



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

September 11, 2020

Information Reports

[2020-INFO-84](#) Commissioner of Planning and Economic Development – re: COVID-19 Travel Behaviour Survey Summary

Early Release Reports

There are no Early Release Reports

Staff Correspondence

There is no Staff Correspondence

Durham Municipalities Correspondence

There are no Durham Municipalities Correspondence

Other Municipalities Correspondence/Resolutions

1. [Township of Puslinch](#) – re: Resolution passed at their Council meeting held on September 2, 2020, regarding COVID-19 Funding Support

Miscellaneous Correspondence

1. [Residents of Township of Brock](#) – re: Correspondence to Region of Durham Council members regarding the Durham Region Social Housing Proposal located in Beaverton

Advisory Committee Minutes

There are no Advisory Committee Minutes

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: [#2020-INFO-84](#)
Date: September 11, 2020

Subject:

COVID-19 Travel Behaviour Survey Summary

Recommendation:

Receive for information

Report:

1. Purpose and Background

1.1 On May 19, 2020, Transportation Planning staff launched an online public survey to better understand the impacts of the COVID-19 pandemic on travel behaviour in Durham Region. The purpose of this report is to inform Council on the findings of the COVID-19 Travel Behaviour Survey and some next steps.

2. Key Findings

2.1 472 respondents completed the survey. The survey generated input from people who live and work across the Greater Toronto Hamilton Area (GTHA).

2.2 Not surprisingly, the survey revealed that the travel behaviour of 84% of respondents changed as a result of the pandemic. There was a decline in the number of trips by all modes except for cycling. Transit trips decreased by 51%, followed by ridesharing (35% decline), carpooling (32% decline), single occupant vehicles (12% decline), and walking (3% decline).

2.3 In terms of active transportation, there has been a 4% increase in cycling trips while walking trips saw a 3% decrease during the pandemic.

-
- 2.4 Nearly half (49%) of respondents who indicated their travel behaviour changed believe that their travel behaviour changes will continue, a view almost equally shared (48%) by those who think they will return to their previous travel patterns once the pandemic is over. Half of those who feel their travel behaviour will continue to be different after the pandemic believe it will be due to a continuation of work-from-home arrangements.
- 2.5 Of the respondents that indicated their travel behaviour would continue to be different after the pandemic, the survey found that:
- 50% would likely continue to work from home some or all of the time;
 - 10% will travel less because of concerns related to safety;
 - 8% plan to avoid using transit;
 - 3% noted that they will be biking or walking more often; and
 - 3% indicated that the break in their usual routine had caused them to reassess their habits (e.g. shopping less frequently, being more efficient in their activities).
- 2.6 Respondents indicated the top three factors influencing how they will travel post-pandemic are: safety, the ability to socially distance, and time.

3. Follow-Up Action Items

- 3.1 Two follow-up actions have been identified, focusing on outreach and infrastructure. These actions can be implemented in a timely manner between Q4 2020 and Q4 2021 to respond to the unique transportation challenges that COVID-19 is presenting for travel behaviour in Durham Region.

A. Communication

Implement robust communication tactics to promote safe, sustainable travel in the Region.

- Develop an education and awareness campaign to:
 - (a) inform the public on efforts the Region is taking to support safe social distancing and how these efforts are helping to reduce the spread of COVID-19.
 - (b) promote and generate awareness of the benefits of engaging in active transportation during and after the pandemic.

B. Interim Active Transportation Project

Initiate interim infrastructure projects to support active transportation and the local economy.

- Identify potential interim or short-term projects that can be recommended and implemented through the Regional Cycling Plan update (RCPU) that is anticipated to be completed by December 2020.
 - (a) Pop-up active transportation infrastructure such as temporarily installed interim bike lanes on streets to help encourage people to get around Durham in a sustainable and active way while practicing safe social distancing.
 - (b) Other options to help alleviate crowded trails and encourage safe social distancing include designating streets (in coordination with Regional and Area Municipal staff) as active streets to promote walking and cycling and limit vehicular traffic temporarily.

3.2 This Information Report has been prepared in cooperation with Works, Durham Region Transit (DRT), Corporate Communications, Public Health, and Economic Development and Tourism. Staff from each of these Departments/Sections are in support of the identified follow-up actions.

Please refer to Attachment #1 for additional details and suggested partners to help implement the identified follow-up actions.

4. Conclusions

4.1 The survey has demonstrated that travel behaviour has changed during COVID-19 with a decline in the number of trips across all modes of transportation except for cycling and an increase in working from home and teleworking. This reduction in the number of trips is encouraging for Transportation Demand Management (TDM) as it can help lower carbon dioxide emissions and congestion and assist the Region in achieving its sustainable mode share target of 44% in Urban Growth Centres by 2031.¹

¹ Region of Durham Transportation Master Plan (2017).
https://durhamtmp.files.wordpress.com/2018/07/durhamtmp_finalreport_2018-07-09-web-accessible.pdf

- 4.2 It will be important to adapt quickly to encourage continued sustainable mode share uptake and shifts across the Region to help achieve TDM and mode share goals and targets.
- 4.3 For additional information, contact: Greg Pereira, Manager of Transportation Planning, at 905-668-7711, extension 2555.

5. Attachments

Attachment #1: COVID-19 Travel Behaviour Survey Summary Report

Respectfully submitted,

Original signed by

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

COVID-19 Travel Behaviour Survey Summary

July 2020



Table of Contents

1. Introduction & Overview:	2
1.1 About the survey	2
1.2 How was analysis completed	2
1.3 High level response results and demographic overview	3
2. Travel Behaviour & Patterns:	4
2.1 Walking	6
2.2 Cycling	7
2.3 Transit	8
2.4 Carpool	9
2.5 Paid Rideshare / Taxi	10
2.6 Driving Alone	11
2.7 Passenger	12
2.8 Why trip frequency and mode choice changed	13
2.9 Anticipated travel behaviour changes	14
3. Lessons Learned:	16
4. Conclusions & Next Steps:	16
4.1 Actions	17
Action #1: Implementing robust communication tactics to promote safe sustainable travel in the Region	18
Action #2: Encouraging employers across Durham to develop their own teleworking policies	19
Action #3: Initiating interim infrastructure projects to support active transportation and the local economy	20
4.2 Implementation Plan	21
4.3 Follow Up Survey	21

1. Introduction & Overview:

On March 24th, 2020, the Region of Durham declared a state of emergency in the wake of COVID-19 which included implementing travel restrictions and social distancing measures to help curb the spread of the virus. These precautionary measures led to residents across Durham swiftly adapting to new habits and lifestyles, with many people shifting their daily routine from physically going to the office, shops, and attending in-person events to telecommuting, online shopping, and virtual events and religious services etc. This shift in daily routines and usual travel behaviour has left many transportation planners wondering what the future of commuting and travel behaviour will look like post-pandemic and whether existing models and transportation demand projections will be accurate. In response to this question, the Region's Planning Division, Transportation Planning Section has undertaken timely research through an online public survey to help document and better understand the impacts the current COVID-19 pandemic is having on the Region of Durham to reveal insights into possible travel behaviour and considerations post-pandemic. The subsequent sections provide insights into how the survey was developed, key findings related to travel behaviour changes and factors influencing mode choice during the pandemic as well as lessons learned and next steps.

1.1 About the survey

Transportation Planning staff developed and launched an online public survey using the Survey Monkey platform to better understand the impacts that the COVID-19 pandemic is having on travel behaviour of those who live and work in Durham Region. Various Regional staff were consulted and invited to provide feedback and questions during the initial survey development phase to help ensure the survey represented a variety of interests and synergies between different departments. This included collaboration with staff from Durham Region Transit (DRT); the CAO's office, and Economic Development and Tourism. The survey consisted of 14 open and closed-ended questions that asked about people's travel behaviour before and during the pandemic to help the Region better understand the shifts in travel behaviour as a result of COVID-19. The survey was launched on May 19, 2020 and closed June 18, 2020. The survey was primarily promoted by the Region's social media platforms. Transportation Planning staff also circulated the survey link and messaging to the Region of Durham's Smart Commute champions and staff across departments in the Region including, but not limited to Planning and Economic Development, Tourism and Transit.

1.2 How was analysis completed

The raw survey data was exported from Survey Monkey in an excel spreadsheet format. Any records that contained no travel information and other errors or inconsistencies, were removed prior to the data being analyzed. Where respondents had selected

reclassified. Trip frequency options consisted of ranges (e.g. 1-3 trips, 4-6 trips). Each frequency option was assigned a number so that increases and decreases in trip frequency by particular modes could be calculated.

1.3 High level response results and demographic overview

A snapshot of the key survey components and results are captured below.

472	responses	36-50 years	42% of respondents are between 36-50 years old	44%	of respondents are essential workers	84%	indicated their travel behaviour changed as a result of COVID-19
							
31% of respondents are employed in Public Administration and Professional, Scientific and Technical Services							

While the intended audience of the survey was Durham Region residents and employees, the survey generated input from people who live and work across the Greater Toronto Hamilton Area (GTHA). 18% of survey respondents live in Whitby and Oshawa and 20% work in Ajax with 42% of respondents are between the ages of 36 and 50 years old.

Live in Durham

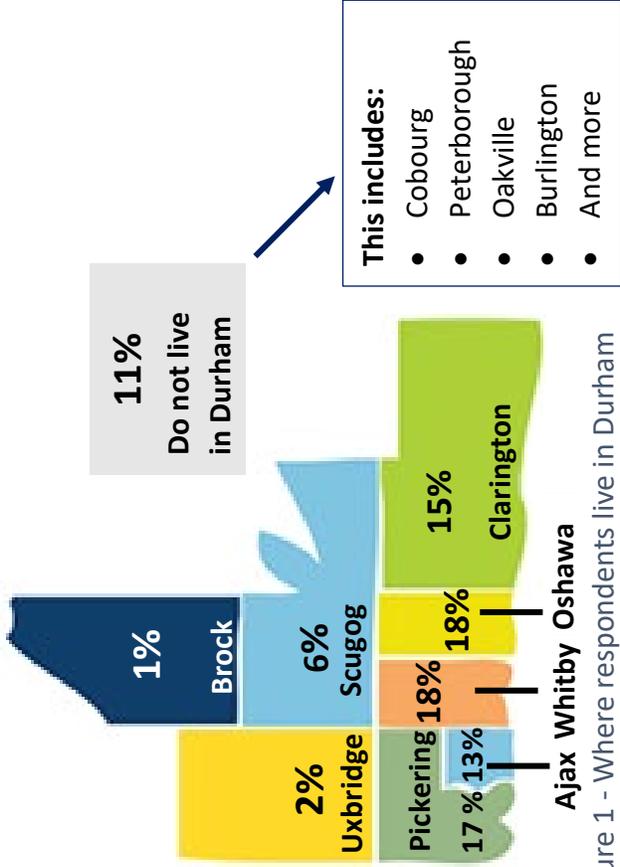


Figure 1 - Where respondents live in Durham

Work in Durham

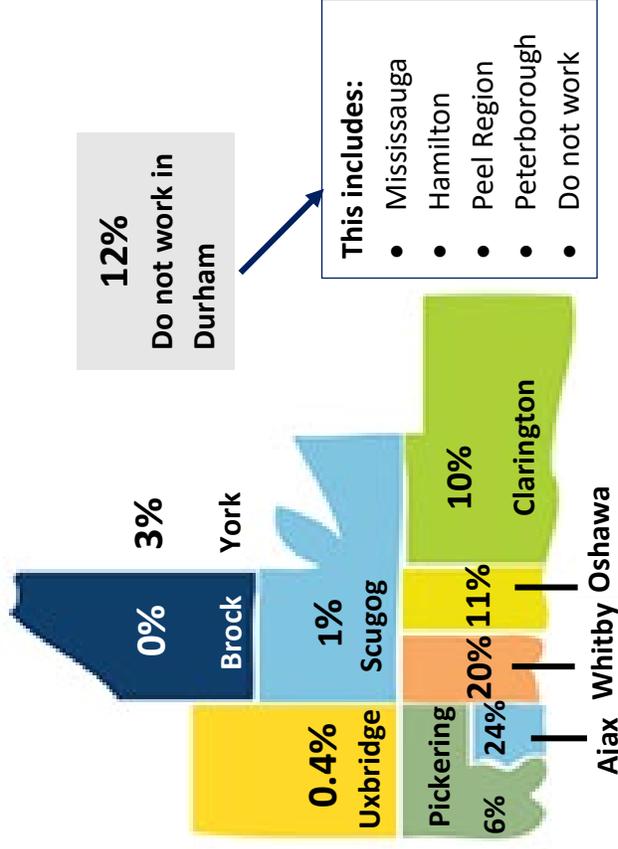


Figure 2- Where respondents work in

The survey responses reflect a large age cohort, ranging from 18 years of age to over 66 years of age, as demonstrated in Figure 4. Approximately 42% of the responses were between 36 to 50 years of age. The North American Industry Classification System (NAICS), which is the standard used by Federal statistical agencies in classifying business industries, was used to identify which industry respondents worked. Figure 5 illustrates that the 31% of respondents work in public administration and professional, scientific and technical services.

Figure 3 Respondents that are essential workers

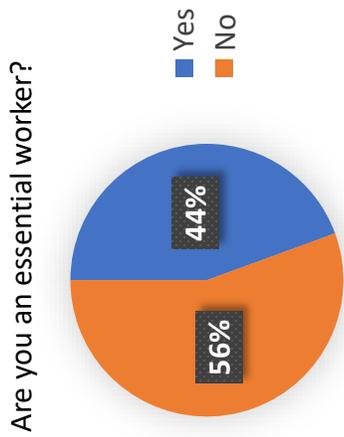
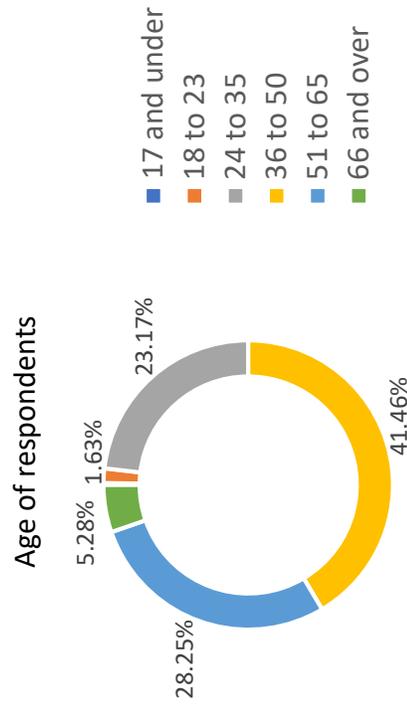
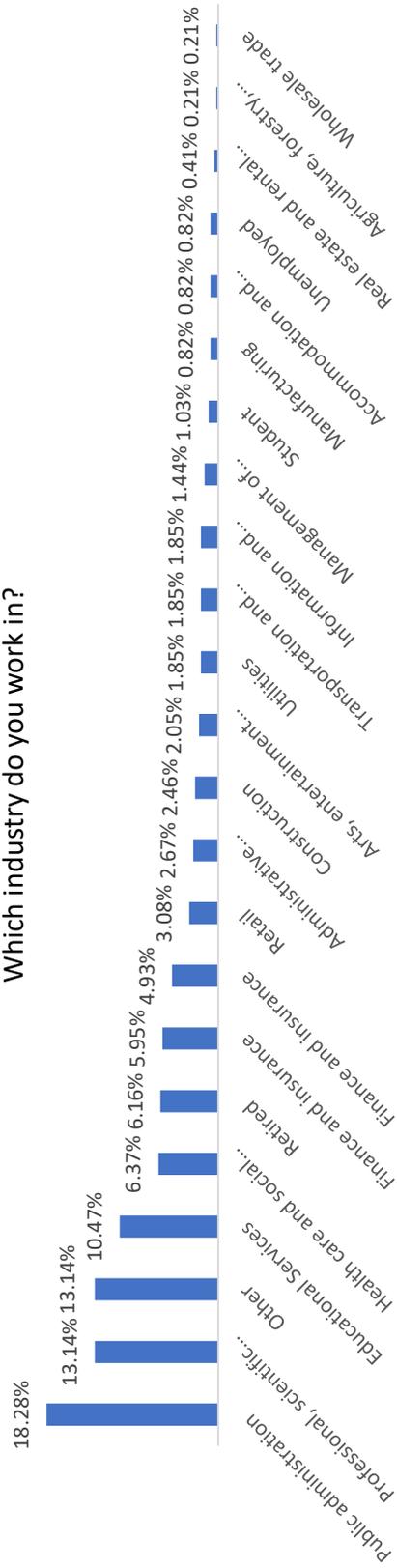


Figure 4 Age of respondents



Which industry do you work in?



2. Travel Behaviour & Patterns:

The survey revealed that 84% of respondents' travel behaviour changed during the pandemic compared to before the pandemic. The survey illustrates that people were choosing to use fewer modes of transportation, which resulted in reductions in shared modes of transportation like transit, ridesharing and carpooling, including fewer people choosing to drive alone during the pandemic. There was an absolute decrease in all modes of transportation except for transit, which saw a 4% increase in cycling trips.

Walking trips saw the lowest decline in number of trips (3%) and cycling was the only mode choice that saw an increase in the number of trips (4%) as illustrated in Figure 6. We also saw an increase in the number of people who started walking and cycling during the pandemic who were not walking or cycling before the pandemic. Transit saw the biggest decrease (51%) in the number of transit trips. Ridesharing, carpooling and passenger trips all saw similar levels of decline during the pandemic. The survey findings are encouraging as they demonstrate the teleworking has for reducing vehicle use and the potential for more employers to adopt more flexible hours, working from home and other teleworking policies to encourage shifts to more sustainable transportation choices.

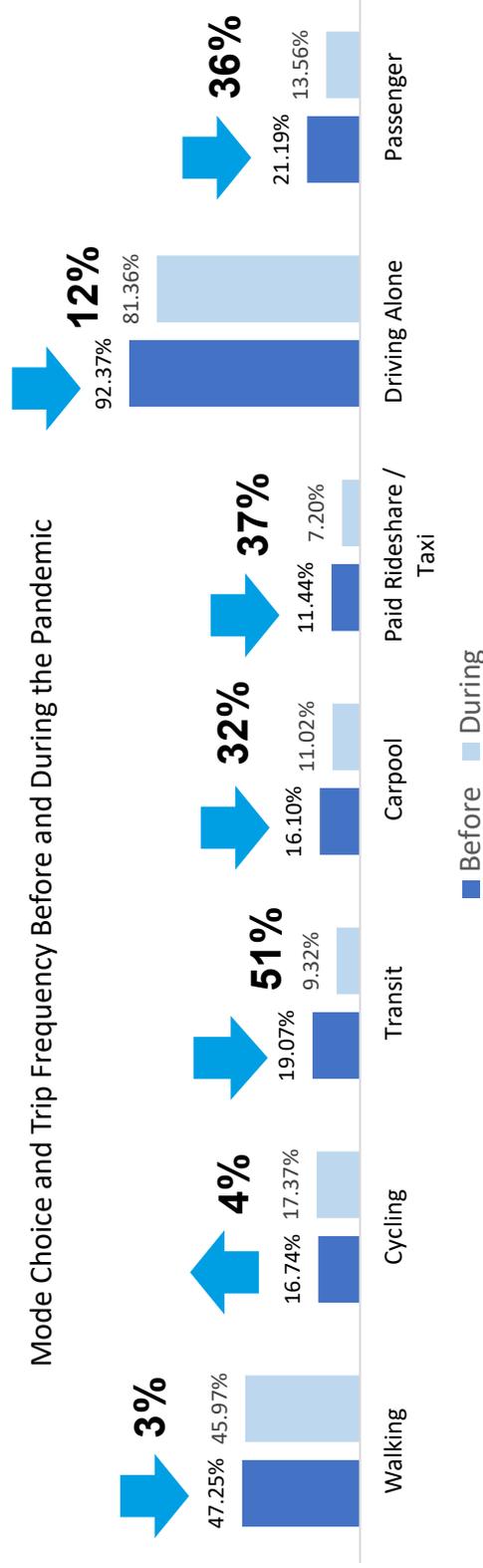


Figure 6 Mode choice before and during the pandemic

*Note: Percentage differences have been rounded up by one decimal place.

2.1 Walking

There was only a relatively minor change in the number of trips made by foot during the pandemic. There was a fairly even split between the number of people who walked more (28%) during the pandemic than before the pandemic and those who walked less (26%) during the pandemic. Overall, there was a 3% decline in walking across all respondents. Of respondents who indicated they were walking as a mode of transportation before the pandemic, 13% stopped walking during the pandemic. However, of those who weren't walking before the pandemic (9%) indicated that they started walking during the pandemic. It is important for the Region to explore different opportunities such as the utilization and tailoring of transportation demand management (TDM) tools to help encourage more people to start walking which can help the Region achieve its 2031 cycling and walking mode share target of 12% (see Appendix A).



3%

decline in walking trips
during COVID-19



13%

stopped walking during
COVID-19



9%

of respondents
began walking for
the first time during
COVID-19

2.2 Cycling

Cycling trips were the only mode of transportation that increased during the pandemic, with an increase of 4% in cycling trips. The survey revealed that the ability to social distance was the most influential factor in determining why respondents selected a particular mode of transportation during the pandemic. While 19% of people who cycled before the pandemic stopped cycling during the pandemic, the survey revealed that 5% of respondents who did not cycle before the pandemic started cycling during the pandemic. The increase in people cycling overall as well as an adoption of cycling during the pandemic compared to those that did not previously cycle before the pandemic is encouraging and implies that through effective promotion and encouragement, that we may continue to see an increase in cycling frequency after the pandemic.

 **4%**

increase in cycling trips
during the pandemic

 **19%**

stopped cycling during
COVID-19

 **5%**

of respondents **began**
cycling for the first
time during COVID-19

2.3 Transit

Transit mode share reduced significantly during the pandemic with a 51% decrease in transit trips during the pandemic. The survey revealed that 67% of transit users made fewer transit trips during the pandemic. This is likely due to a combination of more people working from home and the ability to social distance, as respondents indicated this as the main factor in why they selected to use a particular mode of transportation during the pandemic (see Figure 7). Durham Region Transit (DRT) recently conducted a transit survey of existing riders to understand riders' attitudes, behaviours, and needs, as well as possible measures to improve their trust on the transit system. DRTs survey found that 75% of existing riders reduced their transit usage during the pandemic. This demonstrates a consistent trend in the overall decline of transit ridership between the general population and existing transit riders.



51%

decrease in number of people that used transit during the pandemic

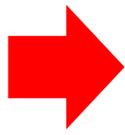


67%

made fewer trips during the pandemic

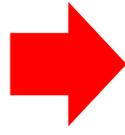
2.4 Carpool

Similarly to other modes, there was a 32% decline in the number of people carpooling during the pandemic compared to before the pandemic, with (see Figure 6). The survey indicated that 40% of respondents who carpooled before the pandemic stopped carpooling during the pandemic and 1.5% who did not carpool before the pandemic started carpooling during the pandemic. 52% of people that carpooled before the pandemic made fewer trips via carpooling during the pandemic. Similarly, to why people reduced other mode choices and trip frequencies, fewer people commuting to work / school and the ability to socially distance are key contributing factors as to why fewer people carpooled during the pandemic.



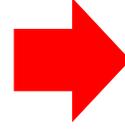
52%

Made fewer carpool trips during the pandemic



40%

Stopped carpooling during the pandemic



32%

decline in the number of people that carpooled during the pandemic

2.5 Paid Rideshare / Taxi

Majority of respondents who previously used ridesharing or taxi services stopped using them during the pandemic (39%) and a 37% decline in rideshare during the pandemic was evident from the survey findings. 46% of made fewer ridesharing / taxi trips during than pandemic than before the pandemic. This was likely due to majority of people working from home and not needing to make as many trips as well as concerns about being able to keep a safe distance from others while ridesharing or taking a taxi.

 **46%**

Made fewer trips by rideshare /taxi during the pandemic before the pandemic

 **39%**

stopped ridesharing /taxi during the pandemic

 **37%**

decrease in rideshare/taxi trips during the pandemic

2.6 Driving Alone

The survey revealed a decline (12%) in the number of people driving alone during the pandemic. 72% of respondents indicated that they made fewer single occupancy vehicle trips during the pandemic. Before the pandemic, majority of respondents made between 7 to 9 single occupancy vehicle trips compared to 4 to 6 trips during the pandemic. This decline in the frequency of trips made by single occupancy vehicles is largely due to majority of respondents telecommuting as well as due to businesses being temporarily or permanently shut down. While there was a decrease overall in the number of respondents that were driving alone before the pandemic that stopped driving during the pandemic (13%), the survey revealed that 11% of respondents that did not drive alone before the pandemic, started driving alone during the pandemic. This is likely due to the desire for respondents to be able to practice physical distancing.

 **72%**

made fewer trips driving alone than before the pandemic

 **13%**

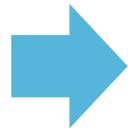
stopped driving alone during the pandemic

 **12%**

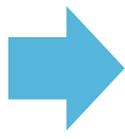
decrease in single occupancy vehicle trips during the pandemic

2.7 Passenger

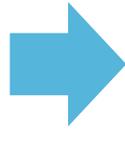
The survey revealed that with a decrease of 36% in passenger trips during the pandemic. 60% of respondents made fewer trips as passengers during COVID-19 than before the pandemic. Interestingly, 13% of people who were not passengers before COVID-19 started being passengers during the pandemic and 49% of people who were passengers before the pandemic stopped being passengers.

 **60%**

of people made
passenger trips during the
pandemic

 **36%**

decline in passenger
trips during the
pandemic

 **49%**

stopped being
passengers during the
pandemic

2.8 Why trip frequency and mode choice changed

Equally as important as understanding how trip frequency and mode choice is affected by the pandemic is understanding how the pandemic is influencing people's decisions on which modes they prefer to use and how often they travel. This section discusses the findings of why travel behaviour changed during the pandemic and what factors will affect how people travel after the pandemic.

The most common factors that influenced why people's travel behaviour changed include the ability to use the internet for things such as telecommuting, working from home, and online shopping as well as the ability to practice physical distancing (see Figure 7). No respondents indicated that their hours or shifts increased during the pandemic. School closures and class cancellations was the third most common reason for why respondents travel behaviour changed during COVID-19. Other responses included working from home, closure of gyms, shops and cancellation of other services/activities, as well as reduced transit operating schedules and only completing necessary shopping trips as needed.

Reasons Provided for Travel Behaviour Change

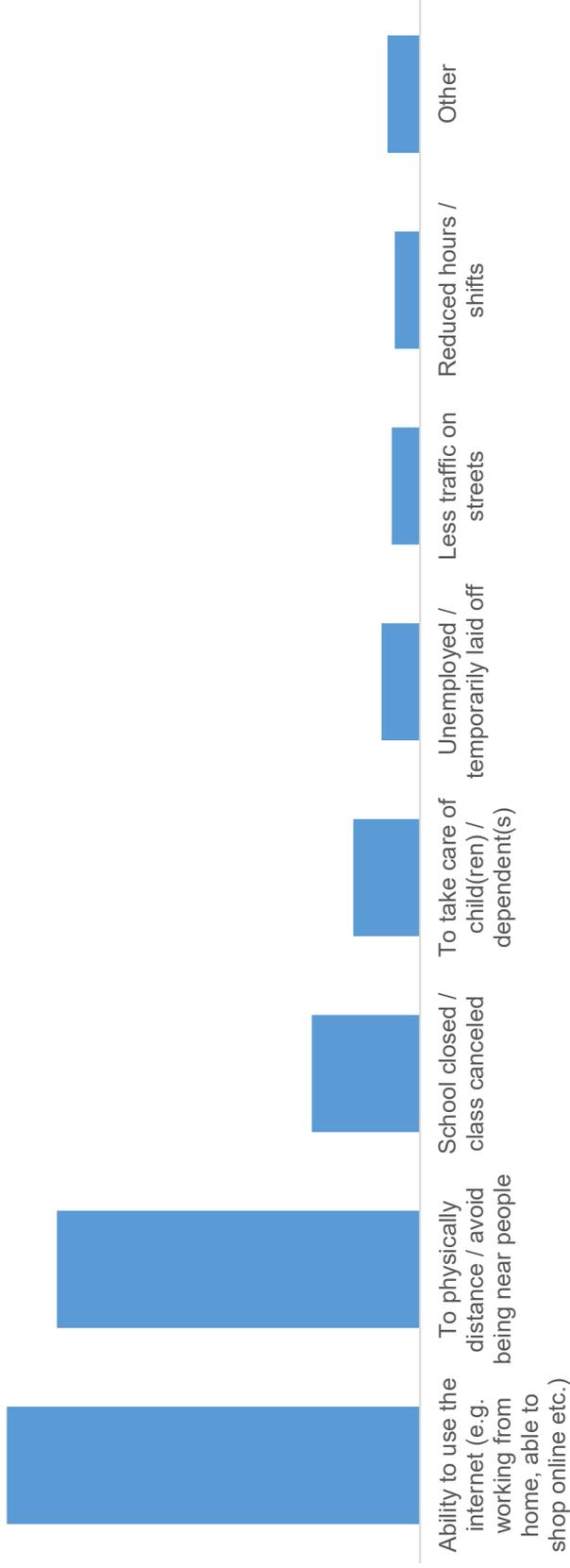


Figure 7 - Reasons why travel behaviour changed during COVID-19

2.9 Anticipated travel behaviour changes

The survey also asked respondents to indicate if they think their travel behaviour will change after the pandemic as well as key factors that will influence their mode choice and trip frequency after the pandemic. Respondents who had indicated that their transportation behaviour had changed were evenly split (49% to 48%) between those who believe the changes would be permanent and those who think that they will return to their previous patterns once the pandemic is over. A small percentage of respondents indicated that their future travel behaviour would be influenced their employers, or by the opening of schools and childcare programs, and that at the time of the survey they could not predict what their future travel behaviour might be like.

A 'key terms' search was used to classify the comments received by those that indicated their travel behaviour would continue to be different after the pandemic. Of the respondents that indicated their travel behaviour would continue to be different after the pandemic:

- 50% would likely continue to work from home some or all of the time
- 10% will travel less because of concerns related to safety
- 8% plan to avoid using transit
- 3% noted that they will be biking or walking more often
- 3% indicated that the break in their usual routine had caused them to reassess their habits (e.g. shopping less frequently, being more efficient in their activities).
- Other reasons included returning to carpooling, choosing to drive more often, compressed work week, the travel needs of dependents and changes to employment.

Respondents were asked to indicate the top three factors influencing how they will travel post-pandemic. The top three factors identified are: safety, the ability to socially distance, and time. We can see the impacts of safety and social distancing related to travel behaviour during the pandemic as evident in the decline in number of trips by all modes except for cycling. Given that these concerns were ranked as the top two factors influencing mode choice post-pandemic, we can infer that we may see similar trends in terms of the number of trips and mode choice.

3. Lessons Learned:

A variety of lessons learned emerged from conducting the survey. These lessons learned primarily centre around survey design including the types of questions asked and how they were asked. The survey did not ask about trip lengths or trip purpose. By asking about trip lengths it can provide greater insight into why people are using particular modes for different distances and help develop and identify solutions to help people complete longer trips by more sustainable modes of transportation. Asking about trip purposes such as commuting, shopping and exercising can also help to better understand preferred mode choice for certain trips and allow us to tailor approaches to encourage more people to use multi-modal transportation and active modes for different trip purposes. It should also be noted that we have assumed that passenger trips are more one-off rides from family or friends and carpooling trips are more consistent and typically selected for commuting purposes, however, it should be noted that we did not clearly define passenger trips and carpool trips in the survey questions and respondents were able to self-identify as carpoolers and passengers based on their own definitions. Future surveys should more clearly describe and define each mode.

We heard through comments and questions about what influences their decision to use particular modes, however, we did not ask how many people were working from home. By clearly capturing how many people are working from home during the pandemic we can better understand and forecast the number of vehicles taken off the roads and tailor recommendations and identify TDM tools and measures to encourage shifts to more sustainable modes of transportation over the longer term. Future surveys and research on this topic should consider the lessons learned through this survey and explore other qualitative and quantitative methods to provide more insight into additional considerations and impacts that the pandemic has had of travel behaviour.

4. Conclusions & Next Steps:

The survey has demonstrated that travel behaviour changed during COVID-19 with a decline in the number of trips across all modes of transportation except for cycling and an increase in working from home and teleworking. This reduction in the number of trips is encouraging for Transportation Demand Management (TDM) as it can help lower carbon dioxide emissions and congestion and assist the Region in achieving its sustainable mode share target of 44% in Urban Growth Centres by 2031 (see Appendix A).

It also revealed that there were a number of people who started using new modes of transportation during the pandemic with 9% of respondents noting that they started walking and 5% started cycling during the pandemic. This increase in active transportation is encouraging as it indicates that people have adapted their mode choice to more sustainable travel modes. With majority of respondents indicating that safety, the ability to social distance and time are the most important factors expected to influence their

travel behaviour post-pandemic, it is important to adapt quickly to encourage continued sustainable mode share uptake and shifts across the Region to help achieve TDM and mode share goals and targets (see Appendix A).

Three key tasks should be undertaken to continue to advance and respond to this work and the findings it presents. These include:



4.1 Actions

Identifying clear interim actions and partners to achieve and implement the recommended actions will be critical to responding to travel behaviour shifts as a result of the pandemic. Internal and external partners will be essential in helping to facilitate the implementation of different actions in a collaborative and coordinated manner. The successful application of the findings in practice will require coordination and collaboration between different departments and staff at the Region. Potential partners have been identified below, including: Transportation Planning (Smart Commute), Durham Region Transit (DRT), Communications, CityStudio Durham, Public Health, and Planning, Economic Development and Tourism.

Given that information and impacts of the pandemic is changing on an ongoing basis, it is important to act swiftly. Three key actions have been identified which focus on infrastructure as well as outreach. These actions are interim in nature and designed to be quick-wins that can be implemented in a relatively short timeframe to respond to the unique transportation challenges that COVID-19 is presenting for travel behaviour in Durham region. The implementation timeline for these actions is targeted for Q4 2020 to Q4 2021.

The three actions are:



Implementing robust communication tactics to promote safe, sustainable travel in the Region



Encouraging employers across Durham to develop their own teleworking policies



Initiating interim infrastructure projects to support active transportation and the local economy

Action #1: Implementing robust communication tactics to promote safe sustainable travel in the Region

Key Components	Additional Details
Description	<p>With the decline in transit trips across the Region and majority of respondents indicating that they are worried about being able to physically distance on transit, it is imperative that the Region implement robust messaging of safe ways to engage in sustainable transportation options like walking, cycling and transit during and after the pandemic. An education and awareness campaign can be developed to inform the public on efforts the Region is taking to support safe social distancing and how these efforts are helping to reduce the spread of COVID -19 while also generating awareness and promoting the benefits of engaging in active transportation during and after the pandemic. The Regional Cycling Plan update can also be used to identify and recommend this action specifically as it relates to encouraging more people to cycle in the Region.</p>
Examples of Initiatives	<ul style="list-style-type: none"> ● Durham Region Public Health: Has established infographics and social media messaging on practicing physical distancing while outdoors. ● Toronto Public Health: Developed infographics on how to practice physical distancing and safe cycling and using public transit during COVID -19
Suggested Partners	<p>Smart Commute Durham: The Region’s Smart Commute Program will be imperative to helping develop education and awareness messaging to promote sustainable transportation options in the Region.</p> <p>Durham Region Transit (DRT): Working collaboratively with transit will be critical to responding to help encourage sustainable multi-modal transportation such as walking, cycling and transit. DRT will be key in providing insights into transit-specific transportation trends during and post COVID -19 and can offer key insights into key messaging and steps being taken by DRT to ensure public safety during and post-pandemic.</p> <p>CityStudio Durham: Faculty from Media Arts and Design at Durham College have already expressed interest in collaborating on a city-studio project through developing communications to promote safe transportation options in response to COVID-19. This presents a unique opportunity to develop a made-in-Durham communications campaign and strengthen relationships between Transportation Planning staff, Transit and Durham College.</p> <p>Communications: Working with the Region of Durham’s Communications staff is imperative to developing effective messaging and campaigns and aiding in promotion of the campaign.</p> <p>Durham Region Public Health: Working with staff from public health will be critical to ensuring that the promotional messaging supports and aligns with public health guidelines relating to COVID-19 and safe social distancing practices.</p>

Action #2: Encouraging employers across Durham to develop their own teleworking policies

Key Components	Additional Details
Description	<p>The survey revealed that many respondents are currently working from home and expect to continue to do so after the pandemic. Respondents also indicated that they would like their employers to establish clear policies for teleworking, working from home and other flexible working arrangements to address different travel and commuting options that better support their employee's needs. Given that the Region of Durham has already developed its own teleworking agreement and guidelines for Region of Durham staff, The Region has an opportunity to demonstrate its leadership to other businesses in the community by encouraging employers within Durham Region to develop their own teleworking policies. The Region can support businesses in establishing these policies by sharing copies of its policy along with other helpful resources such as how-to guides and elements of successful policies.</p>
Examples of Initiatives	<ul style="list-style-type: none"> ● Human Resources Professionals Association (HRPA) in response to COVID-19 travel restrictions and working arrangements, developed a guide for how to write and develop a teleworking policy ● Region of Durham Teleworking Agreement ● Region of Durham Teleworking from home during COVID-19: A guide for Durham Region employees and managers
Suggested Partners	<p>Region of Durham Human Resources: Working collaboratively with HR staff to help share resources and policy guidance materials will be key to transparently sharing Regional information with businesses to help them navigate establishing policies of their own.</p> <p>Communications: Working with the Region of Durham's Communications staff is imperative to developing effective messaging and directing businesses to the information/resources shared.</p> <p>Economic Development & Tourism: Staff in the Economic Development department have strong connections with and knowledge of businesses and employers in the Region. Leveraging these relationships and local knowledge can help in outreach with businesses to ensure we are able to connect and support as many businesses as possible in establishing teleworking policies and resources.</p>

Action #3: Initiating interim infrastructure projects to support active transportation and the local economy

Key Components	Additional Details
<p>Description</p>	<p>The survey revealed that cycling was the only mode of transportation that increased during the pandemic. This presents a unique opportunity for the Region to encourage continued use of active transportation during and post pandemic. Pop-up infrastructure such as temporarily installing interim bike lanes on streets that residents already have indicated a desire for active transportation infrastructure can help encourage people to get around Durham in a sustainable and active way while practicing safe social distancing. Other options to help alleviate crowded trails and encourage safe social distancing include designating local streets as active streets to promote walking and cycling and limit vehicular traffic temporarily. These options are quick to implement and effective measures that can help enhance cycling safety, reduce congestion and emissions and provide long term improvements to cycling culture in cities.</p> <p>The Municipality of Clarington has implemented temporary bike lanes on Prestonvale Road in Courtice to help people cycle and practice physical distancing. There are additional opportunities for The Region to leverage existing partnerships, programs and projects including Bike Month events organized through the Region’s Smart Commute program and work being completed for the Regional Cycling Plan Update (RCPU) to identify potential additional streets within the Region’s cycling network to implement interim active transportation infrastructure. Through the installation of interim cycling infrastructure, it can further support local businesses by encouraging people to complete errands by bike and can also enhance tourism safely by offering new ways to get around and connect to key destinations through the Region. The RCPU can also identify these projects as interim or short-term projects that can be recommended and implemented through the updated Plan which is anticipated to be completed by December 2020.</p>
<p>Examples of Initiatives</p>	<ul style="list-style-type: none"> ● Municipality of Clarington Temporary Bike Lanes on Prestonvale Road, Courtice: Implemented temporary bike lanes on Prestonvale Road from Robert Adams Drive to Glenabbey Drive in Courtice to help people cycle outdoors and maintain physical distancing. ● City of Toronto’s ActiveTO: Implemented recurring short-term closures on weekends on major streets adjacent to the Martin Goodman Trail and Lower Don Trail to provide more space for walking and cycling and reduce crowding on trails. ● City of Brampton’s Voddan Street & Howden Boulevard Pop-Up Bike Lane: Identified in the ATMP as streets where permanent bike lanes are to be implemented, COVID-19 presented a unique opportunity to temporarily install interim bike lanes to provide residents a safe option to travel sustainably within the City and relieve pressure on crowded recreational trails.

Key Components	Additional Details
Suggested Partners	<p>Region of Durham Public Works Department: Collaborating with the Works department will be important to help with identifying appropriate and feasible locations for installation that complement existing schedules and projects.</p> <p>Economic Development and Tourism: Engaging staff from Economic Development and Tourism can help us identify opportunities to select locations for pop-up cycling infrastructure that connect to local restaurants and shops and destinations to help support local businesses.</p>

4.2 Implementation Plan

An implementation plan should be developed to more clearly identify tools and strategies to help streamline and implement the identified actions. Key components that should be included in the implementation plan include the identify tasks needed to implement and achieve the recommended actions and roles and responsibilities of different partners involved. In addition to refining the roles and responsibilities, the implementation plan should also identify any possible costs associated with each action to implement and operate as well as sources for funding, if required.

4.3 Follow Up Survey

A follow up survey should be developed and launched after the pandemic is over to better understand if and how travel behaviour changes. Conducting a follow up survey will help provide a holistic snapshot for the Region of travel behaviour before, during and after the pandemic. These results will be critical in helping the Region establish a more robust and long-term action plan for how to encourage sustainable shifts in travel behaviour post-pandemic to support the region in achieving its sustainable mode share targets of 12% – walking and cycling; 20% – transit; 12% – passenger trips in urban growth centres (see Appendix A). It should also be noted that Durham Region Transit (DRT) also conducted a survey on post-pandemic customer expectations to learn more about learn about transit riders current and future use of transit and how DRT can make riders feel comfortable and safe onboard their buses. We plan to work collaboratively with DRT through sharing our results, reviewing the outcomes of their survey and identifying possible solutions to encourage people to use multi-modal, sustainable travel options during and after the pandemic in order to continue to advance this work.

Appendix A: Region of Durham Modal Share Targets

Exhibit 2.18: Modal Share Targets

Land Use Category	Mode	2011 Mode Share	Target 2031 Mode Share
Urban Growth Centre	Auto (driver)	68%	56%
	Auto (passenger)	15%	12%
	Transit (DRT and GO)	11%	20%
	Walk and Cycle	5%	12%
	Sustainable Modes	32%	44%
Rapid Transit Corridors	Auto (driver)	67%	58%
	Auto (passenger)	14%	12%
	Transit (DRT and GO)	11%	20%
	Walk and Cycle	8%	10%
	Sustainable Modes	33%	42%
Existing Urban Areas - South Durham	Auto (driver)	69%	65%
	Auto (passenger)	15%	13%
	Transit (DRT and GO)	8%	12%
	Walk and Cycle	8%	10%
	Sustainable Modes	31%	35%
New Urban Areas - South Durham	Auto (driver)	-	62%
	Auto (passenger)	-	13%
	Transit (DRT and GO)	-	15%
	Walk and Cycle	-	10%
	Sustainable Modes	-	38%
Rest of Durham Region	Auto (driver)	81%	72%
	Auto (passenger)	13%	15%
	Transit (DRT and GO)	2%	7%
	Walk and Cycle	4%	6%
	Sustainable Modes	19%	28%

Note: Numbers may not add to 100% due to rounding

Source: [Region of Durham Transportation Master Plan \(2017\)](#).
https://durhamtmp.files.wordpress.com/2018/07/durhamtmp_finalreport_2018-07-09-web-accessible.pdf



RE: Town of Gore Bay - COVID-19 Funding Support Resolution

Please be advised that Township of Puslinch Council, at its meeting held on September 2, 2020 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2020-242: Moved by Councillor Bulmer and
Seconded by Councillor Sepulis

That the Consent Agenda item 6.15 Town of Gore Bay - COVID-19 Funding Support Resolution be received; and

That Council direct staff to send support of the City of Oshawa resolution to Hon. Ted Arnott, Prime Minister Trudeau, Premier Ford, and all Ontario Municipalities.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,
Courtenay Hoytfox
Deputy Clerk



File: A-2100

June 26, 2020

DELIVERED BY EMAIL

The Right Honourable Justin Trudeau,
Prime Minister of Canada
Email: justin.trudeau@parl.gc.ca

The Honourable Doug Ford,
Premier of Ontario
Email: premier@ontario.ca

Re: COVID-19 Funding

Oshawa City Council considered the above matter at its meeting of June 22, 2020 and adopted the following recommendation:

“Whereas on March 11, 2020, the World Health Organization and the Canadian Government declared COVID-19 a global pandemic; and,

Whereas on March 12, Ontario ordered schools closed and by March 17, began a more extensive shut down; and,

Whereas the pandemic has led to the closure of public spaces and the cancellation of events around the world throughout the country our province and right here within our own community, causing great stress on the arts sector; and,

Whereas local cultural organizations such as the Oshawa Folk Arts Council representing over 13 member clubs and organizations, as well as the many local service groups such as the Oshawa Rotary Club, have all been forced to cancel major events (i.e. Fiesta Week; Rib Fest; etc.) which historically contribute in large part to the fundraising and operational financing efforts of these sociocultural entities; and,

Whereas the Government of Canada and the Province of Ontario have committed they through the Canada Council for the Arts will continue to work with the Government of Canada, as well as provincial, territorial, and municipal partners, to ensure the strength of the sector; and,

Whereas at present, the Canada Council's for the arts priorities as are our collective governing priorities are to ensure the health and safety of people across Canada and around the world and to work towards the sustainability and recoverability of the arts sector; and,

Whereas a significant period has past without further indication as to what tools, funding measures, or financial support our local social cultural, service clubs, and children/youth minor sporting originations can readily access to help support their operating costs and programming,

Therefore be it resolved:

1. That the Federal, Provincial, and Regional Government help local municipalities assist their local social cultural, service clubs, and children/youth minor sporting originations with clear and definitive relief funding programs directed to help sustain the afore mention groups through these trying times inflected on them by the affects of COVID-19; and,
2. That a copy of this resolution be sent to the Prime Minister of Canada, the Premier of Ontario, all Ontario Municipalities, all Members of Provincial Parliament, all Members of Parliament and Association of Municipalities of Ontario and Federation of Canadian Municipalities."

Oshawa City Council respectfully requests your consideration of the above noted matters.

If you need further assistance concerning this matter, please contact Ron Diskey, Commissioner, Community Services Department at the address listed on Page 1 or by telephone at 905-436-3311.



Mary Medeiros
City Clerk

/fb

- c. Association of Municipalities of Ontario
Federation of Canadian Municipalities
Members of Parliament and Members of Provincial Parliament
Ontario Municipalities

From: [Clerks](#)
To: [Lydia Gerritsen](#)
Cc: [Cheryl Bandel](#); [Ralph Walton](#)
Subject: FW: Beaverton Supportive Housing Project
Date: September 8, 2020 8:04:22 AM

Hi Lydia, another CIP...thanks,afreen

From: Michael Jubb [REDACTED]
Sent: September 7, 2020 3:10 PM
To: Clerks <Clerks@durham.ca>; Brock Clerks <clerks@townshipofbrock.ca>
Subject: Fwd: Beaverton Supportive Housing Project

Get [Outlook for Android](#)

From: Brett Bloxam [REDACTED]
Sent: Monday, September 7, 2020 2:50:14 PM
To: Clerks@Brock.ca <clerks@brock.ca>; Council <council@townshipofbrock.ca>
Subject: Beaverton Supportive Housing Project

Include in Council agenda and minutes

I am a resident of Beaverton and have a few questions and concerns on how the proposed Beaverton Supportive Housing project has been handled to date by Brock Township. My concerns relate to,

1. Why did the Brock Mayor and Regional Councillor approve this project at Durham Regional Council without prior knowledge of Brock Councillors and the Beaverton community?
2. Why did the Brock Mayor and Regional Councillor not ask Durham Region staff to prepare a report and presentation to Brock Council and the Brock community prior to approving this project?
3. Why was there no prior consultation with the Beaverton residents and business owners. It is the responsibility of our elected officials to ensure residents and businesses are engaged and consulted with, especially on projects that may have a significant impact on our community.
4. There were no studies provided to Brock Council and the community, that I am aware of, for review and comment to indicate that this site, located between a long term care facility and a retirement home is the most suitable location for this housing project.
5. There was no consultation with residents and businesses on community services, understanding that Beaverton has limited (if any) social, medical, support, transportation, recreation and commercial services. There has been no information

provided related to the resources and budget required to provide the required police, EMS and fire response to support this project. There has been no information provided related to the resources and budget required to operate this facility.

6. I understand there is a homelessness issue in the GTA. There is also an emerging crisis with an aging population and access to long term care facilities. Did Durham staff consult with Brock staff and Council and contemplate the long term needs of our aging population and the ability to expand Lakeview Manor in the future in their haste to get funding and approval for the Beaverton Supportive Housing project. Is there a report or business case that determined the most appropriate short and long term plan for this site?

It is very unfortunate we are in this situation. Residents and businesses in Beaverton were blind sided by this proposed housing development, with no prior consultation and public engagement. I know from projects like the Energy from Waste (EFW) facility and projects at Duffin Creek WPCP, Durham engages the public prior and upfront in a transparent manner. Why was a different approach taken with the residents of Beaverton? As you may be aware, the residents and businesses of Beaverton have spoken loudly to our elected officials and government agencies. We want answers to our questions. This could have been accomplished through a comprehensive consultation process that did not happen. I am disappointed in what has transpired here, and I know Brock Township is better than this. I know you value your residents and businesses and take their comments seriously. What happened here and why didn't the residents and businesses of Beaverton have the opportunity to be part of this project?

Based on what's been voted on at Regional Council and what hasn't happened at Brock council and within the Beaverton and Brock communities, I would like this project to be ceased immediately and Durham staff be asked to follow normal processes of public engagement and consultation prior to any approval being granted. The residents and businesses of Beaverton should be provided the same opportunities as other Durham residents to review and comment on projects as significant as this one to our small community.

I await your response
Thanks

Brett

Brett Bloxam
19 Parklawn Blvd.
Beaverton, ON
705-504-0191

From: [Clerks](#)
To: [Lydia Gerritsen](#)
Cc: [Cheryl Bandel](#); [Ralph Walton](#)
Subject: FW: Durham Affordable Supportive Housing Project
Date: September 8, 2020 12:51:59 PM

Hi Lydia, CIP please.

Thanks,
Afreen

From: Michael Jubb <mjubb@townshipofbrock.ca>
Sent: September 8, 2020 12:25 PM
To: Brock Clerks <clerks@townshipofbrock.ca>; Clerks <Clerks@durham.ca>; chair <chair@durham.ca>
Subject: Fwd: Durham Affordable Supportive Housing Project

As requested by the resident, pls see email to be included in the next agenda. Cheers. Mike.

Get [Outlook for Android](#)

From: Jane Pattillo [REDACTED]
Sent: Tuesday, September 8, 2020 11:41:04 AM
To: Council <council@townshipofbrock.ca>
Subject: Durham Affordable Supportive Housing Project

To whomever receives this email, I tried to cc the following 3 email addresses and they did not work. Can you pls forward this email to clerks@townshipofbrock.ca and clerks@durham.ca and chair@durham.ca. I spoke with Katie at the Brock township office and she verified these were correct addresses, but sending my note and cc them did not work for me. Thank you Jane.

>> Please add this email to the next agenda.

>>

>> My name is Jane Pattillo and my husband Chuck and I have lived in Beaverton since 1993. We normally do not speak out about community projects but with Beaverton being the chosen site for the Durham Supportive Housing Project, even though Beaverton was not one of the 5 original sites being considered, Beaverton has unknowingly emerged as the best site for the project. I think someone has over sold Beaverton as a good location. This makes no sense to us. The 5 original sites were 2 in Clarrington, 2 in Oshawa, 1 in Pickering. I am certain one of these 5 sites in Durham, if not all 5 sites have more to offer to make the project a success and not waste the Ontario Government money that is helping fund the project. There was no public communication to involve the community for their input and feedback. No details on why Beaverton should be the site of choice that would offer more to the project than the original 5 sites to be considered. The only thing I heard that Beaverton had to offer is surplus cheap land that is already zoned for a project like this. What a crazy reason. Beaverton has no hospital, no walk in clinics, not enough doctors for the current population, no in town grocery store, no public transportation (no in town bus service, no in town taxi service, pls explain how the folks will get around), no jobs for the folks and there is no place for

50 jobless people to pan handle in Beaverton. Where in a larger community like Oshawa they could pan handle. I am certain the other 5 sites can offer some if not all the services that Beaverton has none to offer. Was there research or a study created to show why the Beaverton location would make the project a success? Not only was the Beaverton community kept in the dark about this project, also our MPP Laurie Scott's office just recently heard about what is going on and are looking into it. Would also like to know what Beaverton offers over the other 5 sites to be considered.

>> Debbie Bath-Hadden and Ted Smith, you should be ashamed of yourself for not

>> supporting the community and standing with the other 4 Brock councillors

>> to tell the Durham Regional Council why the Beaverton site would make the project a failure and be a waste of the Ontario Government funding for this project.

>> Debbie and Ted, send a letter to the editor of the Brock Citizen to explain all the

>> reasons why you think Beaverton is the best choice. Come out of hiding and communicate with the community and give your reasons why Beaverton. Be honest and do not waste the Ontario Government money by putting the project in the wrong location.

>> This topic would be a great topic on am640 John Oakley talk show. Exactly the topic that he can get teeth into and expose the silliness of the plan.

>> Thank you for reading my email. Jane.

>> Sent from my iPad

>>

From: [Clerks](#)
To: [Lydia Gerritsen](#)
Cc: [Cheryl Bandel](#); [Ralph Walton](#)
Subject: FW: Modular housing Proposal in Beaverton
Date: September 8, 2020 8:04:09 AM

Hi Lydia,

CIP please.

Thanks,

Afreen

From: Michael Jubb <mjubb@townshipofbrock.ca>
Sent: September 7, 2020 1:34 PM
To: Clerks <Clerks@durham.ca>; Brock Clerks <clerks@townshipofbrock.ca>
Subject: Fwd: Modular housing Proposal in Beaverton

Get [Outlook for Android](#)

From: beaudoinmartyn [REDACTED]
Sent: Monday, September 7, 2020 12:48:19 PM
To: Council <council@townshipofbrock.ca>
Subject: Modular housing Proposal in Beaverton

Good Morning

The purpose of my email is to ask you to put this subject on your Agenda for the next meeting.

I don't have to tell you how deeply concerned we all are.

Regards,

Liz Martyn

Sent from my Samsung Galaxy smartphone.

Please include this email in your minutes.

After careful thought, as a taxpayer and resident, I wish to share my response to your planned housing unit for the homeless in the town of Beaverton. I am thankful to Mike Jubb and other councillors who through their careful stewardship opposed the project and further support an intense investigation into the feasibility of this location. Knowing this town well, I oppose your project anywhere in Beaverton.

Beaverton is completely under serviced to respond to the needs of this incoming proposed population. Regardless of who owns the land adjacent to Gillespie Gardens, it is utterly foolhardy to put such a vulnerable population adjacent to an existing vulnerable seniors residence in a town with a fragile economy. In short, putting this facility anywhere in Beaverton is a big mistake and those who voted to do so also know it is a mistake. In fact, those who made the decision have demonstrated that they are unworthy of holding public office. It is also my belief that there are viable and impactful solutions that must be explored before such a detrimental decision is made.

For consideration, I offer two such alternatives:

1. Homelessness is a systemic problem on a national scale and needs to be addressed seriously. I suggest that the funds allocated for this project be used in a federal/provincial/municipal collaborative program on base within the Canadian Armed Forces. All the services required are present. This would provide a home/ shelter, existing mental, physical and dental health services, counselling along with physical exercise, discipline, camaraderie, routine, employment and more. Further, a mentoring program one to one would help realign values, defeat isolation and despair....the Canadian Armed Forces can assist and turn this around and assist these folks to becoming contributing members of society. Homelessness is a huge crisis and requires multi-level government intervention and support.
2. A more immediate but weaker alternative option is to relocate this project to an environment that has the support system and infrastructure with minimal disruption to the community. Regardless of the ownership of the land adjacent to Gillespie Gardens, you must be aware, this project will never succeed in Beaverton. There is, however, significant land and services in Goodwood/Uxbridge area; to a lesser extent Sunderland, although far greater than in Beaverton.

As elected officials you are compelled to explore all options and protect the community of taxpayers that already have built lives and homes in Beaverton. Consider a structure that would actually rebuild the lives of the homeless and not disturb the wellbeing of the entire community. The liability of your decision rests with each of you and the members of the Beaverton Community hold you accountable.

Sincerely,
Mary Ellen Empringham

From: [Clerks](#)
To: [Lydia Gerritsen](#)
Cc: [Cheryl Bandel](#); [Ralph Walton](#)
Subject: FW: Supportive Housing Project in Beaverton Ontario
Date: September 8, 2020 8:05:51 AM
Attachments: [Letter from PB to Govt.docx](#)

Hi Lydia, CIP please.

Thanks,
Afreeen

From: Peter Bornemisa [REDACTED]
Sent: September 5, 2020 11:12 AM
To: Jamie.schmale@parl.gc.ca; laurie.scottco@pc.ola.org; steve.clark@pc.ola.org; Clerks <Clerks@durham.ca>; chair <chair@durham.ca>; Council@durham.ca; Clerks@brock.ca; Council@townshipofbrock.ca
Cc: Peter Bornemisa [REDACTED]
Subject: Supportive Housing Project in Beaverton Ontario

To: Premier Ford
MP Jamie Schmale
MPP Laurie Scott
Minister of Municipal Affairs and Housing Steve Clark
Region of Durham Council
Township of Brock Council

From: Peter Bornemisa
27 Lakeshore Road
Beaverton, ON L0K 1A0

Date: September 5, 2020

Subject: Supportive Housing Project in Beaverton

Please add this email and attachment to the next council meeting.

On July 29, 2020 the Regional Council of Durham approved the development of a modular supportive housing project of approximately 50 units and the construction of an approximate 5,000 square foot ancillary structure to provide a combination of support services and congregate living, on Regional land located at 133 Main St., Beaverton at an estimated cost of \$13,552,990 to be funded from the reallocation of the proposed \$5,620,900 in Ontario Priorities Housing Initiative and \$7,932,090 from the Social Housing Reserve Fund.

As a resident of Beaverton (population 2,800) I have numerous concerns with this project notably how the Region of Durham will attract and retain the social services to assist the residents of this project.

The residents of Beaverton have come together to voice our concern and at the latest count 1,614 residents have signed a petition which follows as page 2. The petition and cover letter will follow as a separate communication to all of the recipients listed above and also CBC News, Toronto Star, Toronto Sun and various other media outlets to be determined.

As a taxpayer I am concerned that \$13.6 Million of taxpayer's money is being spent on a project that I feel will not meet its objective as the rural Town of Beaverton will not be able to attract, retain and provide social services to this housing project. I feel that this project should be built on land the Region of Durham owns in the GTA where existing services, transit and infrastructure will enable the residents to recover and prosper.

I appreciate your support to ask the Region of Durham to provide evidence that they have a plan to ensure the success of this \$13.6 Million project.

Please send your thoughts to me at [REDACTED]

Regards,

Peter Bornemisa

27 Lakeshore Road

Beaverton, ON L0K 1A0

Petition to Further Study Supportive Housing Project in Beaverton

The Region of Durham has approved an expedited Supportive Housing Project for unsheltered people with addictions and/or mental health concerns to be built at 133 Main Street Beaverton on the lands adjacent to Lakeview Manor and Gillespie Gardens. The project proposes 50 Modular Units plus a 5000 square foot common building.

At this time, the project should be put on hold until the following concerns are addressed:

- Lack of public consultation prior to Regional approval
- Lack of research for the proposed location (Beaverton was not on the list of sites recommended for this type of facility by Durham Region's Housing Task Force)
- Lack of studies demonstrating the need in this area
- Lack of tender for the design, delivery and installation of the 50 housing units
- Lack of priority for North Durham residents
- Lack of access to necessary community services (as outlined in the *Ontario Supportive Housing Best Practices Guide*, March 2017 <http://www.mah.gov.on.ca/AssetFactory.aspx?did=15988>) such as:
 - Addiction/treatment facilities
 - Emergency Services
 - Medical Services
 - Transportation
 - Shopping
 - Recreation
 - Employment
 - Social Networks

Please sign this petition to show your support for the following motion passed at Brock Council and to request that our Regional representation, Mayor Debbie Bath-Hadden and Regional Councillor Ted Smith, take our concerns, as outlined above, to the Region of Durham.

“That the Township of Brock oppose the location at 133 Main Street for Modular housing until the Region of Durham seeks formal public consultation, input and feedback. Further, that formal studies and research be completed to support this location as being the optimal location for

supportive housing. Further that this resolution be sent to the Region of Durham, Municipal Affairs and Housing and MPP Laurie Scott.”

Motion supported by:

Ward 1 Councillor Mike Jubb
Ward 2 Councillor Claire Doble
Ward 3 Councillor Walter Schummer
Ward 4 Councillor Cria Pettingill

Motion opposed by:

Major Debbie Bath-Hadden
Regional Councillor Ted Smith
Ward 5 Councillor Lynn Campbell

To have your voice heard, please sign the online petition at: www.tinyurl.com/BeavertonPetition or scan this QR code: