



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

December 3, 2021

Information Reports

- 2021-INFO-124** Commissioner of Planning and Economic Development – re: Durham Region Realtor and Developer Event Summary
- 2021-INFO-125** Commissioner and Medical Officer of Health – re: Canadian Cancer Statistics 2021
- 2021-INFO-126** Commissioner and Medical Officer of Health – re: Global Road Safety Plan for the Decade of Action for Road Safety
- 2021-INFO-127** Commissioner and Medical Officer of Health – re: Food Banks Canada HungerCount 2021 Report

Early Release Reports

There are no Early Release Reports

Staff Correspondence

1. Correspondence from Gioseph Anello, Director, Waste Management Services, Durham Region, and Laura McDowell, Director, Environmental Promotion and Protection, York Region, and William Marsden, Interim Facility Manager, Covanta Durham York Renewable Energy Limited Partnership – re: Durham/York Energy from Waste Project, Submission of the 2021 Odour Management and Mitigation Monitoring Report, Environmental Assessment Condition 18, MECP File #: EA-08-02 - [Durham York Energy Centre 2021 Odour Management and Mitigation Monitoring Report](#)
2. Correspondence from Gioseph Anello, Director, Waste Management Services, Durham Region, and Laura McDowell, Director, Environmental Promotion and Protection, York Region, – re: Durham/York Energy from Waste Project, Ambient Air Monitoring 2021, Third Quarterly Report (Q3) (Environmental Assessment Condition 11), MECP File #: EA-08-02 - [Durham York Energy Centre 2021 Q3 Ambient Air Monitoring Report](#)

3. Correspondence from Gioseph Anello, Director, Waste Management Services, Durham Region, – re: Submission of the Regional Municipality of Durham’s Waste Diversion Program Monitoring Report for 2020, Environmental Assessment Condition of Approval #10, MECP File #: EA-08-02 - [Durham Region 2020 Waste Diversion Program Monitoring Report](#)
4. Correspondence from Laura McDowell, Director, Environmental Promotion and Protection, York Region, – re: Durham York Energy Centre Facility, Submission of the Regional Municipality of York Waste Diversion Program Monitoring Plan (Environmental Assessment Condition 10), MECP File #: EA-08-02 - [York Region 2020 Waste Diversion Program Monitoring Report](#)
5. Correspondence from Gioseph Anello, Director, Waste Management Services, Durham Region, and Laura McDowell, Director, Environmental Promotion and Protection, York Region, – re: Durham/York Energy from Waste Project, Compliance Monitoring Report (Environmental Assessment Condition 5: Compliance Reporting), MECP File #: EA-08-02 [Durham York Energy Centre 2021 Annual Compliance Monitoring Report](#)
6. Correspondence from Gioseph Anello, Director, Waste Management Services, Durham Region, and Laura McDowell, Director, Environmental Promotion and Protection, York Region, – re: Durham/York Energy from Waste Project, Ambient Air Monitoring 2021, Second Quarterly Report (Q2) (Environmental Assessment Condition 11), MECP File #: EA-08-02 [Durham York Energy Centre 2021 Q2 Ambient Air Monitoring Report](#)
7. Memorandum from Gary Williams, Director of Corporate Communications – re: Corporate Communications Wins Industry Awards

Durham Municipalities Correspondence

1. Town of Ajax – re: Resolution passed at their Council meeting held on September 21, 2021, regarding reducing litter at ‘Super’ Community Mailboxes
2. City of Pickering – re: Resolution passed at their Council meeting held on November 22, 2021, Regarding Proof of Vaccination for all Participants in Organized Sports
3. Township of Brock – re: Resolution passed at their Council meeting held on November 22, 2021, acknowledging receipt of the October 27, 2021, correspondence from the Region of Durham regarding the Proposed Study of the Current Policy/Practice for Streetlighting on Regional Roads

Other Municipalities Correspondence/Resolutions

1. Township of Lake of Bays – re: Resolution passed at their Council meeting held on November 9, 2021, in support of the Township of Adelaide Metcalfe request for the Federal and Provincial Government Funding of Rural Infrastructure Projects

2. **Town of Georgina** – re: Resolution passed at their Council meeting held on September 22, 2021, regarding the Lack of Recycling Options – Agricultural Bale Wrap and Twine and Boat Shrink Wrap
3. **City of Kitchener** – Resolution passed at their Council meeting held on November 22, 2021, regarding Fire Safety Measures
4. **City of Kitchener** – re: Resolution passed at their Council meeting held on November 22, 2021, regarding Conversion Therapy
5. **City of St. Catharines** – Resolution passed at their Council meeting held on November 15, 2021, regarding National Childcare Program

Miscellaneous Correspondence

1. **Esther Forde, Chair, Durham Black History Month Committee** – re: Invitation to Regional Chair Henry and Regional Council to the 15th Annual Durham Black History Month Celebration, February 5, 2022, at 7 p.m. and February 6, 2022, at 2 p.m.

Advisory / Other Committee Minutes

1. Durham Agricultural Advisory Committee (DAAC) minutes – **November 9, 2021**
2. Durham Nuclear Health Committee (DNHC) minutes – **November 19, 2021**

Members of Council – Please advise the Regional Clerk at clerks@durham.ca, if you wish to pull an item from this CIP and include on the next regular agenda of the appropriate Standing Committee. Items will be added to the agenda if the Regional Clerk is advised by Wednesday noon the week prior to the meeting, otherwise the item will be included on the agenda for the next regularly scheduled meeting of the applicable Committee.

Notice regarding collection, use and disclosure of personal information:

Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will become part of the public record. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2021-INFO-124
Date: December 3, 2021

Subject:

2021 Durham Region Realtor and Developer Event Summary

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The purpose of this report is to advise Council of the outcomes of the Durham Region Realtor and Developer Event, presented by the Durham Economic Development Partnership (DEDP), that was held on October 28th, 2021.

2. Background

2.1 The DEDP is a group of Regional and Area-Municipal economic development staff which has been meeting formally since 2006 and collaborating to deliver joint and coordinated economic development programming and undertaking major projects to improve competitiveness and investment readiness.

2.2 On March 7, 2019 members of the DEDP met to develop a recommended plan of action for joint programming which would position Durham Region's economy for the future. This proposed plan of action was shared with the Regional Chair, area municipal Mayors, and CAOs, who provided comments and input into the plan and strategic priorities.

- 2.3 One of the key action items identified was “Events for Key Audiences”. The Greater Toronto Area’s Realtor and Developer Community was identified as a key audience to target with messaging about opportunities in Durham Region.
- 2.4 COVID-19 has created both opportunities and challenges in holding events to connect with key audiences. As a result of the pandemic restrictions, the DEDP agreed to plan for and hold a virtual event targeting the GTA Realtor and Developer Community.

3. Durham Region Realtor Developer Event: Overview and Outcomes

- 3.1 On October 28, 2021, the DEDP delivered a 1.5 hour virtual event on the Microsoft Teams platform. The agenda was designed to be content rich and interactive to keep the audience engaged. The agenda included:
- a. Videos highlighting Durham Region’s value proposition and post-secondary talent;
 - b. Opening remarks from the Regional Chair;
 - c. Durham’s core value proposition for investment: Booming Growth, History of Innovating, In-Demand, and Talent; presented by Simon Gill, Director, Economic Development and Tourism;
 - d. An interactive audience poll;
 - e. Presentations from each of Durham’s 8 area municipalities, highlighting recent success stories and specific investment opportunities and desirable development areas; and
 - f. A presentation by Region of Durham Economic Development and Tourism Staff.
- 3.2 DEDP shared the responsibility of marketing the event through various social media channels and through direct outreach and invitations to contacts in the Realtor and Developer community. Overall, this resulted in 367 unique registrants for the virtual event and on the day of the event, there were approximately 180 attendees.
- 3.3 At the close of the virtual event, attendees were asked to fill out a post-event survey to provide feedback on the value of the event. The response rate for the survey was high, with feedback from 110 attendees.
- 3.4 The post-event survey was open for one week following the event. Overwhelmingly, the feedback from the event was very positive. Highlights from the survey are:

- a. 99% of respondents rated the value of the event as 'excellent' (81) or 'good' (28).
- b. When asked if they learned something about the region that they did not know before, 99% of respondents said 'yes'.
- c. 95% of respondents would attend a similar event organized by DEDP in the future.

3.5 Survey respondents were also asked to provide any other written comments or feedback. Again, the responses were all positive and highlighted that this type of event was well received and valuable to the Realtor and Developer community. Over 100 of the respondents indicated they would like to sign up for the Invest Durham e-newsletter, further demonstrating the event was valuable and reached a new audience.

3.6 Following the event, supplemental information was provided to all 367 registrants of the event which included a link to the ['Realtor and Developer Event Toolkit'](#). This online toolkit includes a recording of the event, specific data and other information relevant to investment decisions. It also includes downloadable copies of the presentation slides. The email had an open-rate of 74% and, to-date, there have been 200 unique visits to the page to download the materials.

4. Previous Reports and Decisions

4.1 [#2019-EDT-10](#) Durham Economic Development Partnership (DEDP) Four-Year Strategic Priorities

5. Relationship to Strategic Plan

5.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

- a. Goal 3: Economic Prosperity: To build a strong and resilient economy that maximizes opportunities for business and employment growth, innovation and partnership.

6. Conclusion

- 6.1 DEDP continues to work on actions related to the four-year strategic goals. Based on the success of the Realtor and Developer event, the DEDP is planning a similar event for 2022 with tentative plans to return to in-person format, and continue to build relationships with the broader Realtor and Developer community across the Greater Toronto and Hamilton Area.

Respectfully submitted,

Original signed by

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

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3111



The Regional Municipality of Durham Information Report

From: Commissioner & Medical Officer of Health
Report: #2021-INFO-125
Date: December 3, 2021

Subject:

Canadian Cancer Statistics 2021

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 To provide an update on the report: [Canadian Cancer Statistics 2021](#), which was released by the [Canadian Cancer Society](#) (CCS) and Government of Canada on November 3, 2021.

2. Background

2.1 CCS is a national charitable organization that supports people living with cancer across the country. CCS releases an annual report documenting the most recent national cancer-related statistics.

2.2 CCS's 2021 statistics report was developed by the CCS Advisory Committee in collaboration with CCS, [Statistics Canada](#), and the [Public Health Agency of Canada](#).

3. Report Highlights

3.1 Cancer is by far the leading cause of death among Canadians.

- a. It is estimated that about 2 in 5 Canadians will develop cancer in their lifetime, and about 1 in 4 Canadians will die from cancer.
- b. In 2021, it is expected that 229,200 Canadians will be diagnosed with cancer and 84,600 will die from the disease.

3.2 Lung and bronchus (lung), breast, colorectal, and prostate cancers account for almost half of all new cancer cases diagnosed.

- a. Lung cancer is the leading cause of cancer death. In 2021, it is projected that lung cancer will account for 12.5 per cent of new cancer cases in men and 13.3 per cent in women. Despite these facts, there has been a substantial decrease in the lung cancer death rate in males over the past 35 years and females in recent years.
- b. Breast cancer rates have shown a small but statistically significant decline between 1991 and 2017 each year. Still, this year, breast cancer is projected to be the most diagnosed cancer in females, accounting for 25 per cent of new cases.
- c. Colorectal cancer incidence rates have been either declining or steady since 1984. Death rates are also decreasing. These improvements are likely due in part to increased screening. Still, in 2021, colorectal cancer is projected to account for 10 per cent of new cancer cases among females and 11.6 per cent among males.
- d. For prostate cancer, significant progress has been made saving people's lives. Since its peak in 1995, the prostate cancer death rate has declined by 50 per cent. This improvement reflects advancements in research that led to life-saving treatments. Still, unfortunately, an estimated 4,500 will die from prostate cancer this year.

3.3 In general, cancer survival rates have improved. In the early 1990s, the five-year net survival for all cancer combined was only 55 per cent, but current estimates show that it has reached 64 per cent.

3.4 Survival rates vary by cancer type. For example, thyroid cancer and testicular cancer both have five-year net survival rates of 97 per cent, whereas esophageal and pancreatic cancers have lower five-year survival rates (i.e., 16 per cent and 10 per cent respectively).

3.5 Cancer impacts groups differently:

- a. Males are more likely to be diagnosed with cancer than females. Females are more likely to survive cancer than males.
- b. About 90 per cent of cancer diagnoses occur among Canadians who are aged 50 or older; however, its impact on young people can be particularly devastating. In 2019, cancer was the leading cause of disease-related death in children under the age of 15 years.
- c. Across Canada, cancer incidence and death rates are generally higher in the east than in the west.

- 3.6 Cancer incidence, mortality and survival vary across socio-economic status, racialized, ethnic and under-represented populations. At this time, the authors note that data needed to estimate population subgroup rates and meaningfully compare the differences among population groups are limited or lacking.
- 3.7 Measuring the impact of cancer is vital for developing and evaluating health policy, helping decision-makers assess the type and amount of health resources needed, informing health research priorities, and evaluating cancer interventions and outcomes.
- 3.8 CCS notes that the effect of the pandemic on cancer diagnosis and control is an important issue that will need to be explored when data are available in the future.

4. Conclusion

- 4.1 Effective cancer surveillance and organized population-based prevention, treatment, and screening programs is critical to reduce the burden of disease in Canada.
- 4.2 Local cancer rates and screening data are available on the [Health Neighbourhoods](#) and [Durham Health Stats](#) webpages.
- 4.3 Federal, provincial, and local data inform Durham Region Health Department's chronic disease prevention programs.

Respectfully submitted,

Original signed by

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

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3111



The Regional Municipality of Durham Information Report

From: Commissioner & Medical Officer of Health
Report: #2021-INFO-126
Date: December 3, 2021

Subject:

Global Road Safety Plan for the Decade of Action for Road Safety

Recommendation:

Receive for information

Report:

1. Purpose

1.1 To provide an update on the [Global Road Safety Plan for the Decade of Action for Road Safety](#), released on October 28, 2021.

2. Background

2.1 Globally, road traffic deaths are the leading killer of children and young people worldwide. Over 3,500 people die every day on the roads, which amounts to nearly 1.3 million preventable deaths and an estimated 50 million injuries annually.

2.2 In September 2020, the United Nations (UN) General Assembly adopted resolution [A/RES/74/299](#) "Improving global road safety", calling the years 2021 to 2030 the "[Decade of Action for Road Safety](#)". The associated goal is to prevent at least 50 per cent of road traffic deaths and injuries by 2030.

2.3 The [World Health Organization](#) (WHO), the UN regional commissions, partners in the [UN Road Safety Collaboration](#), and other relevant stakeholders worked together to develop "[The Global Plan](#)" to guide and support the objectives of the decade for action.

3. Global Plan Highlights

- 3.1 The Global Plan calls on governments and stakeholders to prioritize and implement an integrated Safe System approach that positions road safety as a key driver of sustainable development.
- 3.2 A Safe System approach should:
 - a. Anticipate and plan for human errors;
 - b. Design roads and vehicles in a way that limits vehicle crash forces to a level that prevents death or serious injury;
 - c. Design and maintain roads, manufacture vehicles, and administer programs prioritizing safety so that the entire system is responsible for preventing injury and death, rather than blaming road users;
 - d. Commit to proactive and continuous improvements to roads and vehicles so that the entire system is made safer; and
 - e. Adhere to targets that believe the transport system should produce zero deaths or serious injuries.
- 3.3 The Global Plan describes evidence-based solutions to prevent road trauma, which include:
 - a. Encouraging multimodal transport and land-use planning;
 - b. Improving the safety of road infrastructure;
 - c. Ensuring vehicle safety;
 - d. Ensuring roads are used more safely; and
 - e. Improving the post-crash response.
- 3.4 The Global Plan also highlights what is needed to achieve a safe system. This includes appropriate financing, legal frameworks, speed management, capacity development, and adapting technologies.
- 3.5 Additionally, the Global Plan highlights the existence of gender differences in road injury patterns (e.g., women have 47 per cent higher risk of serious injury in a car crash than men). This may be the result of differences in the male versus female skeleton, and/or safety practices which only use models of the average male to test vehicles. WHO therefore asserts that a Safe System approach needs to consider gender differences in transport planning.
- 3.6 Road injuries and death in low- and middle-income countries are a key priority in WHO's Global Plan since they account for more than 90 per cent of all road traffic deaths despite having less than 60 per cent of the world's motor vehicles.

4. Relationship to Strategic Plan

- 4.1 This report relates to the following strategic goal and priority in the Durham Region Strategic Plan:

- a. Goal 2: Community Vitality: 2.2 Enhance community safety and well-being.

5. Conclusion

- 5.1 Durham Region Health Department (DRHD) monitors and reports on road safety information, which can be accessed on durham.ca. This includes statistics on cell phone use while driving, hospital and Emergency Department visits related to cycling, pedestrians and motor vehicles, driving when tired, and seat belt use in passengers and drivers.
- 5.2 The Region's [Durham Vision Zero Strategic Road Safety Action Plan](#) aligns with the solutions described in the Global Plan.
- 5.3 Aside from preventing injuries and deaths, there are multiple co-benefits associated with road safety interventions. This includes improving walkability and physical activity, reducing green house gas emissions, economic savings, and even equity. DRHD's [Healthy Communities](#) webpage shows how the built environment can help residents stay healthy. Many of the healthy built environment interventions also improve road safety (e.g., pedestrian and cyclist paths, pedestrian crossings, and speed bumps). The webpage encourages residents to participate in community engagement opportunities at the local level to provide feedback on building healthier communities.

Respectfully submitted,

Original signed by

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

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3111



The Regional Municipality of Durham Information Report

From: Commissioner & Medical Officer of Health
Report: #2021-INFO-127
Date: December 3, 2021

Subject:

Food Banks Canada HungerCount 2021 Report

Recommendation:

Receive for information

Report:

1. Purpose

1.1 To provide an update on [Food Banks Canada HungerCount 2021 Report](#), released on October 28, 2021.

2. Background

2.1 [Food Banks Canada](#) (FBC) is a national charitable organization that works with provincial associations, food banks, and food agencies to relieve hunger.

2.2 FBC conducts a national annual survey of most food bank agencies, organizations and programs, called HungerCount. The HungerCount provides a point in time snapshot of food bank use in Canada and the related final report offers recommendations for change.

3. Report Highlights

3.1 Findings from the 2021 HungerCount show that food bank visits increased by approximately 20 per cent since 2019, with over 1.3 million visits to food banks in March 2021 alone.

3.2 FBC explains that recent increases in visits to food banks are attributable to low income combined with the rapidly rising cost of living.

- 3.3 In March 2020, income supports created in response to the COVID-19 pandemic, such as the Canadian Emergency Response Benefits (CERB) and housing relief measures, temporarily flattened food bank visits. However, after CERB ended, pandemic-related lockdowns and unemployment persisted and food bank visits trended upward again.
- 3.4 The provinces of Alberta, Ontario and Quebec experienced the largest increase in need for food compared to 2019 numbers.
- 3.5 In larger urban centres, 28 per cent of food banks saw visits more than double compared to 2019. Clients in these areas were more likely to: need help due to job loss or reduced work hours; identify as racialized; and live in two-parent households with children.
- 3.6 Food banks in smaller urban centres and rural areas were more likely to see people with disabilities and seniors. This trend is associated with stagnant incomes that fail to keep pace with the rising cost of living. This trend was impacting seniors and people with disabilities prior to the pandemic.
- 3.7 FBC also shared demographic information to provide a picture of who is using food banks in Canada:
 - a. Approximately 33 per cent of food bank users were children.
 - b. Approximately 46 per cent of food bank users were single adult households.
 - c. Just over half of food bank users were on social assistance or disability-related supports.
 - d. There was a decrease in food bank use among Indigenous populations compared to previous years, dropping from 15 per cent in 2019 to eight per cent in 2021. While Indigenous populations continue to face disproportionate inequities, improved income security programs combined with local, community-led food initiatives have helped improve food security among Indigenous populations.
- 3.8 FBC makes the following recommendations for change:
 - a. Immediately implement a support program for renters living on a low income.
 - b. Modernize and expand supports for low wage and unemployed workers.
 - c. Progress towards a minimum income floor to break the cycle of poverty and food insecurity.
 - d. Increase supports for low-income single adults.
 - e. Enhance measures to reduce northern food insecurity.

4. Relationship to Strategic Plan

- 4.1 This report relates to the following strategic goal and priority in the Durham Region Strategic Plan:

- a. Goal 2: Community Vitality: 2.4 Influence the social determinants of health to improve outcomes for vulnerable populations.

5. Conclusion

- 5.1 Since food security is an important social determinant of health, and because hunger has risen throughout the pandemic, Durham Region Health Department (DRHD) is monitoring food security information from federal, provincial, and local sources.
- 5.2 DRHD's [Food Poverty](#) webpage provides information about food security in Durham Region and its connection to health, including the 2019 [The Price of Eating Well in Durham Region](#) report and [infographic](#) that provides a snapshot of the current state of local food poverty.
- 5.3 When DRHD is able to shift focus from pandemic response and turn to recovery efforts, it will identify priorities to address the needs of vulnerable populations, including reporting on food poverty.

Respectfully submitted,

Original signed by

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

If you require this information in an accessible format, please contact The Regional Municipality of Durham at 1-800-372-1102 ext. 3560.



November 26, 2021

Lisa Trevisan, Director, Central Region
Ministry of the Environment, Conservation and Parks
Place Nouveau
5775 Yonge Street, Floor 8
Toronto, Ontario M2M 4J1

and

Kathleen O'Neill, Director
Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West, Floor 1
Toronto, Ontario M4V 1P5

Dear Ms. Trevisan and Ms. O'Neill:

**RE: Durham/York Energy from Waste Project
Submission of the 2021 Odour Management and Mitigation Monitoring Report
Environmental Assessment Condition 18
MECP File #: EA-08-02**

In accordance with Condition 18.5 of the Environmental Assessment (EA) Notice of Approval for the Durham York Energy Centre (DYEC), we are pleased to submit the enclosed DYEC 2021 Odour Management and Mitigation Monitoring Report covering the period from November 2020 through October 2021.

In accordance with the Notice of Approval 8.8(j), this submission will be forwarded to the Energy from Waste Advisory Committee for information. It will also be posted to the [Durham York Energy Centre website](http://durhamyorkwaste.ca) (durhamyorkwaste.ca) in accordance with Environmental Compliance Approval Condition 7(14)(c).

We trust that this report meets the expectations of the Ministry of the Environment, Conservation and Parks (MECP) as outlined in the EA Notice of Approval.

If you require additional information, please contact the undersigned.

Sincerely,

Original signed by:

Gioseph Anello, M.Eng., P.Eng., PMP
Director, Waste Management Services

The Regional Municipality of Durham
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Original signed by:

Laura McDowell, P.Eng.
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Original signed by:

William Marsden, Interim Facility Manager
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- c. C. Dugas, Manager, York Durham District Office, MECP
P. Martin, Supervisor, Air, Pesticides, and Environmental Planning, MECP
E. Lee, Regional Environmental Planner, MECP
P. Dunn, Senior Environmental Officer, York Durham District Office, MECP
J. Butchart, Issues Project Coordinator, York Durham District Office, MECP
G. Battarino, Special Project Officer, Project Coordination, MECP
L. Kwan, Environmental Specialist, Covanta
Energy from Waste Advisory Committee (EFWAC)
C. Raynor, Regional Clerk, The Regional Municipality of York
R. Walton, Regional Clerk, The Regional Municipality of Durham

Enclosure

If you require this information in an accessible format, please contact The Regional Municipality of Durham at 1-800-372-1102 ext. 3560.



November 12, 2021

Lisa Trevisan, Director, Central Region
Ministry of the Environment, Conservation and Parks
Place Nouveau
5775 Yonge Street, Floor 8
North York, Ontario M2M 4J1

Dear Ms. Trevisan:

**RE: Durham/York Energy from Waste Project
Ambient Air Monitoring 2021, Third Quarterly Report (Q3)
(Environmental Assessment Condition 11)
MECP File #: EA-08-02**

In accordance with the approved Ambient Air Monitoring and Reporting Plan and the Ministry of the Environment, Conservation and Parks' (MECP) Ambient Air Monitoring Guideline, the Regional Municipalities of Durham and York (Regions) submit the Third Quarterly (Q3) Ambient Air Monitoring Report for calendar year 2021, covering the period from July to September, 2021.

The report has been prepared by RWDI Air Inc. who was awarded the ambient air monitoring and reporting contract for the Regions. The Regions are available to discuss the report at your convenience.

Sincerely,

Original signed by:

Gioseph Anello, M.Eng., P.Eng., PMP
Director, Waste Management Services

The Regional Municipality of Durham
905-668-7711 extension 3445
Gioseph.Anello@durham.ca

Original signed by:

Laura McDowell, P.Eng.
Director, Environmental Promotion
and Protection

The Regional Municipality of York
905-830-4444 extension 75077
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- c. T. Gebrezghi, Director (Acting), Environmental Permissions Branch, MECP
K. O'Neill, Director, Environmental Assessment Branch, MECP
C. Dugas, Manager, York Durham District Office, MECP
P. Dunn, Senior Environmental Officer, York Durham District Office, MECP
J. Butchart, Issues Project Coordinator (Acting), York Durham District Office, MECP
P. Martin, Supervisor, Air, Pesticides, and Environmental Planning, MECP
T. Bell, Environmental Resource Planner & EA Coordinator, MECP
E. Lee, Environmental Resource Planner & EA Coordinator, MECP
G. Battarino, Special Project Officer, Project Coordination, MECP
L. Kwan, Environmental Specialist, Covanta
Energy from Waste Advisory Committee (EFWAC)
C. Raynor, Regional Clerk, The Regional Municipality of York
R. Walton, Regional Clerk, The Regional Municipality of Durham

Enclosure

October 12, 2021

Ms. Lisa Trevisan
Director, Central Region
Ministry of the Environment, Conservation, and Parks
Place Nouveau
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Ms. Kathleen O'Neill
Director, Environmental Assessments (Environmental Assessment Branch)
Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West
Toronto, ON M4V 1P5

Dear Ms. Trevisan and Ms. O'Neill:

**Re: Durham York Energy Centre Facility
Submission of the Regional Municipality of York Waste Diversion Program
Monitoring Plan (Environmental Assessment Condition 10) MOE File No.: EA-08-02**

The attached *York Region 2020 Annual Waste Management Report* is being submitted to satisfy the Durham York Energy Centre Environmental Assessment condition for diversion reporting. It has been submitted to the Energy-from-Waste Advisory Committee and posted on the [York Region website](#).

The report summarizes York Region's integrated waste management system; highlights the Region's waste reduction and diversion initiatives; provides our diversion rate, generation rate, and total tonnages of material collected and processed; and our progress towards the goals of the SM4RT Living Integrated Waste Management Master Plan (the SM4RT Living Plan).

The SM4RT Living Plan outlines the long-term direction for waste policy and programming in the Region. The SM4RT Living Plan continues to move York Region to a more sustainable circular economy that emphasizes waste reduction, repair, reuse, and resource recovery to improve economic and environmental outcomes. The Region has joined the Circular Cities and Regions Initiative (CCRI) Peer-to-Peer (P2P) Network offering opportunities to learn, network and exchange ideas on circular economy with 14 other Canadian municipalities across the country. As part of this initiative, the Region will be guided through the road mapping process to promote circular economy principles and solutions across the corporation, improving efforts to reduce and divert waste in the Region.

York Region Council and staff remain committed to sustainable waste management practices like energy-from-waste recovery which lowers greenhouse gas emissions, recovers metals, and reduces the volume of waste going to landfill. Despite the ongoing challenges of the pandemic, York Region in partnership with its nine local cities and towns, were able to pivot resources and continue to implement innovative waste programs while observing COVID-19 safety protocols. In 2020, the Region achieved 93% diversion from landfill, again exceeding the 90% goal established in the Regional Official Plan. Both York and Durham Regions continue to experience higher waste volumes

when compared to pre-pandemic tonnages, stressing the importance to work together to obtain the necessary approvals to increase processing capacity at DYEC, including our request for an emergency ECA amendment for 2021. This would allow the Regions to make use of the existing facility more efficiently while reducing the need to by-pass garbage directly to landfill. The DYEC is capable of processing up to 160,000 tonnes of garbage annually without requiring any modifications or additions to the existing equipment or the building.

York Region and its local municipal partners continue to be leaders in sustainable waste management in Ontario. Since 2012, the Region has ranked first in the Resource Productivity and Recovery Authority's annual waste diversion for a large urban municipality. In 2020, York Region continued to collaborate with its local municipal partners to reduce blue box contamination through a two-phase, multi-faceted communication and curbside enforcement campaign. Phase one, developed and implemented by Region and local municipal staff, targeted COVID-19 PPE found in the blue box. This approach resulted in an increase in curbside enforcement and a reduction in PPE observed at the Region's Material Recovery Facility (MRF). The focus of phase two promotes recycling best practices across the Region.

The issue of litter due to single-use items such as take-out containers and cutlery, plastic bags and coffee cups remains a key concern in York Region. While the Region has invested in capital improvements such as the \$1.4M MRF upgrade implemented in late 2019 improving the Region's ability to market mixed paper within North America, other regulatory mechanisms are critical to reducing single use plastics that often end up in the blue box stream. York Region is hopeful the federal government's plan to implement bans on single use plastics, and the provincial government's plan to transition the Blue Box program to a full producer responsibility system are realized as both are critical actions to address problematic single use plastic materials and reduce litter.

As the Blue Box program transitions to full producer responsibility, the Region has embraced its role in ensuring the shift is seamless for our residents. Region staff continue to focus on preparing York Regional Council to make informed decisions as the process moves forward. We are looking forward to seeing the proposed rules by producers and trust that it will promote competition and have no negative impact to Ontario residents. As the intent of the regulation is to improve recycling and packaging design to achieve better environmental outcomes, we are looking forward to increased capture of packaging and paper products and therefore maximizing diversion from landfill.

While we are doing this reporting, we also note that the Regions will be looking to the Ministry to advise on the future content/format of this annual reporting requirement given the upcoming blue box transition to full producer responsibility is expected to reduce the ability for municipalities to report on the blue box diversion program. Other producer responsibility programs including tires, electronics and hazardous waste may also capture more materials through non-municipal collection points, further impacting the Region's overall diversion rate.

We trust that the attached report satisfies Environmental Assessment Condition 10 in the Durham York Energy Centre approval for annual diversion reporting. If you require additional information, please contact the undersigned.

Sincerely,



Laura McDowell, P. Eng.
Director, Environmental Promotion and Protection

LM/mm
Attachment

Copy to: C. Dugas, Manager, York Durham District Office, Ministry of the Environment, Conservation, and Parks
G. Anello, Director, Waste Management Services, The Regional Municipality of Durham
C. Raynor, Regional Clerk, The Regional Municipality of York
R. Walton, Regional Clerk, The Regional Municipality of Durham
Energy-From-Waste Advisory Committee

#13278101



**The Regional
Municipality of
Durham**

Works Department

605 Rossland Rd. E.
Level 5
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711

1-800-372-1102

Fax: 905-668-2051

durham.ca

Sent via standard mail and email (lisa.trevisan@ontario.ca and kathleen.oneill@ontario.ca)

October 29, 2021

Lisa Trevisan, Director, Central Region
Ministry of the Environment, Conservation and Parks
Place Nouveau
5775 Yonge Street, Floor 8
Toronto, Ontario M2M 4J1

and

Kathleen O'Neill, Director, Environmental Assessment
Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West
Toronto, Ontario M4V 1P5

Dear Ms. Trevisan and Ms. O'Neill:

**RE: Durham / York Energy from Waste Project
Submission of the Regional Municipality of Durham's
Waste Diversion Program Monitoring Report for 2020
Environmental Assessment Condition of Approval #10
MECP File #: EA-08-02**

In accordance with Condition 10 of the Durham York Energy Centre (DYEC) Environmental Assessment (EA) Notice of Approval, the Regional Municipality of Durham (Region) submits the Annual Waste Diversion Report titled 'Waste Management Annual 2020 Report' (Report) for the activities and progress towards diversion during the 2020 year.

The Region demonstrates leadership in sustainable waste management in Ontario, through delivery of waste management programs which focus on the 4Rs of waste: reducing, reusing, recycling and recovering, to a population of approximately 690,000 residents.

Due to the on-going COVID-19 pandemic, the way people lived and worked changed drastically. As a result, waste generation was impacted in 2020. Tonnages collected for curbside garbage, green bin, leaf and yard waste all show a higher than typical increase while the blue box remained fairly static; however, the composition of blue box materials collected changed significantly. Tonnage collected at Waste Management Facilities also saw a surge in materials. An increase in disposable goods, growth in online shopping, home renovations and stay-at-home orders have contributed to the increase. COVID-19 has continued to impact waste generation rates for 2021, and impacts will likely continue into 2022. These changes have been experienced in many other municipalities, including York Region. In response to the increase in waste generation the Region made a request to the Ministry of Environment, Conservation and Parks (MECP) for an Emergency EA Amendment to the existing approval to allow for the processing of an additional 20,000 tonnes of waste at the Durham York Energy Centre for the 2020 calendar year.

As the Regions 2000 to 2020 Long-Term Waste Plan met many of the goals and objectives, waste management staff began the developing a new Long-term Waste Management Plan for 2021 – 2040 at the request of Regional Council. Council endorsed a vision for the new plan that enhances the rethink, reduce, reuse, recycle and recover principles and incorporates the vision of waste as a resource in a circular economy as a foundation of the plan.

In 2020, staff consulted with internal staff and local area municipalities, Regional Advisory Committees, and the public on the guiding principles for the Waste Plan to develop a vision statement and objectives. Information sessions were hosted virtually due to COVID-19.

With a forward-looking approach, the Region began investigating new opportunities to manage green bin material which will include a facility that can efficiently manage a growing population and an increase in material as well as opportunities to include additional materials which are currently not permitted in the Region's green bin composting program. The Region began public consultation in early 2020 for the siting of the new Mixed Waste Pre-sort and Anaerobic Digestion facility

The updated Waste Plan and the progress towards an anaerobic digestion facility will assist the Region in meeting its long-term goals in addition to ensuring we continue to meet the new and evolving regulatory requirements laid out in Ontario's Food and Organic Waste Policy Statement, Regional Climate change initiatives and the Blue Box

Program transition. In 2020, the Region achieved 63 per cent diversion (pending verification), as calculated in accordance with the Datacall program managed by the Resource Productivity and Recovery Authority.

The Region strives towards meeting waste reduction and diversion targets through greater participation in its programs by providing the following programs and outreach:

- While most waste reduction and diversion events were cancelled in 2020 due to the ongoing COVID-19 pandemic, the Region did host one compost event and three truckload sales and exchange events for blue boxes and green bins.
- Curbside battery collection resulted in the collection and recycling of 48 tonnes of single use batteries.
- Exchanged 5,188 Blue Boxes, 521 kitchen food waste containers and 3,752 curbside Green Bins for new boxes, containers or bins due to damage.
- Sold 2,008 new Blue Boxes, 521 kitchen food waste containers, 3,752 curbside Green Bins and 60 backyard composters
- Responded to more than 46,000 telephone calls and almost 31,000 emails regarding waste programs.
- Over 78,000 Durham Region Waste App downloads with 106,00 weekly waste set-out reminders.
- Social media campaigns using Twitter, Facebook and LinkedIn to educate and engage residents on proper waste management.
- Provided an online survey to consult with residents on the Long-Term Waste Plan.
- Hosted a virtual Waste Plan open house to over 13,600 users.
- Hosted a virtual Town Hall to over 300 participating residents.
- Placed over 1,500 radio ads and 25 newspaper ads in local radio stations and newspapers.

The Region continues to promote waste reduction and reuse programs within its area municipalities and participates in efforts to advocate for policies and regulations that provide sustainable waste management practices and services to residents.

In accordance with EA Condition 8.8 (e), the Region will submit the subject Report to the Energy from Waste Advisory Committee for information concurrently. In addition, this Report has been posted on the [project website](http://durhamyorkwaste.ca) (durhamyorkwaste.ca) and [public website](http://durham.ca/waste) (durham.ca/waste).

The Region trusts that the 'Waste Management Annual 2020 Report' meets the Ministry of the Environment, Conservation and Parks (MECP) expectation as outlined in the DYEC EA Notice of Approval. If you require further information, please contact the undersigned.

Sincerely,

**Original signed by Peter Veiga, Manager,
Waste Operations, and Acting Director, for:**

Giuseppe Anello, M.Eng., P.Eng., PMP
Director, Waste Management Services

- c. L. McDowell, Director, Environmental Promotion and Protection, The Regional Municipality of York
- C. Dugas, Manager, York Durham District Office, MECP
- P. Martin, Supervisor, Air, Pesticides, and Environmental Planning, MECP
- E. Lee, Regional Environmental Planner, MECP
- P. Dunn, Senior Environmental Officer, York Durham District Office, MECP
- J. Butchart, Issues Project Coordinator, York Durham District Office, MECP
- G. Battarino, Special Project Officer, Project Coordination, MECP
- Energy from Waste Advisory Committee (EFWAC)
- C. Raynor, Regional Clerk, The Regional Municipality of York
- R. Walton, Regional Clerk, The Regional Municipality of Durham

Enclosed

If this information is required in an accessible format, please contact The Regional Municipality of Durham at 1-800-372-1102 ext. 3560.



November 3, 2021

Kathleen O'Neill, Director
Environmental Assessment and Permissions Branch
135 St Clair Avenue West, Floor 1
Toronto, Ontario M4V 1P5

Dear Ms.O'Neill:

**RE: Durham/York Energy from Waste Project
Compliance Monitoring Report
(Environmental Assessment Condition 5: Compliance Reporting)
MECP File #: EA-08-02**

In accordance with Condition 5 of the Environmental Assessment (EA), the Regional Municipality of Durham and the Regional Municipality of York (Regions) submit the enclosed Durham York Energy Centre 2021 Compliance Monitoring Report (Report). The 2021 Compliance Monitoring Report describes the Regions' compliance with the EA Conditions to date, in addition to the commitments made during the EA process. The report is required to be submitted on an annual basis until all conditions in the EA Notice of Approval have been satisfied or have been incorporated into another Ministry of the Environment, Conservation and Parks (MECP) approval.

The 2021 Compliance Monitoring Report will be forwarded to the Energy from Waste Advisory Committee for information in accordance with EA Condition 8.8 (b). We trust that this report meets the expectations of the MECP as outlined in the EA Notice of Approval.

If you require additional information, please contact the undersigned.

Sincerely,

Original signed by:

Gioseph Anello, M.Eng., P.Eng., PMP
Director, Waste Management Services

The Regional Municipality of Durham
905-668-7711 extension 3445
Gioseph.Anello@durham.ca

Original signed by:

Laura McDowell, P.Eng.
Director, Environmental Promotion
and Protection

The Regional Municipality of York
905-830-4444 extension 75077
Laura.McDowell@york.ca

- c. L. Trevisan, Director, Central Region, MECP
- C. Dugas, Manager, York Durham District Office, MECP
- P. Martin, Supervisor, Air, Pesticides and Environmental Planning, MECP
- E. Lee, Regional Environmental Planner, MECP
- P. Dunn, Senior Environmental Officer, York Durham District Office, MECP
- J. Butchart, Issues Project Coordinator, York Durham District Office, MECP
- G. Battarino, Special Project Officer, Project Coordination, MECP
- L. Kwan, Environmental Specialist, Covanta
Energy from Waste Advisory Committee (EFWAC)
- C. Raynor, Regional Clerk, The Regional Municipality of York
- R. Walton, Regional Clerk, The Regional Municipality of Durham

Enclosed

If you require this information in an accessible format, please contact The Regional Municipality of Durham at 1-800-372-1102 ext. 3560.



August 13, 2021

Lisa Trevisan, Director, Central Region
Ministry of the Environment, Conservation and Parks
Place Nouveau
5775 Yonge Street, Floor 8
North York, Ontario M2M 4J1

Dear Ms. Trevisan:

**RE: Durham/York Energy from Waste Project
Ambient Air Monitoring 2021, Second Quarterly Report (Q2)
(Environmental Assessment Condition 11)
MECP File #: EA-08-02**

In accordance with the approved Ambient Air Monitoring and Reporting Plan and the Ministry of the Environment, Conservation and Parks' (MECP) Ambient Air Monitoring Guideline, the Regional Municipalities of Durham and York (Regions) submit the Second Quarterly (Q2) Ambient Air Monitoring Report for calendar year 2021, covering the period from April to June 2021.

The report has been prepared by RWDI Air Inc. who was awarded the ambient air monitoring and reporting contract for the Regions. The Regions are available to discuss the report at your convenience.

Sincerely,

Original signed by:

Gioseph Anello, M.Eng., P.Eng., PMP
Director, Waste Management Services

The Regional Municipality of Durham
905-668-7711 extension 3445
Gioseph.Anello@durham.ca

Original signed by:

Laura McDowell, P.Eng.
Director, Environmental Promotion
and Protection
The Regional Municipality of York
905-830-4444 extension 75077
Laura.McDowell@york.ca

- c. H. Malcolmson, Director, Environmental Permissions Branch, MECP
K. O'Neill, Director, Environmental Assessment Branch, MECP
C. Dugas, Manager, York Durham District Office, MECP
P. Dunn, Senior Environmental Officer, York Durham District Office, MECP
J. Butchart, Issues Project Coordinator (Acting), York Durham District Office, MECP
P. Martin, Supervisor, Air, Pesticides, and Environmental Planning, MECP
T. Bell, Environmental Resource Planner & EA Coordinator, MECP
E. Lee, Environmental Resource Planner & EA Coordinator, MECP
G. Battarino, Special Project Officer, Project Coordination, MECP
L. Kwan, Environmental Specialist, Covanta
Energy from Waste Advisory Committee (EFWAC)
C. Raynor, Regional Clerk, The Regional Municipality of York
R. Walton, Regional Clerk, The Regional Municipality of Durham

Enclosure



Interoffice Memorandum

The Regional
Municipality of Durham
Corporate
Communications Office

605 ROSSLAND RD. E.
LEVEL 5
PO BOX 623
WHITBY, ON L1N 6A3
CANADA

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

durham.ca

Gary Williams
Director,
Communications

Date: November 30, 2021

To: Members of Regional Council

CC: Elaine Baxter-Trahair, CAO

From: Gary Williams, Director of Corporate
Communications

Subject: Corporate Communications Wins Industry Awards

The Corporate Communications Office (CCO) is proud to announce that we have been awarded with 13 communications and marketing industry awards from four associations: the MarCom Awards, the AVA Digital awards, the dotCOMM awards, and the Viddy Awards. These awards are recognition for various projects that the CCO team has worked on in 2021 and reflect some incredible work by an amazing team of professionals.

This was a team Durham effort. Working with great partners on these projects was a significant factor in these achievements. Without the support, collaboration, and partnership of CCO's internal client groups across the organization, these projects would not have been such a big success.

I continue to be incredibly proud, amazed and excited by what our CCO team and the Region has accomplished. The dedication, professionalism and creativity inspire me every day.

Please see below for a list of awards and projects:

Platinum Award

- DRT Celebrates 100,000 On Demand Trips - MarCom Awards (project lead: Janet Piercey)

Gold Awards

- #DurhamStrong Social Media Campaign - AVA Digital Awards (project lead: Brooke Pollard)
- Durham Tourism Instagram - dotCOMM Awards (project lead: Brooke Pollard)
- Prevent litter by preparing your recycling in these simple steps - Viddy Awards (project lead: Mark Christy)

- COVID-19 Mobile Clinic - MarCom Awards (project lead: Janet Piercey)
- Prevent litter by preparing your recycling in these simple steps - MarCom Awards (project lead: Mark Christy)
- Joan Trudeau - Surviving Canada's Residential School System - MarCom Awards (project lead: Justin Vandergaast)
- Helping our most vulnerable during the COVID-19 pandemic - MarCom Awards (project lead: Stacy Grant)
- Rediscover the downtowns of Durham Region - MarCom Awards (project lead: Candice Bitton)

Honourable Mentions

- April Andre - One Indigenous Family and Canada's Colonial Legacies - MarCom Awards (project lead: Justin Vandergaast)
- Update on mixed waste pre-sort and anaerobic digestion facility - MarCom Awards (project lead: Stacy Grant)
- Welcome Back to DRT - MarCom Awards (project lead: Janet Piercey)
- E-Mission Zero - MarCom Awards (project lead: Janet Piercey)

About the Awards

The AVA Digital Awards, dotCOMM Awards, MarCom Awards and Viddy Awards are administered and judged by the Association of Marketing and Communication Professionals (AMCP). The international organization, founded in 1995, consists of several thousand marketing, communication, advertising, public relations, digital, and web professionals. Learn more about the award organizations:

AVA Digital Awards

AVA Digital Awards is an international competition that recognizes excellence by creative professionals responsible for the planning, concept, direction, design, and production of digital communication.

dotCOMM Awards

dotCOMM Awards is an international competition honoring excellence in web creativity and digital communication. The competition is unique in that it reflects the role of creatives in the dynamic web that is transforming how we market and communicate products and services.

MarCom Awards

MarCom Awards honors excellence in marketing and communication while recognizing the creativity, hard work, and generosity of industry professionals.


Viddy Awards

The Viddy Awards was founded as the Videographer Awards in Dallas, Texas in 1995 by a group of videographers, editors, producers, writers, and directors. Their mission was to honor excellence in all aspects of video production. Over the years, the competition attracted tens of thousands of entries from over 100 countries, making it one of the largest competitions in the history of film and video.

Respectfully submitted,

Gary Williams



 Corporate Services Department Legislative Services Division	
Date & Time Received:	November 30, 2021 2:27 pm
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

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

Scott Watson
Manager Government and Community Affairs
Canada Post
1200-2701 Riverside Dr.
Ottawa, ON K1A 0B1
scott.watson@canadapost.ca

Sent by Email

November 24, 2021

Re: Reducing Litter at 'Super' Community Mailboxes

The following resolution was passed by Ajax Town Council at its meeting held September 21, 2021:

WHEREAS Canada Post is responsible for approximately 1,000 neighborhood community mailboxes (CMBs) and 30 'super' CMBs in Ajax.

AND WHEREAS there have been increased complaints of litter in the vicinity of 'super' CMBs;

AND WHEREAS unwanted advertising (squeezed between mailboxes, jammed into outgoing mail slots and carelessly discarded around mailboxes) increases when a large number of community mailboxes are grouped together as in the case of the 'super' sites;

AND WHEREAS Canada Post only maintains the sites of CMBs (including picking up litter) on a complaint or as-needed basis, and have indicated that they will not provide recycling containers at the mailboxes, opting instead to encourage residents to bring unwanted mail home;

AND WHEREAS a number of municipalities (including Markham and Richmond Hill) have incurred the expense of providing recycling pick-up services at CMBs to reduce the litter created by unwanted flyers, etc.;

NOW THEREFORE BE IT RESOLVED THAT:

1. Operations & Environmental Services staff be directed to:
 - a. design a pilot recycling program for the 'super' community mailboxes in Ajax;
 - b. report to General Government Committee in January 2022 with program details (service levels, resources, etc.) and other associated costs for consideration as part of the 2022 operating budget; and
 - c. discuss the potential of the Region of Durham piloting the pickup of the recyclables as part of their weekly residential collection schedule.

2. The Mayor send a letter to Canada Post requesting that they immediately repair damaged mailboxes and work with staff to resolve increasing litter issues at CMBs;
3. Corporate Communications be directed to execute a specific anti-litter campaign for CMBs, including a dedicated webpage, educational material, and anti-litter signage at sites; and
4. A copy of this motion be shared with Canada Post, the Region of Durham, and all Durham Region MPs.

If you require further information please contact me at 905-619-2529 ext. 3342 or alexander.harras@ajax.ca.

Sincerely,



Alexander Harras
Manager of Legislative Services/Deputy Clerk

Copy: Regional Councillor S. Lee
Mayor S. Collier
Region of Durham
All Durham Region MPs

Sent by Email

November 26, 2021

The Honourable Christine Elliott
Minister of Health
christine.elliott@ontario.ca

Subject: Proof of Vaccination for all Participants in Organized Sports
Corr. 56-21
File: A-1400-001-21

 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 01, 2021 10:29 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

The Council of The Corporation of the City of Pickering considered the above matter at a meeting held on November 22, 2021 and adopted the following resolution:

1. That Corr. 56-21, from Kevin Narraway, Manager of Legislative Services/Deputy Clerk, Town of Whitby, dated November 3, 2021, regarding the Proof of Vaccination for all Participants in Organized Sports, be endorsed; and,
2. That a copy of this Resolution be forwarded to The Honourable Christine Elliott, Minister of Health, all Durham MPP's, all Durham Regional Municipalities, John Henry, Durham Regional Chair, and Dr. Robert Kyle, Medical Officer of Health & Commissioner, the Regional Municipality of Durham.

A copy of the original correspondence is attached for your reference.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

Yours truly



Susan Cassel
City Clerk

SC:rp
Enclosure

Copy: The Hon. Peter Bethlenfalvy, Member of Provincial Parliament, Pickering-Uxbridge
Rod Phillips, Member of Provincial Parliament, Ajax
Lorne Coe, Member of Provincial Parliament, Whitby
Jennifer French, Member of Provincial Parliament, Oshawa
Lindsey Park, Member of Provincial Parliament, Durham
Laurie Scott, Member of Provincial Parliament, Haliburton/Kawartha Lakes/Brock
John Henry, Durham Regional Chair
Dr. Robert Kyle, Medical Officer of Health & Commissioner, the Regional Municipality of Durham
Ralph Walton, Regional Clerk/Director of Legislative Services Regional Municipality of Durham
Nicole Cooper, Clerk, Town of Ajax
Fernando Lamanna, Clerk/Deputy Clerk, Township of Brock
June Gallagher, Clerk, Municipality of Clarington
Mary Medeiros, Clerk, City of Oshawa
Becky Jamieson, Clerk, Township of Scugog
Debbie Leroux, Clerk, Township of Uxbridge
Chris Harris, Clerk, Town of Whitby

Chief Administrative Officer

November 3, 2021

Via Email:

Dr. Kieran Moore
Chief Medical Officer of Health
kieran.moore@ontario.ca

Dr. Robert Kyle
Medical Officer of Health, Region of Durham
health@durham.ca

Re: Proof of Vaccination for all Participants in Organized Sports

Please be advised that at a meeting held on November 1, 2021, the Council of the Town of Whitby adopted the following as Resolution # 281-21:

Whereas activities related to organized sports such as close contact, forceful exhalation, prolonged exposure, crowded indoor spaces and removal of masks/face coverings during physical activity enhance the likelihood of COVID-19 transmission; and,

Whereas the current Provincial Regulations do not require participants in organized sports ages 12 to 17 to provide proof of vaccination or proof of medical exemption, despite this age group being eligible for COVID-19 vaccinations; and,

Whereas the current Provincial Regulations do not require proof of vaccination or proof of medical exemption for any participant in organized sports serving in the capacity of a volunteer, coach, or official, including adults over the age of 18; and,

Whereas the Provincial Chief Medical Officer of Health has encouraged individual sports organizations, such as minor hockey associations, to develop their own policies requiring proof of vaccination of players, coaches, trainers, referees, and other participants; and,

Whereas the Regional Medical Officer of Health has recommend that sports and recreational fitness facilities consider developing their own policies requiring proof of vaccination for all participants in organized sports ages 12 and older including players, coaches, officials, and volunteers; and,

Whereas requiring proof of vaccination for all individuals ages 12 and older in sports and recreational fitness facilities will strengthen protections in the community by helping to curb the spread of COVID-19; and,

Whereas a Provincial or Regional requirement for proof of vaccination for all participants ages 12 and older at all sports and recreational fitness facilities in Ontario or Durham Region would provide residents with clarity and consistency.

Now therefore be it resolved:

1. That the Town of Whitby requests the Province of Ontario and Region of Durham to enact regulations requiring proof of vaccination at all sports and recreational fitness facilities for all participants in organized sports ages 12 and older including players coaches, officials, and volunteers at these events; and,
2. That the Clerk be directed to send a copy of this resolution to Dr. Kieran Moore, Provincial Chief Medical Officer of Health, Dr. Robert Kyle, Regional Medical Officer of Health, M.P.P. Lorne Coe, and all Durham municipalities.

Should you require further information, please do not hesitate to contact John Romano, Community Services at 905.430.4321.



Kevin Narraway
Manager of Legislative Services/Deputy Clerk

Copy: J. Romano, Commissioner of Community Services - romanoj@whitby.ca

Lorne Coe, M.P.P., Whitby - lorne.coe@pc.ola.org

N. Cooper, Director of Legislative and Information Services, Town of Ajax
clerks@ajax.ca

F. Lamanna, Clerk/Deputy CAO, Township of Brock -
fernando.lamanna@brock.ca

J. Gallagher, Municipal Clerk, Municipality of Clarington - clerks@clarington.net


M. Medeiros, City Clerk, City of Oshawa - clerks@oshawa.ca

S. Cassel, City Clerk, City of Pickering - clerks@pickering.ca

B. Jamieson, Director of Corporate Services/Municipal Clerk, Township of Scugog - bjamieson@scugog.ca

D. Leroux, Clerk, Township of Uxbridge - dleroux@uxbridge.ca



 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 01, 2021 10:55 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

The Corporation of
The Township of Brock
1 Cameron St. E., P.O. Box 10
Cannington, ON L0E 1E0
705-432-2355

November 30, 2021

Ralph Walton, Regional Clerk
Region of Durham
Whitby, ON

Sent via email: clerks@durham.ca

RE: Proposed Study of the Current Policy/Practice for Streetlighting on Regional Roads
(2021-W-36)

This is to acknowledge your correspondence dated October 27, 2021 which was considered by Council at their meeting held on November 22, 2021.

Please be advised that Council adopted the following resolution:

Resolution Number: 11-11

Moved: Councillor Schummer
Seconded: Councillor Doble

BE IT RESOLVED THAT Communication Number 1318/21 submitted by the Region of Durham regarding the Proposed Study of the Current Policy/Practice for Streetlighting on Regional Roads be received; and
THAT this report be referred back to staff to report back.

Result: CARRIED

Should you have any concerns please do not hesitate to contact the undersigned.

Yours truly,

THE TOWNSHIP OF BROCK

Fernando Lamanna
Municipal Clerk/Deputy CAO

FL:dh

cc. Paul Lagrandeur, Director of Public Works

THIS LETTER HAS BEEN FORWARDED
TO THE EIGHT AREA CLERKS



The Regional
Municipality
of Durham

Corporate Services
Department
Legislative Services

605 Rossland Rd. E.
Level 1
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102
Fax: 905-668-9963

durham.ca

Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

October 27, 2021

F. Lamanna
Clerk
Township of Brock, P.O. Box 10
1 Cameron St. E.
Cannington ON L0E 1E0

Dear Fernando Lamanna:

**RE: Proposed Study of the Current Policy/Practice for
Streetlighting on Regional Roads (2021-W-36), Our File:
T02**

Council of the Region of Durham, at its meeting held on October 27, 2021, adopted the following recommendations of the Works Committee:

- “A) That the Draft Terms of Reference outlined in Report #2021-W-36 of the Commissioner of Works for a Consultant Study of the Current Policy/Practice with respect to Streetlighting on Regional Roads, be circulated to the Durham Local Area Municipal Councils for endorsement no later than December 10, 2021; and
- B) That the Current Policy/Practice with respect to Streetlighting on Regional Roads (Attachment #1 to Report #2021-W-36) continue to prevail until the proposed Consultant Study is completed and any changes on a consensus basis are approved and implemented”.

Please find enclosed a copy of Report #2021-W-36 for your information.

As noted in the resolution please endorse the Draft Terms of Reference outlined in Report #2021-W-36 no later than December 10, 2021.

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/sg

c: S. Siopis, Commissioner of Works

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



The Regional Municipality of Durham Report

To: Works Committee
From: Commissioner of Works
Report: #2021-W-36
Date: October 6, 2021

Subject:

Proposed Study of the Current Policy/Practice for Streetlighting on Regional Roads

Recommendation:

That the Works Committee recommends to Regional Council:

- A) That the Draft Terms of Reference outlined in this report for a Consultant Study of the Current Policy/Practice with respect to Streetlighting on Regional Roads, be circulated to the Durham Local Area Municipal Councils for endorsement no later than December 10, 2021; and
 - B) That the Current Policy/Practice with respect to Streetlighting on Regional Roads (Attachment #1) continue to prevail until the proposed Consultant Study is completed and any changes on a consensus basis are approved and implemented.
-

Report:

1. Purpose

- 1.1 The purpose of this report is to provide details of the Current Policy/Practice governing Streetlighting on Regional Roads (SLRR) and outline a Draft Study Terms of Reference for a review of the Policy/Practice. The report also seeks approval for the circulation of the Draft Terms of Reference to all Local Area Municipal (LAM) Councils for comments and endorsement no later than December 10, 2021.

2. Background

- 2.1 The purpose of streetlighting on a roadway is to increase the visibility of roadway and sidewalk users during hours of darkness, including motorists, cyclists, and pedestrians, and thereby improve road safety. There is widespread industry consensus and statistical evidence that streetlighting substantially decreases night-time collision rates. Streetlighting is therefore a valuable countermeasure in achieving the Regional Municipality of Durham's (Region) and LAM's Vision Zero aspirations.
- 2.2 In Durham, as per Current Policy/Practice, LAMs are primarily responsible for SLRR. This includes the planning, design, operation, construction and maintenance of all related assets. The basis for the Current Policy/Practice is the original 1975 Regional policy, subsequently amended in 1991 and 1996 to introduce Regional cost-sharing and to clarify operating and maintenance responsibilities for SLRR installations in rural locations. An outline of the Current Policy/Practice is provided in Attachment #1.
- 2.3 In recent years, the LAMs have requested a review of the Current Policy/Practice and specifically for the Region to assume increased levels of responsibility for SLRR. The request is driven by the following perspectives:
- Streetlighting is a benefit to all users of the Regional road, including motorists, cyclists, and pedestrians, leading to the notion that the Region should assume increased responsibility for SLRR.
 - Streetlighting assets on the Regional road allowance cater solely to users of the Regional roadway.
 - The growing public demand for streetlighting on all roads including Regional roads is causing increasing financial burden on the LAMs' financial resources.
- 2.4 In response to LAM requests, as part of the 2017 Durham Transportation Master Plan (TMP) study, the Current Policy/Practice was reviewed albeit in a cursory manner. Specifically, the TMP study reviewed and compared municipal practices and jurisdiction for streetlighting on upper-tier roads throughout the Greater Golden Horseshoe (GGH). The review found that a majority of the lower-tier municipalities continued to maintain responsibility for streetlighting on their upper-tier roads, however, acknowledged that the practices were evolving and discussions under way to rationalize jurisdictional responsibilities. The TMP study concluded that there was no rationale at that time for considering any changes to the Region's Current Policy/Practice.

3. LAM Request for Review of the Current SLRR Policy/Practice

- 3.1 In early 2019, through the forum of Region/LAM Chief Administrative Officers (CAOs), there were further requests of the Region to review the Current Policy/Practice. In response, the Region advanced discussions with LAM staff to gain an understanding of the LAM inventory of SLRR and their areas of concern with the Current Policy/Practice.
- 3.2 Although not all LAMs were able to provide the same level of information with respect to SLRR, it is estimated that together they operate and maintain approximately 10,000 luminaires on Regional roads, in addition to the approximately 50,000 luminaries on their local roads. Approximately 80% of these luminaries are low-energy consuming LED fixtures.
- 3.3 To assess LAM requests, in 2019/20, a brief survey of the ten upper-tier municipalities in the GGH (Counties of Dufferin, Northumberland, Peterborough, Simcoe and Wellington, and the Regions of Halton, Peel, Niagara, Waterloo and York) was conducted about their practices pertaining to streetlighting on the upper-tier roads. The survey showed that all upper-tier municipalities in the GGH share responsibility for some aspect of streetlighting with their lower-tier jurisdictions.
- 3.4 Design is the responsibility most often shared by upper-tier municipalities, with about 75% of them dividing up the task and/or cost. This typically depends on which jurisdiction is leading the capital project. By contrast, only half of the upper-tier municipalities share responsibility for assessing need with their lower-tier jurisdictions. The construction of streetlighting is a shared responsibility in most two-tiered municipalities, although the lead agency and/or cost apportionment varies. The jurisdiction responsible for the capital project typically takes the lead, with the other municipality reimbursing for all or a portion of the cost.
- 3.5 Some of the GGH Regional Municipalities appear to have (Halton, Waterloo, and Peel) or are working towards (Niagara) assuming sole responsibility for streetlighting on their roads. Counties tend to share the responsibility more, likely due to the more isolated instances of streetlighting consistent with the rural character of their communities.
- 3.6 The Current Policy/Practice on streetlighting in place with the Region appears more detailed than others, with more specific provisions for cost sharing.

4. Discussion

- 4.1 The Municipal Act does not define jurisdictional responsibility for streetlighting. Whereas, sidewalks, for example are defined as a lower-tier responsibility regardless of whether they are on an upper-tier or lower-tier road allowance, unless the municipalities agree otherwise.
- 4.2 There is no reliable estimate of the current SLRR asset inventory or its replacement value. Capital costs would depend on new streetlighting requirements, replacement needs and extent and locations of the Region's road capital programs. This cost is estimated to be in the \$3-5M range annually. Current annual operating and maintenance costs for SLRR appear to be in the \$2-3M range depending on the confirmed size of inventory, their energy efficiencies and third-party (e.g. utility companies) cost obligations. Based on community requests for additional streetlighting and lagging investment history, there is conceivably a latent demand for additional SLRR which has the potential to further increase planning, capital, operating and maintenance cost obligations.
- 4.3 Primary LAM sources of current financing for SLRR include development charges (capital) and property taxes (capital, operations, maintenance). Transfer of all or any increased level of responsibility for SLRR to the Region would therefore result in financial, staffing and related logistics implications at the Regional level. Therefore, a decision to alter the Current Policy/Practice to any significant level requires careful due diligence.

5. Recommended Next Steps

- 5.1 Based on discussions between the Regional and the LAM CAOs, it is recommended that a Study of the Current Policy/Practice be undertaken to:
- thoroughly examine the current jurisdictional responsibilities at the LAM and Regional levels, as per the Current Policy/Practice;
 - propose and document potential changes to the Current Policy/Practice based on larger community interest and the financial impact at the LAM and Regional levels; and
 - if appropriate, develop an implementation plan that provides for a transition from the Current Policy/Practice towards an updated "who does what" framework.

5.2 The proposed Study shall examine the following alternatives:

- Continuation of the Current Policy/Practice, which would result in further documentation as necessary to clarify the Regional and LAM roles, ownership, responsibilities, and obligations with respect to planning, design, construction, operations, maintenance, asset management, financing and risk management of liabilities associated with all aspects of SLRR;
- Variations to the Regional and LAM roles as per the Current Policy/Practice;
- Variations in delivery models and levels of service, taking into consideration the broader interest to avoid duplication of services between the Regional and LAM levels:
 - (a) LAM delivery (status quo)
 - (b) Regional delivery (in-house; outsourced to vendors; outsourced to LAMs; hybrid)
 - (c) Other (e.g. outsource all);
- Distinction in Regional and LAM roles for inside and outside the urban boundaries; or
- Combinations of the above models

5.3 The proposed Draft Terms of Reference for the Study include:

- Engagement of Regional and LAM staff to compile the necessary background SLRR data for the evaluation of alternatives, including but not limited to asset quantities and categories, replacement values, annual operating and maintenance costs, development charges or other funding set aside for SLRR, asset history, asset condition and estimates of current (latent) and future demands;
- Based on a gap analysis, gathering and collection of missing data as necessary to effectively complete the analysis of alternatives;
- Development and evaluation of potential alternatives through best practices review, and analysis of legal implications (Municipal Act, case law), financial implications, road user and safety impacts, risk management considerations, taxpayer impacts, cost-effectiveness, and business efficiencies;

- Conducting interviews with Regional and LAM staff as required to evaluate the alternatives, including the assessment of business implications of related changes to the Current Policy/Practice;
- Recommending the preferred alternative; and
- Developing a plan for the implementation of the preferred alternative, including transition provisions as required.

5.4 It is recommended that the proposed next steps acknowledge and be guided by the following principles:

- Any recommended changes to the Current Policy/Practice that could emerge from the Study should remain cost-neutral to the overall Regional tax base.
- The estimated time for the completion of the proposed Study and implementation of any changes to the Current Policy/Practice is 1-2 years. It is anticipated that any substantive changes that may require significant realignment of the current Regional and/or LAM roles would get the timeframe closer to the upper end of this estimated duration.
- The Study shall be led jointly by the Region and the eight LAMs.
- The preferred alternative should emerge from this Study through an objective review. It is therefore recommended that an independent external consultant be engaged for the Study.
- The consultant engagement should include expertise in legal/risk analysis, finance, management, and transportation/traffic engineering.
- The estimated cost for the consultant Study is in the range of \$150-200K. The actual cost will depend on the data gaps, and complexity (or simplicity) involved in the implementation of the preferred alternative.
- The actual incurred cost of consulting services shall be shared between the agencies (Region and the LAMs), with adequate resources and Legal/Finance/Works staff representation committed to the Study from all agencies.
- The Current Policy/Practice for SLRR will continue to be honoured until the Study is completed and any changes are approved and implemented on a consensus basis.
- The Study will consider road rationalization (i.e., transfer of candidate road segments from/to the Region to/from LAMs, as per Attachment #2- Report #2018-INFO-138) as appropriate in the transition and implementation of the preferred alternative for SLRR. Notwithstanding the timing of the Study,

discussions on road rationalization between the Region and LAMs would continue actively with a view to advancing priority road transfers.

6. Preliminary Timeline

6.1 Following is an estimated preliminary timeline for the completion of the proposed Study and the implementation of the preferred alternative:

- Regional Council approval for circulation of this report to LAM Councils for comments and endorsement of the Terms of Reference (October 27, 2021)
- Comments and endorsement provided to Regional Council from all LAM Councils (no later than December 10, 2021)
- Establishment of a Regional/LAM Study Working Group (December 2021)
- Procurement of consultant services (January 2022 – May 2022)
- Consultant Study completion (June 2022 – December 2022)
- Changes to Current Policy/Practice come into effect (mid-2023, earliest)

6.2 It should be noted that the estimated (targeted) mid-2023 timeframe for any changes in the Current Policy/Practice to come into effect is subject to the Study advancing and being able to inform and influence the 2023 Regional and LAM budget deliberations in a timely manner, including any Regional/LAM Council approvals as may be required, as well as addressing any Development Charges implications.

7. Financial Implications

7.1 The completion of the proposed Study would require engaging external consultant services at an estimated total Regional/LAM cost of \$150-200K.

7.2 Once LAM Council comments/endorsement are received, staff will report back on the status and as necessary at that time seek authorization for the Region's financial contribution to the Study.

8. Conclusion

8.1 The Current Policy/Practice assigns the responsibility for SLRR primarily to LAMs. In response to the LAMs' request for a review of this Policy/Practice, this report outlines potential next steps and process towards the completion of an external and independent Consultant Study that would recommend a preferred option for future delivery of the SLRR function.

- 8.2 This report outlines a Draft Terms of Reference and a process for the proposed Study. It is recommended that a copy of this report be circulated to all Durham LAMs for comments and endorsement back to the Region no later than December 10, 2021.
- 8.3 This report has been reviewed by the Legal Services – Corporate Services and the Finance Department.
- 8.4 For additional information, please contact Ramesh Jagannathan, Director, Transportation and Field Services, at 905-668-7711, ext. 2183.

9. Attachments

Attachment #1: Streetlighting on Regional Roads – Current Policy/Practice

Attachment #2: Report # 2018-INFO-138 (September 28, 2018 CIP)

Respectfully submitted,

Original signed by:

Susan Siopis, P.Eng.
Commissioner of Works

Recommended for Presentation to Committee

Original signed by:

Elaine Baxter-Trahair
Chief Administrative Officer

Streetlighting on Regional Roads – Outline of Current Policy/Practice

1. New Light Installations

- 1.1 All new light installations inside the Urban Boundary (as per the Regional Official Plan), excluding those mounted on Regional traffic signal poles, are 100 percent paid for by the Local Area Municipalities (LAM).
- 1.2 With respect to new light installations outside the Urban Boundary (i.e. Rural Areas, as per the Regional Official Plan):
 - a. Installations on Regional approaches at intersections controlled by Regional traffic signals are 100 per cent paid for by the Regional Municipality of Durham (Region). Installations on LAM approaches at intersections controlled by Regional traffic signals are 100 per cent paid for by the LAM. At intersections controlled by LAM traffic signals, costs are 100 per cent paid for by the LAM.
 - b. Installations along Regional roads are 100 per cent paid for by the Region at locations where the Regional Warrant criteria are satisfied (limited to partial lighting only).
 - c. Installations along Regional roads at locations requested by LAMs that do not meet Regional Warrant criteria are 50 per cent cost-shared by the Region, subject to a proven safety benefit.

2. Light Replacements/Relocations

- 2.1 Replacements/Relocations due to the impacts of a road construction project initiated by the Region are cost shared at 50 per cent of labour and labour-saving devices as per the PSWHA. In essence, streetlighting assets on a Regional road allowance are treated like other third-party utilities on the Regional right-of-way.
 - a. Replacements/Relocations due to the impacts of hydro pole replacements/relocations initiated by the utility company are 100 per cent paid for by the LAM.

3. Operating and Maintenance Costs

- 3.1 LAMs cover all operating and maintenance costs (with the exception of a few sites where the lights are mounted on Regional traffic signal poles that are powered with a metered service, in which case the Region pays for the streetlighting hydro consumption).

4. Other Implementation Elements

- 4.1 LED conversions are paid 100 per cent by the LAM.
- 4.2 On Regional Capital Projects, roadway lighting design is paid for by the Region as part of the design assignment, and the Region recovers 10% of the LAM's share of capital construction cost to cover a portion of the design and contract administration costs.

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



The Regional Municipality of Durham Information Report

From: Commissioner of Works
Report: #2018-INFO-138
Date: September 28, 2018

Subject:

Road Rationalization Discussions with Local Area Municipalities – Status Update

Recommendation:

Receive for information

Report:

1. Background and Purpose

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

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

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

2. Town of Ajax

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

Table 1: Ajax – Road Transfer Candidates

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

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

3. Township of Brock

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

Table 2: Brock – Road Transfer Candidates

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

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

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

4. Municipality of Clarington

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

Table 3: Clarington – Road Transfer Candidates

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

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

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

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

5. City of Oshawa

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

Table 4: Oshawa – Road Transfer Candidates

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

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

6. City of Pickering

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

Table 5: Pickering – Road Transfer Candidates

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

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

7. Town of Whitby

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

Table 6: Whitby – Road Transfer Candidates

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

¹ candidates for first phase of transfers

² candidates for second phase of transfers

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

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

8. Conclusion and Next Steps

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

9. Attachments

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

Respectfully submitted,

Original signed by R. Jagannathan for:

S. Siopis, P.Eng.
Commissioner of Works

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



The Regional Municipality of Durham Information Report

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

Subject:

Road Rationalization – Interim Report

Recommendation:

Receive for information.

Report:

1. Purpose

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

2. Background

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

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

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

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

3. Study Methodology

3.1 The scope of the Study is outlined below:

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

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

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

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

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

Table 1: Consultation Overview

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

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

4. Criteria

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

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

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

5. Road Transfer Candidate Evaluation

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

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

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

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

6. Town of Ajax – Road Transfer Candidates

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

Table 2: Ajax – Evaluation of Road Transfer Candidates

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

6.2 Region to Local Transfer

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

6.3 Local To Region Transfer

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

7. Brock Township – Road Transfer Candidates

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

Table 3: Brock Township – Evaluation of Road Transfer Candidates

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

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

7.2 Region To Local Transfer

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

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

7.3 Local To Region Transfer

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

8. Municipality of Clarington – Road Transfer Candidates

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

Table 4: Clarington – Evaluation of Road Transfer Candidates

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

8.2 Region To Local Transfer

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

8.3 Local To Region Transfer

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

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

9. City of Oshawa – Road Transfer Candidates

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

Table 5: Oshawa – Evaluation of Road Transfer Candidates

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

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

9.2 Region To Local Transfers

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

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

9.3 Local To Region Transfers

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

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

10. City of Pickering – Road Transfer Candidates

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

Table 6: Pickering – Evaluation of Road Transfer Candidates

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

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

10.2 Region To Local Transfer

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

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

10.3 Local To Region Transfer

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

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

11. Township of Scugog – Road Transfer Candidates

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

11.2 Table 7: Scugog – Evaluation of Road Transfer Candidates

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

11.3 Region To Local Transfers

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

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

11.4 Local To Region Transfers

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

12. Town of Whitby – Road Transfer Candidates

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

Table 8: Whitby – Evaluation of Road Transfer Candidates

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

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

12.2 Region To Local Transfers

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

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

12.3 Local To Region Transfers

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

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

13. Current Status and Next Steps

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

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

14. Conclusion

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

Respectfully submitted,

Original signed by

S. Siopis, P.Eng.
Commissioner of Works

Original signed by

G.H. Cubitt, MSW
Chief Administrative Officer

November 9, 2021

Via email: mbarnier@adelaidemetcalfe.on.ca

Township of Adelaide Metcalfe
Attention: Mike Barnier, Manager of Legislative Services/Clerk
2340 Egremont Drive
Strathroy, ON N7G 3H6

Dear Mr. Barnier:

RE: Correspondence – Resolution requesting Support for Federal and Provincial Funding of Rural Infrastructure Projects

On behalf of the Council of the Corporation of the Township of Lake of Bays, please be advised that the above-noted correspondence was presented at the last regularly scheduled meeting on November 9, 2021, and the following resolution was passed:

“Resolution #7(b)/11/09/21

BE IT RESOLVED THAT the Council of the Corporation of the Township of Lake of Bays hereby receives the correspondence from Mike Barnier, Manager of Legislative Services/Clerk for the Township of Adelaide Metcalfe and supports their request for the Federal and Provincial Government to provide more funding to rural municipalities to support infrastructure projects related to major bridge and culvert replacements, dated September 13, 2021.

AND FURTHER THAT this resolution be forwarded to the Premier of Ontario, Provincial Minister of Finance, Federal Finance Minister, AMO, and all Ontario municipalities.

Carried.”


Sincerely,



Carrie Sykes, *Dipl. M.A., CMO, AOMC*,
Director of Corporate Services/Clerk.

CS/cw

Copy to: Hon. Doug Ford, Premier of Ontario
Hon. Peter Bethlenfalvy, Provincial Minister of Finance
Hon. Chrystia Freeland, Deputy Prime Minister and Minister of Finance
Association of Municipalities of Ontario
All Ontario Municipalities

 Corporate Services Department Legislative Services Division	
Date & Time Received:	November 30, 2021 2:30 pm
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	



TOWNSHIP OF ADELAIDE METCALFE

2340 Egremont Drive, Strathroy, ON N7G 3H6

T: 519-247-3687 F: 519-247-3411

www.adelaidemetcalfe.on.ca

October 8, 2021

Township of Scugog
181 Perry Street
PO Box 780
Port Perry, ON
L9L 1A7

ATTENTION: BECKY JAMIESON, DIRECTOR OF CORPORATE SERVICES/MUNICIPAL CLERK

**RE: SUPPORT OF RESOLUTION – FEDERAL AND PROVINCIAL FUNDING OF RURAL
INFRASTRUCTURE PROJECTS**

Please be advised that the Council of the Township of Adelaide Metcalfe, at the regular meeting of October 4, 2021, supported and passed The Township of Scugog resolution as follows.

THAT the Province of Ontario and the Government of Canada be encouraged to provide more funding to rural municipalities to support infrastructure projects related to major bridge and culvert replacements.

CARRIED.

Kind regards,

Mike Barnier
Manager of Legislative Services/Clerk



GEORGINA

The Clerks Division

November 29, 2021


COMMUNICATED VIA EMAIL

Hon. David Piccini, Minister; Andrew Evans, Director of Policy
Ontario Ministry of the Environment, Conservation and Parks
minister.mecp@ontario.ca; Andrew.Evans4@ontario.ca

Hon. Jonathan Wilkinson, Minister
Environment and Climate Change Canada
jonathan.wilkinson@parl.gc.ca

Hon. Lisa Thompson, Minister; Jack Sullivan, Issues Manager & Press Secretary
Ontario Ministry of Agriculture, Food and Rural Affairs
minister.omafra@ontario.ca; jack.sullivan@ontario.ca

Hon. Marie-Claude Bibeau, Minister
Minister of Agriculture and Agri-Food
Marie-Claude.Bibeau@parl.gc.ca

 Corporate Services Department Legislative Services Division	
Date & Time Received:	November 30, 2021 2:34 pm
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

**RE: LACK OF RECYCLING OPTIONS
AGRICULTURAL BALE WRAP AND TWINE AND BOAT SHRINK WRAP**

To Whom this May Concern:

Residents of the Town of Georgina are concerned about the lack of options for recycling boat shrink-wrap and agricultural bale wrap and twine. We note that the [Inventory of recycling programs](#) in Canada, listed on the Government of Canada website specifies that the only location in Canada to recycle bale and silage wrap is in Manitoba as part of a pilot program by CleanFARMS. The Region of York has advised that there are additional pilot programs in Bruce County, Clinton, and Ottawa Valley however, none of these locations are accessible to the residents of Georgina, nor to many other rural communities in Ontario. Moreover, CleanFarms has advised that expansion beyond Bruce County is highly unlikely due to financial limitations.

Every year, tons of plastic waste are burned on farms around Ontario and across Canada, and more is buried or dumped in municipal landfills. [CBC reports that a 2012 survey](#) found that only 17 percent of farmers send their plastic for recycling. Accordingly, 83 percent of farmers have been forced to adopt

other means of disposal, largely, or entirely due to a lack of options for agricultural plastics within the province. As you are aware, burning plastics releases potent environmental toxins into the air and buried plastics are not biodegradable.

Just recently, Prince Edward Island announced [regulatory amendments](#) that will transition pilots for items like silage wrap and twine into permanent, industry-funded programs starting December, 2022. More recently still, Quebec took similar [regulatory action](#). Are similar initiatives currently under consideration for Ontario?

We seek to work with you, however possible, and with neighboring municipalities, in order to promote the well-being of our environment and to make recycling programs more accessible to farmers and boaters across the country. We look forward to hearing from you regarding concrete steps that can be implemented between government, agricultural and marine groups, and municipalities for the furtherance of these causes.


Kind Regards,

FOR THE TOWN OF GEORGINA

Council of the Town of Georgina
Georgina Agricultural Advisory Committee
Georgina Environmental Advisory Committee
Georgina Waterways Advisory Committee

Cc: Scot Davidson, MP, York-Simcoe, Scot.Davidson@parl.gc.ca
Caroline Mulroney, MPP, York-Simcoe, caroline.mulroneyc@pc.ola.org
Laura McDowell, Regional Municipality of York, Director, Environmental Promotion and Protection Branch, Laura.McDowell@york.ca
Cleanfarms Inc., info@cleanfarms.ca
Dr. Shrink, drshrink@dr-shrink.com
Switch Energy Corp., dnott@switchenergycorp.com
Neighbouring Municipalities



 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 01, 2021 11:48 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

CHRISTINE TARLING
Director of Legislated Services & City Clerk
Corporate Services Department
Kitchener City Hall, 2nd Floor
200 King Street West, P.O. Box 1118
Kitchener, ON N2G 4G7
Phone: 519.741.2200 x 7809 Fax: 519.741.2705
christine.tarling@kitchener.ca
TTY: 519-741-2385

December 1, 2021

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

Dear Premier Ford:

This is to advise that City Council, at a meeting held on November 22, 2021, passed the following resolution regarding fire safety measures:

"WHEREAS the Government of Ontario, in December 1975, enacted the Ontario Building Code for the purpose of regulating the construction of new, safe buildings within the Province of Ontario; and,

WHEREAS the Government of Ontario, in November 1981 enacted the Ontario Fire Code for the purpose of maintaining the life safety systems of all buildings within the Province of Ontario; and,

WHEREAS the Government of Ontario, in November 1983 began the process of amending the Ontario Fire Code to include Retrofit provisions, for the purpose of providing a minimum level of life safety for those existing buildings which had not been built under the provisions of any version of the Ontario Building Code; and,

WHEREAS the government of Ontario, in October 1992 amended the Ontario Fire Code Retrofit provisions, for the purpose of providing a minimum level of life safety to buildings classed as low rise residential (9.5); and,

WHEREAS October 2021 marks twenty-nine (29) years since the requirements outlined by Retrofit 9.5 have been substantially updated; and,

WHEREAS this lack of currently appropriate standards for self-closing devices on suite doors and positive latching on exit stairwell doors has led to significant serious injuries, deaths, long term dislodgement of residents, and significant unnecessary insurance loss due to allowed building deficiencies;

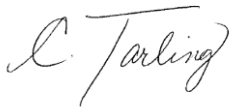
THEREFORE IT BE RESOLVED that the City of Kitchener urges the government of Ontario to direct the Ontario Fire Marshal's Office – Technical Services, to undertake an immediate review of that portion of the Ontario Fire Code known as Retrofit Section 9.5;

THEREFORE IT FURTHER BE RESOLVED that the City of Kitchener urges the Government of Ontario to, as expeditiously as possible, amend the Ontario Fire Code Sentence 9.5.2.8.(1) to require self closing devices on all suite closures (doors) within low rise residential buildings: and,

THEREFORE IT FURTHER BE RESOLVED that the City of Kitchener urges the Government of Ontario to, as expeditiously as possible, amend the Ontario Fire Code Sentence 9.5.3.3.(3) to require that closures (doors) entering exit stairwells be equipped with both self-closing devices and positive latching; and,

THEREFORE IT FINALLY BE RESOLVED that a copy of this resolution be forwarded to the Honourable Premier of Ontario, the Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario; and, all other Ontario municipalities."


Yours truly,



C. Tarling
Director of Legislated Services
& City Clerk

c: Honourable Steve Clark, Minister of Municipal Affairs and Housing
Monika Turner, Association of Municipalities of Ontario
Ontario Municipalities



 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 01, 2021 11:48 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

CHRISTINE TARLING
Director of Legislated Services & City Clerk
Corporate Services Department
Kitchener City Hall, 2nd Floor
200 King Street West, P.O. Box 1118
Kitchener, ON N2G 4G7
Phone: 519.741.2200 x 7809 Fax: 519.741.2705
christine.tarling@kitchener.ca
TTY: 519-741-2385

December 1, 2021

The Right Honourable Justin Trudeau
Prime Minister of Canada
80 Wellington Street
Ottawa ON K1A 0A2

Dear Prime Minister:

This is to advise that City Council, at a meeting held on November 22, 2021, passed the following resolution regarding conversion therapy:

"WHEREAS Conversion practices or conversion "therapy" (also known as "reparative therapy", "reintegrative therapy" or "aversiontherapy") include any treatment, practice, or sustained effort that has the intended effect of denying, repressing, discouraging or changing a person's non-heterosexual sexual orientation, noncisgender gender identity or gender expression, or any behaviours associated with a gender other than the person's sex assigned at birth; and,

WHEREAS all such practices are unscientific, dangerous and proven to cause harm to their victims; and,

WHEREAS such practices are opposed by more than 50 professional associations, including the Canadian Association the Canadian Association of Social Workers, Canadian Psychiatric Association, Canadian Professional Association for Transgender Health, Canadian Psychological Association, College of Registered Psychotherapists of Ontario, as well as the United Nations and World Health Organization; and,

WHEREAS Bill C-6-2020, An Act to Amend the Criminal Code (Conversion Therapy), which proposed five conversion therapyrelated offences, was an historic piece of legislation preceded by decades of advocacy by conversion practice survivors, that progressed to the second reading stage in the Senate before dying on the order paper when an election was called in August 2021; and,

WHEREAS several cities across Canada have adopted bylaws to prohibit conversion practices or are in the process of doing so, including the City of Kingston and the City of Thunder Bay in Ontario; and,

WHEREAS the City has adopted a Strategic Plan with a theme of being a “Caring Community”, which includes a commitment to supporting our diverse populations, including the removal of social stigmas and where possible being more equitable and inclusive; and,

WHEREAS Kitchener continues to seek opportunities to demonstrate leadership in making all those within our community feel equal and included;

THEREFORE BE IT RESOLVED that Kitchener City Council formally denounce conversion practices as dangerous and harmful, perpetuating myths and stereotypes about sexual orientation and gender identity and expression; and,

THEREFORE BE IT FURTHER RESOLVED that the City of Kitchener request our Office of Equity, Anti-Racism and Indigenous Initiatives explore ways to support conversion therapy survivors and those at risk; and,

THEREFORE BE IT FURTHER RESOLVED that Kitchener City Council direct City staff to continue to monitor legislative developments at the federal and/or provincial orders of government pertaining to conversion therapy, and in conjunction with any actions taken by them and our regional and municipal partners locally, bring a report to Council outlining any further legislative and/or policy actions which may be contemplated by the municipality to further prohibit conversion practices, and,

THEREFORE BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the Right Honourable Prime Minister of Canada, Minister of Housing, and Diversity and Inclusion, Minister of Justice, Minister for Women and Gender Equality and Youth, and area Members of Parliament urging creation of a new bill within the first 100 days of their mandate which will include a “no consent” provision to protect Canadians of all ages; and,

THEREFORE BE IT FINALLY RESOLVED that a copy of this resolution be forward to the Honourable Premier of Ontario, area Members of Provincial Parliament, the Association of Municipalities of Ontario, and all other municipalities in Ontario encouraging both the Province and other municipalities to also formally denounce and take action to prohibit conversion practices against all persons regardless of age."

Yours truly,

A handwritten signature in cursive script that reads "C. Tarling".

C. Tarling
Director of Legislated Services
& City Clerk

- c: Hon. Ahmed Hussen, Minister of Housing, Diversity and Inclusion
- Hon. David Lametti, Minister of Justice
- Hon. Marci Ien, Minister for Women and Gender Equality and Youth
- Hon. Doug Ford, Premier of Ontario
- Tim Louis, MP (Kitchener-Conestoga)
- Raj Saini, MP (Kitchener Centre)
- Marwan Tabbara, MP (Kitchener South-Hespeler)
- Laura Mae Lindo, MPP (Kitchener Centre)
- Mike Harris, MPP (Kitchener Conestoga)
- Amy Fee, MPP (Kitchener South-Hespeler)
- Monika Turner, Association of Municipalities of Ontario
- Ontario Municipalities

December 1, 2021

The Honourable Doug Ford, M.P.P.
Premier of Ontario
Legislative Building
Queen's Park
Toronto, ON M7A 1A1

Sent via email: premier@ontario.ca

**Re: National Childcare Program
Our Files:**

Dear Premier Ford,

At its meeting held on November 15, 2021, St. Catharines City Council approved the following motion:

“WHEREAS the province of Ontario has the most expensive childcare in the country, presenting a financial hardship for many families and a barrier for women’s full economic participation; and


WHEREAS the \$34 billion early learning and childcare spending commitment announced this year by the federal government will bring transformative change to childcare by lowering parent fees and expanding the supply of regulated not-for-profit and public childcare in this country; and

WHEREAS the federal government has already reached childcare agreements with BC, Nova Scotia, Manitoba, Saskatchewan, Yukon Territory, PEI, Newfoundland and Labrador and Quebec; and

WHEREAS the provisions of each agreement vary to some degree, but the majority of the jurisdictions have agreed to use the federal funds to:

- (a) lower parent fees by 50 per cent by the end of 2022 and to \$10 a day by 2025-26 or sooner;
- (b) improve the wages and working conditions of early childhood educators, and
- (c) publicly fund the expansion of not-profit and public childcare;

THEREFORE BE IT RESOLVED that the City of St. Catharines request that the provincial government take the necessary steps to work with the federal government on

 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 01, 2021 1:13 pm
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a bilateral agreement to ensure the new national child care program be made available to Ontarians, and that it focuses on increased access, affordability, quality and responsiveness, all of which are essential to the COVID-19 pandemic response; and

BE IT FURTHER RESOLVED that staff actively monitor federal developments and engage in provincial and regional discussions; and

BE IT FURTHER RESOLVED that City Council request the City Clerk circulate Council's decision to other municipalities in Ontario, the Ontario Municipal Social Services Association and the Association of Municipalities of Ontario.”

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Bonnie Nistico-Dunk, City Clerk
Legal and Clerks Services, Office of the City Clerk
.mb


cc: Niagara Area MPPs
Ontario Municipal Social Services Association
Ontario Municipalities
Association of Municipalities of Ontario, amo@amo.on.ca



Cultural Expressions Art Gallery Inc.
 c/o 571 Cattail Court
 Pickering, ON L1V 6A4
 Tel. 905-706-9905
culturalexpressionsbhm@gmail.com
durhamblackhistorymonth.com

November 30, 2021

Regional Chair John Henry and Council
 The Regional Municipality of Durham
 605 Rossland Road East
 Whitby, Ontario L1N 6A3

 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 01, 2021 1:16 pm
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Dear Mr. Henry and Council:

I am pleased to invite you to the **15th Annual Durham Black History Month Celebration**, a virtual event presented by Cultural Expressions Art Gallery Inc. in partnership with Durham Children’s Aid Foundation, Town of Ajax, City of Pickering and Congress of Black Women among others:

FIFTEENTH
Saturday, February 5, 2022 at 7pm
Sunday, February 6, 2022 at 2pm
 Streaming at www.durhamblackhistorymonth.com

Our theme is simply entitled “Fifteenth” with a look back at the memorable and momentous events that continue to shape the tone and direction of diversity across Canada and Durham region in the past 15 years. Last February’s online event drew fresh new global attention with attendees streaming from as far as the United Kingdom. In 2022, we are expecting to expand our reach with the introduction of a second day of programming. As always, our community will enjoy talented performers, virtual learning, games and inspiration.

To open our event, we would be pleased to have Regional Chair Henry bring greetings once again on behalf of Durham Region. **We are requesting a video greeting in landscape format of up to two (2) minutes by January 7th for inclusion in our pre-recorded programme.** Or, if technical capabilities are limited, we can coordinate a time to have our team record a greeting through our digital platform.

We look forward to you, Regional Chair and Council Members, marking our 15th anniversary event with the community. Should you have any questions or would like more details on the event logistics, please feel free to contact the planning committee at the email above.

Yours sincerely,



Esther Forde
 Chair, Durham Black History Month Committee

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

November 9, 2021

A meeting of the Durham Agricultural Advisory Committee was held on Tuesday, November 9, 2021 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby at 7:37 PM. In accordance with Provincial legislation, electronic participation was offered for this meeting.

1. Roll Call

Present: Z. Cohoon, Federation of Agriculture, Chair
T. Barrie, Clarington
N. Guthrie, Member at Large
G. Highet, Regional Councillor
B. Howsam, Member at Large
D. Risebrough, Member at Large
B. Smith, Uxbridge
B. Winter, Ajax

***members of the Committee participated electronically**

Absent: K. Kemp, Scugog
K. Kennedy, Member at Large
G. O'Connor, Member at Large
F. Puterbough, Member at Large
H. Schillings, Whitby
G. Taylor, Pickering, Vice-Chair
T. Watpool, Brock, Vice-Chair

Staff

Present: A. Brown, Agriculture Economic Development Program Coordinator, Department of Planning and Economic Development
S. Jibb, Manager, Agriculture and Rural, Department of Planning and Economic Development
R. Inacio, Systems Support Specialist, Corporate Services – IT
M. Scott, Project Planner, Department of Planning and Economic Development
N. Prasad, Assistant Secretary to Council, Corporate Services – Legislative Services
K. Smith, Committee Clerk, Corporate Services – Legislative Services
***all staff except R. Inacio participated electronically**

2. Declarations of Interest

There were no declarations of interest.

3. Adoption of Minutes

Moved by Councillor Hight, Seconded by B. Smith,
That the minutes of the Durham Agricultural Advisory Committee
meeting held on October 12, 2021 be adopted.
CARRIED

4. Presentation

A) Janet Horner, Executive Director, Golden Horseshoe Food and Farming Alliance – Event Barn Position Paper

Janet Horner, Executive Director, Golden Horseshoe Food and Farming Alliance, provided a PowerPoint Presentation regarding the Event Barn Position Paper.

Highlights of the presentation included:

- Event Barns
- Introduction
- Importance of Farmland Preservation
- Family Farming & On-Farm Diversification
- Event Barn Examples in the Golden Horseshoe
- Event Barn Requirements
- Position on Event Barns
- Lessons Learned from Stonewall Estates
- Recommendations and Next Steps
- Conclusion

J. Horner advised that the draft Event Barn Position Paper was endorsed by the Golden Horseshoe Food and Farming Alliance in September 2021 and it was recommended that it be circulated to the Agricultural Advisory Committees for comment. She stated that she would like to receive any comments by January as the Alliance is scheduled to meet in January 2022 to review the comments received and endorse the Paper.

J. Horner advised that the Golden Horseshoe is the most densely populated and industrialized area in Canada. She stated that prime agricultural lands are a finite, limited resource and agricultural uses are to remain the principal use in prime agricultural areas. She stated that on-farm diversification includes implementing value added farming practices as well as new business on farmlands which may not be directly related to agriculture. Event barns are one example of on-farm diversification where barns are transformed into spaces to host weddings, parties and other social events. She advised that the Golden Horseshoe has many event barns and provided a detailed overview of 3 legal event barns in the Golden Horseshoe.

J. Horner provided an overview of the event barn requirements and stated that the following criteria must be met for on-farm diversified uses: located on a farm; secondary to the principal agricultural use of the property; limited in area; includes but not limited to home occupations, home industries, agri-tourism uses and uses that produce value-added agricultural products; and shall be compatible with, and shall not hinder, surrounding agricultural operations. She advised that the Golden Horseshoe Food and Farming Alliance' position on Event Barns is that they should only be permitted if they can meet all the current government requirements and follow the OMAFRA Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas; and it is unlikely that event barns should be established today. She stated the reasons behind the GHFFA's position are as follows: must be secondary to the farm; must have appropriate size and scale; and, expensive and timely.

J. Horner responded to questions with regards to properties with large enough spaces and how to differentiate that from being an event facility and an event barn; and what is driving the popularity of event barns.

Z. Cohoon requested committee members review the Event Barn Position Paper and provide feedback at the next committee meeting.

5. Discussion Items

A) Rural and Agricultural Economic Development Update

S. Jibb provided the following update:

- The Ontario Minister of Agriculture Food and Rural Affairs visited Durham Region on October 29th. The event included a funding announcement in Uxbridge; a roundtable with farmers of Uxbridge; primary producers; a tour of Hy-Hope Farms, Whitby and the Centre for Food at Durham College. S. Jibb and A. Brown also provided a presentation to the Minister on some of the economic development priorities for the agri-food industry
- Staff is working with Planning Department staff on the Agriculture System Mapping approach with regards to the agri-food network
- The Durham Farm Connections Annual General Meeting is scheduled for November 22, 2021 and the Durham Farm Fresh Annual General Meeting is scheduled for November 30, 2021

A. Brown provided the following update:

- Staff is hosting a workshop on November 12, 2021 on A Guide to Starting a Home-Based Food Business
- Staff is working on a Succession Planning Workshop and more details will be provided at another time

B) 2022 DAAC Workplan and Terms of Reference

A copy of the draft 2022 DAAC Workplan and Terms of Reference were provided as Attachments #2 and #3 to the Agenda.

Moved by B. Winter, Seconded by D. Risebrough,
That we recommend to the Planning and Economic Development
Committee for approval and subsequent recommendation to
Regional Council:

That the Draft 2022 Workplan of the Durham Agricultural Advisory
Committee, as proposed, be adopted.

CARRIED

Moved by B. Winter, Seconded by B. Smith,
That we recommend to the Planning and Economic Development
Committee for approval and subsequent recommendation to
Regional Council:

That the Draft Terms of Reference for the Durham Agricultural Advisory
Committee, as proposed, be adopted.

CARRIED

6. Information Items

A) Report #2021-INFO-109 – Durham Agricultural Advisory Committee, 2021
Virtual Farm Tour

A copy of Information Report #2021-INFO-109 of the Commissioner of
Planning and Economic Development regarding the Durham Agricultural
Advisory Committee, 2021 Virtual Farm Tour, was provided as a link to the
Agenda and received.

B) Report #2021-P-24 – Decision Meeting Report – Grainboys Holdings Inc. –
OPA 2021-004

A copy of Report #2021-P-24 of the Commissioner of Planning and
Economic Development regarding the Application to Amend the Durham
Regional Official Plan, submitted by Kyle Petrovich on behalf of Grainboys
Holdings Inc. to permit the development of a grain processing facility in the
Township of Uxbridge, was provided as a link to the Agenda and received.

C) Durham Food Policy System Comment Request

With regards to the Durham Food Policy Council, Durham Food System
Report Card presented to the committee on October 12, 2021, M. Scott
requested that committee members forward any comments to him by email.

D) Evergreen Environmental File – 1515 Thornton Road, Oshawa

With regards to H. Schilling's request at the October 12, 2021 meeting regarding concerns with a property at Raglan Road and Harmony Road North being used for the dumping of yard waste, M. Scott advised that the Region commented on an EBR posting but the matter is within the City of Oshawa's purview. M. Scott confirmed that the contact information for the Planner will be forwarded to H. Schillings.

7. Other Business

A) Application to Amend the Durham Regional Official Plan, submitted by Bridgebrook Corp. to redesignate lands from Special Study Area #6 to Living Areas to facilitate the development of a 588-unit plan of subdivision, in the Township of Uxbridge, File: OPA 2021-005 (2021-P-20)

M. Scott advised that this Application was not circulated to the committee as the application was within the urban boundary. He advised that the Applicant has applied to change the designation from a special study area to living areas in the Official Plan contingent on servicing.

Discussion ensued with regards to the Application not being supported by the Township of Uxbridge; as well as the property being located within the Whitelands of Uxbridge, still actively farmed and very opposed to by the local community.

8. Date of Next Meeting

The next meeting of the Durham Agricultural Advisory Committee will be held on Tuesday, December 14, 2021 starting at 7:30 PM.

9. Adjournment

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

The meeting adjourned at 8:41 PM.

Z. Cohoon, Chair, Durham
Agricultural Advisory Committee

N. Prasad, Assistant Secretary to
Council

DURHAM NUCLEAR HEALTH COMMITTEE (DNHC) MINUTES

Location Durham Regional Headquarters
605 Rossland Road East
Town of Whitby

Meeting In an effort to help mitigate the spread of COVID-19, this DNHC meeting was a virtual meeting so that Presenters and Members could present and participate without meeting together in the Regional Council Chambers.

Date November 19, 2021

Time 1:00 PM

Members that Participated

Dr. Robert Kyle, Durham Region Health Department (DRHD), (Chair)
Mary-Ann Pietrusiak, DRHD
Lisa Fortuna, DRHD
Dr. Kirk Atkinson, Ontario Tech University
Phil Dunn, Ministry of the Environment, Conservation and Parks
Kristina Brama, Ontario Power Generation (OPG)
Veena Lalman, Public Member
Susan Ebata, Public Member
Dr. David Gorman, Public Member
Dr. Lubna Nazneen, Alternate Public Member
Alan Shaddick, Alternate Public Member

Presenters & Assistants

Brian Devitt, (Secretary)
Kimberley Campbell, Canadian Nuclear Safety Commission (CNSC)
(Presenter)
John Burta, CNSC (Presenter)
Carrie-Anne Atkins, OPG (Presenter)
Ajit Ghuman, Canadian Nuclear Laboratories (Presenter)
Christine Drimmie, Office of the Regional Chair and CAO (Presenter)
Caitlin Rochon, Office of the Regional Chair and CAO (Presenter)
Helen Tanevski, DRHD
James Kilgour, Durham Emergency Management

Regrets

Hardev Bains, Public Member
Deborah Kryhul, Public Member
Jane Snyder, Public Member
Dr. Barry Neil, Public Member
Raphael McCalla, Member representing OPG
Loc Nguyen, Member representing OPG

Dr. Robert Kyle opened the virtual meeting and welcomed everyone.

Dr. Robert Kyle mentioned Observers who have questions concerning the presentations today, should email or discuss their requests with James Kilgour, Director, Durham Emergency Management, at james.kilgour@durham.ca or 905-668-7711 extension 6260.

James will follow-up with each of the presenters after the meeting with the Observers' questions off-line to prevent any duplication of emails and responses. James will report back to Dr. Robert Kyle the outcomes of the questions he received.

1. Approval of Agenda

The Revised Agenda was adopted.

2. Approval of Minutes

The Minutes of September 17, 2021 were adopted as written.

3. Correspondence

3.1 Dr. Robert Kyle received a report from James Kilgour, Director, Durham Emergency Management, concerning questions asked by Theresa McClenaghan, Executive Director and Counsel, Canadian Environmental Law Association (CELA). As an Observer of the September 17 DNHC virtual meeting, Theresa requested clarification about drinking water standards for tritium that was related to the OPG presentation on its 2020 Environmental Monitoring Program (EMP).

3.2 Dr. Robert Kyle received a report from James Kilgour that included a reply from Raphael McCalla, Director, Environmental Health and Safety, that provided detailed information to the questions raised by CELA and he referenced Provincial and Canadian Nuclear Safety Commission (CNSC) drinking water standards. Raphael also included OPG's commitment that concentrations of tritium in drinking water at local water supply plants would be less than 100 Bq/l on average. The DNHC has received presentations of the annual EMP results for several years, and the concentration of tritium in drinking water at local water

supply plants has been on average less than 20Bq/l. James' report was dated September 27, 2021.

3.3 Dr. Robert Kyle received a report from James Kilgour concerning several detailed questions and comments raised by A.J. Kehoe, Observer of the September 17 DNHC virtual meeting. James circulated the questions to the appropriate OPG presenter for follow-up and he will report back to Dr. Robert Kyle before the January 21 DNHC meeting with answers and comments received. James' report was dated October 29, 2021.

4. Presentations

4.1 Progress report by the CNSC concerning its Regulatory Oversight During 2020 and COVID-19

Kimberley Campbell, Director, Pickering Regulatory Program and John Burta, Director, Darlington Regulatory Program, Directorate-Power Reactor Regulations, CNSC, provided a joint presentation on the CNSC's regulatory oversight in 2020 with COVID-19 restrictions limiting some of its activities.

Kim explained the highlights of the CNSC's regulatory oversight during COVID-19 that included:

- Continued to verify that measures to protect health, safety, security and the environment were in place.
- Continued to provide oversight of the Unit 3 Darlington refurbishment activities including defueling, draining and currently major component removals.
- Maintained ongoing communications with OPG to ensure the COVID-19 licensees' plans were being implemented.
- Responded to requests for regulatory flexibility.
- The Darlington full-scale emergency exercise that was planned for February 2021 was deferred to February 2022.

John provided the general highlights of inspections at Darlington NGS and Pickering NGS that included:

- In May 2020, CNSC resident inspectors resumed regular on-site inspection activities at Darlington and Pickering NGSs to conduct in-field activities.
- Support from Headquarters staff that includes specialists and program officers continues to be provided from Ottawa.
- Resource challenges have led to a number of inspections being cancelled but CNSC remains on track to complete the plan for this fiscal year.

John provided the CNSC Oversight Highlights for the Darlington NGS.

CNSC Power Reactor Operating Licence for Darlington update:

- January 2016 to November 2025, 10-year licence
- Units 1 to 4 were operational in 2020

- In June 2020, Unit 2 completed refurbishment and returned to service
- In September 2020, Unit 3 entered refurbishment activities
- Units 1, 2 and 4 are operational in 2021
- January 2021, CNSC accepted the OPG's Basis Document for the next Periodic Safety Review (PSR) that will lead to next Integrated Implementation Plan (IIP)
- No Licence Conditions Handbook (LCH) revision in 2020 but a substantial revision was issued in 2021

CNSC Oversight of the current IIP at Darlington

- Overall, there were 622 IIP commitments planned in the IIP.
- In 2020, OPG completed 41 commitments, 19 were under review for closure and 59 closed by CNSC.

CNSC Oversight of the Darlington Refurbishment Project:

- Staff continued with its oversight on the Darlington Unit 3 Refurbishment activities following the Unit 3 shutdown in September 2020.
- Staff completed the oversight with focused inspections as OPG removed the fuel and moderator from Unit 3 between September and November 2020.
- Staff from Ottawa headquarters worked closely with Darlington site staff to conduct inspections, technical reviews and other compliance monitoring activities.
- Staff oversaw Unit 2 refurbishment activities that confirmed the regulatory requirements were met and Unit 2 was returned to service in June 2020.
- Overall, CNSC staff are satisfied that the refurbishment activities conducted on Unit 3 are performed safely and in compliance with regulatory requirements.

CNSC Staff noted several oversight areas that were highlighted:

- OPG made considerable effort to improve its performance with radiological hazard control compared to 2019.
- Chemistry control was strong and compared favourably with industry averages.
- Preventive maintenance deferrals and backlogs for corrective and deficient maintenance remained low and were better than industry averages.
- CNSC staff approved a request for regulatory flexibility to defer OPG's planned full-scale emergency preparedness exercise to February 2022.
- CNSC considers Darlington to have sufficient provisions for preparedness and response capability to mitigate effects of accidental releases of nuclear hazardous substances on the environment and to maintain health and safety of persons.
- CNSC considers Darlington has made satisfactory progress on its Integrated Implementation Plan.

CNSC Staff Oversight of Hazardous Environmental Releases from Darlington:

- Environmental releases were below Derived Release Limits.
- No radiological or hazardous substances releases approached or exceeded Action Levels or regulatory limits.
- Staff reviewed OPG's annual environmental protection reports and determined the dose to members of the public was less than 0.1% of the CNSC Radiation Protection Regulations.
- Radiation doses to the workers at Darlington were below regulatory dose limits of the Radiation Protection Regulations, as well as below OPG's Action Levels from its radiation protection program.
- Overall, CNSC staff are satisfied that the radiological doses to workers are monitored and maintained ALARA, and that members of the public are protected from radiological and hazardous substances released from Darlington NGS.

Kim provided the CNSC oversight highlights for the Pickering NGS.

CNSC Power Reactor Operating Licence for Pickering NGS update:

- Authorization from the Commission is required to operate beyond 2024
- Units 1, 4, 5, 6, 7 and 8 were operational in 2020
- Units 2 and 3 are not operational and were defueled in 2008
- CNSC staff revised the LCH in April 2020

CNSC oversight of the current IIP:

- Overall, there were 98 IIP commitments planned in the IIP and 20 were to be completed in 2021.
- In 2020, OPG completed 17 commitments, and all 17 were under CNSC review for closure.
- In 2021, only 7 commitments remain; 5 were completed and 2 were removed from the scope.
- As of June 2021, CNSC staff have closed all Pickering IIP commitments and the IIP is now closed.
- The current CNSC Operating Licence requires OPG to undertake a PSR and produce a subsequent IIP to support continued operation of any reactors beyond 2024.
- OPG must make its intent known, to either shutdown or continue to operate, to the Commission no later than December 31, 2022.

CNSC oversight of fish impingement and Fisheries Act authorization (FFA):

- Fish impinged in 2020 was the lowest monitored since 2016.
- No observed impingement in 2020 of Schedule 1 fish species for the species at risk category
- Fisheries and Oceans Canada is reviewing OPG request to amend the FFA.

CNSC oversight of the thermal plume monitoring:

- OPG submitted its thermal plume monitoring report “Potential Effects of Pickering NGS Thermal Plume on the Survival of Round Whitefish Embryos, 2018-2020”.
- CNSC staff and ECCC are currently reviewing OPG’s submission.

CNSC Oversight of Hazardous Environmental Releases from Pickering NGS:

- Environmental releases were below OPG’s Derived Release Limits in the LCH.
- There was one hazardous substance limit exceedance in 2020 but review of OPG’s actions taken concluded that the public remained protected.
- CNSC staff reviewed OPG’s annual environmental protection reports and determined that the dose to members of the public from the Pickering NGS was less than 0.1% of the CNSC Radiation Protection Regulations.
- Radiation doses to workers at Pickering NGS were well below regulatory dose limits from the Radiation Protection Regulations, as well as below OPG’s Action Levels from its radiation protection program.
- OPG self-identified a trend of unplanned tritium exposures to workers and Unit 2 had a minor heat transport leak resulting in localised spread of contamination.
- Overall, CNSC staff are satisfied that radiological doses to workers at Pickering NGS are monitored and maintained ALARA, and that members of the public are protected from radiological and hazardous substances released from Pickering NGS.

CNSC oversight of nuclear emergency preparedness at Pickering NGS:

- Pickering has sufficient provisions for the preparedness and response capability to mitigate effects of accidental releases of nuclear and hazardous substances on the environment and maintain health and safety of persons.
- CNSC staff conducted an on-site inspection during a Pickering NGS full-scale emergency exercise.
- During the inspection, CNSC staff identified numerous complaint findings and several non-compliant findings.
- Non-compliant findings were negligible or of low safety significance.
- OPG has addressed the low and negligible findings to CNSC staff satisfaction.

Kim explained that the 2020 annual report concerning Nuclear Power Plant Safety Oversight will be presented to the Commission on December 15, 2021. The report will have no have “Fully Satisfactory” ratings in 2020. The report is available on the CNSC website at <http://www.nuclearsafety.gc.ca/eng/the-commission/meetings/cmd/pdf/CMD21/CMD21-M36.pdf>.

In conclusion, Kim mentioned the Darlington and Pickering NGSs met regulatory requirements in 2020 and there were no negative trends in their safety performance.

The CNSC continues to maintain oversight and successfully carried out its modified compliance program, ensuring on-site verification and remote methods of oversight are adequate with COVID-19 restrictions.

Incorporating the lessons learned from COVID-19 allows the CNSC to remain a flexible and agile regulator for the future. CNSC staff determined that its NPP operations in 2020 and 2021 met regulatory requirements and there were no negative trends in safety performance.

Kim Campbell and John Burta or their associates will update the DNHC next year on the Staff Safety Oversight for 2021 for the Darlington and Pickering Nuclear Power Plants. More information is available on the CNSC website at nuclearsafety.gc.ca.

4.2 Progress Report by the Office of the Regional Chair and Chief Administrative Officer concerning the development of the *Durham Nuclear Sector Strategy*

Christine Drimmie, Manager, Corporate Initiatives, and Caitlin Rochon, Emergency Management Coordinator, Office of the Regional Chair and CAO, provided a detailed presentation on the development of the proposed Durham Nuclear Sector Strategy. The highlights of Christine and Cailin's presentation were:

The purpose of the Strategy is to empower the community by:

- Building understanding of the nuclear sector.
- Increasing our capacity to respond and participate.
- Working with partners to seize opportunities.
- Being prepared for evolving future.
- Taking a community-centred leadership role.

The guiding principles for developing the Strategy are:

- Aligned
- Future-focused
- Community-Centred
- Connected
- Respecting Indigenous rights and treaties.

There were three phases of strategy development:

- Phase 1: Awareness
- Phase 2: Listening
- Phase 3: Integrating input and Lessons Learned.

Christine explained that staff of the nuclear sector working group developed four proposed strategy goals:

1. Grow understanding of the nuclear sector among Regional Council, staff and the community.
2. Protect and sustain the community by addressing impacts and opportunities of being a nuclear host community.
3. Build prosperity by maximizing the benefits of being a nuclear host community and Canada's premier centre of the nuclear industry and innovation.
4. Lead and develop partnerships within the nuclear sector to build leadership capacity and influence decision-making.

Christine explained how community, partner, rights holder and stakeholder engagement was aimed at gathering feedback on the four proposed strategy goals and to gain insight into how the Region might establish itself as an active, engaged leader in the nuclear sector with the capacity to influence decisions that affect the well being, economic development and sustainability of the community.

This included:

- Community Engagement – An online engagement platform, had 202 site visitors, 32 participants who answered the poll questions and most respondents indicated that the four proposed strategy goals are either “very” or “extremely important”.
- Partner, Rights Holder and Stakeholder Engagement – A targeted survey received 33 responses, 88% of respondents reported having a moderate or high level of awareness of nuclear issues in Durham Region and 90% supported the four proposed strategy goals.
- Seven small virtual focus group sessions were held with 24 participants for more in-depth discussion.
- Information gained from the focus groups included:
 - High support for development of the nuclear strategy and the four proposed goals
 - Potential roles identified for the Region included education, advocacy supporting economic development, recognizing Indigenous history, rights and partnership opportunities, and aligning and partnering more with OPG.
- A full summary report is available at <https://yourvoice.durham.ca/nuclear-strategy>.

Caitlin outlined the sections of the draft strategy beginning with an introduction to Durham Region, Canada's premier nuclear community:

- The Region is proud to be an experienced nuclear host community.
- There is a concentration of nuclear facilities, supply chain and academia.
- The Region has existing strong partnerships with the nuclear sector.

- The introduction also describes “who we are, where we are, and what is here”.

The Context for the Region’s Nuclear Strategy includes:

- Region’s Strategic Plan, Community Energy Plan and emissions targets.
- Ontario’s coal phase-out for electricity production.
- Strong record of nuclear safety.
- GHG emissions and energy density of nuclear in comparison to other energy sources.
- Significant provincial and federal initiatives that are underway.
- Valuable medical isotopes are harvested at Pickering and Darlington NGSs.
- Existing management of used nuclear fuel at NGSs and the Nuclear Waste Management Organization’s (NWMO) long-term plans for a Deep Geological Repository (DGR) for used nuclear fuel.

Key Milestones for Durham Region:

- 2021, OPG selects its technology for Canada’s first small modular reactor (SMR) at the Darlington NGS.
- 2022, the Port Granby Project is completed.
- 2022, OPG will install technology for isotope harvesting at Darlington NGS.
- 2024, OPG plans to begin engineering and construction of the SMR at Darlington NGS.
- 2024, Pickering NGS reactors begin to sequentially shut down.
- 2025, Durham Region’s corporate GHG emissions to be reduced by 20% from 2019 levels.
- 2028, Darlington SMR is planned to be operational.
- 2030s, NWMO plans to begin construction on its DGR for the long-term management of used nuclear fuel in Canada.
- 2040s, by 2040 OPG will be at a net-zero carbon company.
- 2040s, NWMO plans to complete the DGR and will start receiving used nuclear fuel from the Pickering and Darlington NGSs.
- 2050s, by 2050 Durham Region’s community carbon emissions will be 100% below 2019 levels.

Caitlin explained the Region’s draft Nuclear Sector Strategy includes the following desired goals and outcomes:

Grow Understanding

- Increased understanding by Regional Council, staff and community.
- Improved intergenerational knowledge transfer.
- Improved alignment and consistency among Durham Region staff communications.
- Increased community engagement and participation.

Maximize Prosperity

- Increased investment, research and job creation.
- Develop a strong, diverse talent pipeline.
- Increased local manufacturing to support Canada's SMR technology development.
- Develop a reputation as a respected, innovative source of medical isotopes, the global centre of nuclear expertise.

Sustain and Protect

- Financial arrangements that recognize the responsibilities associated with being a nuclear host community.
- Increase the Region's ability to anticipate and prepare for changes related to large nuclear projects in Durham Region.
- Minimize any adverse impacts of large nuclear projects and optimize benefits to the community.

Develop Partnerships

- Increased knowledge sharing on the experience of being a host community.
- Improved capacity to influence policy and decision making at the provincial and federal levels.
- Increased collaboration concerning environmental stewardship.
- Improved communications, cooperation and alignment.

Supports for Strategy Delivery

- Governance by establishing a Nuclear Sector Working Group (staff).
- Implementation and financial plans
 - Communication plan development to support strategy roll out
 - Advance actions via annual business planning and budget process
- Monitoring and Evaluation Plan
 - Develop metrics and indicators related to each action
 - Report annually beginning in 2023 with a review in 2026
- Open, Accountable and Evolving
 - Public reporting of plans, results and evaluation
 - Learn from experience and refocus as needed
- Conclusion
 - Strategy allows us to be prepared and proactive, extend our reach through partnerships, to influence change, manage uncertainty and to seize opportunities.

Caitlin provided a list of next steps:

- Providing briefings on the strategy and seeking comments.
- Refining the document based on feedback.
- Seeking approval of the strategy by:
 - Report and presentation at Committee of the Whole on December 15, 2021

- Report to Regional Council on December 22, 2021.
- Working on the strategy design so that it will be suitable for posting on durham.ca.
- Launch Durham's Nuclear Sector Strategy in early 2022.

Christine Drimmie and Caitlin Rochon or their associates will continue to update the DNHC on the progress of the Durham Nuclear Sector Strategy. For more information, Christine can be contacted at christine.drimmie@durham.ca and Caitlin at caitlin.rochon@durham.ca.

4.3 Progress report by the Canadian Nuclear Laboratories (CNL) concerning the Port Granby Project

Ajit Ghuman, Manager, Long-Term Waste Management Facilities for the Port Granby and Port Hope Projects, provided a detailed progress report with excellent photos of the site. The last progress report to the DNHC concerning the Port Granby Project was on September 18, 2020, by Dave Smith.

Ajit mentioned Canada's commitment to cleanup and to safely manage the historic low-level radioactive waste (LLRW) is nearing completion and the highlights of his presentation were:

- In November 2020, completion of relocating approximately 1.3 million tonnes of LLRW to the above ground storage mound at the Port Granby Long-Term Management Facility.
- In September 2021, capping and closing of the above ground storage mound with topsoil and grass was completed.
- The engineered above ground storage mound has 3 major layers:
 - Base liner system of 1.35 metres
 - Waste layer of up to 10 metres
 - Cover system of 2.5 metres.

Ajit explained that the on-site, Port Granby Project Long-Term Waste Water Treatment Plant, will continue to be used for the treatment of liquid waste. Liquid waste includes impacted groundwater, surface water, mound leachate and marginally impacted groundwater from the former site.

The CNSC licenses and regulates the Port Granby Project and determines how waste water is handled and discharged from the site.

- The storage mound diverts clean water (rain and snow) to perimeter ditches, into storm water ponds before discharge off-site.
- The monitoring of waste water confirms the removal of a broad based list of nuclear/hazardous substances to meet the requirements for safe discharge to Lake Ontario.
- To date, the processed waste includes approximately 768,000 cubic metres of clean water and 2,855,000 kilograms of solids that were removed to a safe long-term storage facility.

- With the mound now closed, solids resulting from the water treatment process are being transported by trucks to the Port Hope Long-Term Waste Management Facility.
- The East Gorge Groundwater Treatment system at the former waste management facility collects and pumps marginally impacted water to the plant for treatment before discharge to Lake Ontario.

Ajit mentioned that the realignment of Lakeshore Road is complete and the former road restored and several site infrastructure changes are currently underway to be completed in 2022 including:

- Removal of temporary internal roads
- Removal of the Lakeshore Road underpass
- Demobilization of equipment used by contractors.

Ajit explained the Phase 3 - Long-Term Monitoring of the Port Granby Project will include:

- East Gorge groundwater collection
- Treatment of leachate from the above ground mound
- Solids from the waste water treatment plant is safely transported to a licensed off-site storage site
- The site will remain fenced
- The mound has internal sensors and is monitored
- The grounds are monitored
- Continued environmental monitoring of air, water, groundwater, soil plants and wildlife
- Continued safety oversight to minimize risk to people and the environment.

In summary, Ajit mentioned that Port Granby Project includes a robust Public Information Program that outlines ongoing communication with the community with newsletters, tours, meetings with key stakeholders and an Indigenous engagement program.

Ajit Ghuman or his associates will provide the DNHC with further progress reports on Port Granby Project next year. More information on the Project can be accessed at info@phai.ca or 905-885-0291.

The Historic Waste Program Management Office is located at 25 Henderson Street, Port Hope, ON L1A 0C6.

5.1 Community Issues at Pickering Nuclear

Carrie-Anne Atkins, Manager, Stakeholders and Corporate Affairs, Pickering Nuclear, provided an update on Community Issues at Pickering Nuclear and the highlights were:

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

- The Fall Issue of the OPG newsletter *Neighbours* will be distributed by mid-December concerning several significant community issues at Pickering and Darlington NGSs.

Carrie-Anne Atkins, Manager, Stakeholders and Corporate Affairs, Pickering Nuclear, can be reached at 416-528-7766 or by e-mail at carrie-anne.atkins@opg.com for more information.

5.2 Community Issues at Darlington Nuclear

Carrie-Anne Atkins, Manager, Stakeholders and Corporate Affairs, Pickering Nuclear, provided an update on the Community Issues at Darlington Nuclear and the highlights were:

- Darlington Units 1 and 2 are operating at close to full power.
- Darlington Unit 3 is undergoing refurbishment and Unit 4 is in a planned maintenance outage.
- Darlington Refurbishment Project for Unit 3 has surpassed the halfway mark and will enter the reassembly phase while Unit 1 is being prepared for its refurbishment to begin in February 2022.
- In October, OPG received approval of the licence renewal for the Site Preparation of the Darlington New Nuclear Project from the CNSC. The licence allows OPG to carry-out activities to prepare the site for future infrastructure construction that is being planned for the Spring 2022.
- OPG continues to work with three SMR developers on their potential technologies for future deployment of a SMR at the Darlington site. OPG expects to make a technology decision by year end 2021, pending government review and concurrence.
- The Darlington New Nuclear Project team will provide the DNHC with a progress report in 2022 when more details of the Project are finalized.

Lindsay Hamilton, Manager, Stakeholders and Corporate Affairs, Darlington Nuclear, can be reached at 905-914-2457 or by e-mail at lindsay.hamilton@opg.com for more information.

5.3 Corporate Community Issues

Carrie-Anne Atkins Manager, Stakeholder and Corporate Affairs, Pickering Nuclear, provided an update on several OPG corporate community issues and activities that included:

- COVID-19 - Employees were asked to submit their vaccination status through an internal program and testing of unvaccinated employees began on October 18. Employees are returning to their offices and will soon reach full occupancy and they will continue to follow COVID safety protocols.
- Reconciliation Action Plan – On October 14, OPG launched its Action Plan to provide a road map of how they intend to work in partnership with Indigenous communities, businesses and organizations to advance

reconciliation. The Action Plan is a living document that will continuously evolve as new initiatives and opportunities emerge.

- Ontario Tech University and Durham College Partnership Renewal – On October 20, OPG announced it is continuing its decade-long collaboration with Ontario Tech University and Durham College with a further \$5 million investment. The new funding will be support capital expenditures, equipment, scholarships and bursaries for both institutions.
- Whitby Chamber of Commerce Business Award – On November 10, OPG Nuclear was awarded a Whitby Chamber of Commerce Business Achievement Award and Steve Gregoris, Senior VP, Darlington Nuclear, accepted the award on behalf of OPG.
- GridEx Emergency Preparedness Drill – On November 16, OPG participated in the North America Electricity Reliability Corporation (NERC) Grid Ex V1 exercise to demonstrate how they would respond to and recover from simulated coordinated cyber security and physical security threats and incidents. The exercise will help OPG strengthen their crisis communications relationships and provide input for lessons learned.
- Exercise Unified Command (ExUC) – On February 23-25, 2022, Darlington NGS will host the national emergency and preparedness response exercise known as ExUC. It has been conducted in previous years at Pickering and Darlington NGSs. This nuclear emergency preparedness exercise will provide an opportunity to validate the interoperability of emergency response plans and processes currently in place for OPG and its participating organizations at all levels of Government.
- Nuclear Waste Management Division Name Change – Over next few weeks, OPG’s Nuclear Waste Management Division will change to Nuclear Sustainability Services. The name change reflects the division’s good stewardship of nuclear materials, by-products of nuclear energy with a focus on the three Rs – reduce, reuse and recycle aligned with OPG’s Climate Change Plan. The DNHC will arrange for a presentation with the Nuclear Sustainability Team in 2022.
- Other OPG Corporate Community Activities and Partnerships:
 - November 3, Take Our Kids to Work Day
 - October 29 to November 11, Poppy Campaign
 - October and November – Several First Nations OPG Information Sharing Sessions
 - November 25, White Ribbon Campaign to recognize the increase in domestic violence across Canada due to COVID-19
 - City of Pickering’s “Winter Nights, City Lights: Walk-Thru Experience” partnership from November 19 to February 28, 2022
 - Durham Region Police Services Food and Toy Drive with OPG employee partnership
 - Windreach Farm Holiday Festival of Lights Drive-Thru Event with OPG sponsorship from December 10 to 14
 - Youth Engagement Campaign to advance the discussion around nuclear energy as part of the solution to climate change.

6. Other Business

6.1 Topics Inventory Update

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

6.2 Future Topics for the DNHC to Consider

Dr. Robert Kyle indicated the next DNHC meeting scheduled for January 21, 2022, will be a virtual meeting and the theme will be *Progress reports concerning Nuclear Emergency Preparedness in Durham Region* that will likely include:

- Progress report by Emergency Management Ontario, Office of the Fire Marshal and Emergency Management (OFMEM), concerning its Nuclear Emergency Preparedness highlights in 2021 and plans for 2022.
- Progress report by OPG concerning its Nuclear Emergency Preparedness highlights in 2021 and plans for 2022 at the Darlington and Pickering NGSs.
- Progress report by DEM concerning its Nuclear Emergency Preparedness highlights in 2021 and plans for 2022.
- Progress report by the CNSC concerning an update of its Working Group preparing the report “Emergency Distribution of Potassium Iodide Pills within the Ingestion Zone of the Pickering NGS”.

6.3 Scheduled DNHC Meetings in 2022

- January 21
- April 22
- June 17
- September 16
- November 18

6.4 Review of the DNHC Terms of Reference

Dr. Robert Kyle mentioned the Terms of Reference are being revised with three name changes of participant organizations that regularly report to the DNHC.

A copy of the current Terms of Reference with the proposed changes will be included with the draft minutes of the meeting today. The public members will be invited to provide other suggested changes to Brian Devitt, Secretary to the DNHC, by January 7, 2022. A progress report of the proposed revisions to the Terms of Reference will be made at the next meeting on January 21, 2022.

7. Next Meeting - Will be a Virtual Meeting

Location Durham Region Headquarters
605 Rossland Road East, Town of Whitby

Time 1:00 pm Meeting from the Regional Council Chambers

Date January 21, 2022

8. Adjournment 3:00 PM

DRAFT - DURHAM NUCLEAR HEALTH COMMITTEE (DNHC)

TERMS OF REFERENCE

SCOPE

The DNHC shall act as a scientific and technical orientated committee primarily focused on nuclear emissions, nuclear wastes and other related topics by providing a forum for discussing and addressing potential radiation and environmental human health impacts with nuclear industry representatives who will connect directly with environmental human health experts and members of the public from the nuclear host communities and elsewhere in Durham Region.

MANDATE

1. To review, discuss, and improve DNHC's understanding of the radiological environmental performance of nuclear facilities and nuclear waste management facilities in Durham Region and the issues which govern them.
2. To collect, monitor, analyze, discuss, summarize and/or form opinions about available information, including that pertaining to environmental assessments, regarding the possible environmental human health impacts of the radiological emissions from the local nuclear facilities, nuclear waste management facilities and transportation of nuclear waste and to disseminate the results of this work to the public.
3. To identify deficiencies in information about environmental human health impacts of radiological emissions and to recommend directly to the nuclear industry and/or federal and/or provincial governmental representatives that appropriate research be conducted in order to effectively address these deficiencies.
4. To review and discuss unusual incidents at local nuclear facilities and related activities or other facilities using, generating or storing radioactive material that may have adverse environmental and human health consequences.
5. To address and resolve specific issues and concerns which may be related to, be associated with, or caused by radiological emissions from the nuclear facilities and nuclear waste disposal sites that are referred to the DNHC by the public, including local governments, health professionals, etc. or otherwise comes to the DNHC's attention.
6. To maintain an awareness of new or refurbished nuclear facilities in Durham Region and their potential environmental and health effects.
7. To review, discuss, and, if necessary, advise about emerging issues that may be associated with environmental and human health.

8. To receive a progress report on nuclear emergency activities in Durham Region at least annually.
9. The following subjects shall not be components of the DNHC's mandate:
 - a) Occupational health and safety
 - b) Nuclear power as an energy option

ACCOUNTABILITY

1. The DNHC shall report through the Commissioner & Medical Officer of Health to the Health & Social Services Committee and the Regional Council.
2. If an environmental human health impact deficiency needs to be escalated, the DNHC may make recommendations, through the Commissioner & Medical Officer of Health, to the Health & Social Services Committee and the Regional Council, which can endorse DNHC's recommendation and ensure that the nuclear industry and/or federal and/or provincial government and/or other stakeholders are informed of Council's decision regarding such matter.

COMPOSITION

The DNHC shall be composed of the following Members (or designates):

1. From the Regional Municipality of Durham:
 - a) Commissioner & Medical Officer of Health
 - b) Director, Health Protection
 - c) Epidemiologist
2. From Ontario Power Generation:

Two representatives familiar with environmental and health issues at Darlington and Pickering Nuclear Generating Stations
3. From the public:
 - a) Nine Public Members who reside in either Ajax, Clarington, Oshawa, Pickering, or Whitby, and, if possible, three of whom reside in Ajax/Pickering and three of whom reside in Clarington;
 - b) Up to three Alternate Public Members who will represent absent Public Members; and
 - c) Public Members and Alternative Members shall be appointed by Regional Council as recommended by the Commissioner & Medical Officer of Health in accordance with such factors as residence, availability, knowledge of and interest in nuclear science, fit with the DNHC's scope, and ability to function in a group setting.

4. From the Government of Ontario:

One representative from the Ontario Ministry of the Environment, Conservation and Parks

5. From ~~the Ontario Institute of Technology~~ Ontario Tech University:

One representative from the Faculty of Energy Systems and Nuclear Science

6. The DNHC shall also invite presenters and observers to attend and/or participate in its meetings, including representatives from:

- a) Canadian Environmental Law Association
- b) Canadian Nuclear Safety Commission
- c) City of Oshawa
- d) City of Pickering
- e) City of Toronto
- f) Durham Nuclear Awareness
- g) ~~Durham Emergency Management Office~~ Durham Emergency Management
- h) Durham Region Planning and Economic Development Department
- i) Independent Electricity System Operator
- j) Greenpeace Canada
- k) Health Canada
- l) Nuclear Waste Management Organization
- m) Municipality of Clarington
- n) Office of the Fire Marshal and Emergency Management
- o) Ontario Power Generation
- p) Ontario Ministry of Energy, Northern Development and Mines
- q) Ontario Ministry of Health and Long-Term Care
- r) ~~Port Hope Area Initiative Management Office~~ Canadian Nuclear Laboratories
- s) Public Health Agency of Canada
- t) Town of Ajax
- u) Town of Whitby

MEETINGS

1. Meetings shall be chaired by the Commissioner & Medical Officer of Health or designate.
2. A quorum shall consist of nine Members as listed under Composition clauses 1 to 5.
3. The DNHC shall reach decisions normally by consensus.
4. The DNHC shall establish the dates, times, and places of subsequent meetings, normally at the conclusion of each meeting. Meetings shall normally be held at least five times per year. The meeting times and places for a calendar year shall be posted on the Region's website, on Health's DNHC webpages.

5. The Commissioner & Medical Officer of Health shall appoint a Secretary to the DNHC to be responsible for ensuring that agendas are prepared, correspondence and minutes are recorded, distributed, posted and a suitable meeting place is secured and presenters are confirmed. The Secretary shall respond to requests for correspondence, presentations, reports, etc. to be placed before the DNHC and shall ensure that such requests are appropriate and properly aligned with the DNHC's scope and theme of future meetings. The Secretary shall make minor wording changes to the Terms of Reference as needed such as the names of organizations of presenters. The Secretary shall advise the DNHC at its next meeting of any changes made.
6. The unapproved minutes of DNHC meetings shall be added to a subsequent Council Information Package. DNHC approved minutes and agendas are posted on the Region's website on Health's DNHC webpage.
7. Questions and answers at DNHC meetings should be limited in scope and focus on the content of the respective presentation and/or report.
8. All participants are expected to be courteous and respectful throughout the meeting.

TECHNICAL SUPPORT

1. When appropriate, the representatives of Ontario Power Generation and governmental/regulatory bodies shall ensure that all studies and other information relevant to the DNHC's mandate are made available to the DNHC.
2. When appropriate, the representatives of Ontario Power Generation shall ensure that all relevant technical reference material (e.g., nuclear and environmental performance and radiological emission data) is presented to the DNHC using a readily understandable format.

REVIEW of the TERMS OF REFERENCE

The DNHC shall review its terms of reference at least every 3 years. This frequency does not preclude substantive changes being presented to the Health & Social Services Committee and the Regional Council sooner if the need arises.

November 2021