping to address these costs.
- **Respect the Role of Municipalities** – An approach to funding should recognize the efforts of municipalities in their areas of jurisdiction associated with the legalization of cannabis.
- **Align with the Term of the Federal Tax Framework** – An approach to funding should align with the two-year term agreed to between the federal, provincial and territorial governments on the federal excise tax.

As we conclude the holiday season and reflect on the past year, I would like to thank you again for your meaningful engagement with the province as we all prepare for the legalization of cannabis in July 2018. Please accept my best wishes for the New Year.

Sincerely,



Charles Sousa
Minister

- c: The Honourable Yasir Naqvi, Attorney General of Ontario
The Honourable Bill Mauro, Minister of Municipal Affairs
Ali Ghiassi, Chief of Staff, Minister's Office, Ministry of Finance
Scott Thompson, Deputy Minister, Ministry of Finance
Nicole Stewart, Executive Lead, Cannabis Retail Implementation Project,
Ministry of Finance
Lynn Dollin, President, Association of Municipalities of Ontario
Pat Vanini, Executive Director, Association of Municipalities of Ontario
Municipal CAOs and City Managers



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

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

Destinataires : Les dirigeantes et dirigeants des conseils municipaux

Mesdames, Messieurs,

Dans l'optique de la légalisation à venir du cannabis par le gouvernement fédéral, l'Ontario poursuit ses préparatifs en allant de l'avant avec son cadre sûr et judicieux qui régira la consommation légale et la distribution au détail de cannabis récréatif comme substance soigneusement contrôlée dans l'ensemble de la province. Le 12 décembre 2017, l'Ontario a adopté une loi qui réglementera la consommation, la vente et la distribution légales de cannabis récréatif d'ici la date fixée par le gouvernement fédéral pour la légalisation du cannabis, en juillet 2018.

Je vous écris pour faire le point sur les travaux menés par la province pour établir un réseau de distribution et de vente au détail pour le cannabis légal. Je tiens également à vous confirmer la détermination du gouvernement provincial à dialoguer avec les municipalités sur le thème du financement afin d'aider les parties à assumer les coûts supplémentaires liés à la mise en œuvre de la légalisation du cannabis en Ontario.

Nos objectifs pour l'établissement du réseau de vente au détail et de distribution de cannabis légal sont de protéger les jeunes et d'éliminer le marché illégal. Les municipalités sont des partenaires essentiels dans l'atteinte de ces objectifs.

Comme l'indiquait ma lettre du 27 octobre, les discussions diverses que la province a tenues avec les municipalités ont été fructueuses. En novembre et décembre, le personnel du ministère des Finances et de la Régie des alcools de l'Ontario (LCBO) a rencontré des employés des municipalités choisies pour l'installation des premiers magasins de vente de cannabis en juillet 2018. Ces réunions ont permis de recueillir des points de vue utiles sur les directives provinciales et les zones d'intérêt à l'échelon local, ce qui aidera à déterminer les emplacements des magasins. Je tiens à remercier le personnel de ces municipalités de leur rétroaction judicieuse.

À l'issue de la consultation sur le cadre de taxation menée par le gouvernement fédéral avec les provinces et les territoires, nous comprenons mieux la part des recettes qui sera nécessaire pour assumer les coûts de la légalisation. Au cours de ces discussions, nous avons négocié une plus grande part des recettes du fait que la province et les municipalités auront à leur charge des coûts supplémentaires. Nous nous préparons maintenant avec impatience à dialoguer avec les municipalités sur la répartition raisonnable de la part provinciale des recettes tirées de la taxe d'accise fédérale. Compte tenu des recettes limitées anticipées par le gouvernement fédéral et des projections de coûts estimatifs de la Fédération canadienne des municipalités, notre dialogue devra prendre acte de la faible

probabilité que les recettes suffisent à couvrir intégralement les coûts supplémentaires liés à la légalisation du cannabis qui seront supportés par les municipalités et la province.

En janvier 2018, le ministère des Finances collaborera avec l'Association of Municipalities of Ontario et la ville de Toronto pour amorcer un processus de dialogue avec les municipalités sur le financement lié à la légalisation du cannabis. Ce processus étudiera ce que l'on sait des coûts supplémentaires pour les municipalités et la province et établira un projet de mode de financement pour les municipalités à l'appui de nos objectifs stratégiques communs.

Pour mieux orienter ce dialogue, je souhaite proposer les principes suivants :

- Prise en compte des coûts de mise en œuvre – Le mode de financement devrait tenir compte du fait que la province et les municipalités auront à assumer des coûts initiaux supplémentaires liés à la décision du gouvernement fédéral de légaliser le cannabis, et il devrait avoir pour objectif principal d'aider à la prise en charge de ces coûts.
- Respect du rôle des municipalités – Le mode de financement devrait tenir compte des efforts exigés des municipalités dans leurs domaines de compétence pour ce qui a trait à la légalisation du cannabis.
- Alignement avec la durée du cadre de taxation fédérale – Le mode de financement devrait s'aligner sur la durée de deux ans convenue entre les gouvernements fédéral, provinciaux et territoriaux concernant la taxe d'accise fédérale.

Alors que la période des Fêtes s'achève et que nous faisons le point sur l'année écoulée, je tiens à vous remercier de nouveau de votre collaboration productive avec la province dans le cadre de nos efforts pour nous préparer tous à la légalisation du cannabis en juillet 2018. Veuillez accepter mes meilleurs vœux pour la nouvelle année.

Je vous prie d'agréer, Mesdames, Messieurs, l'expression de mes sentiments les meilleurs.

Le ministre des Finances,



Charles Sousa

- c. Yasir Naqvi, procureur général de l'Ontario
Bill Mauro, ministre des Affaires municipales
Lynn Dollin, présidente, Association of Municipalities of Ontario
Pat Vanini, directrice générale, Association of Municipalities of Ontario
Ali Ghiassi, chef de cabinet, Bureau du ministre, ministère des Finances
Scott Thompson, sous-ministre, ministère des Finances
Nicole Stewart, directrice générale – Projet de mise en œuvre de la vente au détail du cannabis, ministère des Finances
DG municipaux, directrices municipales et directeurs municipaux

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

The Regional Municipality of Durham

Minutes

Energy From Waste – Waste Management Advisory Committee

Thursday, November 23, 2017

A meeting of the Energy From Waste – Waste Management Advisory Committee was held on Thursday, November 23, 2017 in the Lower Level Boardroom (LL-C), Regional Headquarters, 605 Rossland Road East, Whitby, at 7:00 PM.

Present: G. Rocoski, Oshawa, Chair
P. Ankrett, Scugog, Vice-Chair
T. Baker, Pickering
W. Bracken, Clarington
E. Collis, Clarington
J. Hicks, Clarington
P. Nelson, Brock
J. Vinson, Clarington

Absent: A. Burrows, Ajax

Non-Voting Members

Present: A. Burke, Senior Planner, Special Projects, Municipality of Clarington
P. Dunn, Senior Environmental Officer, York Durham District Office, Ministry of the Environment and Climate Change
C. Dugas, District Manager, Ministry of the Environment and Climate Change
D. San Juan, Environmental Health Specialist, Health Department, Durham Region
S. Thomas, Project Issues Coordinator, Ministry of the Environment and Climate Change

Staff

Present: G. Anello, Manager, Waste Planning and Technical Services, Works Department, Durham Region
S. Penak, Committee Clerk, Corporate Services – Legislative Services, Durham Region
C. Bandel, Deputy Clerk, Corporate Services- Legislative Services, Durham Region

Also

Present: Councillor John Neal, Regional Councillor, City of Oshawa
M. Neild, Facility Manager, Covanta

1. Declarations of Interest

There were no declarations of interest.

2. Adoption of Minutes

W. Bracken referenced D. Constable's presentation regarding Environmentally Beneficial Use of Bottom Ash as noted on pages 2 and 3, of the September 28, 2017 minutes under Item 4. A) Presentations. She expressed her concerns about the potential impacts of bottom and fly ash on the environment, and the role of the Region in regards to D. Constable's proposal.

Moved by P. Nelson, Seconded by J. Vinson,
That the minutes of the EFW-WMAC meeting held on
Thursday, September 28, 2017, be adopted.

CARRIED

3. Announcements

There were no announcements made.

4. Presentations

A) Gioseph Anello, Manager, Waste Planning and Technical Services,
The Regional Municipality of Durham, re: Durham York Energy
Centre's October 2017 Compliance Source Test Results and
Operations Update

G. Anello provided an update of the Durham York Energy Centre's October 2017 Compliance Source Test Results and Operations Update, and the Report on the Final Review of Assessment Methods for the Durham York Energy Centre Spring 2017 Voluntary Emissions Testing, prepared by AirZone One Ltd. and Adomait Environmental Solutions Inc. A copy of the report was provided to the Committee prior to the meeting.

G. Anello advised that the Air Zone Report, Spring 2017 reported that the source test results were in compliance and the testing was conducted according to standard procedures. He stated that the dispersion modelling was run to replicate results that were obtained by the consultant, Golder Associates and replication was successful, further verifying the facility's Point of Impingement (POI) values are within acceptable Ministry of the Environment and Climate Change POI standards, guidelines and other reference values.

Discussion ensued regarding the air emissions monitoring plan; the reference to the US EPA rather than our Federal or Provincial regulatory agencies; concerns with the methodology used and the results; the reasons for the switch from Maxim to ALS labs; and the status of reconciling the AMESA readings and stack readings.

G. Anello advised that the source test report will be out within the next two weeks and will be posted on the website. He also advised there will be an Information Report regarding the Durham York Energy Centre Compliance Source Test Update included on a future Council Information Package.

5. Delegations

There were no delegations to be heard.

6. Correspondence

There were no items of correspondence items to be considered.

7. Administrative Matters

A) Consideration by EFW-WMAC members for an extension to the current EFW-WMAC term into 2018

As noted on page 5, of the September 28, 2017 minutes under Item 7. A) Administrative Matters, P. Ankrett advised that the current two year term for the membership ends November 2017. Staff drafted a copy of options which was provided to the Committee prior to the meeting for consideration and comments.

Discussion ensued regarding the options for extending the current term as brought forward by staff.

Moved by P. Nelson, Seconded by E. Collis,

That we recommend to Committee of the Whole for approval and subsequent recommendation to Regional Council:

That notwithstanding the Terms of Reference, that the current term of the Energy from Waste – Waste Management Advisory Committee be extended by one year to the end of 2018.

CARRIED

G. Rocoski advised that the Terms of Reference would be considered in the New Year. He asked the Committee to think about the two year term of appointment and if members would be prepared to sign-up for a 4 year term that coincides with the term of Council as opposed to a 2 year term, for discussion at the next EFW-WMAC meeting.

8. Other Business

- A) Update by Gioseph Anello, Manager, Waste Planning and Technical Services, The Regional Municipality of Durham, re: the status of the EFW-WMAC educational tour of the Blackstock landfill
-

G. Anello provided an update on the EFW-WMAC educational tour of the Blackstock landfill.

G. Anello stated that the mining will commence in mid-December so a tour will likely be arranged in March 2018 as the weather will be warmer and members would be able to see some finished product. He advised that M. Smart will send out dates to the Committee in order to arrange a tour.

G. Anello responded to questions regarding the process of digging up the landfill and sorting of the materials; the status of the land and if it would still belong to the Region as a decommissioned landfill; and if any additional testing would be done once the garbage is being burned at the Durham York Energy Centre.

In response to questions, G. Anello advised that given the composition of the waste and the landfill monitoring data obtained to-date it is expected that operations at the Durham York Energy Centre would be continuous and in accordance with steady state conditions. He also advised an amended Environmental Compliance Approval (ECA) was obtained for the landfill mining project.

- B) Update by George Rocoski, EFW-WMAC Chair, re: the annual presentation of the Regional Municipality of Durham's Committee of the Whole meeting of December 6, and the Municipality of Clarington's Council meeting of December 11, 2017
-

G. Rocoski provided an update regarding the annual presentation to the Regional Municipality of Durham's Committee of the Whole meeting on December 6, and the Municipality of Clarington's Council meeting on December 11, 2017. A copy of the draft presentation was provided to the Committee prior to the meeting for their review and comment.

G. Rocoski asked if there were any topics the Committee would like highlighted for the presentation. Discussion ensued and it was the consensus of the Committee that the following topics be highlighted: live-streaming of the EFW-WMAC meetings; status of anaerobic digestion; extension of the term of appointment to the Committee; presentation by D. Constable regarding the use of bottom ash; and dioxin and furan testing results over the past year.

Further discussion ensued on the motion made at the April 20, 2017 EFW-WMAC meeting, that the EFW-WMAC meetings be

livestreamed and archived to the Region's website. Staff advised Information Report #2017-INFO-129: 2017 Committee Web Viewing Statistics to date, will be included on the November 24, 2017 Council Information Package. The report highlights statistics of live viewing and on-demand viewing of the Regional Committee of the Whole and other meetings for 2017 to date and responds to the resolution from the EFW-WMAC. Staff agreed to email a copy of Report #2017-INFO-129 to the Committee.

C) Public Participation at EFW-WMAC meetings

J. Hicks asked if the rules of procedure allows for the public to ask questions of presenters during meetings. Staff informed the Committee that the rules of procedure only allow for members of a Committee to participate at meetings. If a member of the public would like to give input, they can appear as a delegation or presentation, or bring any questions or concerns to a Committee member, staff member or Councillor before or after a meeting.

D) Anaerobic Digestion Request for Information (RFI) Update

In response to a question, G. Anello informed the Committee that the RFI for Anaerobic Digestion is expected to be released next week. It was also questioned when the Solid Waste Servicing and Financing Study would be considered by Committee of the Whole. Staff advised they would look into this and provide the Committee with the Report once it was finalized.

E) Topics of Interest for 2018

P. Ankrett asked the Committee to think of any topics for presentations that they might be interested in hearing and to email him with their suggestions in order to start getting any presentations in place for the 2018 meetings. G. Rocoski said he would also accept any suggestions and submit them to staff.

9. Next Meeting

A) Proposed 2018 meeting dates

A copy of the proposed 2018 meeting dates was provided to the Committee prior to the meeting.

Discussion ensued and the following dates were chosen for 2018:

Thursday, March 1, 2018 from 7:00-9:00 PM;
Thursday, May 24, 2018 from 7:00-9:00 PM; and
Thursday, August 23, 2018 from 7:00-9:00 PM

The next regularly scheduled meeting of the EFW-WMAC will be Thursday, March 1, 2018 in the Lower Level Boardroom (LL-C), at 7:00 PM, Regional Headquarters, 605 Rossland Road East, Whitby.

10. Adjournment

Moved by T. Baker, Seconded by P. Ankrett,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 8:08 PM.

G. Rocoski, Chair, Energy from Waste –
Waste Management Advisory Committee

S. Penak, Committee Clerk

The Regional Municipality of Durham

MINUTES

DURHAM ENVIRONMENTAL ADVISORY COMMITTEE

November 23, 2017

A regular meeting of the Durham Environmental Advisory Committee was held on Thursday, November 23, 2017 in Boardroom 1-B, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:05 PM.

Present: H. Manns, Chair, Clarington
O. Chaudhry, Pickering
S. Clearwater, Whitby, Member at Large
E. McRae, Whitby
K. McDonald, Vice-Chair, Uxbridge
W. Moss-Newman, Oshawa, Member at Large
C. Pettingill, Brock
K. Sellers, Vice-Chair, Ajax
D. Stathopoulos, Member at Large

Absent: G. Carpentier, Scugog
J. Henry, Regional Councillor, City of Oshawa
G. Layton, Uxbridge, Member at Large
K. Murray, Clarington, Member at Large
M. Thompson, Ajax, Member at Large

Also

Present: C. Junop, Youth Member, left the meeting at 8:40 PM

Staff

Present: A. Bathe, Project Planner, Planning & Economic Development Department
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services

1. **Approval of Agenda**

Moved by K. McDonald, Seconded by S. Clearwater,
That the agenda for the November 23, 2017, DEAC meeting, as
presented, be approved.

CARRIED

2. **Declarations of Interest**

There were no declarations of interest.

3. Adoption of Minutes

S. Clearwater referenced Item 7. A) under Other Business in regards to the Systemic Pesticides' Symposium, as noted on page 8, of the October 12, 2017 minutes. She asked that the link to the Task Force on Systemic Pesticides (TFSP) website be included in the minutes, as stated at this meeting.

The Committee Clerk advised the link to the TFSP website will be added to the October 12, 2017 minutes.

Moved by K. Sellers, Seconded by O. Chaudhry,
That the minutes of the regular DEAC meeting held on Thursday,
October 12, 2017, be adopted.
CARRIED

4. Presentations

Michelle Whitbread, City of Oshawa, re: Oshawa Second Marsh Restoration Project

Michelle Whitbread, City of Oshawa, provided a PowerPoint Presentation on the Oshawa Second Marsh restoration project. She advised that the Oshawa Second Marsh is a 137-hectare wetland located along Lake Ontario that offers a habitat for wetland wildlife and is a breeding and migratory area for birds.

M. Whitbread provided an overview on the Second Marsh history and restoration efforts. She reviewed the impacts to the Marsh from the 1960's to the 1970's in regards to pollution, habitat loss and urbanization; the research and studies performed in the late 1970's into the 1980's to save the Marsh; and the City of Oshawa ownership of the Second Marsh in the 1990's.

M. Whitbread stated that in 1992 the City of Oshawa partnered with Ducks Unlimited Canada, the Friends of Second Marsh and Central Lake Ontario Conservation and began monitoring and restoration initiatives. She noted that restoration works included the moving of the outlet, west of the marsh; flow deflection islands; native plantings; and carp barriers. In 1999, additional restoration included the construction of an earthen dyke to move the creek around the marsh; a fish passage; and the installation of a 2-way pump. In 2004 the water level in the Marsh was drawn down to the Lake Ontario water levels to stimulate the Marsh's vegetation growth and to improve its water quality.

M. Whitbread also reviewed the continued efforts to monitor the physical and biological indicators of the Marsh.

M. Whitbread explained how the 2015 to 2017 drawdown of the Marsh water mimicked the rise and fall of the Lake Ontario water levels. She depicted images of the Marsh water drawdown and noted that Google Earth and drones images were and continue to be utilized to capture the changes in the terrain of the Marsh.

M. Whitbread advised that the next steps for the Second Marsh include the management of Phragmites; a plan to deal with the ash trees infested by the Emerald Ash Borer; and a Council proposal to resurrect the Second Marsh lands.

M. Whitbread responded to questions of the Committee regarding the type of contaminants in the water of the Second Marsh; the potential for the return of the carp; if these issues are common to all marshes; the aerial spraying of marshes to protect the waterfowl; why the Farewell Creek was removed from the wetlands' system; and where the drawdown Marsh water is pumped into.

Discussion ensued regarding the use of aerial spraying and ground herbicide treatments at Rondeau Provincial Park located in Chatham-Kent to control invasive phragmites and its impact on vegetation; and stream hydrology.

5. Items for Action

A) Election of the DEAC Chair

C. Tennisco, Committee Clerk, called for nominations for the position of Chair of the Durham Environmental Advisory Committee.

Moved by S. Clearwater, Seconded by O. Chaudhry,
That H. Manns be nominated for the position of Chair of the Durham Environmental Advisory Committee.

Moved by K. McDonald, Seconded by D. Stathopoulos,
That K. Sellers be nominated for the position of Chair of the Durham Environmental Advisory Committee.

Moved by K. McDonald, Seconded by S. Clearwater,
That nominations be closed.

CARRIED

C. Tennisco asked if H. Manns and K. Sellers wished to stand. K. Sellers indicated she did not wish to stand. H. Manns indicated she wished to stand.

H. Manns was acclaimed to the position of Chair.

B) Election of the DEAC First and Second Vice-Chairs

C. Tennesco, Committee Clerk, called for nominations for the position of First Vice-Chair of the Durham Environmental Advisory Committee.

Moved by K. McDonald, Seconded by H. Manns,
That K. Sellers be nominated for the position of First Vice-Chair of the Durham Environmental Advisory Committee.

Moved by W. Moss-Newman, Seconded by C. Pettingill,
That S. Clearwater be nominated for the position of First Vice-Chair of the Durham Environmental Advisory Committee.

Moved by H. Manns, Seconded by S. Clearwater,
That C. Pettingill be nominated for the position of First Vice-Chair of the Durham Environmental Advisory Committee.

Moved by K. McDonald, Seconded by E. McRae,
That nominations be closed.

CARRIED

C. Tennesco asked if K. Sellers, S. Clearwater, and C. Pettingill wished to stand. S. Clearwater and C. Pettingill indicated they did not wish to stand. K. Sellers indicated she wished to stand.

K. Sellers was acclaimed to the position of First Vice-Chair.

C. Tennesco, Committee Clerk, called for nominations for the position of Second Vice-Chair of the Durham Environmental Advisory Committee.

Moved by S. Clearwater, Seconded by K. Sellers,
That K. McDonald be nominated for the position of Second Vice-Chair of the Durham Environmental Advisory Committee.

Moved by K. McDonald, Seconded by O. Chaudhry,
That C. Pettingill be nominated for the position of Second Vice-Chair of the Durham Environmental Advisory Committee.

Moved by W. Moss-Newman, Seconded by H. Manns
That nominations be closed.

CARRIED

C. Tennesco asked if K. McDonald and C. Pettingill wished to stand. K. McDonald indicated she did not wish to stand. C. Pettingill indicated she wished to stand.

C. Pettingill was acclaimed to the position of Second Vice-Chair.

H. Manns assumed the Chair for the remainder of the meeting.

C) Review and Approval of the 2018 DEAC Workplan

A copy of the 2018 DEAC Workplan was received as Attachment #2 to the agenda.

Discussion ensued regarding proposed changes to the 2018 DEAC Workplan.

Moved by O. Chaudhry, Seconded by K. McDonald,
That we recommend to the Committee of the Whole for approval
and subsequent recommendation to Regional Council:

That the proposed 2018 Durham Environmental Advisory Committee (DEAC) Workplan be amended as follows, and as amended, be approved:

Under Section 1. a. Policy Development and Implementation

- Insert the following new items:
 - “Municipal comprehensive review process” after the first bullet; and
 - “Provincial Climate Change guidance materials”, after the Long-Term Energy Plan
- Delete the following items:
 - “Coordinated (Provincial Plans) Review”; and
 - “Source Water Protection Plans”

Under Section 2. a. Community Outreach and Stewardship

High Priority

- Insert the following new item: “Region of Durham Natural Features Map” as the new last bullet; and
- Delete the following item:
 - “Redesign and maintain the Environmental Information Guide, Natural Areas as Neighbours”;

Medium Priority

- Insert the following new item: “Region of Durham Natural Features Map” as the new last bullet; and
- Delete the following items:
 - “Update DEAC website materials”
 - “Natural Heritage Map”; and
- The third bullet be amended to read as follows, “Continue to foster a working relationship with the Durham Agricultural Advisory Committee”

Under Section 3. a. Committee Education & Development

- Delete the third bullet: “Source water protection” and replace with the following new bullet: “Provincial Planning Documents”; and
- Delete the twenty-sixth bullet: “Incineration, gasification and carbonization” and replace with the following new bullet: “Biological and physical decomposition (e.g. anaerobic digestion, waste)”;

Under Section 4. a. Committee Education & Development

- Delete the following words in the fifth bullet: “(e.g. Great Lakes Protection Act)”
- Delete the eighth bullet: “Darlington Nuclear Generation Station Refurbishment” and replace with the following new bullet: “Nuclear Energy Management”;
- Delete the ninth bullet: “Nutrient management planning”; and
- Insert the following new item: “Trails” before the last bullet

Under Section 5. Meeting Schedule

- Update Section 5 to reflect the 2018 meeting schedule dates.

CARRIED

D) 2018 DEAC Terms of Reference

A copy of the proposed 2018 DEAC Terms of Reference was received as Attachment #3 to the DEAC Agenda. A. Bathe provided an overview of the proposed amendments regarding the term of the appointment for the 2 Youth and 1 Post-Secondary Student members outlined in the DEAC Terms of Reference.

Moved by K. Sellers, Seconded by E. McRae,

That we recommend to the Committee of the Whole for approval and subsequent recommendation to Regional Council:

That the proposed revisions to the 2018 Durham Environmental Advisory Committee (DEAC) Terms of Reference as set forth in Attachment #3 of the DEAC Agenda, be approved.

CARRIED

6. Items for Information

A) 2017-INFO-109: Commissioner of Planning and Economic Development – re: Agriculture and Rural Affairs E-Newsletter – October 2017

A copy of Report #2017-INFO-109 of the Commissioner of Planning and Economic Development was received as Attachment #4 to the agenda.

- B) 2017-INFO-113: Commissioner of Planning and Economic Development – re: Building Activity – January to June, 2017, File: D03-02

A copy of Report #2017-INFO-113 of the Commissioner of Planning and Economic Development was received as Attachment #5 to the agenda.

- C) 2017-INFO-114: Commissioner of Planning and Economic Development – re: Monitoring of Growth Trends, File: D01-02-01

A copy of Report #2017-INFO-114 of the Commissioner of Planning and Economic Development was received as Attachment #6 to the agenda.

- D) 2018 DEAC Environmental Achievement Awards Letter & Nomination Form

A copy of the 2018 DEAC Environmental Achievement Awards letter and Nomination form was received as Attachment #7 to the agenda.

A. Bathe advised the 2018 DEAC Environmental Achievement Awards will be held on May 17, 2018. She also advised that in 2018, the Awards letters will be sent electronically and via Public Service Announcements (PSA) and the 2018 Award winners will be asked to prepare a brief video or slideshow to be shown at the Awards ceremony.

It was questioned whether the ability exists for notifications, documents and the DEAC meeting schedule to be offered to the members by providing a link on the DEAC regional website. A. Bathe advised she would look into this with the appropriate staff.

Moved by K. McDonald, Seconded by O. Chaudhry,
That Information Items A) to D) inclusive, be received for
information.

CARRIED

7. Other Business

- A) Ellen McRae – Resignation

E. McRae announced that due to employment obligations she is resigning from the Durham Environmental Advisory Committee.

Chair Manns thanked E. McRae for all her work on the Committee and the Committee wished her the best in her future endeavours.

- B) Top Crop Manager Magazine – Crop Future: Perennial Grain

O. Chaudhry updated DEAC on a proposed vote to ban glyphosate, a herbicide used by farmers and gardeners. A copy of the October 4, 2017 article “UK taxpayers face £228M bill if EU bans weedkiller - despite experts insisting it's SAFE”, featured at express.co.uk, was provided as a handout.

O. Chaudhry also provided a copy of the article “Monsanto’s monster-herbicide blamed for killing millions of Crop Acres”, as a handout for the Committee’s information.

C) Port Granby Project Citizen Liaison Group (CLG)

H. Manns, Chair, advised that the Port Granby Project Citizen Liaison Group (CLG), an initiative of the Port Hope Area Initiative Management Office (PHAI MO), is seeking volunteers for the Port Hope Area Initiative, an environmental clean-up project. Further details are available by contacting the PHAI office.

D) Durham Environmental Advisory Committee (DEAC) and Durham Agricultural Advisory Committee (DAAC) Symposium – February 9, 2018

W. Moss-Newman advised she is currently looking into confirming James Nowlan, Director of the Air Policy and Climate Change, at the Ministry of the Environment and Climate Change, as a keynote speaker for the upcoming Symposium. Discussion followed on the invited speakers confirmed for the event.

It was suggested that the Ontario Climate Change Consortium be contacted as a potential avenue for guest speakers. A. Bathe advised she would follow up with the Consortium.

8. Next Meeting

The next regular meeting of the Durham Environmental Advisory Committee will be held on Thursday, January 18, 2018 starting at 7:00 PM in Boardroom 1-B, Level 1, 605 Rossland Road East, Whitby.

9. Adjournment

Moved by K. Sellers, Seconded by O. Chaudhry,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 8:58 PM

H. Manns, Chair, Durham Environmental
Advisory Committee

C. Tennisco, Committee Clerk

If you require this information in an accessible format, please contact 1-800-372-1102 ext. 2097.

The Regional Municipality of Durham

MINUTES

ACCESSIBILITY ADVISORY COMMITTEE

Tuesday, November 28, 2017

A meeting of the Accessibility Advisory Committee was held on Tuesday, November 28, 2017 in Meeting Room 1-A, Regional Headquarters Building, 605 Rossland Road East, Whitby at 1:02 PM.

Present: M. Sutherland, Oshawa, Chair
S. Sones, Whitby, Vice-Chair left the meeting at 1:35 PM
R. Atkinson, Whitby
S. Barrie, Clarington
M. Bell, DMHS
Councillor J. Drumm left the meeting at 2:28 PM
A. O'Bumsawin, Clarington

Absent: M. Roche, Oshawa

Staff

Present: A. Gibson, Director of Corporate Policy and Strategic Initiatives attended the meeting at 1:44 PM
C. Grimley, Business Analyst, Corporate Services – Information Technology
M. McKnight, Manager, Corporate Services – Information Technology attended for part of the meeting
J. Santos, Manager, Corporate Communications
J. Traer, Accessibility Coordinator, Office of the Chief Administrative Officer
N. Prasad, Committee Clerk, Corporate Services – Legislative Services

1. **Declarations of Interest**

Councillor Drumm made a declaration of interest under the *Municipal Conflict of Interest Act* with respect to any items pertaining to Durham Region Transit. He indicated that his son is employed by Durham Region Transit.

2. **Adoption of Minutes**

Moved by M. Bell, Seconded by S. Sones,
That the following minutes be adopted:

- Minutes of the September 26, 2017 Accessibility Advisory Committee meeting;
- Minutes of the October 24, 2017 Accessibility Advisory Committee meeting; and
- Minutes of the September 26, 2017 Joint Forum of the Accessibility Advisory Committees.

CARRIED

3. Presentation

A) J. Soohoo, eSolutions, regarding the new Regional Website Redesign

J. Soohoo provided an overview of the new regional website and its features. He provided a live demonstration of the accessibility features and requested feedback from Committee members.

Specific website features reviewed are as follows:

- Consistent navigation at the top of the webpages
- Feedback form
- Search features
- News features for road closures etc.
- Email subscription to email updates
- Open data website
- “what’s happening” section
- Footer page
- Sitemap
- A to Z services

The Committee recessed at 1:35 PM and reconvened at 1:45 PM.

J. Soohoo guided the Committee through different scenarios and multiple ways to find information on the website. The Committee was asked to partake in a hands-on exercise that required them to access the following information from the website and to provide their feedback during the exercise:

- Average rent for affordable housing in Durham Region;
- Submit a feedback form;
- Flu shot locations;
- Committee meeting dates, location and time; and
- Subscription to receive email updates to the Region’s Public Service Announcements.

4. Correspondence

There were no items of correspondence to consider.

5. Information Items

A) Update from the Accessibility Coordinator

This item was deferred to the meeting scheduled for January 23, 2018.

6. Discussion Items

There were no Discussion Items.

7. Reports

There were no Reports to consider.

8. Other Business

A) New Appointment to the Accessibility Advisory Committee

J. Traer introduced C. Boose to the Committee. She advised that a report recommending the appointment of C. Boose will be considered at the December Regional Council meeting. Following the adoption of the report, C. Boose will be appointed as a new Accessibility Advisory Committee member.

9. Date of Next Meeting

The next regularly scheduled meeting of the Accessibility Advisory Committee will be held on Tuesday, January 23, 2018 in Meeting Room 1-A, Regional Headquarters Building, 605 Rossland Road East, Whitby, at 1:00 PM.

10. Adjournment

Moved by R. Atkinson, Seconded by S. Barrie,
That the meeting be adjourned.
CARRIED

The meeting adjourned at 3:01 PM

M. Sutherland, Chair
Accessibility Advisory Committee

N. Prasad, Committee Clerk

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

December 5, 2017

A regular meeting of the Durham Agricultural Advisory Committee was held on Tuesday, December 5, 2017 in Boardroom 1-B, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:31 PM

Present: Z. Cohoon, Federation of Agriculture, Chair
D. Bath, Member at Large
J. Henderson, Oshawa
B. Howsam, Member at Large
K. Kemp, Scugog
K. Kennedy, Member at Large
G. O'Connor, Regional Councillor
D. Risebrough, Member at Large
H. Schillings, Whitby
B. Smith, Uxbridge
G. Taylor, Pickering
T. Watpool, Brock, Vice-Chair
B. Winter, Ajax

Absent: E. Bowman, Clarington
I. Bacon, Member at Large
F. Puterbough, Member at Large, Vice-Chair

Staff

Present: K. Kilbourne, Project Planner, Department of Planning and Economic Development
N. Rutherford, Manager, Agriculture and Rural Affairs, Department of Planning and Economic Development
N. Prasad, Committee Clerk, Corporate Services – Legislative Services

1. Adoption of Minutes

Moved by K. Kemp, Seconded by T. Watpool,
That the minutes of the Durham Agricultural Advisory Committee meeting held on November 7, 2017 be adopted.

CARRIED

2. Declarations of Interest

There were no declarations of interest.

3. Presentation

A) Mark Witzel, National Research Council of Canada – Industrial Research Assistance Program

M. Witzel, National Research Council of Canada, provided a PowerPoint presentation to the Committee regarding the Industrial Research Assistance Program (IRAP). He also provided the committee with a viewing of a YouTube video on an IRAP project entitled “Grow Safe”.

M. Witzel stated that the National Research Council of Canada (NRC) provides customized innovations and funding services to accelerate the growth of businesses. He stated that it is done through strategic research and development, technical and advisory services, industrial research assistance program, and science infrastructure. M. Witzel stated that the mission of the NRC is to accelerate the growth of small and medium-sized enterprises by providing them with a comprehensive suite of services and funding.

M. Witzel advised that the NRC can work with farms or companies that service the farms to advance innovations around smart agriculture. He responded to questions regarding the type and amount of funding available as well as how the NRC is funded; and current agriculture projects happening in Durham Region.

B) Gary Valcour, Oshawa Port Authority – Agricultural Sector Needs and Opportunities

G. Valcour stated that the Oshawa Port Authority is Durham’s gateway to world markets through the St. Lawrence Seaway. He stated that the Port is currently under-utilized by the agricultural community as a lot of product is being moved through Hamilton and other places outside of Durham Region when it could be moved through Oshawa. He advised that the Oshawa Port Authority is capable of accommodating product from farmers through their port and would welcome the opportunity to discuss this further with the farming community, and obtain their feedback on ways to encourage more usage.

Discussion ensued regarding the need to accommodate trucks; appropriate storage facilities for grains; containers; and the capability to build appropriate infrastructure.

4. Discussion Items

A) Scan of Municipal Sign By-laws – Provisions for Agricultural Operations

K. Kilbourne provided a detailed handout regarding a jurisdictional scan of area municipal sign by-laws related to agricultural signage. She stated that signage is largely regulated at the area municipal level with the exception of temporary signage on Regional Roads which is regulated by the Regional Temporary Sign By-law. She stated that there is a lot of variation across the Region with respect to sign by-law provisions for agricultural signage and advised that members have the option of pursuing the matter further with their respective area municipalities.

Discussion ensued regarding possible options for encouraging area municipalities to review their sign by-laws to provide exemptions where appropriate for signage on farms including an update to the Regional Agricultural Strategy or by sending a letter to the area municipalities.

B) Climate Change Agricultural Task Force Update

K. Kilbourne advised that there is a list of prospective members for the Climate Adaptation Plan Commercial Agriculture Task Force but there is still a need for representation from Pickering and Ajax. She advised that the workplan is being finalized and the first meeting will be held by the end of January 2018.

C) Joint Workshop with DEAC Update

Z. Cohoon advised that there will be a keynote speaker from the Ministry of the Environment and Climate Change and that the catering will be provided by a Port Perry caterer. He also stated that the Durham Region Roundtable on Climate Change is assisting in sponsoring the event which will allow for an increase in the number of people that will be able to attend. He advised that the next sub-committee meeting will be held in January.

Concerns were raised with regards to the possibility that the Scugog Memorial Library may be too small to accommodate the number of guests. It was suggested that the workshop be held at the Scugog Community Recreation Centre.

D) Rural and Agricultural Economic Development Update

N. Rutherford, Manager, Agriculture and Rural Affairs, Department of Planning and Economic Development, provided the following update:

- The leadership team for the Local Food and Business Retention and Expansion Project has been created. Staff is looking for volunteers to conduct business interviews.

- Leading Livestock Genetics is an alliance of dairy cow and goat breeders. Economic Development staff is supporting them in taking advantage of a new market in Russia.
- Economic Development Division has contracted a company to showcase videos of agriculture in Durham Region. Footage of farms, dairy and cattle are needed.
- Phase 1 of the Regional Broadband Strategy has been completed and Phase 2 will be started soon.
- The UOIT Agricultural Leadership Certificate Program starts in February 2018.

5. Information Items

There were no information items.

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, January 16, 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 K. Kemp,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 9:07 PM

Z. Cohoon, Chair, Durham
Agricultural Advisory Committee

N. Prasad, Committee Clerk

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

The Regional Municipality of Durham

MINUTES

DURHAM REGION ROUNDTABLE ON CLIMATE CHANGE

December 8, 2017

A regular meeting of the Durham Region Roundtable on Climate Change was held on Friday, December 8, 2017 in Boardroom LL-C, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 1:00 PM.

Present: R. Gauder, Citizen Member, Chair
Councillor Ashe, Finance & Administration Committee
G.H. Cubitt, Chief Administrative Officer
C. Desbiens, Citizen Member
Councillor Gleed, Health and Social Services Committee
D. Hoornweg, Citizen Member
J. Kinniburgh, Citizen Member
Councillor Mitchell, Planning & Economic Development Committee
B. Neil, Citizen Member
J. Solly, Citizen Member
Z. Vonkalckreuth, Citizen Member

Absent: Regional Chair Anderson
Councillor Ballinger, Works Committee
T. Hall, Citizen Member
H. Manns, Citizen Member
C. Mee, Citizen Member
R. Plaza, Citizen Member
K. Shadwick, Citizen Member
M. Vroegh, Citizen Member, Vice-Chair

Staff

Present: B. Kelly, Manager of Sustainability, Office of the CAO
A. Gibson, Director of Corporate Policy and Strategic Initiatives, Office of the CAO
J. Green, Project Engineer, Works Department, Region of Durham
J. Presta, Director of Environmental Services
C. Rochon, Program Coordinator, Climate Change, Office of the CAO
S. Penak, Committee Clerk, Corporate Services – Legislative Services

1. Adoption of Minutes

Moved by J. Solly, Seconded by G. Cubitt,
That the minutes of the regular Durham Region Roundtable on
Climate Change meeting held on November 10, 2017, be adopted.
CARRIED

2. Declarations of Interest

There were no declarations of interest.

3. Works Department Energy Management Program

A) Joseph Green, Project Engineer, Works Department, Region of Durham
re: Works Department Energy Management 2017

J. Green provided a presentation titled Works Department Energy Management 2017. A copy of the presentation was provided to the Committee prior to the meeting as Attachment #2 to the Agenda.

Highlights from the presentation included:

- Regional Energy Use – 2016
 - Drivers for Energy Management
- Regional GHG Emissions
- Regional Electricity Overview
- Rate Class Comparison
- Regional Electricity Accounts
- Integrated Resource Recovery (IRR) Study – Phase 2 Courtice WPCP
- Duffin Creek WPCP
 - Embedded Energy Manager
- Where do we go from here

J. Green provided an overview of Durham Region's building energy portfolio, managing electrical costs that minimize the global adjustment charge and energy efficiency projects within the department. J. Green stated that two-thirds of the Region's energy use goes into water and wastewater. He explained that Durham Region chose to become a Class A account on all nine Regional accounts, meaning the Global Adjustment is charged based on Peak Demand Factor. He stated that through active management of the top five peak days an estimated additional \$1.5 million in global adjustment charges was avoided.

J. Green responded to questions of the Committee regarding worst offenders for greenhouse gas emissions; benefits and concerns of becoming Class A on all Regional accounts; challenges of actively managing the five peak days; the source of the greenhouse gas emissions offset from biogas of

approximately 3800 tonnes/year at current utilization; and a corporate Regional target for greenhouse gas emissions reductions.

In response to a question from the Committee, J. Presta agreed to look into who is responsible for monitoring and tracking the transportation side of greenhouse gas emissions so that they could be invited to present to the Committee.

4. DRRCC Work Plan for 2018

A) Brian Kelly, Manager of Sustainability, Region of Durham, re: Draft DRRCC Work Plan 2018

B. Kelly provided an update with respect to the draft DRRCC Work Plan for 2018. A copy of the draft Work Plan was provided to the Committee prior to the meeting as Attachment #3 to the Agenda.

Discussion ensued regarding the process for selecting the next set of Regional elected officials for the Committee; providing information to and supporting other local sustainability committees; and gathering typical household emissions data from the City of Oshawa, Municipality of Clarington and the Town of Whitby as well as the Region of Durham, Province of Ontario and Canada per capita to show how they are all nested together.

It was the consensus of the Committee to add the following item under Outreach Activities to the draft Work Plan:

Outreach Activities:

- Build engagement and strengthen partnerships with area municipalities through outreach and education

Moved by J. Solly, Seconded by B. Neil,

That we recommend to the Committee of the Whole for approval and subsequent recommendation to Regional Council:

That the Durham Region Roundtable on Climate Change Work Plan for 2018, as amended, be endorsed.

CARRIED

5. Other Business

A) University of Ontario Institute and Technology hosting a discussion on energy use and greenhouse gas emissions of houses in Durham Region

D. Hoornweg advised the Committee that the University of Ontario Institute of Technology will be hosting a whole day discussion on energy use and greenhouse gas emissions of houses in Durham Region on May 3, 2018, location to be determined, with a possibility of holding it jointly with the Committee and individuals from the Province. He stated the purpose of the discussion would be to create a baseline of what the houses in Durham Region will be generating per household up to 2050; what could be done to rearrange them or rebuild them out to 2050; and what that would do in terms of energy use and greenhouse gas emissions.

B) New Program Supporting Low-carbon Innovation for Industry: Helping fight climate change and reduce greenhouse gas pollution in Ontario - News Release

B. Kelly advised the Committee that the Ontario Government announced a number of major contributions to greenhouse gas reduction technologies in the industrial sector and that M. Vroegh was in attendance at the press conference in Thorold, Ontario. B. Kelly highlighted the Durham- focused projects that have been announced which included: the Bowmanville Low Carbon Fuels Project at St Marys Cement; Commercial Algae Carbon Capture; Greenhouse Gas (GHG) Reduction in Concrete Project; and General Motors and Integrated Gas Recovery Services Renewable Energy Project. B. Kelly advised the Committee he would email the press release out which included a link to Ontario's Target GHG Program.

C) Climate Change Symposium

B. Kelly advised the Committee that the Durham Environmental Advisory Committee and the Durham Agricultural Advisory Committee have made plans to hold a symposium on climate change February 9, 2018 in the Township of Scugog beginning at 8:30 AM. B. Kelly and C. Rochon will be participating and supporting this event and an invitation will be sent by email to the Committee. He stated that they have arranged for Al Douglas, Director, Ontario Centre for Climate Impacts and Adaptation Resources (OCCAR) to be one of the featured speakers. B. Kelly said that having the symposium in one of the Northern jurisdictions will attract the agricultural community.

Questions were raised regarding having the February 9, 2018 Durham Region Roundtable on Climate Change meeting in the Township of Scugog after the symposium. Staff will follow-up in regards to the logistics of an offsite meeting.

D) Ministry of Industry and Technology Proposal

D. Hoornweg advised of a call for funding proposal from the Ministry of Industry and Technology due December 9, 2017. He advised that he and two others submitted a proposal before today's meeting and included the Region of Durham. He stated the proposal is for technology software development in an integrated mobility platform for ride sharing and includes the City of Oshawa, Municipality of Clarington, Ontario Power Generation and University of Ontario Institute of Technology. D. Hoornweg stated the conservative estimate of 3-5 million tonnes per year in greenhouse gas emissions could be saved on ride sharing in the Toronto Region. He advised they will know in three days if their proposal passes to next round, and he will update B. Kelly on the status of the proposal.

6. Date of Next Meeting

The next regular meeting of the Durham Region Roundtable on Climate Change will be held on Friday, January 12, 2018 starting at 1:00 PM in Room LL-C, Regional Headquarters Building, 605 Rossland Road East, Whitby.

7. Adjournment

Moved by G. Cubitt, Seconded by D. Hoornweg,
That the meeting be adjourned.
CARRIED

The meeting adjourned at 2:25 PM.

R. Gauder, Chair, Durham Region
Roundtable on Climate Change

S. Penak, Committee Clerk