



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

January 14, 2022

Information Reports

- 2021-INFO-01** Commissioner of Planning and Economic Development – re: Value-for-Money Audit: Land-Use Planning in the Greater Golden Horseshoe, 2021 Annual Report, Office of the Auditor General of Ontario

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 Adjala-Tosorontio – re: Resolution passed at their Council meeting held on December 8, 2021, requesting the Impact Assessment Agency of Canada to complete a Federal Impact Assessment for the Bradford Bypass project

Miscellaneous Correspondence

1. Durham Regional Police Services Board – re: [Public Agenda – Tuesday, December 21, 2021](#)

Advisory / Other Committee Minutes

1. Accessibility Advisory Committee (AAC) minutes – **November 23, 2021**
2. Durham Region Anti-Racism Taskforce (DRART) minutes – **December 2, 2021**
3. Durham Active Transportation Committee (DATC) minutes - **December 9, 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.

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The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2022-INFO-01
Date: January 14, 2022

Subject:

Value-for-Money Audit: Land-Use Planning in the Greater Golden Horseshoe, 2021 Annual Report, Office of the Auditor General of Ontario

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The purpose of this report is to provide an overview of the [Value-for-Money Audit on Land-Use Planning in the Greater Golden Horseshoe](#), prepared by the Office of the Auditor General of Ontario.

2. Background

2.1 The 2021 Auditor General's (AG) Annual Report was released on December 1st, 2021 and includes value-for-money audits across a range of areas within Ontario's public-sector, including: health and social services, post-secondary education, land-use planning, infrastructure, finance, and technology. The full report is available on the [Office of the Auditor General of Ontario's website](#).

2.2 The Land-Use Planning Audit reviewed the Ministry of Municipal Affairs and Housing's (MMAH)'s oversight and administration of land-use planning in the Greater Golden Horseshoe (GGH), as governed by provincial plans and policies. It also examined how municipalities in the GGH have implemented the Provincial Policy Statement and applicable provincial plans.

3. Previous Reports and Decisions

3.1 There have been no previous reports or decisions on this topic.

4. Scope and Criteria of Audit

4.1 The audit assessed whether the MMAH in collaboration with other provincial ministries and local municipalities has the procedures in place to plan for growth in the GGH in accordance with legislation, regulations, plans, policies, and best land-use planning practices; and the ability to measure and publicly report on the efficacy of growth planning in the GGH in meeting the province's land-use planning objectives.

4.2 The land-use planning audit evaluated the following:

- a. Whether effective systems and processes are in place to direct land-use planning in a manner that balances the province's need to accommodate a growing population and facilitate economic growth with its needs to protect the environment.
- b. Whether roles, responsibilities, and accountability requirements for land-use planning have been clearly defined to achieve legislative, policy, and provincial plan objectives
- c. Whether timely, accurate, and complete information—including financial, demographic, ecological, and geological data—is regularly collected, analyzed, and used to inform land-use planning decisions.
- d. Whether effective oversight processes are in place to ensure that land-use decisions comply with legislative, policy, and plan requirements, to identify systemic issues and facilitate corrective action.
- e. Whether meaningful performance measures and targets have been established, monitored, and compared against actual results; and publicly reported to ensure that intended outcomes are achieved and corrective actions are taken on a timely basis when issues are identified.

4.3 The audit was conducted between January and September of 2021. The Auditor General engaged the MMAH, municipalities, and other stakeholders through

interviews and electronic surveys. The Region's Commissioner of Planning and Economic Development, and the Director of Planning were interviewed and provided their input.

5. Findings and Recommendations

5.1 The audit highlights key areas of concern in the report and puts forth recommendations. Ministry responses are included in the [audit report](#).

5.2 Key Finding #1: The province has insufficient data on whether the policies of the 2006 Growth Plan have effectively controlled urban sprawl in the Greater Golden Horseshoe.

5.2.1 The audit report stated that there was no sufficient information available on the outcomes of the Growth Plan since 2015 on municipalities' progress on implementing the policies of the Growth Plan and achieving its targets. The report noted that performance indicators are not finalized.

5.2.2 The AG observed that the MMAH is unable to monitor certain Growth Plan targets because of the absence of consistent and timely data, including whether municipalities are meeting density targets for designated greenfield areas, or maintaining enough residential housing to support population growth for at least three years.

5.2.3 The AG recommended that the MMAH:

- Establish and publicly communicate a deadline for the MMAH to finalize the performance indicators for the Growth Plan;
- Develop and publicly communicate the performance indicators by the established deadline, the date by which the MMAH will begin reporting on the indicators, and the frequency of ongoing reporting;
- Publicly report on the results for each performance indicator, including whether the results indicate the achievement of the Growth Plan visions;
- Work with municipalities to determine, understand, and address the factors where municipalities are not making progress towards meeting the Growth Plan targets; and

- Determine how it will collect the information necessary to report on the established performance indicators, obtain and analyze this information on an ongoing basis, and work with municipalities to establish a consistent basis for calculating progress towards the Growth Plan targets.

5.3 Key Finding #2: Municipalities face significant challenges implementing Growth Plan policies

- 5.3.1 The AG highlighted the changes that were made to provincial policies while not updating timelines for municipalities to ensure their planning documents are up to date¹. The AG reported on significant challenges for some municipalities, including Durham Region which has experienced delays in its Municipal Comprehensive Review (Envision Durham) process. It was noted that studies already underway using the former provincial land needs assessment methodology (introduced in 2018) had to be revised in 2020 due to Amendment 1 to the Growth Plan.
- 5.3.2 The AG reported that municipalities received insufficient guidance from MMAH staff in areas such as the land needs assessment and Indigenous engagement, consistent with the results of a similar survey conducted in 2018 by the MMAH.
- 5.3.3 The report indicates that many municipalities, including Durham, are not on track to achieve their population forecasts as defined in the Growth Plan. There are potential financial implications for municipalities that are required to use the population forecasts assigned to them to calculate their revenue for development charges, as per the Development Charges Act².

5.3.4 The AG recommended that the MMAH:

- Work with municipalities to determine what information and supports are needed to help conform within the deadlines; and provide such information in a timely manner.
- Determine areas of training that would benefit existing and new Ministry staff, and provide training on an ongoing basis.

¹ [2020-INFO-83](#) Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (ERO Posting #019-1680) and Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe (ERO Posting #019-1679), File No. L35-03 and D-12-01

² [2020-INFO-111](#) Proclamation of Bill 197: COVID-19 Economic Recovery Act and Bill 108: More Homes, More Choice Act and the impacts on the Development Charges Act, 1997, and to Community Benefits Charges under the Planning Act

5.4 Key Finding #3: Improvements are needed in the MMAH's collaboration with local and provincial partners.

- 5.4.1 The audit found that infrastructure and services, such as highways, transit, schools, and hospitals appear to be disconnected or inconsistent with land-use planning policies that focus growth on already built-up areas, while prohibiting development on prime agricultural and Greenbelt lands.
- 5.4.2 It was found that the MMAH did not address concerns from other Provincial ministries when changing policies, specifically with regards to Amendment 1 of the Growth Plan in 2020, that allowed municipalities to establish their own higher growth forecasts with MMAH approval. The audit found that feedback from other ministries related to the loss of agricultural land, or potential consequences on natural heritage features were not considered.
- 5.4.3 It was revealed through the audit that some provincial ministries are not given the opportunity to provide input on municipal planning policies since the introduction of the "One Window Protocol" that reduced roles of some ministries, while excluding others. The One Window Protocol is the process through which the MMAH seeks comments from other ministries on municipal planning documents.
- 5.4.4 Bill 229, the Protect, Support, and Recover from COVID-19 Act introduced in 2020³ amended the Conservation Authorities Act and the Planning Act to significantly reduce the oversight and appeal powers that conservation authorities have and limit their ability to make independent decisions. Prior to this audit, the AG's office raised concerns about the lack of public consultation on environmentally significant amendments in this Bill in its 2021 Report on the Operation of the Environmental Bill of Rights.
- 5.4.5 The AG recommended that the MMAH:**
- Engage proactively on an ongoing basis with other provincial ministries or entities responsible for planning processes related to land-use planning.
 - Finalize the screening criteria for circulating municipal planning submissions to the Ministry of Infrastructure;
 - Formalize participation of the Ministries of Health, and Long-Term Care;

³ [2020-P-26](#) Bill 229, Protect, Support, and Recover from COVID-19 Act (Budget Measures) – Changes to Conservation Authorities Act and Planning Act, File: L14-45

- Assess, during the next review of the Protocol in 2023, whether other provincial ministries should be included.
- In collaboration with the Ministry of Northern Development, Mines, Natural Resources, and Forestry, review the impacts of the amendments in Schedule 6 of Bill 229 and consider comments from municipalities, conservation authorities, and the public; and address the identified concerns.

5.5 Key Finding #4: Broad and frequent use of Minister's Zoning Orders (MZOs) undermine the land-use planning system.

- 5.5.1 According to the audit report, MZOs were originally intended to be used in special circumstances only, where either a provincial interest must be protected until municipal zoning by-laws can be amended; in parts of Northern Ontario without municipal government to control new growth; or to impose controls in areas with a lack of adequate municipal regulations.
- 5.5.2 The Province issued 44 MZOs from March 2019 to March 2021, doubling the total number issued in the previous 18 years. MZOs were previously issued once per year, on average. Of the 44 MZOs:
- 5 were issued in Durham Region during the reporting period (Attachment #1 lists the five MZOs and their development status, and identifies a sixth MZO enacted in November of 2021 for lands in Ajax.);
 - 18 were issued on lands that were previously zoned for agricultural use or natural heritage protection;
 - 13 permitted development outside of the settlement area boundaries, proving inconsistent with the policies of the Growth Plan, which directs growth within settlement areas that have existing or planned municipal services; and
 - 23 increased the supply of long-term care beds and affordable housing, furthering provincial priorities.
- 5.5.3 The AG observed that MZOs are being used to circumvent normal planning processes and fast-track development, bypassing application processes, public consultation, and removing the opportunity for the resulting zoning regulations to be appealed.
- 5.5.4 Seventeen of the 44 MZOs were requested by a small group of companies, raising concerns of a lack of transparency and conflicts of interest in the MZO decision-making process.

- 5.5.5 Contrary to the Planning Act and generally-accepted land-use planning principles, the AG noted there is no formal application process for requesting an MZO, nor established criteria for which they are assessed.
- 5.5.6 The AG noted that it appears that limited information is provided to the public regarding MZOs and is communicated after its passing via Regulations under the Planning Act, bulletins on the Environmental Registry, or news advertisements and releases. The audit concluded that none of the publications issued from the 44 MZOs identified the previously permitted uses on the lands, nor the reasons for the issuance.
- 5.5.7 The AG found that MZOs appear to disrupt other planning processes that often include years of preparation and consultation, including planning for municipal services and schools.
- 5.5.8 The AG indicated that municipalities are often not informed or consulted on MZOs, especially in two-tier systems, or in surrounding and/or affected areas. The audit found evidence suggesting that upper-tier municipalities were informed or consulted for only 12 of the 38 MZOs requested by municipalities in a two-tier system.
- 5.5.9 Regional Planning staff acknowledge the concerns identified by the AG regarding the recent use of MZOs, and would also note that Regional Council made [suggestions to the Minister of Municipal Affairs and Housing](#) on ways to improve the use of MZOs, in November 2020.
- 5.5.10 The AG indicated that MMAH expanded Provincial involvement in local decision-making with more powerful MZOs through the passing of three bills:
- Bill 139, the Building Better Communities and Conserving Watersheds Act, 2017⁴, that removed the ability of individuals to appeal an MZO to the Ontario Land Tribunal. This removes the last remaining opportunity for stakeholders and the public to comment or engage with the MZO.
 - Bill 197, the COVID-19 Economic Recovery Act, 2020 further expanded the scope of the Minister's powers, allowing the issuance of "enhanced MZOs" that override municipal site plan control and inclusionary zoning.
 - Bill 257, the Supporting Broadband and Infrastructure Act, 2021 amended the Planning Act to eliminate the requirement for MZOs to be consistent with the Provincial Policy Statement (PPS), and retroactively deemed MZOs to never have been required to be consistent with the PPS. Approximately 98% of unique submissions received in the public commenting period were not supportive of these amendments.

⁴ [2017-INFO-79](#) Bill 139, Building Better Communities and Conserving Watersheds Act, 2017, File L01-02

5.5.11 The AG also included commentary that similar past attempts to fast-track development received significant public criticism, such as Schedule 10 of Bill 66, the Restoring Ontario's Competitiveness Act, 2018, which would have allowed municipalities to exempt certain development from conforming with the PPS, provincial plans, municipal official plans, and zoning by-laws. Schedule 10 was withdrawn from the bill due to significant feedback identifying concerns regarding consultation, public health and safety, the environment, and the Greenbelt.

5.5.12 The audit identified there was inadequate public consultation on changes to the Planning Act as part of Bill 197, and Bill 257 [see 5.5(i) of this report] was subsequently introduced to enhance MZO powers. The Ontario Divisional Court ruled that the actions and lack of public consultation by the MMAH were unreasonable and unlawful.

5.5.13 The AG recommended that the MMAH:

- Work with municipalities to identify and implement ways to make the land-use planning process more streamlined and efficient, while still complying with due diligence and public consultation requirements under the Planning Act.
- Improve transparency and accountability of MZOs by:
 - a) Establishing and publicly communicating a formal application and review process which identifies: the types of matters that can be considered for an MZO; the criteria; and required studies, analyses, or due diligence required to support the request; and
 - b) Once an MZO is issued, publicly communicating the parties that requested the MZO, the factors considered, and the reasons why the development cannot proceed through the normal planning application process.
 - c) Prevent or minimize disruption in other long-term planning processes that are impacted by MZOs by incorporating and documenting consultation with impacted municipalities (including upper- and lower-tier) in the MZO review process.
 - d) Incorporate public consultation into the MZO review process;
 - e) Work with municipalities issuing enhanced MZOs so that local considerations are sufficiently addressed in overrides of site plan controls; and
 - f) Publicly communicate, for each MZO, whether its issuance is consistent with the PPS, and where it is not consistent, describe the reasons behind its issuance and the steps taken to minimize or avoid potential negative impacts.

6. Relationship to Strategic Plan

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

- a. Under the goal of Environmental Sustainability, Priority 1.3: to protect, preserve, and restore the natural environment, including greenspaces, waterways, parks, trails, and farmlands;
- b. Under the goal of Service Excellence, Priority 5.3: demonstrate commitment to continuous quality improvement and communicating results.

7. Conclusion

7.1 The audit identifies issues and concerns with certain aspects of the land-use planning system in the GGH and offers several recommendations for improvement. It is unclear, at present, what steps MMAH staff will take to address the AG's recommendations. Should any changes be proposed by MMAH, Council will be advised accordingly.

8. Attachments

Attachment #1: MZOs issued in Durham, 2019-2021

Respectfully submitted,

Original signed by

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

**Minister's Zoning Orders (MZOs) issued in Durham
October 2019 to November 2021**

MZO Date of issue	Municipality/ Proponent	Description	Status of the development project permitted by the MZO
Oct. 15, 2019	Clarington Durham Christian Housing Society Inc.	224-bed LTC facility on Boswell Dr., outside and abutting the Bowmanville urban area.	Preconsultation stage (site plan submission expected in February).
July 31, 2020	Ajax Schlegel Villages	192-bed LTC facility East side of Harwood Ave. N., north of Rosland Lands designated as "Employment Area" in ROP	Pending construction (expected to start Spring 2023)
Aug. 28, 2020	Ajax Ajax Pickering hospital site (provincially-owned)	320-bed LTC facility West side of Harwood Av. S., south of Bayly St.	Under construction
Oct. 30, 2020	Pickering Pickering Development (Squires) Inc. [Durham Live]	Northwest quadrant of Church St. and Bayly St. to permit 4 million sq. ft. of warehousing and distribution space, 1,650 residential units, and 35,500 square metres of retail space. The MZO was amended in July 2021 to revoke permissions for the "Warehousing and Logistics Zone" on the lands located west of Squires Beach Rd.	Plans for Durham Live continue to evolve including the Porsche Driving Experience and other uses.
Mar. 5, 2021	Clarington Home Hardware	Home hardware store at the southeast corner of Rundle Rd. and Highway 2, designated "Major Open Space" in the ROP	Site plan submitted.

MZO Date of issue	Municipality/ Proponent	Description	Status of the development project permitted by the MZO
Nov. 15, 2021	Ajax Annandale Park Developments Ltd. And Crestpoint Acquisition Corporation	Extend "Employment Area" zoning to allow 2.7 million sq. ft. multi-storey distribution centre along the northeast corner of Church St. S. and Bayly St. W., which includes natural heritage features. The purpose of the MZO was to bypass the appeal process for Town of Ajax Site-Specific By- law 52-2020 for the proposed development.	Pending building permit.

 Corporate Services Department Legislative Services Division	
Date & Time Received:	January 07, 2022 8:40 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	



Township of Adjala-Tosorontio

MEETING DATE: 8 December 2021
 AGENDA ITEM NUMBER: 10.19.
 RESOLUTION NUMBER: RES-434-2021

Moved by Deputy Mayor Meadows, Seconded by Councillor Bays

Resolved that the Simcoe County Greenbelt Coalition - Updates on Bradford Bypass letter dated November 16, 2021 be received as information; and further,

Whereas the Bradford Bypass constitutes a 16 km highway predominantly over marshland, which was destined for an update of 15 crucial 25 year old environmental studies; and,

Whereas on October 7th 2021 a decision was passed to exempt the Bypass from these studies or review by agencies such as the MOECP; and

Whereas so many environmental, climate, and growth changes have occurred in the area in the last 25 years; and

Whereas in their 2021 Federal Budget, the Government has created the “Net Zero Accelerator Initiative” to help support “A Healthy Environment and Healthy Economy Plan” to aid in transforming the economy for clean and long term growth; and

Therefore be it resolved that the Township of Adjala-Tosorontio Council ask the Impact Assessment Agency of Canada to complete a Federal Impact Assessment for the Bradford Bypass project; and further,

That this resolution be forwarded in a letter to all Lake Simcoe Watershed Municipalities as amended.

Carried

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

The Regional Municipality of Durham

MINUTES

ACCESSIBILITY ADVISORY COMMITTEE

Tuesday, November 23, 2021

A meeting of the Accessibility Advisory Committee was held on Tuesday, November 23, 2021 at Regional Headquarters, Council Chambers, 605 Rossland Road East, Whitby at 1:02 PM. Electronic participation was permitted at this meeting.

1. Roll Call

Present: D. Campbell, Whitby, Vice-Chair
A. Beach, Oshawa
H. Hall, Participation House, attended the meeting at 1:08 PM
D. Hume-McKenna, DMHS
Councillor R. Mulcahy
R. Purnwasie, Ajax
M. Roche, Oshawa
***all members of the committee participated electronically**

Absent: C. Boose, Chair
S. Sones, Whitby

Staff

Present: J. Austin, Deputy General Manager, Business Services, Durham Region Transit
S. Austin, Director of Corporate Policy and Strategic Initiatives
R. Inacio, Systems Support Specialist, Corporate Services – IT
A. Labriola, Eligibility Coordinator, Transit Specialized Services, Durham Region Transit
C. Norris, Deputy General Manager, Transit Operations, Durham Region Transit
J. Traer, Accessibility Coordinator, Office of the Chief Administrative Officer
N. Prasad, Assistant Secretary to Council, Corporate Services – Legislative Services
K. Smith, Committee Clerk, Corporate Services – Legislative Services

2. Declarations of Interest

There were no declarations of interest.

3. Adoption of Minutes

Moved by M. Roche, Seconded by A. Beach,
That the minutes of the Accessibility Advisory Committee meeting held on September 28, 2021, be adopted.

CARRIED

4. Presentations

A) Jamie Austin, Deputy General Manager, Business Services re: Whitby Autonomous Electric Vehicle

Jamie Austin, Deputy General Manager, Business Services, provided a presentation with regards to the Whitby Autonomous Electric Vehicle Electric shuttle (WAVE).

J. Austin advised that some committee members were provided with an overview of the vehicle and its accessibility features ahead of the launch. He advised that a media day was also held to provide the media with a sneak peek and service was launched on November 8, 2021 with approximately 80 passengers in the first week.

J. Austin provided a video that highlighted some of the key aspects of the Whitby Autonomous Vehicle Electric shuttle (WAVE) pilot.

J. Austin responded to questions with regards to the WAVE being the first in Canada; the kind of feedback DRT has received; and whether DRT has developed a smooth braking operation.

B) Christopher Norris, Deputy General Manager, Transit Operations re: On-Demand Service

Christopher Norris, Deputy General Manager, Transit Operations provided a PowerPoint Presentation with regards to the transition to an amalgamated demand responsive service.

Highlights of the presentation included:

- Transition to an Amalgamated Demand Responsive Service
- Demand Responsive Transit Study
- Findings
 - service delivery and operations
 - culture and collaboration
 - technology and analytics
 - external communications and education
 - strategy and key partnerships
- Recommendations

C. Norris advised that DRT initiated a demand response study in early fall of 2021. He advised that the objective of the study was to help DRT with the following:

- ensure compliance with the Accessibility for Ontarians with Disabilities Act (AODA) requirements specific to Specialized Services;
- reorder demand responsive services (On Demand and Specialized Services) as required to be client centric and outcome focused;

- ensure the equity of access of Specialized Transit is comparable to scheduled and On Demand service models;
- recalibrate the roles and responsibilities of parties throughout the transit system;
- identify opportunities for efficiencies and values; and
- ensure the service model aligns with the strategic priorities of the Region and Durham Region Transit.

C. Norris provided an overview of the findings with regards to service and operations; culture and collaboration; technology and analytics; external communications and education; strategy and key partnerships. He advised that with regards to specialized services processes and practices and AODA considerations, the study confirmed that the following practices comply with the AODA:

- application of AODA criteria for unconditional, conditional and temporary eligibility;
- origin to destination services using integrated services approach;
- mandatory requirement for a customer to provide and travel with an attendant when the customer is unable to use the service independently; and
- current booking practice requiring pre-booking of trips.

C. Norris also provided an overview of the following recommendations of the study:

- further integrate specialized services and on demand services in compliance with AODA;
- examine existing workforce communication channels and tools for effectiveness, invest in cross-training, and implement new feedback mechanisms to drive ongoing dialogue and improvements;
- consider and plan for investments in technologies that enable customer relations management, workforce management, and analytics;
- engage stakeholders to access to proposed future state model and design for Demand Responsive transit and allow time to implement educational initiatives; and
- establish a “One DRT” strategy.

C. Norris responded to questions with regards to specific examples of the objectives provided and how this will improve things for customers; whether the study parallels other transit systems; the importance of understanding that transportation is an issue for those with non-visible disabilities; and the process involved when booking on demand and specialized service.

C) Andrea Labriola, Eligibility Coordinator, Transit Specialized Services,
Durham Region Transit re: Specialized Services Application Process

Andrea Labriola, Eligibility Coordinator, Transit Specialized Services provided a PowerPoint Presentation with regards to the Specialized Services Application Process.

Highlights of the presentation included:

- Specialized Transit Eligibility Review and Appeal Process
- Eligibility Review
- Eligibility Outcomes
- Eligibility Appeals
- Appeal Process
- Role of the Appeal Panel
- Composition of Eligibility Appeal Panel
- Appeal Panel Decisions

A. Labriola stated that the eligibility review is required for customers registered prior to January 2015. She advised that the purpose of the eligibility review is to determine the best way to provide mobility to customers and the review is based on current abilities in accordance with the AODA requirements. She provided an overview of the following eligibility outcomes: unconditional eligibility; conditional eligibility; and temporary eligibility.

A. Labriola also provided an overview of the Appeal Process and stated that an appeal must be initiated by the customer or representative within 30 days of the eligibility decision. She reviewed the process involved with regards to the completion process of the appeal form.

A. Labriola also stated that the role of the Appeal Panel is to deliver an objective, consensus-based decision on eligibility through a review of the applicant's specialized services application; supporting documentation and assessments; results of any functional assessment; appeal materials; and appeal interview. She advised that the appeal panel has final authority on all DRT decisions. She further advised that decisions are based on the applicant's ability to use conventional transit and appeals based solely on compassionate grounds are not considered.

A. Labriola provided answers to questions previously asked by the committee with regards to: the number of customers that had to reapply for the eligibility review; the number of customers that were reclassified to integrated service; whether extra time is granted to have forms completed due to lack of appointments; the number of customers that did not submit documentation and were made ineligible; the number of customers that were told that they cannot access specialized services after going through the appeal process; the purpose of the appeal hearing; and barriers to the appeal process.

A. Labriola responded to questions with regards to how many of the 90% of people who did qualify to be on the list for specialized services were approved to be on the service with an attendant as well as without an attendant; whether there is a transition period for customers who no longer qualify to use specialized service to help them adjust to using conventional transit.

Moved by H. Hall, Seconded by A. Beach,
That the Committee recess.
CARRIED

The committee recessed at 2:23 PM and reconvened at 2:30 PM.

Following the recess, the Committee Clerk conducted a roll call and all members of the Committee were present except C. Boose and S. Sones.

5. Discussion Items

There were no items of discussion.

6. Correspondence

There were no items of correspondence to consider.

7. Information Items

A) Education Sub-Committee Update

J. Traer advised she's looking into having a presentation at the January meeting on the accessibility of tank rides at the Ontario Regiment in Oshawa. She advised that she's also looking into having more presentations with regards to cognitive disabilities.

B) Update on the Transit Advisory Committee (TAC)

H. Hall advised that DRT has added more conventional buses on high priority ride times.

M. Roche advised that he is hoping to get an answer at the next TAC meeting with regards to the appeal process and the 210 people who did not submit applications for eligibility of specialized services.

C) Accessibility Coordinator Update

The following update was provided:

- C. Boose is on a temporary personal leave
- L. Schisler is no longer with Community Care Durham and another representative will be appointed.

- S. Austin provided an update on the reopening of Regional headquarters. She advised that they are looking at having staff return in a gradual and hybrid approach to the office in January 2022. She advised that committee members attending meetings would have to comply with the Region's visitor policy and provide a covid screening prior to attending.
- J. Traer advised that she is currently working with Department representatives to complete the Compliance Report to the Ministry for Seniors and Accessibility. She advised that the Report has to be submitted before December 31, 2021.
- J. Traer advised that she is working with the Works Department with regards to the design standards for the Region. She advised that they are looking at improving the signage at Regional headquarters as well as all buildings owned and operated by the Region.
- J. Traer advised that the site plan subcommittee met with Works Department staff to review site plans for the outdoor play spaces of four regionally operated childcare centres. She advised that the play spaces are being redesigned and will be incorporating natural materials instead of standard playground equipment.
- J. Traer advised that accessible Electric Vehicle Charging Stations have been installed at the west entrance of the accessible parking area at Regional Headquarters. She also advised that the electric vehicle charging station policy will be updated to include specific language on the use of this space.
- The Joint Accessibility Advisory Forum is scheduled for November 23, 2021 from 5 to 6:30 PM and will be held virtually. The Honourable David C. Onley has been scheduled to speak at the Forum. A representative from the Robert McLaughlin Art Gallery will also provide a presentation with regards to a current exhibit that highlights accessibility.

8. Reports for Information

There were no reports to consider.

9. Other Business

There were no items of other business.

10. Date of Next Meeting

The next regularly scheduled meeting of the Accessibility Advisory Committee will be held on Tuesday, January 25, 2022 at 1 PM.

11. Adjournment

Moved by A. Beach, Seconded by M. Roche,
That the meeting be adjourned.
CARRIED

The meeting adjourned at 2:54 PM

D. Campbell, Vice-Chair
Accessibility Advisory Committee

N. Prasad, Assistant Secretary to
Council

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

The Regional Municipality of Durham

MINUTES

DURHAM ACTIVE TRANSPORTATION COMMITTEE

Thursday, December 9, 2021

A meeting of the Durham Active Transportation Committee was held on Thursday, December 9, 2021 in Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby at 7:00 PM. Electronic participation was offered for this meeting.

1. Roll Call

Present: R. Lalonde, Whitby, Chair
P. Smith, Uxbridge, Vice-Chair
J. Bate, Oshawa
M. Gibbons, Scugog
K. Haines, Ajax
A. Heywood, Pickering
R. Kerr, Regional Councillor, Oshawa
C. Kobelka, Clarington attended the meeting at 7:09 PM
*** all members of Committee participated electronically**

Absent: J. Martin, Brock

Staff

Present: A. Caruso, Senior Planner, Transportation Planning, Planning and Economic Development
R. Inacio, Systems Support Specialist, Corporate Services – IT
G. Pereira, Manager, Transportation Planning, Planning and Economic Development
N. Prasad, Assistant Secretary to Council, Corporate Services – Legislative Services
A. Tulloch, Planning Analyst, Transportation Planning, Planning and Economic Development
***all staff except R. Inacio participated electronically**

2. Declarations of Interest

There were no declarations of interest.

3. Adoption of Previous Minutes

Moved by J. Bate, Seconded by P. Smith,
That the minutes of the Durham Active Transportation Committee meeting held on September 16, 2021, be adopted.

CARRIED

4. Presentations

A) The Future of Transportation is Integrated, Age-Friendly, Barrier Free, Electrified Active Transportation: For the People and the Planet: Shilpa Dogra, Ontario Tech University

Shilpa Dogra, Ontario Tech University, provided a PowerPoint Presentation regarding The Future of Transportation: Integrated, Age-Friendly, Barrier Free, Electrified, Active Transportation. A copy of the presentation was provided to members in advance of the meeting.

Highlights of the Presentation included:

- The Future of Transportation
- Transportation and Sedentary Time
- Age-Friendly Active Transportation
- Active Transportation in Older Adults in Oshawa Neighbourhoods
- Think Tank Solutions: Urban Design
- Report Recommendations: Urban Design
- Improved Mobility in Ontario: Moving Together!
- Integrated Transportation
- E-bikes
- Finding Implications
- Next Steps

S. Dogra stated that displacing sedentary transportation means active transportation with a green inclusive, age-friendly approach to the improved health of people and the planet. She provided an overview of work done in collaboration with Teaching City Oshawa with regards to age-friendly transportation. She advised that the following two studies were done: focus groups consisting of 9 sessions and 52 participants; and an online survey of 110 participants and provided an overview of the results of the two studies. She provided an overview of the Think Tank Solutions to the barriers identified as well as the following report recommendations: intensify; connect; create safe spaces; pave the way; provide benches, rest stops, water fountains etc.; and improve the safety of crosswalks and intersections.

S. Dogra advised that in October 2019, a session was held at Ontario Tech University called Improving Mobility in Ontario: Moving Together. The session highlighted the importance of encouraging multi-modal transportation that is equitable and barrier free which is critical for ensuring that people of all ages, colours, income levels, and ability levels are able to move in their community. A paper was published following the session regarding Integrated Transportation, and she provided an overview of the five recommendations listed in the paper.

S. Dogra advised that E-bikes can provide moderate intensity activity and displace daily sedentary time and she provided an overview of E-bikes and the findings and implications of the use of E-bikes with older adults.

S. Dogra responded to questions with regards to the difference in approach to intersections where there is an E-bike versus regular bicycle; evidence in terms of safety; how to actively create a shift towards active transportation in suburbs where everything is designed around the automobile.

B) Waterfront Park & Trail Improvements: Arnold Mostert (City of Pickering)

Arnold Mostert, Manager, Landscape & Parks Development, City of Pickering, provided a PowerPoint Presentation regarding Waterfront Park & Trail Improvements. A copy of the presentation was provided to members in advance of the meeting.

Highlights of the presentation included:

- Waterfront Park & Trail Improvements
 - Rotary Frenchman's Bay West Park
 - Beachfront Park

A. Mostert stated that improvements have been done to Rotary Frenchman's Bay West Park. He stated that the park is comprised of land on the west side of the harbour entrance that was originally waterfront cottage properties which were wiped out during Hurricane Hazel. He advised that the Toronto Region Conservation Authority acquired these properties during the 1960s and demolished the structures, leaving the site to return to its natural state. He stated that the City of Pickering went through a Parks Master Plan update process in 2016 to 2017 and provided an overview of what the plan entailed. He stated that the first phase of construction proceeded in 2018 and included the reconstruction of Beachpoint Promenade; addition of layby parking; off-road waterfront trail; picnic area; interpretive kiosk and other amenities at the west of the park. He stated that Phase 2 construction is proposed for 2022 and will include a park washroom.

A. Mostert stated that the Beachfront Park is comprised of land on the east side of the harbour entrance which were also originally waterfront cottage property and that the Toronto Region Conservation Authority acquired the properties in the 1960s and demolished the structures. He stated that high water levels had a serious impact on the park features. The boardwalk was submerged and covered with sand and debris and a number of features had to be removed. He advised that with the boardwalk removed, there is now a sand beach and the waterfront trail routing remains on the road through the residential neighbourhood. He also advised that this past year, the City implemented a Let's Talk Pickering Platform and surveyed the public regarding a beach park rehabilitation study. He provided an overview of the study area and the preferred design options including: improvements to the access road; relocating the children's play area; rental kiosks; an elevated boardwalk structure; and access ramps to provide accessibility to the beach. He stated that pending approval of the Master Plan and funding from Pickering Council, the detailed design will proceed in 2022 with the first phase of construction in 2023.

A. Mostert responded to questions regarding a boat launch area.

C) Durham Region Active Sustainable School Travel (ASST) Updates: Alia Tulloch (Durham Region)

Alia Tulloch, Transportation Planning Analyst, Region of Durham, provided a PowerPoint Presentation regarding Active and Sustainable School Travel (ASST) Program Updates. A copy of the presentation was provided to members in advance of the meeting.

Highlights of the presentation included:

- Active and Sustainable School Travel (ASST) Program Updates
- School Travel Planning
- Push Scooter Parking
- Walk and Roll to School Week
- Ontario Active School Travel (OAST) Policy Research
- ASST Stakeholder Meetings

A. Tulloch advised that the goals of the ASST Program is to increase the number of students using active modes for their school commutes and work to improve the safety of pedestrians and cyclists in school zones. The Active and Sustainable School Travel Program (STP) is one of three transportation management programs run by the transportation planning team.

A. Tulloch advised that in the 2019-2020 school year, the ASST Program worked with eight local schools to create school travel plans. School travel planning is a collaborative approach to increasing active and sustainable school travel that works by bringing together stakeholders to work together to identify barriers to active school travel. Plans were put on hold due to the COVID pandemic but as of September 2021, there are 4 schools who will be working with the ASST Program to develop travel plans.

A. Tulloch stated that through the 2019/2020 STP project, it was identified that some schools needed racks for push scooter parking and the ASST Program purchased 6 push scooter racks for installments at the schools. She advised that in 2021, the ASST Program piloted Walk and Roll to School Week where participating schools tracked active transportation trips on a trip tracking poster and competed for prizes.

A. Tulloch provided an overview of the Ontario Active School Travel (OAST) Policy Research used to identify evidence-based recommendations for policies to support and promote the use of active school travel by Ontario students.

A. Tulloch stated that the ASST Program has also started hosting informal meetings called ASST Meetings where stakeholders gather to discuss active school travel in Durham Region. She advised that they are looking at hosting two meetings per year and look forward to fostering more information sharing through these meetings.

A. Tulloch also advised that the Request for Proposal for the Durham Meadoway launch will end on January 14, 2022 and anticipates having a consultant in place by March 2022. She reminded the committee that the Durham Meadoway will be a 27 km long multi-use path and linear park in the Gatineau hydro corridor stretching from Rouge National Park to Simcoe Street in Oshawa.

A. Tulloch responded to questions with regards to engaging schools to use the travel planning program; whether they have approached any French Immersion School Boards; and the possibility of incorporating cycling skills into the Catholic School Board and Public School Board Grade 5 program.

5. Discussion Items

A) 2021 DATC Annual Report (Ron Lalonde)

A copy of the 2021 Durham Active Transportation Committee Annual Report was provided as Attachment #2 to the Agenda.

B) 2022 DATC Workplan (Ron Lalonde)

A copy of the 2021 Durham Active Transportation Committee Workplan was provided as Attachment #3 to the Agenda.

Discussion ensued with regards to the importance of measuring the committee's progress at the end of the year with regards to the Workplan.

Moved by P. Smith, Seconded by M. Gibbons,
That we recommend to the Planning and Economic Development Committee for subsequent recommendation to Regional Council:

That the 2021 DATC Annual Report and 2022 Workplan as proposed, be adopted.

CARRIED

6. Information Items

A) Waterfront Trail at Corbett Creek Water Control Plant

A. Caruso advised that the Region of Durham's Traffic Department has hired a consultant and will provide an update to the Committee in the spring of 2022.

7. Other Business

A) Oshawa BMX Bike Park - Councillor Kerr

Councillor Kerr provided the following update with regards to the completion of a new BMX Bike Park in the City of Oshawa:

- The BMX Bike Park is located on the northwest corner of the Thornton Community Park, which is directly south of the Oshawa Airport Golf Course on Thornton Road North;
- The size of the BMX Bike Park is 4,817 square meters
- Features include a separate beginner circuit and combined intermediate/advanced circuit. Different styles of jumps were incorporated into the BMX Bike Park based on beginner, intermediate and advanced skill sets;
- A gravel parking lot to support the BMX Bike Park will be constructed with 10 spaces;
- There is a new MUP running along the east side of Thornton Road which will also be connected the BMX Bike Park providing an active transportation link to the site; and
- The BMX Bike Park is anticipated to be completed by Spring 2022.

B) Update regarding the Creation of a Network of Cycling Routes – P. Smith

P. Smith advised that the Township of Uxbridge has partnered with The Waterfront Regeneration Trust and the Greenbelt Foundation to create a network of cycling routes. He advised that the goal of the project is to contribute to the Greenbelt's Rural Economy by developing the Greenbelt Route and Great Lakes Waterfront Trail as a cycle tourism experience with increased opportunities for the public to cycle the Greenbelt Route.

C) Update regarding Waterfront Trail in the Town of Whitby – R. Lalonde

R. Lalonde advised of two major projects that will affect the Waterfront Trail in the Town of Whitby. He advised that remediation work will be done on the retaining walls across the Whitby Harbour during the winter months and the trail is scheduled to be closed until April 2022. He also advised that the Region of Durham Water Intake Filtration Plant, which is adjacent to the Whitby Harbour, is undergoing a massive expansion and the boardwalk between the plant and the lake will be also be closed for the winter.

8. Date of Next Meeting

The next regularly scheduled meeting of the Durham Active Transportation Committee will be held on Thursday, March 24, 2022 in Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, at 7:00 PM.

9. Adjournment

Moved by Councillor Kerr, Seconded by C. Kobelka,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 8:49 PM

R. Lalonde, Chair
Durham Active Transportation Committee

N. Prasad, Assistant Secretary to Council

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

The Regional Municipality of Durham

MINUTES

DURHAM REGION ANTI-RACISM TASKFORCE

Thursday, December 2, 2021

A meeting of the Durham Region Anti-Racism Taskforce was held on Thursday, December 2, 2021 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 7:00 PM. Electronic participation was permitted for this meeting.

1. Roll Call

Present: F. Ahmed, Community Member
E. Baxter-Trahair, Chief Administrative Officer
S. Bookal, Community Member
S. Caibaiosai, Industry/Association/Public Institution Representative
P.G. Case, Industry/Association/Public Institution Representative
S. Dave, Community Member
K. Garside, Industry/Association/Public Institution Representative
T. Hancock, Community Member
Councillor Lee, Regional Council
J. Munawa, Community Member
C. Oyeniran, Community Member
Z. Pickering, Community Member
N. Samuel, Industry/Association/Public Institution Representative
K. Vieneer, Community Member
J. Williamson, Industry/Association/Public Institution Representative
G. Wilson-Beier, Community Member

Also

Present: Councillor Anderson, Regional Council Alternate

Absent: L. Francis, Community Member

Staff

Present: C. Bandel, Deputy Clerk
D. Beaton, Commissioner of Corporate Services
A. Hector-Alexander, Director, Diversity, Equity, and Inclusion
P. Hines, Program Manager, Diversity, Equity, and Inclusion
R. Inacio, Systems Support Specialist, Corporate Services – IT
N. Prasad, Assistant Secretary to Council, Corporate Services – Legislative Services
A. Sharma, Policy Advisor, Diversity, Equity and Inclusion
K. Smith, Committee Clerk, Corporate Services – Legislative Services

2. **Declarations of Interest**

There were no declarations of interest.

3. **Presentations**

A) Welcome and Overview of Committee Structure

Allison Hector-Alexander, Director, Diversity, Equity, and Inclusion, and Cheryl Bandel, Deputy Clerk, provided a PowerPoint Presentation entitled Welcome and Overview of Committee Structure.

Highlights of the presentation included:

- Welcome
- Members
- Support Services
- Goal and Mandate
- Scope of Activities
- Term of Membership and Officers
- Meetings
- Agendas and Minutes
- Committee Resolution and Procedures
- Reporting Relationship
- Role of Committee Chair

A. Hector-Alexander welcomed members to the Inaugural meeting of the Durham Region Anti-Racism Taskforce (DRART) meeting. She stated that the taskforce was developed to help ensure a consistent approach to addressing systemic racism within the communities in Durham Region.

A. Hector-Alexander provided an overview of the composition of the Committee and advised that the DRART consists of a member of Regional Council, a staff member from Durham Region, ten (10) citizen members, and five (5) members from industry, association, and public institutions. She also advised that the day-to-day activities of the staff liaison will be supported by the Office of the Chief Administrative Officer (CAO).

A. Hector-Alexander reviewed the Terms of Reference and covered the goals, mandate, and scope of activities of the taskforce. She advised that the first task would be for the DRART to review and adopt its Annual Workplan for approval by the Finance and Administration Committee and Regional Council.

C. Bandel reviewed the advisory committee process and its reporting structure to Council including the term of membership; the role of the Chair and Vice-Chair; the meeting process; and quorum requirements.

C. Bandel also reviewed the agenda preparation process; the way in which minutes are taken, circulated, and signed; and the process for DRART resolutions to move forward for consideration by the Finance & Administration Committee and Council. She explained the reporting relationship of the DRART to Council and advised that the taskforce is subject to the Regional Procedural By-law unless otherwise specified in the Terms of Reference. She further advised that the role of Legislative Services staff is to provide support and guidance to the Chair and Committee members to ensure the meeting procedures are followed.

4. Introduction of Members

A. Hector-Alexander invited members of the DRART to introduce themselves. The members introduced themselves and provided a brief overview of their background.

5. Election of Chair and Vice-Chair

Election of Chair

A. Hector-Alexander called for nominations for the position of Chair of the Durham Region Anti-Racism Task Force.

Moved by Councillor Lee, Seconded by F. Ahmed,
That Councillor Lee be nominated for the position of Chair of the Durham Region Anti-Racism Task Force.

Moved by S. Dave, Seconded by K. Vieneer,
That Kevin Vieneer be nominated for the position of Chair of the Durham Region Anti-Racism Task Force.

Moved by S. Caibaiosai, Seconded by F. Ahmed,
That Fatouma Ahmed be nominated for the position of Chair of the Durham Region Anti-Racism Task Force.

Moved by S. Bookal, Seconded by P.G. Case,
That nominations be closed.

CARRIED

A. Hector-Alexander asked if Councillor Lee, Kevin Vieneer and Fatouma Ahmed wished to stand. All nominees indicated they would stand.

A vote was taken and Councillor Lee was elected as the Chair of the Durham Region Anti-Racism Task Force.

Election of Vice-Chair

A. Hector-Alexander called for nominations for the position Vice-Chair of the Durham Region Anti-Racism Taskforce.

Moved by Councillor Lee, Seconded by Z. Pickering,
That Shrishma Dave be nominated for the position of Vice-Chair of the Durham Region Anti-Racism Task Force.

Moved by T. Hancock, Seconded by F. Ahmed,
That Trynee Hancock be nominated for the position of Vice-Chair of the Durham Region Anti-Racism Task Force.

Moved by S. Caibaiosai, Seconded by J. Williamson,
That Nikki Samuel be nominated for the position of Vice-Chair of the Durham Region Anti-Racism Task Force.

Moved by G. Wilson-Beier, Seconded by P.G. Case,
That Fatouma Ahmed be nominated for the position of Vice-Chair of the Durham Region Anti-Racism Task Force.

Moved by S. Bookal, Seconded by S. Dave,
That nominations be closed.

CARRIED

A. Hector-Alexander asked if Shrishma Dave, Trynee Hancock, Nikki Samuel and Fatouma Ahmed wished to stand. All nominees indicated they would stand.

A vote was taken and Fatouma Ahmed was elected as the Vice-Chair of the Durham Region Anti-Racism Task Force.

6. Information Items

A) Durham Region Anti-Racism Taskforce Terms of Reference (Attachment #1)

The Durham Region Anti-Racism Taskforce Terms of Reference was previously provided to members of the committee and included as Attachment #1 to the agenda.

7. Discussion Items

A) 2022 Priority Initiatives and Focus Areas

A. Hector-Alexander asked the committee for their thoughts on priority initiatives and areas of focus for the DRART in 2022. The following ideas were put forward by members of the committee:

- Identifying anti-Black racism as an immediate focus
- Identifying anti-Indigenous racism
- Coming up with a coordinated approach among the municipalities in Durham Region
- Recommending processes and procedures to preventing racism in paraphernalia and speech and action for when it does happen
- Protecting public spaces by keeping business owners and Council members accountable for what happens in businesses and public spaces
- Anti-racism education for employees
- Empowering our community members and leaders
- Thinking about the concept of CREST which stands for comparisons, reasons, examples, statistics, and testimony and to think about those elements as checkmarks to explaining an issue or coming up with a solution
- Addressing racism as it impacts individuals who identify as 2SLGBTQI+
- Considering intersectionality in all DRART initiatives
- The challenge of making sure what the Committee does is heard beyond the scope of those that are interested in this topic and work
- Employing the use of work data and statistics
- Supporting the local Black French community
- The need to focus on 3-4 specific items over the next year and identify what will have the most meaningful impact
- Being mindful of how the messages are delivered
- Recognizing the history that came before us and keeping that in mind when we think about what we want to tackle
- Putting together the workplan and identifying resource allocation
- The need for the Committee to employ a multi-generational lens
- Education within the curriculum for children in elementary, secondary, and post secondary schools

B) 2022 Meeting Frequency and Schedule

Discussion ensued on the frequency of the DRART meetings, and it was the consensus of the Committee to meet on a monthly basis. Discussion also ensued on the meeting day and time that would best suit the needs of the Committee members and the operational needs of staff.

Moved by S. Caibaiosai, Seconded by E. Baxter-Trahair,
That the following dates and times be approved as the DRART meeting schedule for 2022:

- January 27, 2022 at 7:00 PM;
- February 24, 2022 at 7:00 PM;

- March 24, 2022 at 7:00 PM;
- April 28, 2022 at 7:00 PM;
- May 26, 2022 at 7:00 PM;
- June 30, 2022 at 7:00 PM; and
- September 29, 2022 at 7:00 PM.

CARRIED

8. Other Business

There was no other business to be considered.

9. Date of Next Meeting

The next regularly scheduled Durham Region Anti-Racism Taskforce meeting will be held on Thursday, January 27, 2022 at 7:00 PM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

10. Adjournment

Moved by Councillor Lee, Seconded by S. Dave,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 8:50 PM

Respectfully submitted,

A. Hector-Alexander, Chair

K. Smith, Committee Clerk