



The Regional Municipality of Durham COUNCIL INFORMATION PACKAGE

Friday, May 17, 2024

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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 not later than noon the day 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 Works
Report: 2024-INFO-33
Date: May 17, 2024

Subject:

Durham Vision Zero Status Report

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to provide a status update on the Durham Vision Zero (DVZ) Road Safety Action Plan.

2. Background

2.1 Vision Zero is a road safety program that originated in Sweden and has achieved popularity with many other jurisdictions around the globe. The program has three basic tenets: i) life and health are paramount and cannot be exchanged for any other benefits within society; ii) collisions do not happen by accident, and all collisions are preventable; iii) humans will make mistakes, but road design should accommodate those mistakes in a way that does not lead to a loss of life.

2.2 At the meeting of April 24, 2019, Regional Municipality of Durham (Region) Council endorsed a Vision Zero approach to Road Safety for the Region and recommended that staff report back semi-annually with steps taken towards achieving Vision Zero.

2.3 A previous Vision Zero report was provided as part of the regular Council Information Package on May 28, 2021, [Report #2021-INFO-56](#) highlighting safety improvements underway and summarizing the impacts of COVID 19. An update on Automated Speed Enforcement and Red-Light Camera performance was submitted to Committee of the Whole on June 14, 2023 [Report #2023-COW-25](#).

3. Collision Data

3.1 Injury and death resulting from motor vehicle collisions have declined since the start of the Vision Zero program, and the Region is on track to achieve its interim goal of reducing injuries and fatalities by ten per cent or 155 injury and fatal collisions annually, for the duration of the five-year Vision Zero program. Figure 1 summarizes below available collision data from 2014 to 2023.

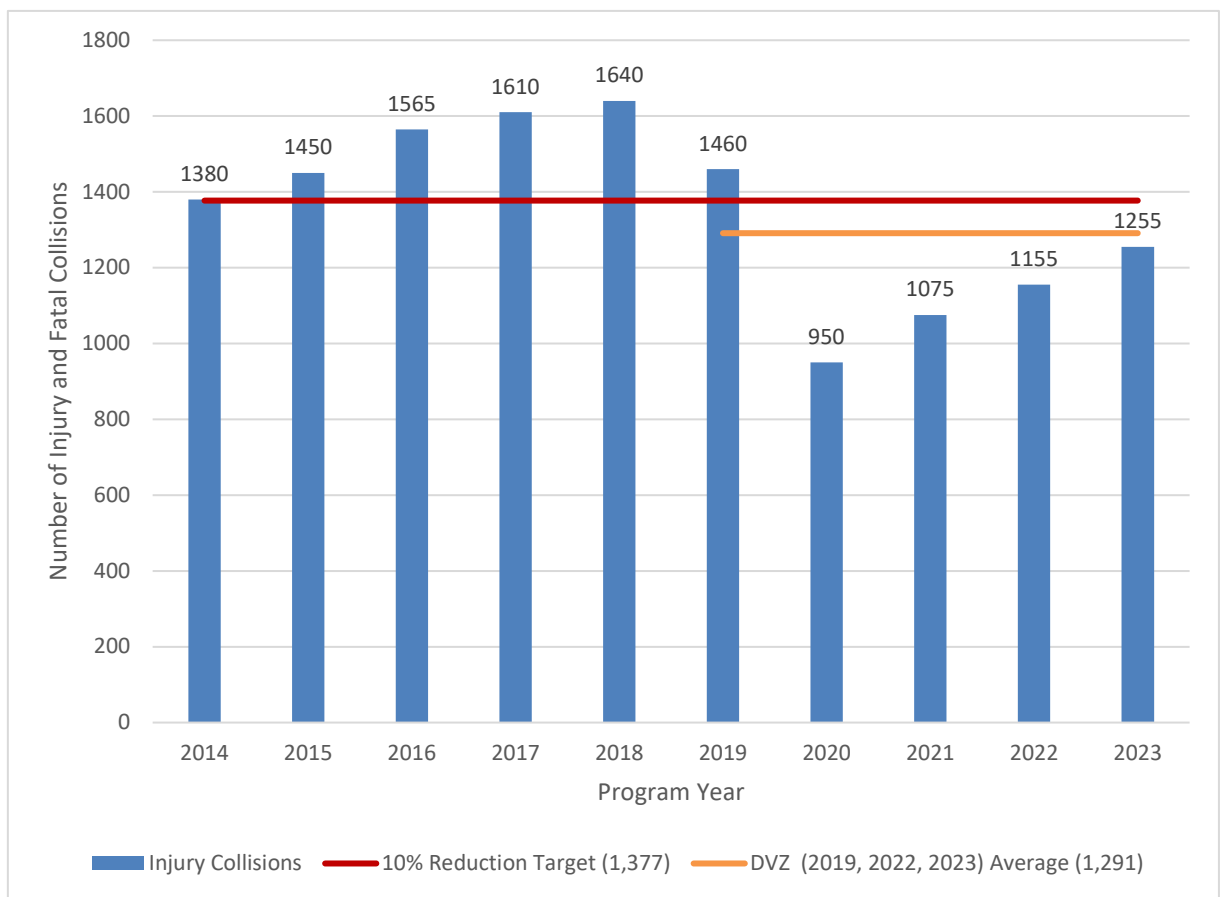


Figure 1 - Injury and Fatal Collisions (2014-2023)

- 3.2 The ten per cent reduction target established for the program is represented by the red line in Figure 1, indicative of 1,377 collisions per year (1,530 less ten per cent). The orange line represents the average number of injuries and fatal collisions (1291) during Durham Vision Zero, including 2019, 2022 and 2023. 2020 and 2021 have not been included in the calculations, as they reflect the COVID-19 pandemic years. The average number of fatal and injuries of 1,291 collisions exceeds the Durham Vision Zero target of 1,377 collisions by six per cent.
- 3.3 The collision data illustrated in Figure 1 exclude injury and fatal collisions that have occurred on roadways operated by the Ministry of Transportation or private property, such as parking lots and trails, outside the Regional or Municipal Road allowance.
- 3.4 Although collisions significantly reduced in 2020 and 2021, it is not appropriate to associate this reduction with any programs implemented through Vision Zero due to the substantial reductions in traffic volume during the COVID-19 pandemic. As volumes and traffic patterns return to pre-pandemic levels, collision levels have increased to some degree, but not to the extent observed prior to the launch of Durham Vision Zero in 2019.
- 3.5 During the pandemic, the number of fatal collisions per year (Regional and Municipal) remained consistent and did not decrease because of fewer vehicles on the road compared to other years. Typically, the Region experiences between 14 and 22 fatal collisions per year. A slight downward trend in fatal collisions is being observed in Durham as shown in Figure 2.

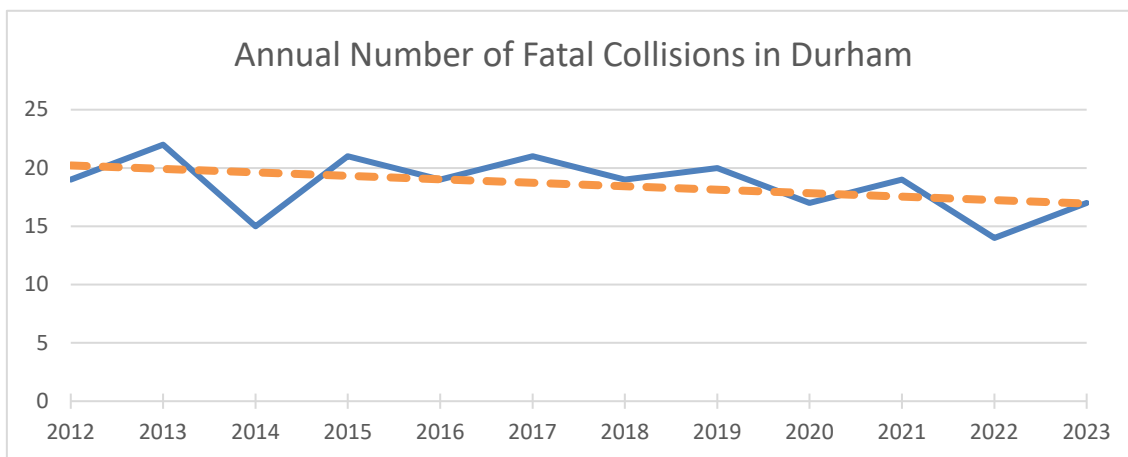


Figure 2 – Annual Number of Fatal Collisions (2012-2023)

4. 2024 Durham Vision Zero Action Plan

4.1 The Regional Municipality of Durham (Region) continues to make great strides in programming and installing safety engineering improvements. Education and enforcement initiatives are regularly deployed by Durham Regional Police Services, Corporate Communications, Health, and other Durham Road Safety partners, which educate the public by releasing safety messaging, running campaigns, safety blitzes, and enforcement initiatives and programs. These countermeasures target the key emphasis areas summarized in the following sections.

a. Intersections

Based on the collision evidence, public opinion and partner agency input, intersections were identified as the largest emphasis area. The number of fatal and injury related collisions occurring at intersections is trending downward, as shown in Figure 3. This downward trend could be a result of countermeasures deployed to target unsafe driving behaviours at intersections, such as, but not limited to, red-light cameras, line marking and signage enhancements, new traffic control signals, roundabouts, and signal timing adjustments.

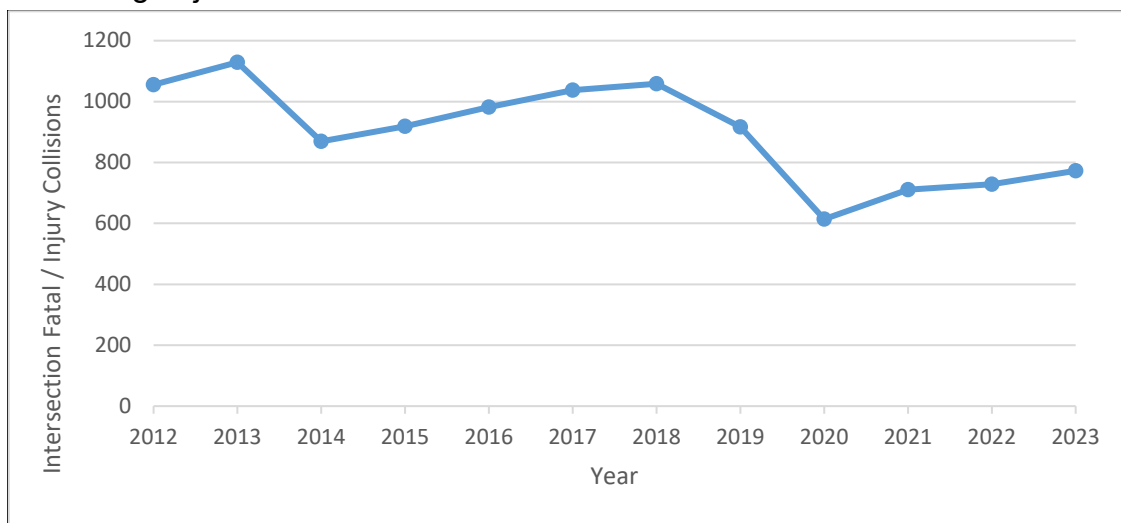
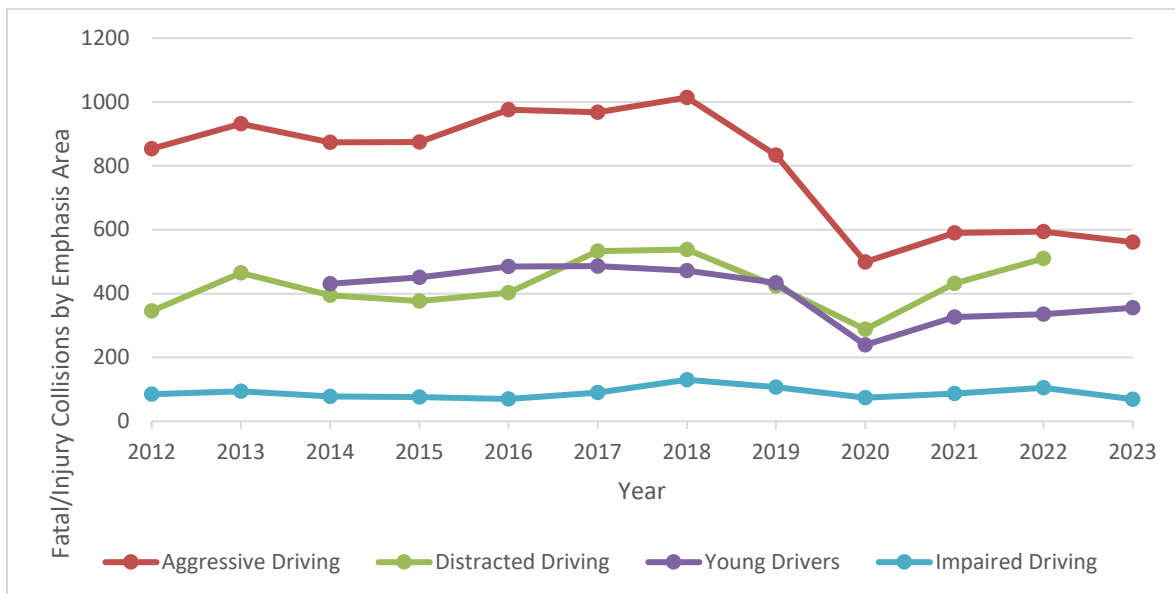


Figure 3 – Intersection Injury and Fatal Collisions (2012-2023)

b. Aggressive Driving

Collisions resulting from speeding, driving too fast for conditions, following too close, disobeying traffic control, and failing to yield the right-of-way are considered aggressive driving. As shown in Figure 4, the number of fatal and injury collisions resulting from aggressive driving from 2018 onwards has decreased. The decrease in aggressive driving may be attributed to

countermeasures such as automated speed enforcement, radar feedback boards and police enforcement. High speeds, however, continue to be a major contributing factor to collisions, particularly those resulting in injury or death.



Note: Data unavailable for 2012-2013 with respect to young drivers and in 2023 for distracted driving

Figure 4 - Injury and Fatal Collisions (2012-2023) by Emphasis Area

c. Distracted Driving and Young Drivers

Collisions involving a distracted driver have not significantly changed year over year apart from 2020. The number of injuries and fatal collisions involving a young driver (aged 16 to 25) has decreased since Durham Vision Zero was launched in 2019. Education and enforcement campaigns, such as, distracted driving enforcement initiatives, and safety messaging geared to young drivers have benefitted these two areas of emphasis.

d. Impaired Driving

The number of injuries and fatal collisions resulting from impaired driving has not changed significantly overall since 2012, hovering around 100 collisions per year, contrary to other jurisdictions seeing an increase because of the legalization of cannabis in October 2018. This is evident of the numerous enforcement and education campaigns by Durham Regional Police Services, Corporate Communications, and the Road Safety Partners.

e. Pedestrians and Cyclists

Figure 5 shows the collision trends related to injury and fatal collisions involving pedestrians or cyclists for the past 12 years. Pedestrian related collisions have trended upward since the pandemic, returning to pre-pandemic levels. The number of collisions involving cyclists has remained relatively constant at around 70 collisions per year.

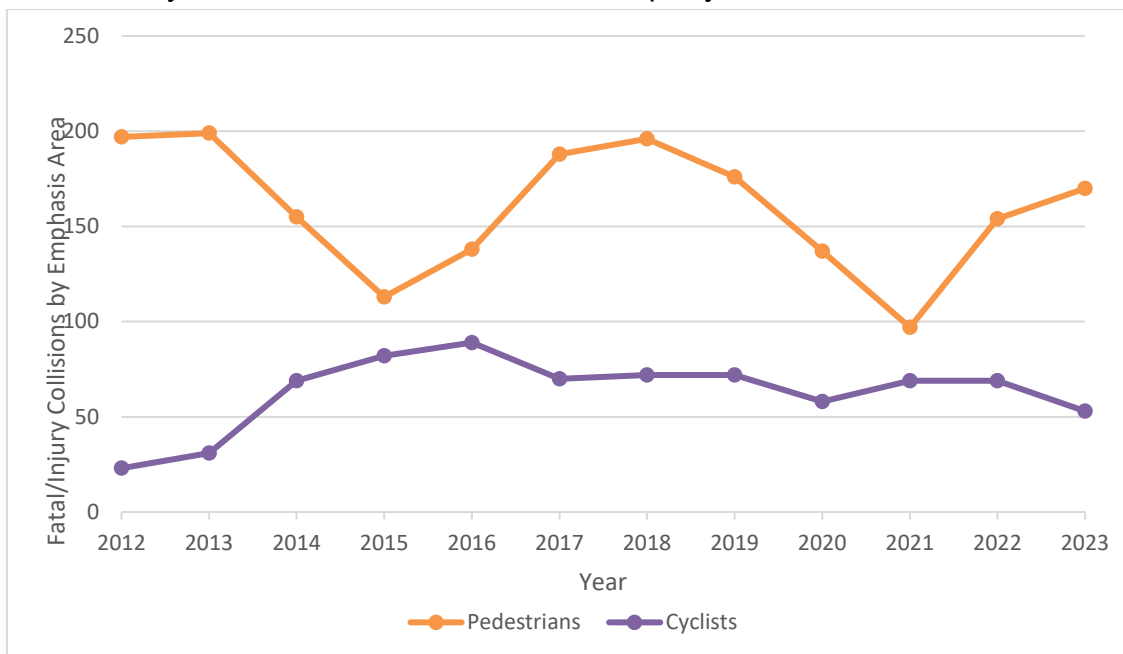


Figure 5 – Pedestrian & Cyclist Related Injury and Fatal Collisions (2012-2023)

f. Commercial Vehicles

From 2019 to 2023, There have been 257 collisions involving a commercial vehicle. This is lower than the 5-year increments prior to 2019, which recorded 270 collisions involving a commercial motor vehicle. Commercial vehicle initiatives in various locations in Durham are coordinated with DRPS and other agencies to inspect and remove unsafe vehicles from the road.

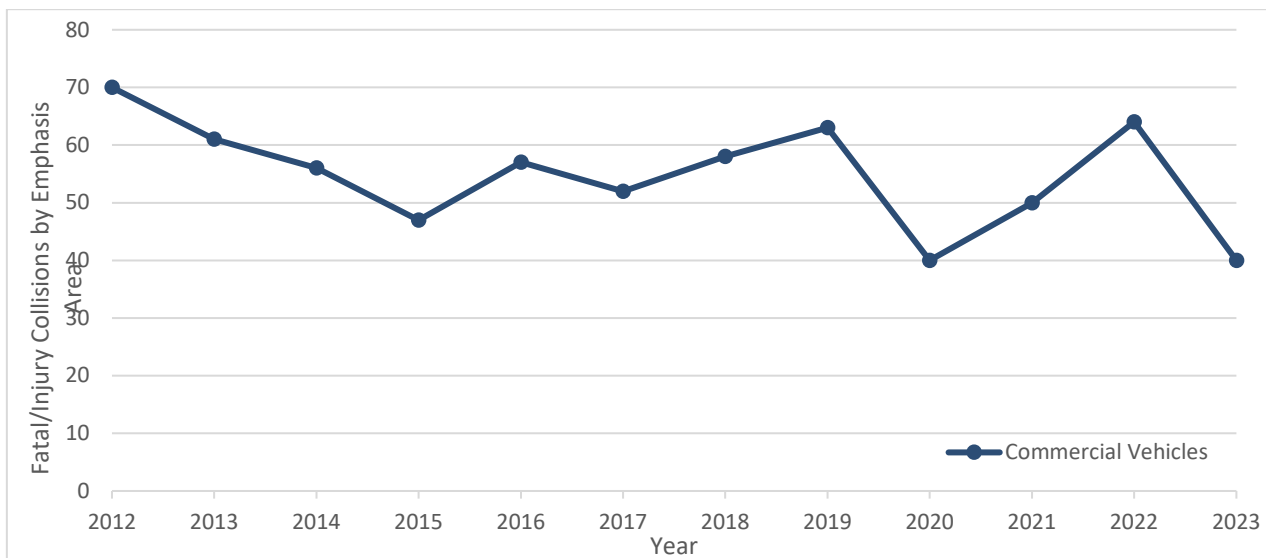


Figure 6 – Commercial Vehicle Injury and Fatal Collisions (2012-2023)

- 4.2 To strategically improve traffic safety in these emphasis areas, the Region has taken the Vision Zero approach to implement engineering, education, and enforcement countermeasures to reduce injury and death on the Region’s transportation system. A summary of safety countermeasures implemented in 2022 and 2023 is provided in Attachment #1.
- 4.3 Two key components of the Vision Zero action plan were the implementation of Automated Speed Enforcement and Red-Light Cameras in the Region. Twelve (12) Red-Light Camera locations were commissioned near the end of 2020. Eight (8) fixed Automated Speed Enforcement (ASE) units are now operational, and six (6) mobile cameras are being rotated through 36 community safety zones/school zones across the Region. Another two (2) fixed ASE cameras are in the procurement process and are expected to be activated in Spring 2024.
- 4.4 While the ASE data showed that overall speeding incidents at ASE locations decreased because of this program, Vision Zero principles advocate achieving lower speeds or compliance with posted speed limits through road and intersection design.
- 4.5 Red-Light running incidents at the twelve red-light camera locations showed a seasonal pattern with lows in winter and highs in summer. This suggests that red-light running behaviour is positively associated with warm weather, better driving environments, and higher operating speeds. On a positive note, there has not been a fatal collision at any of the Region’s red-light camera locations since the program became operational.

4.6 The 2024 Durham Vision Zero program will continue to deploy countermeasures as we've done in prior years. Some key engineering initiatives underway this year include:

- No right turns on red restrictions at intersections where sightline restrictions or unexpected conflict exists.
- Installation of area-wide posted 40 km/h zones in Cannington, Beaverton, and Sunderland.
- Access management restrictions where a high number of conflicts are occurring.
- In Service Road Safety Reviews on Regional Road 3 (Enniskillen), Reg. Hwy 2 from Hwy 418 to Rundle Road, Regional Road 55 (Townline Road) from Nash Rd. to Reg. Hwy 2.
- New all-way stops proposed at Simcoe St./Harbour Rd., Reg. Rd. 50/Reg. Rd. 51 (Gamebridge), Reg. Rd. 39/Reg. Rd. 13 (Zephyr) and Reg. Rd. 11/Reg. Rd. 30.
- Several pedestrian-controlled devices are proposed, including pedestrian crossovers in channelized right turn lanes.
- Construction of a partial multi-lane roundabout at Reg. Rd. 57 and Reg. Rd. 4 is to start this year.
- Positive offset left turn lanes are being advanced at the detailed design phase to improve sight lines for left-turning vehicles at major intersections.
- Corridor study of Finch Avenue from Altona Road to Brock Road.
- Assessment of the results of the Roadside Protection Audit to ensure the Capital Program prioritizes replacement of the locations with the highest risk.
- Programming of deficiencies identified from the At-Grade Railway Safety Audit completed at all Regional at-grade railway crossings.
- Continue the installation of traffic signal timing improvements such as leading pedestrian intervals and protected left-turn phasing to improve pedestrian safety and reduce conflicts.

5. Durham Vision Zero Reserve Fund

5.1 The Durham Vision Zero reserve fund, established in 2020 to accelerate safety programs, will continue to fund several countermeasures this year and in 2025. Separate funding has been approved for specific initiatives such as, automated speed enforcement, red light cameras, and safety engineering studies. Table 1 summarizes how these funds will be allocated for the next three years.

Table 1: 2024 DVZ Reserve Funding Allocation

Countermeasure	2024 Budget Allocation	2025 Proposed Budget Allocation	2026 Proposed Budget Allocation
Uninterruptable Power Supplies	100,000	100,000	
Line Marking Improvements	200,000	200,000	
Controlled Pedestrian Crossing Devices	200,000	100,000	
Cycling Infrastructure	50,000		
Other Safety Measures	100,000	100,000	379,000
Total Funding Allocation	650,000	500,000	379,000

5.2 Annual funding outside the DVZ reserve fund allows the Region to implement several countermeasures in all areas (engineering, education, and enforcement) to be implemented in the Region's efforts to further reduce fatal and injury collisions.

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. Goal 2.2 Enhance community safety and well-being.
- b. Goal 3.3 Enhance communication and transportation networks to better connect people and move goods more effectively.
- c. Goal 5.1 Optimize resources and partnerships to deliver exceptional quality services and value.
- d. Goal 5.2 Collaborate for a seamless service experience.
- e. Goal 5.3 Demonstrate commitment to continuous quality improvement and communicating results.

7. Previous Reports

7.1 On June 28, 2023, Regional Council adopted [Report #2023-COW-25](#), to seek authorization to adjust the POA revenue sharing agreement for RLC and ASE programs and to report back on the new Administrative Monetary Penalties (AMP) program.

- 7.2 On May 28, 2021, Regional Council received [Report #2021-INFO-56](#) for information. This report provided the previous update on Vision Zero program results.
- 7.3 On April 24, 2019, Regional Council approved [Report #2019-W-27](#), for the establishing of the Region's Vision Zero program.

8. Conclusion

- 8.1 Going forward, Durham Vision Zero will strive to maintain this level of success and work towards a new five-year chapter, piloting new innovative safety treatments and focusing efforts on locations where improvements are needed.
- 8.2 The Durham Vision Zero program has been a success to date, contributing to a reduction in injuries and fatalities on the Regional Road system over the first few years of the program. Continued investment in road safety initiatives is expected to yield further positive results, saving lives and reducing injuries, working towards the vision of zero injuries and fatalities on the Regions roadways.
- 8.3 For additional information, please contact Steven Kemp, Manager, Traffic Engineering and Operations at 905-668-7711 ext. 4701.

9. Attachment

Attachment #1 – Summary of Safety Countermeasures Implemented in 2022 and 2023

Respectfully submitted,

Original signed by:

Ramesh Jagannathan, MBA, M. Eng., P. Eng., PTOE
Commissioner of Works

Road Safety Initiatives Implemented in 2022 and 2023

Road Safety Initiatives (also referred to as Road Safety Countermeasures) are generally divided into three categories – sometimes referred to as the three Es; Engineering (changes to the physical environment), Education (influencing road user behavior through information sharing); and Enforcement (influencing road user behavior through penalties). A summary of Road Safety Countermeasures implemented through the Durham Vision Zero program to date is provided as follows:

Engineering Countermeasures

Engineering Countermeasures include any modification to the physical environment intended to either change driver behaviour, reduce the consequences of driver error, or reduce the likelihood of collisions occurring. Engineering countermeasures implemented to date include:

- Red Light Cameras (RLC) at 12 intersections.
- Automated Speed Enforcement (ASE) was deployed using six mobile units on a rotational basis and eight fixed cameras.
- Line marking enhancements at several locations.
- Roadside protection improvements to replace 3-cable guiderail with steel beam guiderail at several locations.
- Cycling initiatives to install cross rides, signs, delineate bike lanes and expand data collection program.
- Community safety zone policy update and installed 13 new community safety zones (total 36).
- Converting two-way stop-controlled intersections to all-way stop controlled intersections at locations such as: Townline Rd at Olive Ave, River St at Church St and Myrtle Rd/Ashburn Rd.
- Expanded our inventory of speed tracking devices by purchasing six side fire radar devices (2022).
- Replaced older speed radar feedback boards by purchasing 20 new signs which will allow us to continue to rotate signs throughout Durham (2023).
- Controlled pedestrian crossovers (PXOs), intersection pedestrian signals (IPS) and mid-block pedestrian signals (MPS) were installed: MPS on Reg. Rd. 1 at Fields of Uxbridge, IPS on Regional Rd 58 (Manning Rd)/Hazelwood Dr., MPS on Regional Rd 16 (Ritson)/Kedron Public School, IPS on Reg. Hwy 47 (Toronto St) at Church St, PXO Regional Rd 2 (Simcoe St)/Paxton St, and a PXO Reg. Rd 23 (Mara Rd)/King St.

Road Safety Initiatives Implemented in 2022 and 2023

- Several traffic control signals were also installed at Regional, MTO and Local intersections.
- Protected-only left turn operations at Thickson Rd/Consumers Dr (Whitby), Highway 7/Island Road (Scugog), Brock St./Toronto St (Uxbridge), Liverpool/Bayly (Pickering) and Stevenson Rd/Laval St (Oshawa).
- Expanded the leading pedestrian interval program by installing LPI's at 9 intersections in 2022 and 12 intersections in 2023.
- The Regions third roundabout in Municipality of Clarington at RR 57 and RR 3 was completed in Fall 2023.

Education Countermeasures

In partnership with others, key road safety education campaigns were launched including, the following:

- Several social media messages are deployed with the #visionzero monthly addressing items such as pedestrian/cyclist safety, anti-aggressive driving, roundabouts, construction zones, teen driver safety, daylight savings, winter driving reminders etc.
- Be Alert! Be seen! – a pedestrian safety campaign that targeted the GO Transit stations and UOIT campus. MTO, DRPS, Metrolinx and Durham Vision Zero collaborated to raise awareness of pedestrian collisions associated with daylight savings time change.
- PARTY (Prevent Alcohol & Risk-Related Trauma in Youth) Program – a one day injury awareness and prevention program for youth (age 15 and up).

Enforcement Countermeasures

Enforcement Countermeasures include both traditional police and automated enforcement. They focus on achieving better compliance with existing rules of the road, with the secondary aim of educating drivers about the consequences of their actions. Implemented enforcement countermeasures include:

- Automated enforcement programs including red light camera and automated speed enforcement operations.
- Distracted driving campaign targets drivers stopped at intersections observed using their cell phones.
- Durham Vision Zero anti-aggressive driving public awareness campaign.

Road Safety Initiatives Implemented in 2022 and 2023

- ERASE (Eliminate Racing Activity on Streets Everywhere) – Police Services joint initiative to combat street racing.
- Project Red Ribbon Festive Ride Program – attended launch event in support of reducing impaired driving.
- Distracted Walking Program implemented by DRPS Auxiliary Unit to educate student on the dangers of texting and walking.
- Commercial Motor Vehicle Safety Blitzes are a collaborative effort between DRPS, several other Police Services and MTO to inspect, lay charges and remove non-compliant commercial vehicles.
- ‘In the zone’ traffic safety blitz around neighborhood schools in Durham.

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



The Regional Municipality of Durham Report

From: Commissioner of Works
Report: #2024-INFO-34
Date: May 17, 2024

Subject:

Water and Wastewater Greenhouse Gas Emissions Management Strategy Overview

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 This report provides an overview of the Water and Wastewater Greenhouse Gas Emissions Management Strategy, completed in March 2024.

2. Background

2.1 The Regional Municipality of Durham (Region) has shown a strong commitment by declaring a climate emergency in January 2020¹, and directing staff to work towards establishing the Region as a corporate leader in the communitywide transition to net zero greenhouse gas (GHG) emissions by 2050.

¹ Minutes of Durham Regional Council Meeting, 29 January 2020.

- 2.2 In March 2021, this commitment was further solidified by Durham Regional Councils approval of the adoption of a Corporate Climate Action Plan (CCAP) 2021-A-3², which set the following GHG reduction goals for the Region's corporate operations:
- 20 percent below 2019 levels by 2025
 - 40 percent below 2019 levels by 2030
 - 100 percent below 2019 levels by 2045
- 2.3 The CCAP recognized that the reported emissions associated with water and wastewater operations are subject to a higher degree of uncertainty than those solely from the consumption of energy, and further efforts were necessary to develop a comprehensive road map for GHG emissions management for the Region's water and wastewater systems.
- 2.4 The Region initiated the Water and Wastewater (W&WW) Greenhouse Gas (GHG) Emissions Management Strategy project in September 2022 to develop a long-term GHG Management Strategy for all Regional W&WW facilities over the next 20 years. This project was completed in March 2024, and the summary document for the strategy is included with this report (Attachment #1). The key elements of the project are as follows:
- a. Developing a framework for quantifying and reporting GHG emissions from the Region's W&WW facilities, building upon the best practices of comparable utilities.
 - b. Establishing the baseline GHG emissions for tracking progress, including a comprehensive analysis of the significant process-related fugitive emissions resulting from wastewater treatment.
 - c. Establishing GHG reduction targets specific to the W&WW sector and identifying the limitations and gaps in meeting the CCAP reduction targets.
 - d. Identifying the appropriate key performance indicators for each system, as applicable.
 - e. Identifying the priority focus areas within existing operations and facilities to achieve the short-, medium-, and long-term GHG reduction targets.

2 Minutes of Durham Regional Council Meeting, 24 March 2021.

- f. Developing an action plan for GHG reduction and mitigation for the Region's W&WW facilities.
- g. Identifying areas for future improvement and road map to achieve the 2045 net-zero target.

3. Relationship to Strategic Plan

- 3.1 This report aligns with the following strategic goals and priorities in the Durham Region Strategic Plan:
 - a. Environmental Sustainability 1.1: accelerate the adoption of green technologies and clean energy solutions through strategic partnerships and investment.
 - b. Environmental Sustainability 1.4: demonstrate leadership in sustainability and addressing climate change.

4. Conclusion

- 4.1 The Water and Wastewater Greenhouse Gas Emissions Management Strategy is the first project of its kind in Ontario to establish Greenhouse Gas reduction targets specific to the water and wastewater sector, considering the 'possibility' and 'reality' of Greenhouse Gas mitigation in Ontario.
- 4.2 The project established a transparent framework that clearly defines the scope of Greenhouse Gas emissions included in the inventory, the methodologies used to quantify these emissions, the associated limitations and opportunities for improvement, and changes from the previous methodologies – allowing the Regional Municipality of Durham to re-baseline the Greenhouse Gas emissions to include additional emission sources and refine the reduction targets as the quantification methodologies continue to evolve and improve.
- 4.3 A road map was developed for the Regional Municipality of Durham's Water and Wastewater systems to 2045, consistent with the Corporate Climate Action Plan, including an action plan with key Greenhouse Gas mitigation opportunities in the short- (2025), medium- (2030), and long-term (2045). Meaningful Greenhouse Gas reduction commitments were established based on comprehensive assessments of net-zero solutions that considered the technical feasibility and operational and financial impacts to the Regional Municipality of Durham.

- 4.4 The strategy acknowledges significant gaps in achieving cost-effective net-zero emissions based on technologies available today and that an ambitious implementation plan is necessary to expedite some projects and to adopt other innovative net-zero solutions as they become more established. The Region is committed to continuing efforts in Greenhouse Gas mitigation through collaboration with academic researchers, consultants, and technology vendors, with a goal to adapt to future changes and technology developments to progress towards its net-zero commitment in the long term.
- 4.5 Many of the recommended Greenhouse Gas mitigation opportunities also offer co-benefits with respect to process performance, stability, resiliency, or capacity. Recognizing the synergies, the recommendations from this study will inform the development of the upcoming biosolids master plan study, and other future planning and design projects as appropriate.
- 4.6 The plan for the Water and Wastewater Greenhouse Gas Emissions Strategy is to update the study every five years to reflect the latest developments in quantification methods and refine the Greenhouse Gas reduction targets based on Regional Municipality of Durham's mitigation progress and available decarbonization technologies.
- 4.7 For additional information, contact: Joe Green, Manager, Infrastructure Analytics, at 289-928-4578.

5. Attachments

Attachment #1: Durham Water and Wastewater Greenhouse Gas Emissions Management Strategy Consolidated Report (April 2024)

Respectfully submitted,

Original signed by:

Ramesh Jagannathan, MBA, M.Eng., P.Eng., PTOE
Commissioner of Works

Water and Wastewater Greenhouse Gas Emissions Management Strategy

Regional Municipality of Durham

May 2024

Version 3



Jacobs



Jacobs

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1. Introduction

1.1 Durham Region Corporate Climate Action Plan

The Regional Municipality of Durham (Region) declared a climate emergency in January 2020, and directed staff to work towards establishing the Region as a corporate leader in the community-wide transition to net zero greenhouse gas (GHG) emissions by 2050. In March 2021, the Durham Regional Council approved the adoption of a Corporate Climate Action Plan (CCAP), which set the following GHG reduction goals for the Region's corporate operations (Durham Region, 2021):

- 20 percent below 2019 levels by 2025
- 40 percent below 2019 levels by 2030
- 100 percent below 2019 levels by 2045

The CCAP recognized that the reported emissions associated with water and wastewater operations are subject to a higher degree of uncertainty than those solely from the consumption of energy, and further efforts are necessary to develop a more comprehensive road map for GHG emissions management for the Region's water and wastewater (W&WW) systems.



Newtonville Standpipe

Sources of Region's GHG Inventory for Corporate Operations

Durham York Energy Centre

Region-owned Closed Landfills

Vehicle Fleets

Water Supply and Sanitary Sewerage

Facilities and Traffic Signals



Nonquon WPCP

1.2 Water and Wastewater Greenhouse Gas Emissions Management Strategy

The Region initiated the *Water and Wastewater Greenhouse Gas Emissions Management Strategy* project in September 2022 to develop a long-term GHG Management Strategy for all Regional W&WW facilities over the next 20 years. Key elements of the project include the following:

- Developing a framework for quantifying and reporting GHG emissions from the Region's W&WW facilities, building upon the best practices of comparable utilities.
- Establishing the baseline GHG emissions for tracking progress.
- Establishing GHG reduction targets specific to the W&WW sector, and identify the limitations and gaps in meeting CCAP reduction targets.
- Identifying the appropriate key performance indicators for each system, as applicable.
- Identifying the priority areas of focus within existing operations and facilities to achieve the short-, medium-, and long-term GHG reduction targets.
- Developing an action plan for GHG reduction and mitigation for the Region's W&WW facilities.
- Identifying areas for future improvement and road map to achieve the 2045 net-zero target.

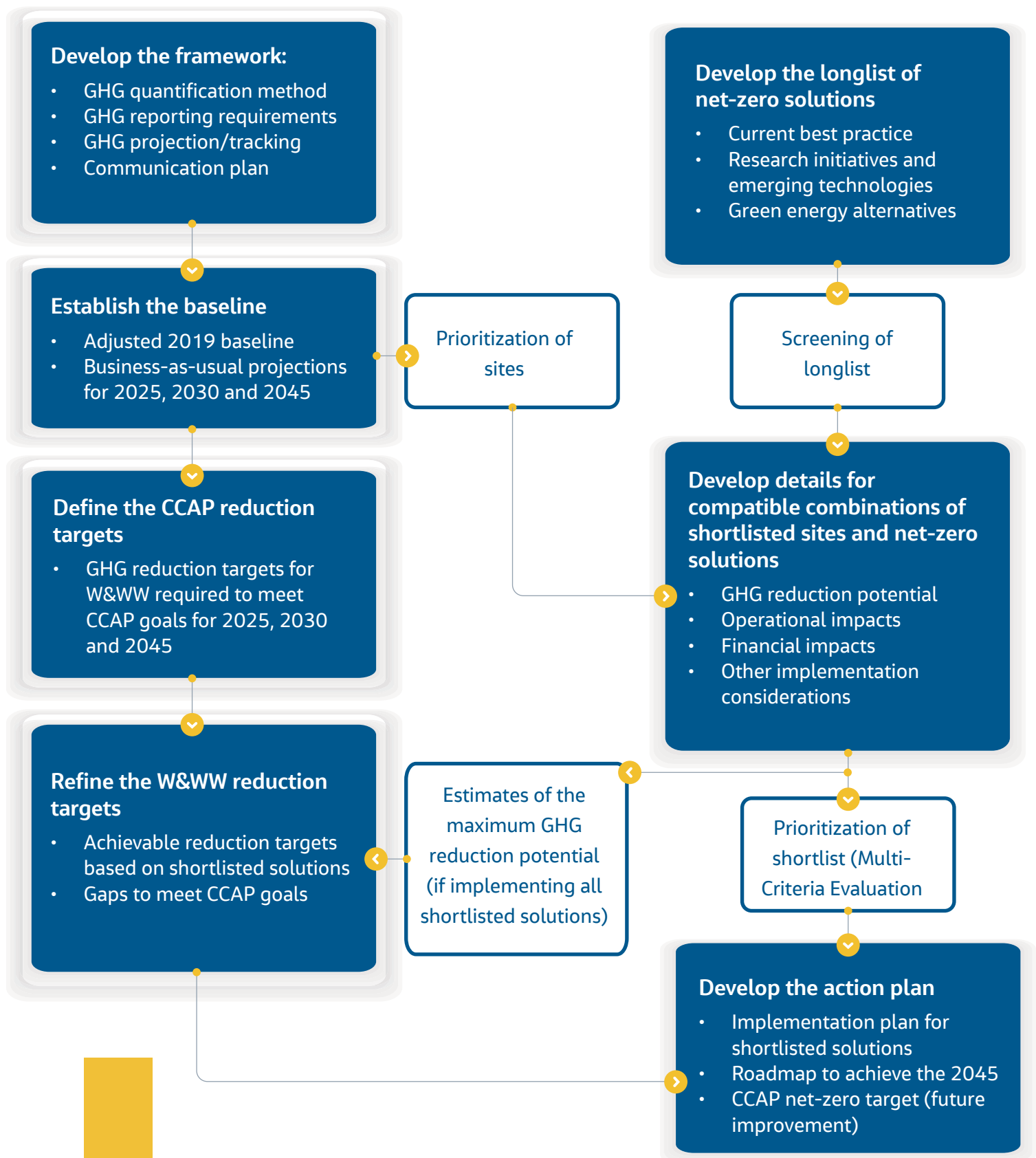


Figure 1. Overall Approach for Developing the Water and Wastewater GHG Emissions Management Strategy

2. Durham Region's Water and Wastewater Systems*

The Region operates and maintains its water and wastewater infrastructure, supplying safe drinking water to customers across the Region, and overseeing the collection and treatment of municipal wastewater to protect the environment and human health.

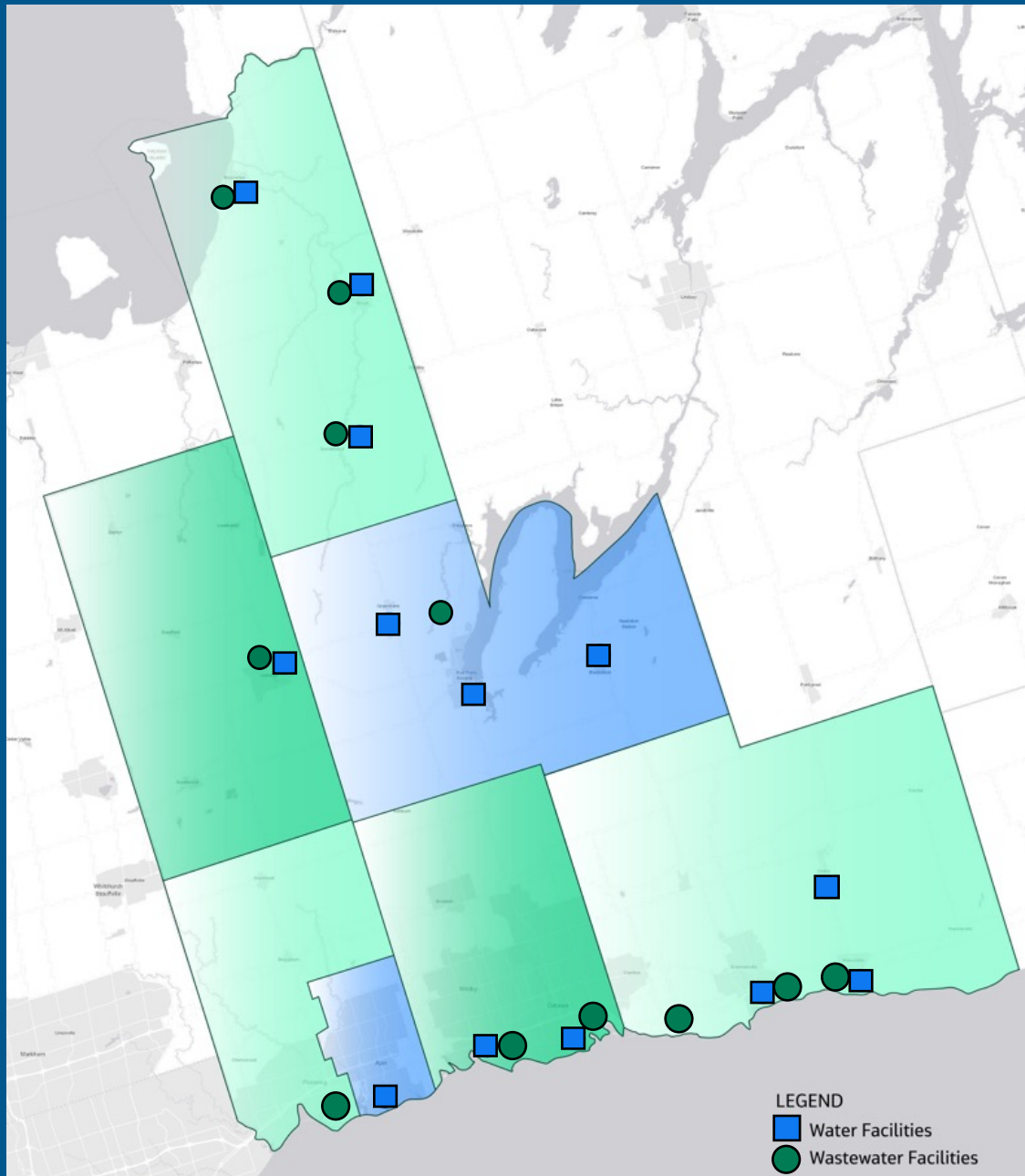


Figure 2. Water and Wastewater Treatment Facilities in Durham Region
(excluding pumping and/or storage facilities)

*All of the stated information (number and capacity of facilities/systems) herein represents the current status as of the time of this report (2024).

2.1 Water Treatment and Distribution

The Region owns and operates 14 drinking water systems across its eight area municipalities, including 6 surface water supply plants (WSPs) and 8 groundwater well systems with a total treatment capacity of 500 million litres per day (ML/d).

- The WSPs in Ajax, Whitby, Oshawa, Bowmanville and Newcastle take water from two surface water sources – Lake Ontario and Lake Simcoe; about 95 percent of the Region's drinking water comes from Lake Ontario. The lake water has gone through a series of physical and chemical treatment processes to remove any biological, organic, or inorganic matter, generally including screening, coagulation and flocculation, filtration, disinfection, and fluoridation.
- The groundwater well systems employ simpler treatment processes, including small amount of chemical addition to control minerals (such as iron) and to maintain disinfection residual in the distribution system.
- The treated water is tested daily to make sure it meets all regulatory requirements before going out to the customers.

The drinking water is supplied to residents, institutions and businesses in Durham Region through a complicated distribution system consisting of 10 water pumping stations, 13 water storage facilities, 8 combined water pumping/storage facilities, and 2,615 kilometres (km) of water mains.



2.2 Wastewater Collection and Treatment

The wastewater collection system collects and moves wastewater from homes, businesses, and institutions to the downstream water pollution control plants (WPCPs) for treatment. The Region owns and operates 11 WPCPs with a total treatment capacity of 865 ML/d, 51 sanitary pumping stations, and more than 2,000 km of sewers to service residents and businesses of both Durham Region and York Region (the latter served by the York-Durham Sewage System [YDSS]).

- The 6 largest WPCPs treat more than 90 percent of the Region's wastewater, including Duffin Creek, Corbett Creek, Courtice, Harmony Creek, Port Darlington, and Newcastle. Common treatment processes include screening, grit removal, conventional primary treatment and activated sludge secondary treatment, phosphorus removal via chemical addition (iron or alum salts), and disinfection.
- The remaining wastewater is treated in 5 smaller facilities, including 3 extended aeration plants with tertiary treatment (Lake Simcoe, Nonquon, and Uxbridge Brook) and 2 lagoon treatment facilities (Cannington and Sunderland).
- The solids removed during wastewater treatment are further processed to generate biosolids, a nutrient-rich organic matter. The biosolids are either incinerated at the Duffin Creek WPCP (with the residual ash being recycled in a cement manufacturing process) or applied to farms. The majority of the Region's solids are treated using anaerobic digestion, a process that also generates biogas, which is a renewable energy source typically used in boilers to provide process and building heating onsite, with excess biogas flared.
- The treated wastewater is monitored and tested daily to ensure it meets all regulatory requirements before releasing into the environment.



Courtice WPCP

2.2.1 Duffin Creek Water Pollution and Control Plant

The Duffin Creek WPCP, located in Pickering on the shores of Lake Ontario, is one of the largest wastewater treatment facilities in Canada. It has a total treatment capacity of 630 ML/d, and serves communities from Durham Region and York Region. The Duffin Creek WPCP provides centralized management of the Region's biosolids through dewatering and incineration, including solids generated onsite, and anaerobically or aerobically digested biosolids from Durham Region's other WPCPs.



In this study, GHG emissions associated with Duffin Creek WPCP only represent the net Durham share (that is, 20 percent of the total emissions at Duffin Creek WPCP based on historical split of flows and loads between Durham and York Regions).

3. Water and Wastewater GHG Reduction Objectives

3.1 Sources of GHG Emissions

GHG emissions can be quantified and reported by scope. The most commonly accepted definitions were introduced by the GHG Protocol to categorize emissions by ownership levels, including direct (Scope 1) and indirect (Scopes 2 and 3) emissions (Greenhouse Gas Protocol, 2013). Traditionally, emission reduction efforts have been largely focused on sources associated with energy consumption, such as the consumption of fossil fuels (Scope 1) and purchased electricity (Scope 2). However, the wastewater sector faces a unique challenge due to the Scope 1 process emissions generated during the treatment of wastewater and biosolids (Figure 3), such as fugitive methane (CH₄) and nitrous oxide (N₂O) emissions, biosolids incineration, and biogas flaring. In addition, there are Scope 3 emissions applicable to the water and wastewater sector, such as chemicals, biosolids management offsite (e.g., haulage, land application), and “embodied” carbon in existing and new infrastructure, among others.

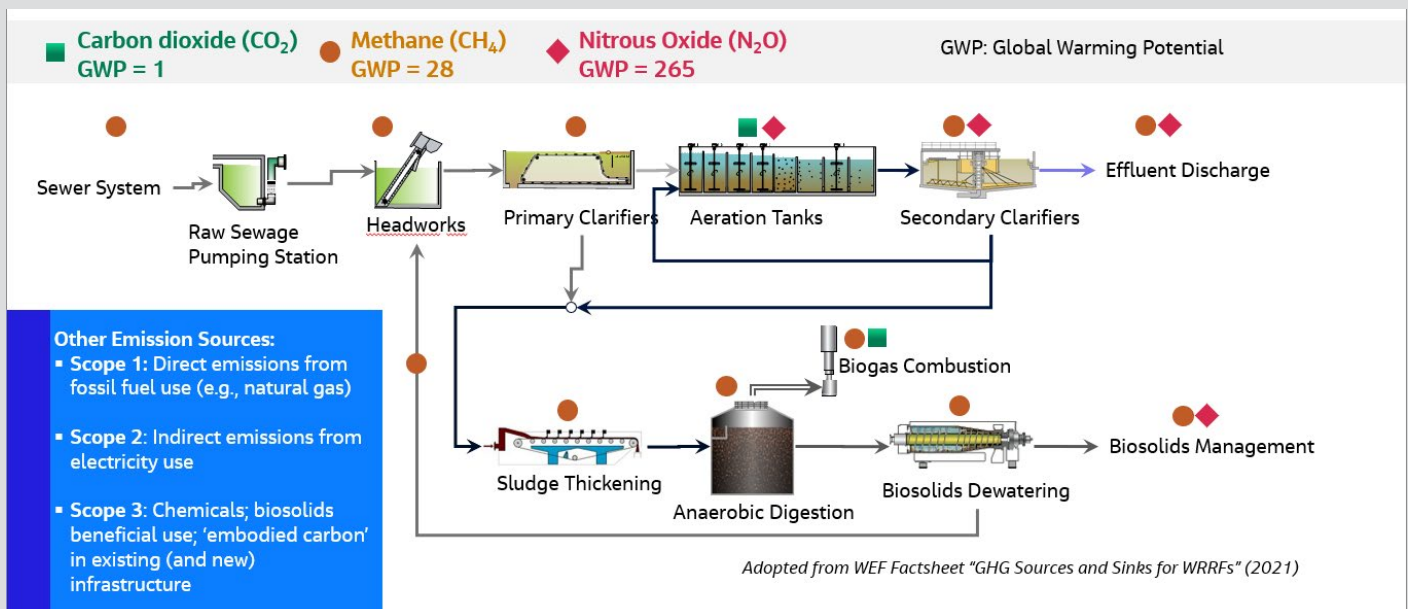


Figure 3. GHG Sources from Typical Water Resource Recovery Facilities

3.2 Considerations for GHG Inventory and Objective Setting

Recognizing that it is not practical to include all applicable Scope 1, 2, and 3 emissions, development of the GHG inventory considered the industry best practice, applicable local and federal GHG reporting requirements, the availability and accuracy of quantification methodologies for each source, the level of complexity and difficulty in quantifying these emissions, and whether mitigation measures are available (such that the contribution to GHG reduction goals can be reasonably quantified). Table 1 summarizes the Scope 1, 2, and 3 emissions recommended to be included in the Region's inventory, generally consistent with the current best practice established in the 2019 Intergovernmental Panel on Climate Change (IPCC) Refinement to the 2006 IPCC Guidelines (IPCC, 2019).

Table 1. GHG Emission Sources Included in Inventory and for Objective Setting

Scope	Emission Source	Applicability	Included for Objective Setting
Scope 1	N ₂ O from wastewater treatment	WW	Yes
Scope 1	N ₂ O from wastewater effluent	WW	Yes
Scope 1	CH ₄ from wastewater treatment	WW	Yes
Scope 1	CH ₄ from wastewater effluent	WW	Yes
Scope 1	CH ₄ from sludge treatment	WW	Yes
Scope 1	Fossil fuel combustion	W&WW	Yes
Scope 1	Biogas combustion (boilers)	WW	Yes
Scope 1	Biogas flaring	WW	Yes
Scope 1	Biomass incineration	WW	Yes
Scope 2	Electricity consumption	W&WW	Yes
Scope 3	Chemicals	W&WW	No
Scope 3	Offsite biosolids and residuals (ash) management	WW	No

The recommended inventory captures significant emission sources from the Region's W&WW facilities. However, setting GHG reduction objectives for all emissions sources is currently not practical, given the difficulty and uncertainty associated with the quantification methods.

Therefore, only Scope 1&2 emissions from the inventory are considered for GHG reduction objectives in this project (consistent with the CCAP). It is recommended that Scope 3 emissions should be quantified and tracked to assist decision making, and target setting can be considered in the future as improved methodologies and data sources become available.

3.3 GHG Reduction Objectives

Figure 4 presents the projected GHG reduction progress for the Region's water and wastewater operations (Scope 1&2 only) relative to the business-as-usual projection and the CCAP targets. The **achievable reduction potential** was established based on detailed analyses of GHG mitigation opportunities with information available to reasonably quantify the GHG reduction potential and estimate the operational and financial impacts to the Region (details in Section 6).

The Region can achieve substantial GHG reduction by adopting current best practices and well-established net-zero solutions (about 66% reduction by 2045 compared with business-as-usual, or 40% reduction from the 2019 baseline). However, achieving net-zero in a cost-effective manner is still challenging based on the net-zero solutions currently available in the market. To move towards the CCAP targets, the Region will need to be proactive in expediting some projects and adopting other innovative net-zero solutions as they become more established in the long term (examples in Section 7).

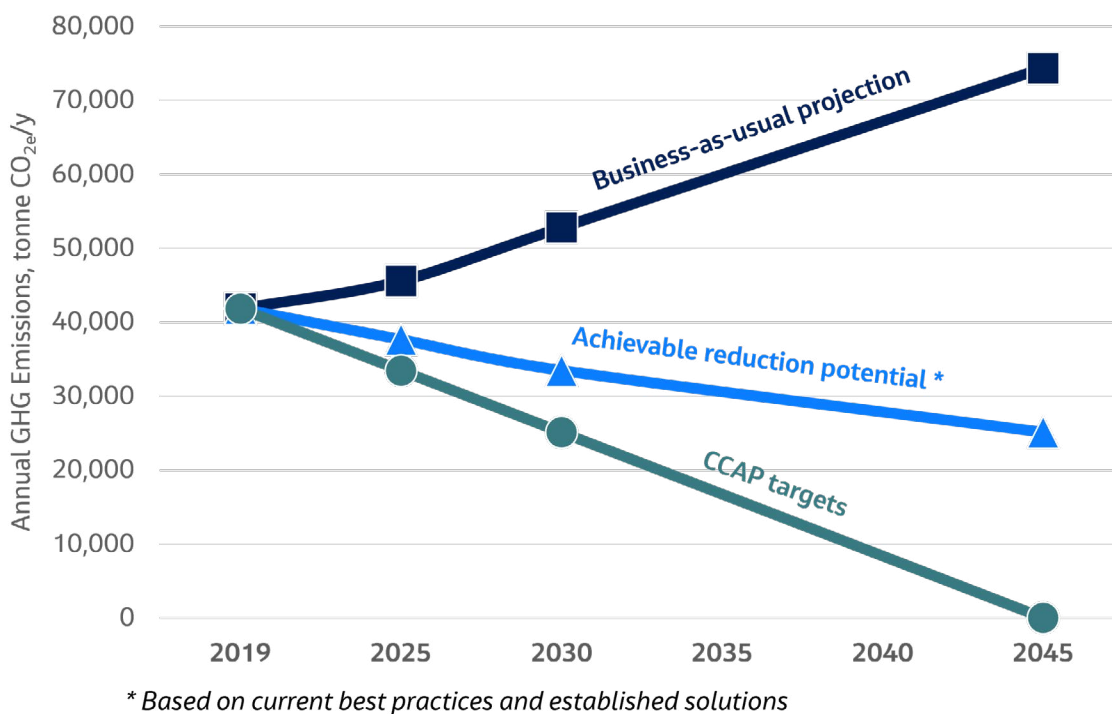


Figure 4. Projected Reduction Progress for Durham Region's Water and Wastewater GHG Emissions (Scope 1&2)

4. GHG Emissions for Durham Region's Water and Wastewater Systems

4.1 Re-baselining 2019 GHG Emissions

The original 2019 baseline reported in the CCAP is subject to change with improvements in data collected and updates to the quantification methodologies. The inventory used in the CCAP includes emissions associated with energy consumption and limited process emissions. A more comprehensive GHG inventory was established for this project, which resulted in an approximately 50 percent increase in the 2019 baseline emission (Scope 1&2 only) compared with the CCAP baseline, as compared in Figure 5. Specifically, the CCAP inventory was expanded to include additional Scope 1 process emissions (CH₄ and N₂O) consistent with the 2019 IPCC Refinement, along with some improvements on the quantification methodologies.

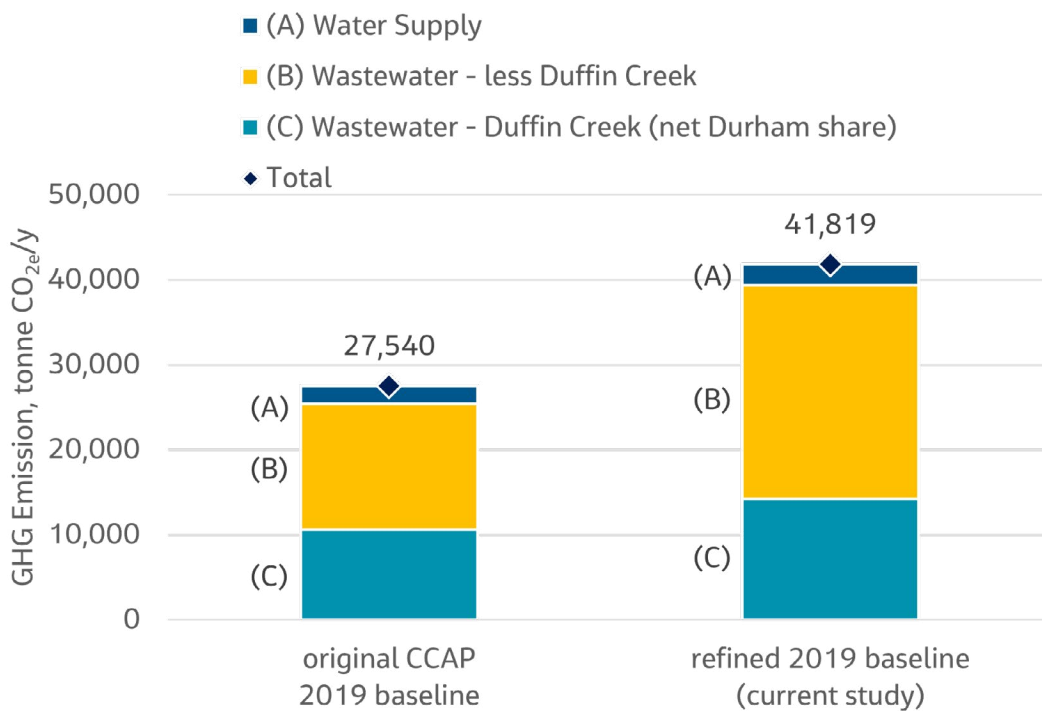


Figure 5. Re-baseline of 2019 Scope 1&2 GHG Emissions (CCAP Base Year)

4.2 2019 Baseline Inventory (Scope 1, 2 & 3)

Although only Scope 1&2 emissions are included in target setting, Scope 3 emissions from the inventory were quantified for the 2019 base year, as summarized in Figure 6. The water systems only accounted for 8 percent of the total emissions, with approximately equal contributions from Scope 1, 2, and 3. The wastewater systems accounted for 92 percent of the total emissions, where Scope 1 process emissions contributed to more than three-quarters of the wastewater emissions.

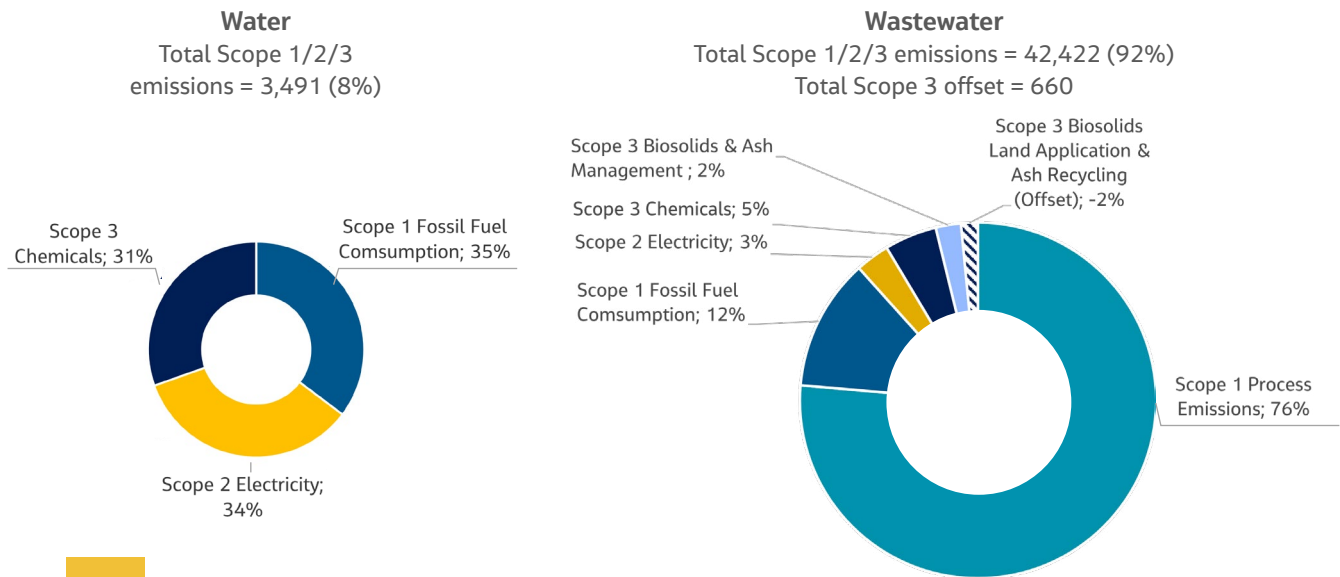


Figure 6. 2019 Baseline GHG Emissions by Scope: Water and Wastewater

4.3 Scope 1&2 Business-as-Usual GHG Emission Projections

The business-as-usual projections were developed for Scope 1&2 operations GHG emissions in 2025, 2030, and 2045, as summarized in Table 2; the projections included ongoing and planned capital works that could affect future GHG emissions. The Scope 1 N₂O emission from wastewater treatment represents the single largest GHG source from Region's water and wastewater operations.

Table 2. Business-as-usual GHG Projections for Region's Water and Wastewater Operations

Emission Source	2019 (base year)	2025	2030	2045
Scope 1: N ₂ O – wastewater treatment	21,289	24,377	27,592	37,286
Scope 1: N ₂ O – wastewater effluent	3,294	3,863	4,361	5,864
Scope 1: CH ₄ – wastewater treatment	3,402	2,995	3,289	4,289
Scope 1: CH ₄ – wastewater effluent	285	284	322	435
Scope 1: CH ₄ – sludge treatment	989	1,193	1,451	1,801
Scope 1: Biosolids incineration	3,360	3,038	3,242	4,737
Scope 1: Biogas combustion and flaring	280	313	343	440
Scope 1: Fossil fuel – wastewater	5,164	4,250	4,250	4,250
Scope 1: Fossil fuel – water	1,232	921	921	921
Scope 2: Electricity – wastewater	1,328	2,295	3,731	7,630
Scope 2: Electricity – water	1,197	2,034	3,297	6,707
Total Scope 1&2 Emissions, tonne CO_{2e}/y	41,819	45,563	52,801	74,360

5. Challenges and Opportunities of Decarbonization in Water and Wastewater

The primary mandate for the Region’s water and wastewater facilities is to meet service and performance objectives to serve the growing populations while complying with regulatory requirements for water quality, wastewater effluent and air quality, as well as health and safety. Every day, the Region delivers more than 200 million litres of safe drinking water to customers across Durham Region and treats more than 450 million litres of wastewater from residents and businesses across Durham and York Regions. Moving and treating water and wastewater will require energy and resources, leading to GHG emissions each year.

As one of the fastest-growing regions in the world, Durham Region’s population is projected to double over the coming decades, leading to increased demand for services and supporting infrastructure, and associated GHG emissions. To respond to the Region’s emissions reduction targets, a paradigm shift in management focus is required through operating efficiency and low-carbon-aligned investment across the organization. Table 3 presents examples of current best practices for GHG management and their applicability to Region’s water and wastewater sectors.

Table 3. Examples of Current Best Practices for GHG Management and Applicability

Best Practice	Strategies	Applicability
Reduce Scope 2 emission from electricity consumption	<ul style="list-style-type: none"> Energy optimization Demand management 	Water and wastewater
Reduce Scope 1 emission from fossil fuel consumption	<ul style="list-style-type: none"> Process optimization Alternative fuels 	Water and wastewater
Mitigate Scope 1 process emissions	<ul style="list-style-type: none"> Monitor and mitigate CH₄ and N₂O emissions 	Wastewater
Maximize energy and resource recovery	<ul style="list-style-type: none"> Biogas energy recovery Biosolids beneficial use Waste heat recovery Sewer thermal recovery 	Wastewater
Life-cycle carbon management	<ul style="list-style-type: none"> Embodied carbon calculation for capital projects Materials management Chemical use optimization 	Water and wastewater
Leverage synergies with energy sector transition	<ul style="list-style-type: none"> Renewable energy generation Energy storage Green hydrogen economy 	Water and wastewater
Improve water efficiency	<ul style="list-style-type: none"> Water conservation Leakage reductions 	Water

Traditionally, emission reduction efforts have largely focused on sources associated with energy consumption, such as electricity and natural gas. The Region has been continuously implementing a multitude of measures to improve energy efficiencies for corporate operations over the years, as established in its Energy Conservation and Demand Management Plan (Durham Region, 2019). However, indirect emissions from electricity currently only account for less than 10 percent of the total GHG footprint for the Region's W&WW sector, thanks to the low-emission intensity of Ontario's power grid, while fugitive process emissions (N₂O and CH₄) are expected to account for the majority of GHG emissions for wastewater utilities in Ontario.

Reducing energy consumption would have a measurable financial impact on reducing operating cost but less impact on the GHG reduction goals, whereas reducing process fugitive emissions would have a more substantial impact on achieving the net-zero target but currently does not have a measurable financial impact. When developing the GHG management plan, the systems involved in the W&WW facilities should not be looked at in isolation, and the potential trade-offs between energy efficiency and process emission reductions need to be considered carefully.

Tackling process emissions is critical for the wastewater sector to achieve its net-zero target. Quantifying these process emissions from the treatment of wastewater, sludge, and biosolids is not as straightforward as GHG emissions from energy consumption, because these biological processes are highly complex, and emissions depend on environmental and operational conditions, as well as the wastewater characteristics. The current methodology applies emission factors to estimate the potential for generating N₂O and CH₄ emissions based on influent contaminant loads. These generic emission factors were recommended by IPCC based on best available science to represent a global average; however, they do not depict the variability of emission patterns against time, location, process configurations, and operating conditions.



Nonquon WPCP

Facility-level monitoring remains the only effective strategy to accurately quantify and understand process emissions and their variations and triggers, and to allow for mitigation interventions to be designed, implemented, and quantified. This remains an emerging area with research and field work underway globally.

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However, there are “win-win” opportunities. Many of the decarbonization solutions offer co-benefits, such as improved energy efficiency (and associated cost saving), enhanced process performance, stability and/or resiliency (e.g., reduced process upsets or equipment downtime, leading to reduced maintenance cost), or process intensification (e.g., deferring capital spending for major capacity expansion). These opportunities can be incorporated into the capital planning and delivery process (that traditionally prioritizes capacity, performance, and infrastructure renewal) to identify potential synergies while leveraging other Regional initiatives. For example, the new *Durham Standard* (version 1.0, 2023) will facilitate the implementation of low-carbon technologies by including energy and carbon performance requirements for new construction and major retrofits of existing facilities. As the Region continues to develop guidelines and standards for sustainable infrastructure, there will be more opportunities to promote decarbonization solutions within the organization.

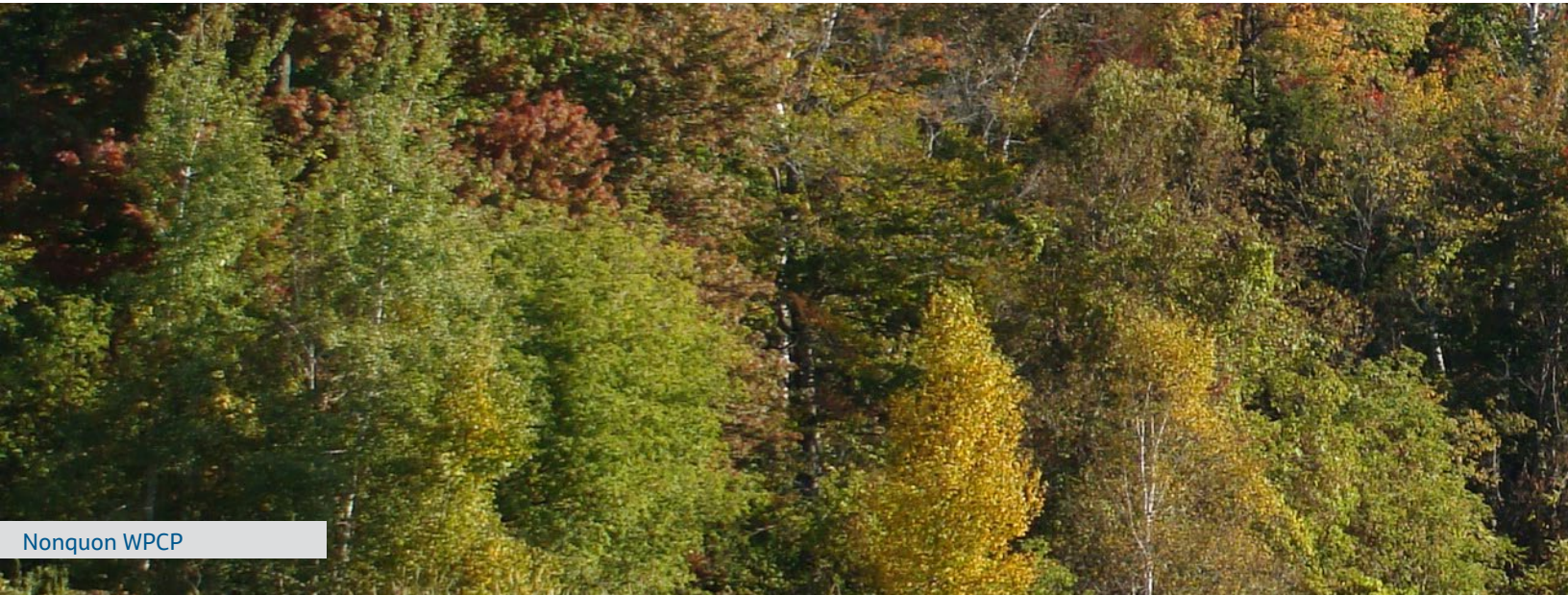


Table 4. Key Challenges and Opportunities for GHG Management at Durham Region’s Water and Wastewater Systems

Challenges	Opportunities
Expanding service area and growth (Durham and York) – lead to increased demand for service and supporting infrastructure, and associated GHG emissions	<ul style="list-style-type: none"> • Shift management focus through operating efficiency and low-carbon-aligned investment • Use per capita-based metrics to track and communicate the GHG reduction progress
Capital planning and competing priorities – prioritizing major capital works over projects solely for GHG reduction	<ul style="list-style-type: none"> • Leverage ‘co-benefits’ of decarbonization solutions • Incorporate GHG management into annual business planning and budget process
Aging infrastructure – leads to reduced energy efficiency and/ or increased process emissions	<ul style="list-style-type: none"> • Proactively maintain and upgrade aging system components to improve energy efficiencies and reduce fugitive leaks
Regulatory limitations – more stringent regulatory standards related to water quality, effluent and air quality, and health and safety may result in the need for more energy- or carbon-intensive operations	<ul style="list-style-type: none"> • Implement low-carbon technologies for new constructions or retrofits that can meet regulatory requirements • Document regulatory context to justify the associated increase in GHG emissions
Operations and maintenance – existing practices may not be compatible with GHG reduction goals; limited staff resources to accommodate new technologies	<ul style="list-style-type: none"> • Include operations and maintenance staff in developing GHG management strategies and implementation plan • Leverage innovative digital solutions to address operational challenges caused by poor equipment efficiency, lack of instrumentation, controls, and automation, or improving control for optimized operations
Market volatility – rapid changes in Ontario’s energy and carbon market make it challenging to assess the long-term impacts of GHG reduction projects	<ul style="list-style-type: none"> • Monitor changes in policies and regulations to take advantage of the associated incentives and funding opportunities

Challenges	Opportunities
<p>Low-emission power grid in Ontario – need to shift focus to tackle process emissions and onsite fossil fuel combustion</p>	<ul style="list-style-type: none"> • Implement facility-level monitoring and mitigation campaigns at wastewater facilities to reduce process emissions (N₂O and CH₄) • Explore alternative low-carbon fuel sources (e.g., offsetting natural gas use through biogas upgrade to renewable natural gas or sewer thermal recovery) • Consider the trade-offs between energy efficiency (measurable financial impact from energy saving) and process emissions reduction (substantial impact on achieving net-zero target) in developing GHG management strategies for wastewater
<p>Uncertainties associated with quantification methodologies – methods for process emissions subject to high uncertainties and do not offer opportunities to reduce reportable emissions; changes/improvements in methodologies resulting in inconsistencies with the base year emission</p>	<ul style="list-style-type: none"> • Implement continuous monitoring to develop facility-level emission factors and mitigation strategies for process emissions – improving the accuracy of quantification and allowing for measurement of mitigation results • Document changes/improvements in methodologies, and apply the recommended adjustments/improvements to historical inventory to re-baseline GHG emissions and refine reduction targets
<p>Lack of explicit policies for GHG reduction or offset credits – ambiguities around the allocation of environmental attributes for sewer thermal recovery, renewable natural gas generation, biosolids application on agricultural fields, and incineration ash recycling</p>	<ul style="list-style-type: none"> • Develop standard policies to allow for the assessment and implementation of sewer thermal recovery projects • Leverage Region’s existing consultation experience with Enbridge to understand the connection requirements, responsibilities, cost-sharing, and allocation of environmental attributes for RNG projects • Collaborate with academic and research partners to develop science-based methods for quantifying carbon offset credits associated with biosolids management



Newcastle WPCP

6. Progressing Toward the Objective

Detailed evaluation was completed in this study to project what the Region's progress may look like in achieving the proposed Baseline Objectives in the short-, medium-, and long-term. The projection was developed based on historical operational emissions data, considered ongoing and planned capital works and initiatives that could affect future GHG emissions, and included detailed analysis of GHG reduction potential by implementing a series of best mitigation practices, as illustrated in Figure 7.

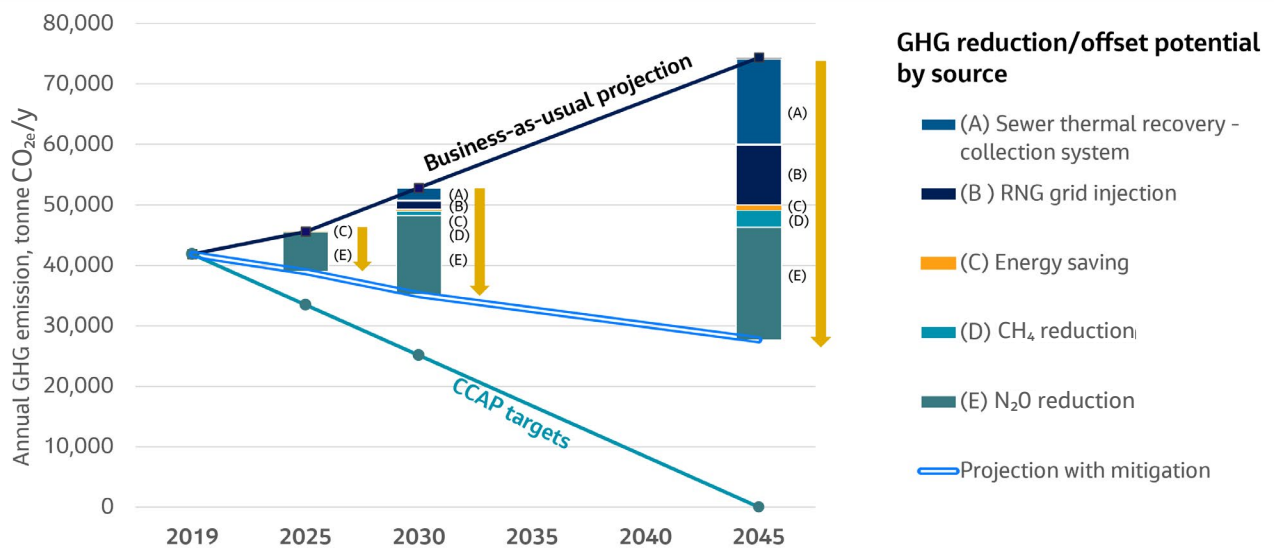


Figure 7. Water and Wastewater GHG Projections with Recommended Mitigation Projects

6.1 Key Opportunities

Table 5 summarizes the key projects identified and the recommended approximate implementation timeline. A few examples are highlighted in this section. The top three opportunities account for more than 90 percent of the overall GHG reduction potential, including (1) reducing process N₂O emissions from wastewater treatment, (2) sewer thermal recovery from the collection system, and (3) biogas upgrade to renewable natural gas (RNG) for grid injection.

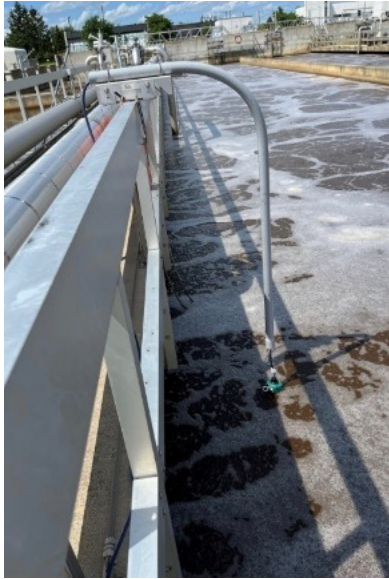
Table 5. Implementation Plan for Recommended Projects

Project(s)	Facility/System	GHG Reduction Potential	Capital Cost	Equivalent Life-cycle Cost per Tonne of CO _{2e} Reduced	Implementation Timeline
N ₂ O monitoring and mitigation at WPCPs – permanent installation	Duffin Creek Courtice	 > 10,000 tonne CO _{2e} /y	 < \$1 million	\$\$ < \$100	2024 to 2025
	Corbett Creek Harmony Creek Port Darlington	 5,000 – 10,000 tonne CO _{2e} /y	 < \$1 million	\$\$ < \$100	2026 to 2030
Sewer thermal recovery in the collection systems	Collection system	 > 10,000 tonne CO _{2e} /y	Project-specific	Project-specific	2026 to 2030 (selected projects) 2031 to 2045 (Region-wide)
Biogas upgrade to renewable natural gas (RNG) at anaerobic digestion facilities	Duffin Creek	 500 – 2,000 tonne CO _{2e} /y	 \$10 to \$50 million	\$ net cost saving	2026 to 2030
	Courtice Corbett Creek Harmony Creek Port Darlington	 2,000 – 5,000 tonne CO _{2e} /y	 \$10 to \$50 million	\$\$\$ \$100 to \$500	2031 to 2040
Thermal hydrolysis pre-treatment (THP) with post-aerobic digestion (PAD), and RNG expansion	Duffin Creek	 2,000 – 5,000 tonne CO _{2e} /y	 \$50 to \$100 million*	\$\$\$\$ \$500 to \$1,000*	2036 to 2040
	Corbett Creek Courtice	 2,000 – 5,000 tonne CO _{2e} /y	 > \$100 million*	\$\$\$\$ \$500 to \$1,000*	2036 to 2045
Sewer thermal recovery at WPCPs	Harmony Creek Port Darlington	 2,000 – 5,000 tonne CO _{2e} /y	 \$1 to \$10 million	\$\$\$ \$100 to \$500	2041 to 2045
Converting sludge storage lagoon to gravity thickening	Nonquon WPCP	 500 – 2,000 tonne CO _{2e} /y	 \$1 to \$10 million	\$\$\$\$ \$500 to \$1,000	2031 to 2035

* Although with high capital costs, these projects can also defer significant capital spending for major process expansions (incinerators and digesters) to beyond the 2045 horizon.

Project(s)	Facility/System	GHG Reduction Potential	Capital Cost	Equivalent Life-cycle Cost per Tonne of CO _{2e} Reduced	Implementation Timeline
N ₂ O monitoring and mitigation at WPCPs – temporary installation	Nonquon Lake Simcoe Uxbridge Brook Newcastle Cannington and Sunderland (lagoon facilities to be converted to mechanical plants)	 500 – 2,000 tonne CO _{2e} /y	 < \$1 million	\$\$ < \$100	2031 to 2040
CH ₄ leak detection and mitigation at anaerobic digestion facilities	Duffin Creek Courtice Corbett Creek Harmony Creek Port Darlington	 500 – 2,000 tonne CO _{2e} /y	 < \$1 million to  \$1 to \$10 million	Site-specific	2026 to 2030
Ammonia-based aeration control (ABAC) at large WPCPs	Duffin Creek Courtice Corbett Creek Harmony Creek Port Darlington	 500 – 2,000 tonne CO _{2e} /y	 \$1 to \$10 million	\$ net cost saving	2026 to 2035
Water efficiency optimization at WSPs	Ajax Whitby Oshawa Bowmanville	 < 500 tonne CO _{2e} /y	 < \$1 million	\$\$\$\$\$ > \$1,000	2026 to 2045 (opportunistically)
Solar PV generation at selected water facilities	5 largest WSPs 9 pumping station sites with rooftop area > 100 m ²	 < 500 tonne CO _{2e} /y	 \$1 to \$10 million	\$\$\$ \$100 to \$500	2026 to 2045 (opportunistically)

Tackling process emissions at water pollution control plants



Unisense Liquid Phase N₂O Probe (left) and Controller (right) Installed at Duffin Creek WPCP Aeration Tank 9

Process N₂O emissions from wastewater treatment represents more than 50 percent of the total Scope 1&2 emissions.

Although it represents the most significant opportunity, there is high uncertainty associated with the quantification of N₂O emissions using a generic emission factor (current method). It is therefore critical to prioritize facility-level N₂O monitoring at the Region's facilities to establish the baseline, and to identify potential mitigation strategies through operational adjustment. With a relatively low capital investment (additional instrumentation), facility-level N₂O monitoring and mitigation

represent the low-hanging fruit with significant potential to reduce GHG emissions for existing assets in the short term.

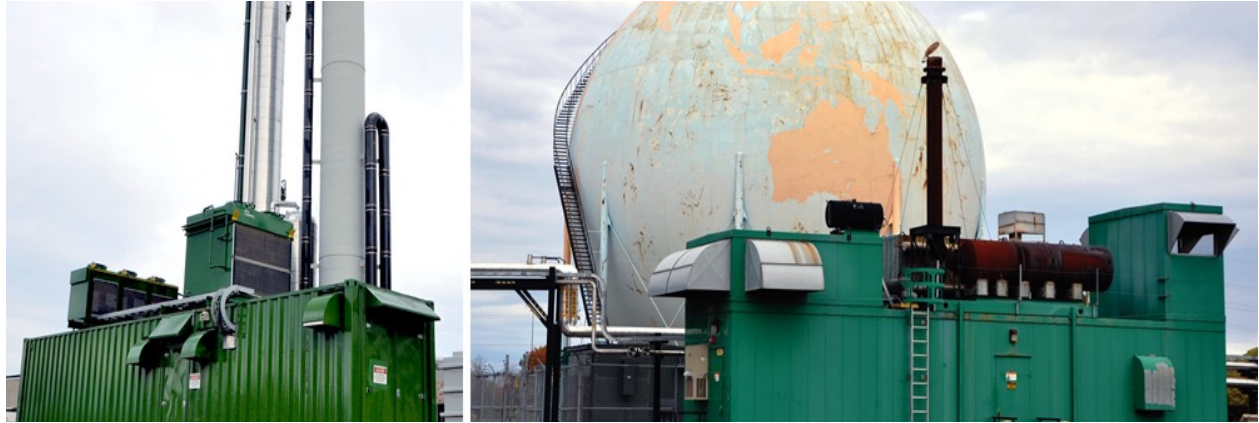
A two-year continuous measurement program is currently underway at the Duffin Creek WPCP, with two liquid-phase N₂O probes installed in one of the aeration trains in Stage 3 – this was the second installation of this new technology in Ontario, demonstrating Durham Region's leadership in furthering N₂O research. Lessons learned from this program will be applied for N₂O monitoring (and potentially mitigation) at other Region facilities.

The Region is also actively exploring options for measuring and mitigating fugitive CH₄ emissions. A Region-wide leak detection and repair program has been recommended for the five WPCPs with anaerobic digesters; thermal infrared (IR) or optical gas imaging (OGI) cameras can be used to identify the sources of leakages from distance (non-intrusive) – information can be used to inform operations and maintenance for immediate mitigation actions (such as fixing digester roof leaks or replacing leaking pressure and vacuum relief valves). Reducing fugitive CH₄ leaks would reduce the associated GHG emission but also maximize the CH₄ capture for beneficial use. If substantial leaks are detected, a follow-up site-wide survey can be considered to quantify the CH₄ emissions using remote sensing methods or emerging drone flux method (these methods also allow site-wide quantification of N₂O).

Upgrading biogas to RNG

Anaerobic digestion of the residual solids is practiced at the Region's five largest WPCPs. Biogas, a byproduct generated from the anaerobic digestion process, is primarily used in hot water boilers to provide onsite heating with excess flared in waste gas burners. The biogas can be further upgraded to a high-grade fuel with comparable heating value to natural gas, referred to as RNG, which can be injected to the grid. The five WPCPs generate more than adequate RNG to satisfy the onsite heating demands, allowing excess RNG to be injected into the grid to offset

natural gas consumption at other Region-owned facilities. A Region-wide RNG program can result in more than 6,000 tonnes of CO_{2e} reduction for corporate operations by 2045. There are opportunities to further increase the RNG output and associated GHG reduction potential, for example, implementing thermal hydrolysis pre-treatment (THP) or onsite sewer thermal recovery.



Biogas Upgrade Facility at Woodward Avenue WWTP
(source: City of Hamilton, Ontario)

Promoting sewer thermal recovery in the collection system



False Creek Neighborhood District Energy System,
Vancouver, BC (source: SHARC)

Wastewater contains recoverable heat and cooling potential compared with ambient water sources, providing a reliable and low-carbon alternative for heating and cooling processes and buildings, and offsetting natural gas use and the associated GHG emission. It is a well-established practice in Europe and Asia, and more recently, in British Columbia, Canada. The world's largest sewer thermal district energy system project is currently under construction at the Toronto Western Hospital (City of Toronto, Ontario). Preliminary assessment indicates immense thermal capacity available within the Region's collection system (more than 40 MW today, and potentially doubling by 2045), offering substantial opportunities to reduce

GHG emissions at the community level. For example, harvesting 10 percent of the sewer thermal capacity (based on Durham share of the YDSS) can potentially result in more than 14,000 tonnes of CO_{2e} reduction by 2045. It is critical that the Region develop a sewer thermal policy and establish a standard approach for implementing sewer thermal recovery projects. Successful projects will require coordination with the planning department and local municipalities, developers, and end users.

Leveraging best practices in energy optimization and generation

Due to the low-intensity electricity grid in Ontario, energy optimization and renewable electricity generation are not expected to result in substantial GHG reduction, but they offer additional benefits such as reduced cost (from reduced grid purchase and demand cost) or improved site resiliency, and can be implemented opportunistically as practical (e.g., along with other planned facility upgrades).

The best practices in energy and demand management are expected to become 'business-as-usual' for future upgrades and new capital projects, driven by Region's policies and standards for sustainable infrastructure. Examples include implementing energy-efficient aeration technologies at WPCPs (such as ultra-fine bubble diffusers, high-speed turbo blowers, or ammonia-based aeration control [ABAC]), pumping optimization (e.g., fitting with high-efficiency motors), improving water efficiency (e.g., leak detection and demand management), improving building energy efficiency (e.g., lighting; heating, ventilation and air conditioning (HVAC) systems; and building envelopes), and solar photovoltaic (PV) generation.



Example rooftop solar PV installation

6.2 Key Performance Indicators

A series of key performance indicators (KPIs) were recommended to track the GHG emissions and progress of mitigation for the Region's water and wastewater systems.

The total (net) GHG emissions (offsets) will be used to track and communicate the progress toward the established reduction targets, with breakdown of water and wastewater systems as shown in Figure 8.

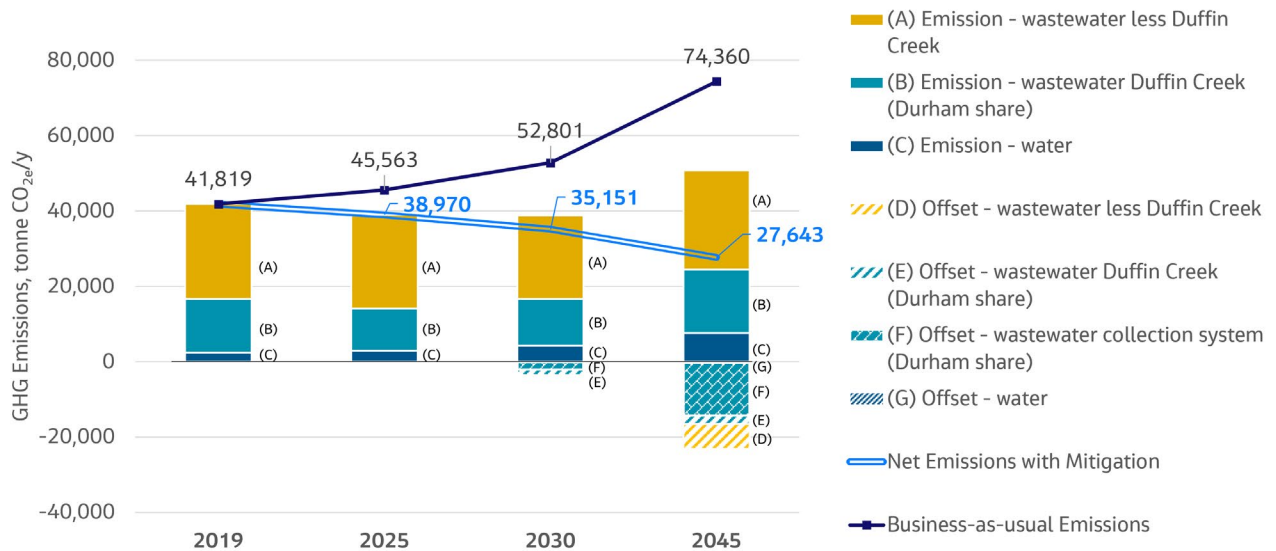


Figure 8. Total (Net) GHG Emission Projection (Scope 1&2)

The per capita GHG emissions will be calculated to reflect population growth and increased demand for services. For example, implementing the recommended projects identified in this strategy could result in more than 60 percent reduction in per capita GHG emission by 2045, as shown in Figure 9.

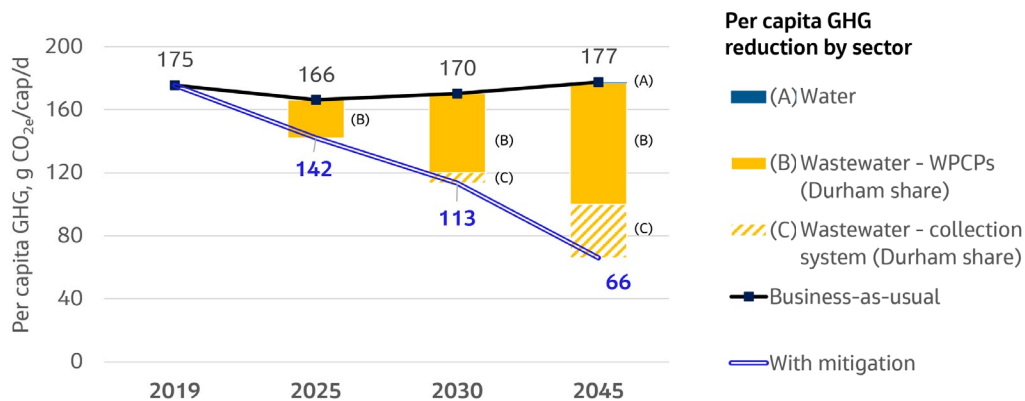


Figure 9. Per Capita Per Day GHG Emission Projection (Scope 1&2)

The energy emissions will be tracked separately, because reduction in energy use would also have a cost impact, and there is greater certainty in the methodology for quantifying the energy emissions. Implementing the recommended projects identified in this strategy could result in more than 50 percent reduction in energy emissions by 2045; the substantial reduction for wastewater shown in Figure 10 is mainly driven by the RNG generation which minimizes the need for natural gas at the WPCPs. Additional reduction is expected as the *Durham Standard* will drive the implementation of other energy efficiency measures for future projects within the Region.

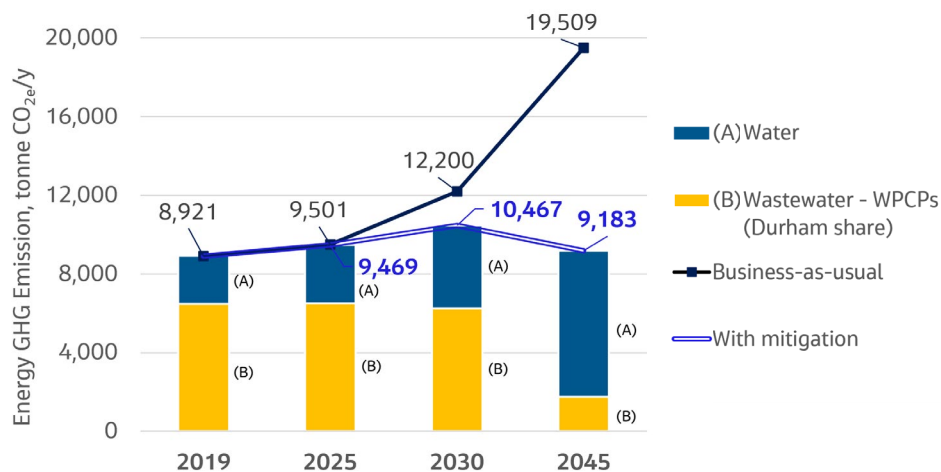


Figure 10. Energy GHG Emission Projection

Other recommended KPIs include the following:

- GHG emissions associated with biogas generation and utilization onsite (at WPCPs)
- GHG offset from RNG grid injection for corporate operations (equivalent natural gas offset for the portion of RNG injected to the grid for use at other Region facilities)
- GHG offset from collection system sewer thermal recovery (equivalent natural gas offset for the portion of sewer thermal energy recovered at community level)
- GHG reduction from renewable electricity generation onsite (e.g., solar PV)

6.3 Limitations in Methodology

It is important to acknowledge the significant uncertainties associated with the top two GHG reduction opportunities.

- There is high uncertainty in quantifying the process N₂O emission and the reduction potential through mitigation. The recommended facility-level measurement programs will be critical to establishing the baseline process emissions at the Region's WPCPs, to inform if or what mitigation measures are necessary, and to quantify the reduction. Experiences in Europe have demonstrated that sustained N₂O reduction is possible through simple operational adjustment (for example, adjusting set points for dissolved oxygen, increasing solids retention time) and, where required, minor works (for example, to redistribute loads). It is expected that a stepwise approach would be taken by the Region. Operational adjustment should be prioritized with the support of continuous N₂O monitoring to determine the level of N₂O reduction that can be reliably achieved at each facility. If further reduction is deemed necessary to achieve the long-term reduction target, alternative solutions that may require capital upgrades can be considered (examples in Section 7).
- The projected GHG offset from sewer thermal recovery in the collection system represents a high-level assessment for illustrative purposes only (for example, based on a target to harvest 2 percent of the sewer thermal capacity by 2030 and 10 percent of sewer thermal capacity by 2045). The actual GHG offset potential will be project-specific. It is critical that the Region prioritize the development of sewer thermal policies to facilitate the deployment of sewer thermal recovery projects.



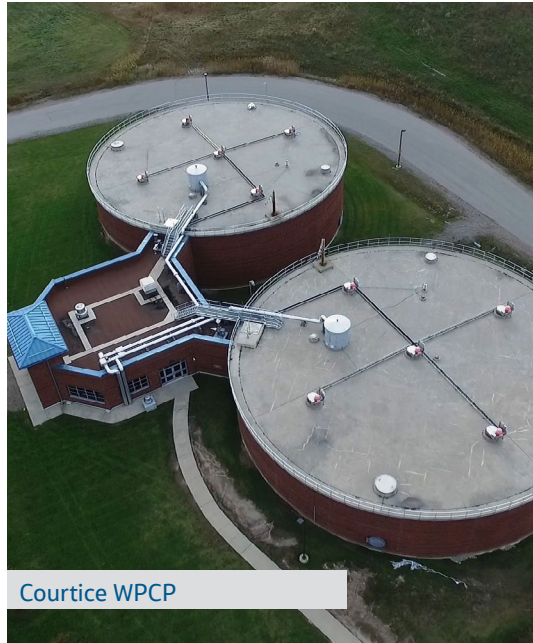
Nonquon WPCP

Some of the regulations and policies are expected to drive initiatives that will further reduce GHG emissions.

- Although not captured in the projection, additional GHG reductions can be expected for future projects, as the new Durham Standard (and other Regional policies and initiatives for sustainable infrastructure) will drive the incorporation of best practices in energy and carbon efficiency during future asset renewals and/or expansions.
- Current projection for electricity GHG emissions is based on the most conservative forecast for the grid emission factor in Ontario. It is anticipated that the grid emission factor would be lower than what was used in this study, considering the potential impact of the Federal Clean Electricity standard on the Ontario grid (which is beyond the Region's control).
- Natural gas-related emissions are based on the current grid emission factor for Ontario; any changes made to increase renewable content shares for the natural gas grid may result in lower net natural gas emissions (for example, as Enbridge procures more RNG).

There are other potentially significant GHG emission sources not currently included in the inventory or target setting, due to difficulties in quantifying these emissions.

- Collection system/sewer CH₄ production can contribute to significant GHG emissions; however, due to the complex and dynamic nature of the sewer system, a standard quantification methodology is not available, and continuous system-wide measurement is impractical and cost prohibitive. The latest development involves the combination of measurements in selected hot spots with mathematical modelling to estimate CH₄ production and emissions from the sewer systems. This topic remains an emerging area.
- Although the majority of CO₂ emissions from the municipal wastewater treatment process are biogenic (therefore excluded from reporting), there are potential non-biogenic CO₂ emissions; for example, from industrial discharge that includes fossil carbon derived from cosmetics, pharmaceuticals and personal care products, and other organic chemicals. Practical methodologies for estimating these non-biogenic CO₂ emissions are currently not available (e.g., specialized techniques are required, such as isotope tracing).
- This study has identified a list of relevant Scope 3 emissions to be included in the Region's inventory, considering that the Region will be able to influence these Scope 3 emissions through operational adjustment, including chemicals, haulage of biosolids and residuals (incineration ash) within the Region, and biosolids land application offsite. Quantification methodologies were recommended, and the associated limitations and opportunities for improvement were identified. These Scope 3 emissions are currently not included in target setting, but they will be quantified and tracked to assist decision making.
- Quantification of embodied carbon (also referred to as "capital carbon") in buildings and construction is a growing space. Embodied carbon could include emissions from the manufacture and distribution of construction materials (e.g., concrete and steel), the operation of construction equipment (e.g., energy used to run the construction equipment), and other emissions associated with temporary works, construction waste management, etc. More utilities in Ontario are now requiring embodied carbon assessment for new capital projects to assist decision making. Similar requirements are included in the latest Durham Standard, although currently only applicable to admin areas, building envelopes, and lab space within the water and wastewater sites. Although the quantification methods are well established, data are very limited across the industry to quantify the embodied carbon associated with process components and equipment for water and wastewater facilities. It remains an emerging area with a lot of ongoing developments.



Changes in GHG calculation methodologies or improvements in the accuracy of emission factors or activity data may result in inconsistencies with the base year emissions or GHG quantification for other sectors. It is important to be transparent and properly document the quantification methodologies, including the scope of emissions, the source and quality of emission factors and activity data, and any changes from previous methodologies. As the methodology continues to evolve and improve, the Region needs to re-baseline the GHG emissions to include additional emission sources and refine the reduction targets.

7. Road Map to Net-Zero Emission

Analysis in this study identified significant gaps in achieving the 2045 net-zero target for the water and wastewater systems. The Region needs to continue monitoring and adopting other innovative net-zero solutions as they become more established in the long term. This section highlights some of the promising technologies and strategies that Region should continue to monitor for future consideration.

Membrane aerated biofilm reactor (MABR)

MABR is a breakthrough technology for wastewater treatment that can provide enhanced nutrient removal with significantly improved aeration energy efficiency compared with traditional treatment processes.

Most recently, there has been increasing evidence of low N₂O emissions from MABR processes based on global case studies, though a consensus around the degree of N₂O reduction compared with other conventional treatment processes has not been established, which remains the focus of many ongoing works globally. In Ontario, a full-year continuous N₂O monitoring program is currently underway at the Region of Waterloo's Elmira Wastewater Treatment Plant.

The Region should continue to monitor the development of MABR and consider it in future facility upgrades or expansion projects, because the membrane modules can be easily retrofitted into existing aeration tanks to expand capacity and/or improve nutrient removal performance; the capital savings from avoided tankages and additional energy saving for aeration could make MABR cost competitive.

It is a promising decarbonization solution that can offer multiple benefits, including nutrient removal, energy efficiency, process N₂O mitigation, and process intensification.



Installation of MABR Modules at the Elmira Wastewater Treatment Plant, Region of Waterloo

Capture of process emissions for reuse/treatment

Mitigating process emissions is an emerging research topic in the wastewater sector globally. It is expected that the science will continue to advance, allowing the Region to incorporate the best practice into the design of future upgrades and expansions that can promote low-energy and low-carbon operations, including lessons learned from Region's own monitoring and mitigation programs.

Other innovative technologies are available that can capture the process emissions for reuse and/or treatment, such as vacuum CH₄ extraction from digested biosolids (to minimize CH₄ emissions from the downstream dewatering stage and increase CH₄ recovery from biogas), or catalytic treatment of N₂O from covered process tanks. These technologies are still in early market demonstration phase but can be considered in the long term as they become more established, especially if continuous monitoring indicates that further mitigation is not possible with operational adjustment alone.



ELOVAC® Vacuum CH₄ Extraction Unit Installed at the Ejby Mølle Water Resource Recovery Facility, Odense, Denmark (credit: VCS)

Thermal conversion of biosolids

It is very unlikely that the wastewater sector can eliminate process emissions, and the mitigation strategies need to be supplemented by adopting innovative resource recovery solutions to offset process emissions.

Thermal conversion of biosolids is one of the innovative resource recovery processes that has gained growing interests in recent years, with considerations of sustainability and circular economy (as these processes convert sludge or biosolids into low-carbon intensity products), and most recently the concern over per- and polyfluorinated substances (PFAS) in wastewater and biosolids – these high temperature processes can potentially destroy PFAS.



Pyrolysis Process Installed at the Morrisville Municipal Authority Facility, PA, USA (credit: Ecoremedy)

fuel. However, the overall GHG impacts from these technologies have not been well established, as the overall energy and carbon balances are quite complex, and limited information is available to conduct comprehensive assessment. Nevertheless, thermal conversion remains a promising decarbonization solution and an emerging research area in the industry.

Several technologies are available in different stages of technological development and maturity. Pyrolysis and gasification are among the most developed thermal conversion technologies, with increasing number of full-scale demonstrations or installations globally.

Compared with the current practice (primarily through incineration, supplemented by seasonal land application), thermal conversion can offer potential GHG reduction opportunities by diverting sludge away from incineration and reducing the associated Scope 1 emissions.

In addition, the final product (e.g., biochar or other low-carbon fuels) offers high-carbon sequestration potential when applied on land or can be used as alternative fuels to replace fossil

8. Conclusions

The *Water and Wastewater Greenhouse Gas Emissions Management Strategy* is the first project of its kind in Ontario to establish GHG reduction targets specific to the water and wastewater sector, considering the 'possibility' and 'reality' of GHG mitigation in Ontario.

The project established a transparent framework that clearly defines the scope of GHG emissions included in the inventory, the methodologies used to quantify these emissions, the associated limitations and opportunities for improvement, and changes from the previous methodologies – allowing the Region to re-baseline the GHG emissions to include additional emission sources and refine the reduction targets as the quantification methodologies continue to evolve and improve.

A road map was developed for the Region's water and wastewater systems to 2045 (consistent with the CCAP), including an action plan with key GHG mitigation opportunities in the short- (2025), medium (2030), and long-term (2045). Meaningful GHG reduction commitments were established based on comprehensive assessments of net-zero solutions that considered the technical feasibility and operational and financial impacts to the Region.

Table 6. Projected Achievable GHG Reduction for Durham Region's Water and Wastewater Systems (Scope 1&2)

Timeline	GHG Reduction Potential (tonne CO _{2e} /y)	% Reduction from 2019 Baseline	% Reduction from Business-as-usual Projection
2025	4,200	10%	17%
2030	8,400	20%	37%
2045	16,700	40%	66%

The top three GHG reduction opportunities account for more than 90% of the long-term GHG reduction potential; it is therefore critical to identify challenges and develop strategies accordingly to allow the Region to prioritize implementation of these top opportunities. Key recommendations were identified as follows:

1. **Reducing process N₂O emissions from wastewater treatment.** Recognizing the high uncertainty in quantifying process N₂O emissions, facility-level measurement programs will be critical to establish the baseline emission and to inform if/what mitigation measures are necessary, and to quantify the reduction. The Region has already deployed two liquid-phase N₂O sensors at the Duffin Creek WPCP since summer of 2023 (the second installation in Ontario). This two-year monitoring campaign will capture the seasonal variances and different air control strategies (including the combination of N₂O measurement with ABAC operation), positioning the Region to better understand the quantities and factors affecting the N₂O emissions at the plant and prepare for monitoring at other Region facilities.

2. **Sewer thermal recovery from the collection system.** This represents a significant opportunity for the wastewater sector to make meaningful GHG reductions at community level. The actual GHG offset potential will be project-specific – mainly driven by the customer demand. It is critical that the Region develop a sewer thermal recovery policy and establish a standard approach for implementing sewer thermal recovery projects, including clear definition of responsibilities, cost sharing, and allocation of environmental attributes among different stakeholders (e.g., Durham and York Regions, local municipalities, developers, and end users).
3. **Biogas upgrade to RNG for grid injection.** The Region’s WPCPs generate enough biogas that can be purified to RNG to offset natural gas use at the WPCPs, with excess RNG available for grid injection to be used by other Region facilities to offset the natural gas use (and associated displacement of GHG emissions) by corporate operations. The Region has been actively seeking RNG development opportunities in recent years with Enbridge (current natural gas provider) and other third-party entities including corporations and utilities, among others. It is important to understand the technical requirements for grid injection, and the associated responsibilities, cost sharing, and allocation of environmental attributes.

Many of the recommended GHG mitigation opportunities also offer co-benefits with respect to process performance, stability, resiliency, or capacity. Recognizing the synergies, the recommendations from this study will inform the development of the upcoming biosolids master plan study, and other future planning and design projects as appropriate.

The Region acknowledges significant gaps in achieving net-zero emissions in a cost-effective manner based on technologies available today, and the need to be proactive in expediting some projects and adopting other innovative net-zero solutions as they become more established. The Region is committed to continuing efforts in GHG mitigation through collaboration with academic researchers, consultants, and technology vendors, with a goal to adapt to future changes and technology developments to progress towards its net-zero commitment in the long term.

Moving forward, this study will be updated every five years to reflect the latest development in quantification methods, and to refine the GHG reduction targets based on the Region’s mitigation progress and available decarbonization technologies at that time.



9. References

Durham Region. (2021). Durham Region Corporate Climate Action Plan. Retrieved from <https://www.durham.ca/en/resources/CAO-Office/Durham-Region-Corporate-Climate-Action-Plan.pdf>

Greenhouse Gas Protocol. (2013). Technical Guidance for Calculating Scope 3 Emissions (version 1.0).

IPCC. (2019). 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.



The Regional Municipality of Durham Information Report

From: Commissioner of Works
Report: 2024-INFO-35
Date: May 17, 2024

Subject:

York Region Sewage Works Project Progress Update

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to inform and provide an update to Committee and Council members on the progress of the York Region Sewage Works Project, which includes a copy of the April 24, 2024, letter from the Ministry of the Environment, Conservation and Parks (MECP) to the Regional Municipality of York for information.

2. Background

2.1 On November 28, 2022, the Province of Ontario passed Bill 23, the More Homes Built Faster Act (Bill 23) and introduced Schedule 10 of Bill 23, the new Supporting Growth and Housing in York and Durham Regions Act, 2022 (the Act).

2.2 The Act mandates wastewater servicing for the Upper York area to expedite and allow for growth in York that impacts the Regional Municipality of Durham (Region of Durham).

2.3 Under the Act, a Project Report, pursuant to Section 4 and a Consultation Report, pursuant to Section 5, had to be prepared to describe the York Region Sewage

Works Project, how it will be constructed, how potential impacts of the Project will be managed, and to document the public consultation process, including Indigenous Communities.

3. Previous Reports and Decisions

- 3.1 [Report #2021-COW-28](#) summarized Council's preferred alternative to the Upper York Sewage Solution as an advanced treatment system in the Lake Simcoe watershed within the Regional Municipality of York. Bill 23 now requires a solution based on conveyance to the Duffin Creek Water Pollution Control Plant (WPCP).
- 3.2 [Report #2022-INFO-93](#) provided an overview of the More Homes Built Faster Act 2022 (Bill 23), including its impacts on the Region of Durham, staff-level feedback to the province and key messaging reflecting staff-level positions on the Bill.
- 3.3 [Report #2022-COW-33](#) provided a summary of Bill 23's impact for the Region of Durham and its anticipated impacts on Durham taxpayers and ratepayers.
- 3.4 [Report #2023-INFO-58](#) provided an overview of the York Region Sewage Works Project background and a summary of the initiation and the progress of the Project.
- 3.5 [Report #2023-INFO-90](#) provided a summary of the related works to be undertaken within the Region of Durham, including the Primary Trunk Sanitary Sewer twinning, new pumping stations, Duffin Creek WPCP expansion, and new outfall. The report also provided information on the Project Report release to Indigenous Communities, Agencies, and the Public for review and consultation. In addition, the Report identified a proposed timeline to complete the construction of the proposed infrastructure.

4. Update on Project Activity

- 4.1 After the release of the Project Report and Consultation Report on November 3, 2023, comments were provided by Indigenous Communities, Agencies, the public and stakeholders.
- 4.2 The Region of York and Durham's staff and Consultant Team reviewed and addressed the comments in finalizing the Project Report and Consultation Report.
- 4.3 The Project Report and Consultation Report were submitted to the MECP on March 15, 2024.

- 4.4 As per the attached letter, dated April 22, 2024 (Attachment #1), the MECP informed the Regional Municipality of York that they are satisfied with the Project Report and Consultation Report, subject to the following requirements:
- a. Continue communicating with the MECP during the implementation phases of the project.
 - b. Annual reports are to be prepared by the Regions of York and Durham, updating the MECP on the status of the project and any changes from the information provided in the Project Report.
 - c. Interim reports are to be prepared by the Regions of York and Durham, summarizing the progress of the Project within ten (10) days of a significant change.
 - d. A biannual Indigenous Community Engagement Progress Report is to be prepared by the Regions of York and Durham, detailing the consultation with Indigenous Communities and any progress on the commitments made by the Regions of York and Durham as outlined in the Consultation Report.
- 4.5 Future Council Information reports will be prepared to provide updates on this project as it progresses.

5. Conclusion

- 5.1 Works staff will distribute a copy of this information report to the Durham Region Local Area Municipal Councils.
- 5.2 For additional information, contact: Nathaniel Andres, Manager, Water & Wastewater Infrastructure Planning, at 905-668-7711, extension 3170.

6. Attachments

Attachment #1: April 2024 MECP Letter

Respectfully submitted,

Original signed by:

Ramesh Jagannathan, MBA, M. Eng., P. Eng., PTOE
Commissioner of Works

**Ministry of the Environment,
Conservation and Parks****Ministère de l'Environnement,
de la Protection de la nature et des
Parcs**

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357-2024-483

April 22, 2024

Mr. Mike Rabeau
 General Manager, Capital Infrastructure Services, Public Works
 Regional Municipality of York
 Email: mike.rabeau@york.ca

Dear Mr. Rabeau:

Thank you for your March 15, 2024, submission of the reports required pursuant to sections 4 (the "Project Report") and 5 (the "Consultation Report") of the *Supporting Growth and Housing in York and Durham Regions Act, 2021* (the "Act") in respect of the York Region Sewage Works Project (the "Project").

I understand that the report proposes three categories of improvements to the York Durham Sewage System – those required by the *Supporting Growth and Housing in York and Durham Regions Act, 2022*, improvements that are in keeping with the Regions' long term capital plans for the system, and those that are required to meet future projected population growth. I also understand that the costs have been estimated using the Association for the Advancement of Cost Engineering approved methodology, which results in an expected cost accuracy range between -50 and +100%.

The Ministry of the Environment, Conservation and Parks (the "Ministry") has completed its review of these project and consultation reports. I have carefully considered the concerns raised by Indigenous communities and the advice provided by ministry reviewers. Pursuant to section 6 of the Act, I am writing to inform you that I am satisfied with all of the reports subject to the following requirements:

- A. The Regions will continue the ongoing dialogue with the Ministry throughout the implementation of the Project.
- B. The Regions shall provide the following to the Ministry:
 - Annual reports on the progress of the Project ('Progress Reports'). Progress Reports submitted annually, beginning on March 31, 2025. Each report shall contain information about the following:
 - The status of the Project.

- Any changes from the information provided in the Project Report or a report required in this letter, including changes to the design, route, capacity, schedule, and projected or actual cost of the Project.
 - Interim reports on the progress of the Project within 10 days of a significant change in the Project's projected or actual design, route, capacity, schedule, and projected or actual cost.
- C. In keeping with the Regions' commitments to continue to engage with impacted and interested Indigenous communities, the Regions shall provide the following to the Ministry:
- A twice-annual Indigenous Community Engagement Progress Report detailing the ongoing engagement with Indigenous communities, including details of any progress on the commitments made by the Regions to Indigenous communities as outlined in the Consultation Report. The reports shall be submitted to the Minister every six months beginning on September 30, 2024.

Should it be necessary, I may exercise my authority under the Act to require additional reports on the Project and any related consultation.

While this letter expresses my satisfaction with the reports, as per the mentioned requirements, it does not provide any commitment to provincial funding for the project nor for any required provincial approvals. Also, my expectation is that the regions will implement the project in the most cost-effective way possible.

Should you have any questions, please contact Lisa Trevisan, Assistant Deputy Minister, Environmental Assessment and Permissions Division, at (416) 230-3161 or lisa.trevisan@ontario.ca.

Sincerely,



Andrea Khanjin
Minister of the Environment, Conservation and Parks

- c: Jon Presta, Commissioner for the Works Department, Regional Municipality of Durham
 Lisa Trevisan, Assistant Deputy Minister, Environmental Assessment and Permissions Division, MECP
 Tom North, Director, York Region Wastewater Project, MECP
 Heather Malcolmson, Director, Client Services & Permissions Branch, MECP



The Regional Municipality of Durham Report

From: Commissioner of Finance
Report: #2024-INFO-36
Date: May 17, 2024

Subject:

July 1, 2024 Indexing of Regional Development Charges

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to advise of the annual indexing rate for Regional Development Charges (DC) and to provide the updated Regional DC rates that will take effect on July 1, 2024.

2. Background

2.1 Annual indexing for the known inflationary price increases related to capital projects ensures that the Region continues to recover growth related costs through its development charges at prevailing cost levels required to fund capital investments in water, sewer, roads, and other services.

2.2 Regional DC By-laws #39-2022 (Regional Transit DC By-law) and #42-2023 (Region Wide DC By-law) contain a provision that the prevailing Regional DC's be adjusted annually, without amendment to those by-laws, as of the 1st day of July in accordance with Statistics Canada's Building Construction Price Index (Table 18-10-0276-01)¹ for the most recent year-over-year period ending March 31st. The Building Construction Price Index for non-residential buildings in the Toronto Census Metropolitan Area (CMA) is used in accordance with Provincial regulation applicable to the Region of Durham.

¹ O. Reg. 82/98 references "The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007" as the index source. Since implementation, Statistics Canada has modified this index and the above-noted index is the most current.

- 2.3 Seaton Area Specific DC By-law #38-2019 also includes provisions for annual indexing. However, annual indexing will not be applied to this by-law as the by-law is currently being updated and is scheduled to be replaced as of July 1, 2024. The new Seaton Area Specific DC By-law will be considered by Regional Council for approval on May 29, 2024 and includes updated rates that are already expressed in 2024 dollars.
- 2.4 Regional By-law #86-2001 (GO Transit DC By-law) as amended has a similar provision to the by-laws above and the Building Construction Price Index for the Toronto CMA is used in accordance with Provincial regulation. However, the annual adjustment for GO Transit DC rates is limited to a maximum of 3 per cent, as per section 18 of the by-law.
- 2.5 The annual indexing on July 1, 2024, will be applied to the following DC by-laws:
 - a. Regional Transit DC By-law #39-2022;
 - b. GO Transit DC By-law #86-2001; and
 - c. Regional Wide DC By-law #42-2023.

3. Cutting Red Tape to Build More Homes Act (Bill 185)

- 3.1 Proposed changes to the *Development Charges Act*, resulting from the Cutting Red Tape to Build More Homes Act (Bill 185), if passed will remove the mandatory phase in of newly imposed DC rates over a five-year period that was introduced in Bill 23. This allows DCs to be imposed at their full calculated values.
- 3.2 Since the timing of the passage of Bill 185 is not known, the Attachments include both the full calculated rates and the phased-in rates indexed at 4.6%. It should be noted that the phased in rates comparison also applies the phase-in schedule to the full calculated rate (i.e. attachments #1B and #2B).
- 3.3 Region Wide DC By-law #42-2023 is being amended in order to remove the mandatory phase-in provisions through Report 2024-F-10 which will be addressed by Regional Council on May 29, 2024. The by-law will be subsequently presented to Council once Bill 185 is passed and the full rates would take effect five business days after Regional Council approves the amending by-law.

4. Previous Reports and Decisions

- 4.1 The following reports approved the DC By-laws that require the indexing of DC's:
 - a. Report #2023-F-13 (For By-law 42-2023);
 - b. Report #2022-F-15 (For By-law #39-2022);
 - c. Report #2001-J-25 (For By-law #86-2001).

5. July 1, 2024 Indexing of Regional Development Charges

- 5.1 Indexing of charges within the applicable by-laws is required on July 1, 2024 in accordance with the most recently available Statistics Canada Building Construction Price Index (BCPI), for non-residential buildings in the Toronto CMA, for the 12-month period ending March 31.
- 5.2 The BCPI for non-residential buildings in the Toronto CMA, for the period March 31, 2023 to March 31, 2024, was released on May 2, 2024, with an increase of 4.6 per cent.
- 5.3 The increase in the index is reflective of the current inflationary environment. Skilled labour shortages and the resulting increases in labour rates, availability of materials, interest rate pressure, and building codes updates were all reported as key factors impacting the construction sector. Concrete prices were also a major contributor to the rise in costs as concrete is an important component in non-residential construction.²

6. Implications of 2024 Indexing on DC Rates

Region-wide Residential and Non-residential Development Charges

- 6.1 Attachment #1A provides the 4.6% indexing applied to the full residential DC rates (assuming Bill 185 is passed in time) and Attachment #1B provides the phased in residential rates with the increase to the phase in factor and 4.6% indexing for July 1, 2024. The recommended rates include the application of the maximum three per cent indexing to GO Transit DC rates. The indexing and proposed residential DC rates will increase the total DC for a single / semidetached dwelling unit by \$19,946 if Bill 185 is passed, and \$7,292 if the phase in remains (Attachment #1A and #1B).
- 6.2 Attachment #2A and 2B provides the same rate comparison for non-residential DC's. The indexing of the full non-residential DC rates (assuming Bill 185 is passed in time), after phase in adjustments, will increase the total DC for a commercial development by \$10.41 per sq. ft., by \$5.00 per sq. ft. for industrial developments, and by \$5.50 per sq. ft. for institutional developments. Should the phase in remain, non-residential DC rates will increase by \$3.79 per sq. ft. for commercial development, \$1.84 per sq. ft. for industrial development and \$2.02 per sq.ft for institutional development (Attachment #2A and #2B).

Seaton Area Specific Development Charges

- 6.3 Attachments #3A, 3B and #4A and 4B provide both the current Seaton Water Supply and Sanitary Sewerage Residential and Non-residential Area Specific Development Charges and the July 1, 2024, rates (full rates and phased-in rates). However, these rates are not indexed in 2024 since they are already in 2024

² Statistics Canada. (2024). *The Daily: Building construction price indexes, first quarter 2024*. <https://www150.statcan.gc.ca/n1/daily-quotidien/240502/dq240502c-eng.htm>

dollars.

- 6.4 Attachment #5 provides the current Seaton Front Ending Agreement for Early Payment of Attribution Development Charges.

7. Transitional Period

- 7.1 It is Regional practice to provide a transitional period for the application of the indexed Regional DC rates to provide time for the local area municipal offices to process any complete applications. The transitional period typically allows area municipal staff, who have applications with all completed documentation, an additional two months to issue the building permit under the current rates. This process avoids municipal staff having to rush through applications by the July 1 deadline. If the building permit has not been issued within two months, or if any changes were made to any building permit application documents, the transition opportunity will be void and the new indexed rates would apply.

8. Relationship to Strategic Plan

- 8.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Enhanced funding for paramedic services, long-term care services and affordable housing, supporting Goal 4 (Social Investment).

9. Conclusion

- 9.1 The Regional Transit Regional Water and Sewer DC's are being indexed by 4.6 per cent, and the GO Transit DC is being indexed by three per cent, on July 1, 2024, in accordance with the Regional DC By-laws, to reflect the increase in construction costs to provide municipal services.

10. Attachments

Attachment #1A: Residential Development Charges – Effective July 1, 2023 and July 1, 2024 (Full Calculated Rates)

Attachment #1B Residential Development Charges (including phase in) – Effective July 1, 2023 and July 1, 2024

Attachment #2A: Non-residential Development Charges – Effective July 1, 2023 and July 1, 2024 (Full Calculated Rates)

Attachment #2B Non-residential Development Charges (including phase in) – Effective July 1, 2023 and July 1, 2024

Attachment #3A: Seaton Residential Water and Sewer Area Specific Development Charges - Effective July 1, 2023 and July 1, 2024 (Full Calculated Rates)

Attachment #3B: Seaton Residential Water and Sewer Area Specific

Development Charges (including phase in) - Effective July 1, 2023 and July 1, 2024

Attachment #4A: Seaton Non-residential Water and Sewer Area Specific Development Charges - Effective July 1, 2023 and July 1, 2024 (Full Calculated Rates)

Attachment #4B: Seaton Non-residential Water and Sewer Area Specific Development Charges (including phase in) - Effective July 1, 2023 and July 1, 2024

Attachment #5: Seaton Front Ending Agreement for Early Payment of Attribution Development Charges – Effective July 1, 2023 and July 1, 2024

Respectfully submitted,

Original Signed By

N. Taylor, BBA, CPA, CA
Commissioner of Finance

**Attachment #1A: Residential Development Charges – Effective July 1, 2023
(including phase in) and July 1, 2024 (Full Calculated Rates)**

RESIDENTIAL DEVELOPMENT CHARGES				
Effective July 1, 2023				
PER DWELLING UNIT				
SERVICE CATEGORY	Single / Semi Detached	Medium Density Multiples	Two Bedroom Apartment and Larger	One Bedroom Apartment and Smaller
	\$	\$	\$	\$
Regional Roads	21,598	17,201	12,574	7,723
GO Transit	838	742	526	313
Regional Transit	2,085	1,642	1,166	716
Regional Police Services	782	622	455	279
Long Term Care	438	349	255	157
Paramedic Services	353	281	206	126
Waste Diversion	75	60	44	27
Water Supply	20,894	16,640	12,165	7,473
Sanitary Sewerage	19,086	15,200	11,112	6,825
Total (All Services)	\$ 66,149	\$ 52,737	\$ 38,503	\$ 23,639

RESIDENTIAL DEVELOPMENT CHARGES				
Effective July 1, 2024 (full rates)				
PER DWELLING UNIT				
SERVICE CATEGORY	Single / Semi Detached	Medium Density Multiples	Two Bedroom Apartment and Larger	One Bedroom Apartment and Smaller
	\$	\$	\$	\$
Regional Roads	28,240	22,490	16,441	10,098
GO Transit ⁽¹⁾	863	764	542	322
Regional Transit	2,565	2,020	1,434	881
Regional Police Services	1,022	814	595	365
Long Term Care	573	456	334	205
Paramedic Services	461	367	269	165
Waste Diversion	98	78	58	36
Water Supply	27,318	21,757	15,905	9,770
Sanitary Sewerage	24,955	19,874	14,529	8,923
Total (All Services)	\$ 86,095	\$ 68,620	\$ 50,107	\$ 30,765
Dollar Increase ⁽²⁾	\$ 19,946	\$ 15,883	\$ 11,604	\$ 7,126

Notes

1. GO Transit Indexing capped at 3.0 per cent.
2. Difference includes the removal of phase in provisions due to Bill 185 as well as new indexing.

Attachment #1B: Residential Development Charges (including phase in) – Effective July 1, 2023 and July 1, 2024

RESIDENTIAL DEVELOPMENT CHARGES				
Effective July 1, 2023				
PER DWELLING UNIT				
SERVICE CATEGORY	Single / Semi Detached	Medium Density Multiples	Two Bedroom Apartment and Larger	One Bedroom Apartment and Smaller
	\$	\$	\$	\$
Regional Roads	21,598	17,201	12,574	7,723
GO Transit	838	742	526	313
Regional Transit	2,085	1,642	1,166	716
Regional Police Services	782	622	455	279
Long Term Care	438	349	255	157
Paramedic Services	353	281	206	126
Waste Diversion	75	60	44	27
Water Supply	20,894	16,640	12,165	7,473
Sanitary Sewerage	19,086	15,200	11,112	6,825
Total (All Services)	\$ 66,149	\$ 52,737	\$ 38,503	\$ 23,639

RESIDENTIAL DEVELOPMENT CHARGES				
Effective July 1, 2024 (including phase in)				
PER DWELLING UNIT				
SERVICE CATEGORY	Single / Semi Detached	Medium Density Multiples	Two Bedroom Apartment and Larger	One Bedroom Apartment and Smaller
	\$	\$	\$	\$
Regional Roads	24,004	19,117	13,975	8,583
GO Transit ⁽¹⁾	863	764	542	322
Regional Transit	2,309	1,818	1,291	793
Regional Police Services	869	692	506	310
Long Term Care	487	388	284	174
Paramedic Services	392	312	228	140
Waste Diversion	84	67	49	30
Water Supply	23,221	18,493	13,520	8,304
Sanitary Sewerage	21,212	16,893	12,350	7,585
Total (All Services)	\$ 73,441	\$ 58,544	\$ 42,745	\$ 26,241
Dollar Increase ⁽²⁾	\$ 7,292	\$ 5,807	\$ 4,242	\$ 2,602

Notes

1. GO Transit Indexing capped at 3.0 per cent.
2. Difference includes moving 1-year ahead in phase in provision schedule due to Bill 23 as well as new indexing.

Attachment #2A: Non-residential Development Charges – Effective July 1, 2023 (including phase in) and July 1, 2024 (Full Calculated Rates)

REGION OF DURHAM

COMMERCIAL DEVELOPMENT CHARGES		
Per Square Foot of Gross Floor Area		
SERVICE CATEGORY	Effective	Effective
	July 1, 2023	July 1, 2024 ⁽¹⁾
	\$	\$
Regional Roads	17.53	22.92
Water Supply	6.01	7.86
Sanitary Sewerage	9.65	12.61
Regional Transit	0.95	1.16
Total (All Services)	<u>\$ 34.14</u>	<u>\$ 44.55</u>

INDUSTRIAL DEVELOPMENT CHARGES		
Per Square Foot of Gross Floor Area		
SERVICE CATEGORY	Effective	Effective
	July 1, 2023	July 1, 2024 ⁽¹⁾
	\$	\$
Regional Roads	6.07	7.94
Water Supply	3.89	5.08
Sanitary Sewerage	5.65	7.38
Regional Transit	0.95	1.16
Total (All Services)	<u>\$ 16.56</u>	<u>\$ 21.56</u>

INSTITUTIONAL DEVELOPMENT CHARGES		
Per Square Foot of Gross Floor Area		
SERVICE CATEGORY	Effective	Effective
	July 1, 2023	July 1, 2024 ⁽¹⁾
	\$	\$
Regional Roads	13.29	17.37
Water Supply	1.62	2.12
Sanitary Sewerage	2.34	3.05
Regional Transit	0.95	1.16
Total (All Services)	<u>\$ 18.20</u>	<u>\$ 23.70</u>

Notes:

1. Phase in provisions are removed and 4.6 per cent indexing applied

Attachment #2B: Non-residential Development Charges (including phase in) – Effective July 1, 2023 and July 1, 2024

REGION OF DURHAM

COMMERCIAL DEVELOPMENT CHARGES		
Per Square Foot of Gross Floor Area		
SERVICE CATEGORY	Effective	Effective
	July 1, 2023	July 1, 2024 ⁽¹⁾
	\$	\$
Regional Roads	17.53	19.48
Water Supply	6.01	6.68
Sanitary Sewerage	9.65	10.72
Regional Transit	0.95	1.05
Total (All Services)	<u>\$ 34.14</u>	<u>\$ 37.93</u>

INDUSTRIAL DEVELOPMENT CHARGES		
Per Square Foot of Gross Floor Area		
SERVICE CATEGORY	Effective	Effective
	July 1, 2023	July 1, 2024 ⁽¹⁾
	\$	\$
Regional Roads	6.07	6.75
Water Supply	3.89	4.32
Sanitary Sewerage	5.65	6.28
Regional Transit	0.95	1.05
Total (All Services)	<u>\$ 16.56</u>	<u>\$ 18.40</u>

INSTITUTIONAL DEVELOPMENT CHARGES		
Per Square Foot of Gross Floor Area		
SERVICE CATEGORY	Effective	Effective
	July 1, 2023	July 1, 2024 ⁽¹⁾
	\$	\$
Regional Roads	13.29	14.77
Water Supply	1.62	1.80
Sanitary Sewerage	2.34	2.60
Regional Transit	0.95	1.05
Total (All Services)	<u>\$ 18.20</u>	<u>\$ 20.22</u>

Notes:

1. Phase in provisions included and 4.6 per cent indexing applied

Attachment #3A: Seaton Residential Water and Sewer Area Specific Development Charges - Effective July 1, 2023 and July 1, 2024 (Full Calculated Rates)

SEATON RESIDENTIAL AREA SPECIFIC DEVELOPMENT CHARGES			
Effective July 1, 2023			
Service Category	Single / Semi Detached	Medium Density Multiples	Apartments
	\$	\$	\$
Sanitary Sewerage			
Seaton Landowners Constructed DCs	8,018	6,335	3,690
Regional Seaton-Specific DCs	3,360	2,656	1,545
Regional Attributions DCs	3,348	2,644	1,540
Subtotal - Sanitary Sewerage	14,726	11,635	6,775
Water Supply			
Seaton Landowners Constructed DCs	3,327	2,629	1,531
Regional Seaton-Specific DCs	7,990	6,314	3,676
Regional Attributions DCs	5,680	4,486	2,612
Subtotal - Water Supply	16,997	13,429	7,819
Total Development Charges	\$ 31,723	\$ 25,064	\$ 14,594

SEATON RESIDENTIAL AREA SPECIFIC DEVELOPMENT CHARGES			
Effective July 1, 2024 (1)			
Service Category	Single / Semi Detached	Medium Density Multiples	Apartments
	\$	\$	\$
Sanitary Sewerage			
Seaton Landowners Constructed DCs	7,706	6,088	3,545
Regional Seaton-Specific DCs	2,290	1,809	1,053
Regional Attributions DCs	2,650	2,094	1,219
Subtotal - Sanitary Sewerage	12,646	9,991	5,817
Water Supply			
Seaton Landowners Constructed DCs	2,661	2,102	1,224
Regional Seaton-Specific DCs	6,911	5,460	3,179
Regional Attributions DCs	5,377	4,248	2,473
Subtotal - Water Supply	14,949	11,810	6,876
Total Development Charges	\$ 27,595	\$ 21,801	\$ 12,693

Note:

(1) No Indexing for Seaton as the DC rates were calculated in 2024 dollars

Attachment #3B: Seaton Residential Water and Sewer Area Specific Development Charges (including phase in) - Effective July 1, 2023 and July 1, 2024

SEATON RESIDENTIAL AREA SPECIFIC DEVELOPMENT CHARGES			
Effective July 1, 2023			
Service Category	Single / Semi Detached	Medium Density Multiples	Apartments
	\$	\$	\$
Sanitary Sewerage			
Seaton Landowners Constructed DCs	8,018	6,335	3,690
Regional Seaton-Specific DCs	3,360	2,656	1,545
Regional Attributions DCs	3,348	2,644	1,540
Subtotal - Sanitary Sewerage	14,726	11,635	6,775
Water Supply			
Seaton Landowners Constructed DCs	3,327	2,629	1,531
Regional Seaton-Specific DCs	7,990	6,314	3,676
Regional Attributions DCs	5,680	4,486	2,612
Subtotal - Water Supply	16,997	13,429	7,819
Total Development Charges	\$ 31,723	\$ 25,064	\$ 14,594

SEATON RESIDENTIAL AREA SPECIFIC DEVELOPMENT CHARGES (including phase in)			
Effective July 1, 2024 (1)			
Service Category	Single / Semi Detached	Medium Density Multiples	Apartments
	\$	\$	\$
Sanitary Sewerage			
Seaton Landowners Constructed DCs	6,165	4,870	2,836
Regional Seaton-Specific DCs	1,832	1,447	842
Regional Attributions DCs	2,120	1,675	975
Subtotal - Sanitary Sewerage	10,117	7,992	4,653
Water Supply			
Seaton Landowners Constructed DCs	2,129	1,682	979
Regional Seaton-Specific DCs	5,529	4,368	2,543
Regional Attributions DCs	4,302	3,398	1,978
Subtotal - Water Supply	11,960	9,448	5,500
Total Development Charges	\$ 22,077	\$ 17,440	\$ 10,153

Note:

(1) No Indexing for Seaton as the DC rates were calculated in 2024 dollars

Attachment #4A: Seaton Non-residential Water and Sewer Area Specific Development Charges (full calculated rate) - Effective July 1, 2023 and July 1, 2024

REGION OF DURHAM
SEATON NON-RESIDENTIAL AREA SPECIFIC DEVELOPMENT CHARGES

Institutional Development Charges \$ Per Square Foot of Gross Floor Area		
Service Category	Effective July 1, 2023 \$	Effective July 1, 2024 \$
Sanitary Sewerage		
Seaton Landowners Constructed DCs	0.82	0.85
Regional Seaton-Specific DCs	0.33	0.27
Regional Attributions DCs	0.76	0.73
Subtotal - Sanitary Sewerage	1.91	1.85
Water Supply		
Seaton Landowners Constructed DCs	0.10	0.11
Regional Seaton-Specific DCs	0.28	0.27
Regional Attributions DCs	0.61	0.68
Subtotal - Water Supply	0.99	1.06
Total Development Charges	\$ 2.90	\$ 2.91

Non-Institutional Development Charges \$ Per Square Foot of Gross Floor Area		
Service Category	Effective July 1, 2023 \$	Effective July 1, 2024 \$
Sanitary Sewerage		
Seaton Landowners Constructed DCs	2.31	2.56
Regional Seaton-Specific DCs	0.98	0.82
Regional Attributions DCs	2.23	2.20
Subtotal - Sanitary Sewerage	5.52	5.58
Water Supply		
Seaton Landowners Constructed DCs	0.33	0.33
Regional Seaton-Specific DCs	0.77	0.80
Regional Attributions DCs	1.76	2.05
Subtotal - Water Supply	2.86	3.18
Total Development Charges	\$ 8.38	\$ 8.76

Prestige Employment Land Area Development Charges \$ Per Net Hectare		
Service Category	Effective July 1, 2023 \$	Effective July 1, 2024 \$
Sanitary Sewerage		
Seaton Landowners Constructed DCs	112,791	134,914
Regional Seaton-Specific DCs	47,316	42,694
Regional Attributions DCs	107,094	111,514
Subtotal - Sanitary Sewerage	267,201	289,122
Water Supply		
Seaton Landowners Constructed DCs	16,480	16,536
Regional Seaton-Specific DCs	38,179	40,957
Regional Attributions DCs	84,632	108,321
Subtotal - Water Supply	139,291	165,814
Total Development Charges	\$ 406,492	\$ 454,936

Attachment #4B: Seaton Non-residential Water and Sewer Area Specific Development Charges (including phase in) - Effective July 1, 2023 and July 1, 2024

REGION OF DURHAM
SEATON NON-RESIDENTIAL AREA SPECIFIC DEVELOPMENT CHARGES

Institutional Development Charges \$ Per Square Foot of Gross Floor Area		
Service Category	Effective July 1, 2023 \$	Effective July 1, 2024 \$
Sanitary Sewerage		
Seaton Landowners Constructed DCs	0.82	0.68
Regional Seaton-Specific DCs	0.33	0.22
Regional Attributions DCs	0.76	0.58
Subtotal - Sanitary Sewerage	1.91	1.48
Water Supply		
Seaton Landowners Constructed DCs	0.10	0.09
Regional Seaton-Specific DCs	0.28	0.22
Regional Attributions DCs	0.61	0.54
Subtotal - Water Supply	0.99	0.85
Total Development Charges	\$ 2.90	\$ 2.33

Non-Institutional Development Charges \$ Per Square Foot of Gross Floor Area		
Service Category	Effective July 1, 2023 \$	Effective July 1, 2024 \$
Sanitary Sewerage		
Seaton Landowners Constructed DCs	2.31	2.05
Regional Seaton-Specific DCs	0.98	0.66
Regional Attributions DCs	2.23	1.76
Subtotal - Sanitary Sewerage	5.52	4.47
Water Supply		
Seaton Landowners Constructed DCs	0.33	0.26
Regional Seaton-Specific DCs	0.77	0.64
Regional Attributions DCs	1.76	1.64
Subtotal - Water Supply	2.86	2.54
Total Development Charges	\$ 8.38	\$ 7.01

Prestige Employment Land Area Development Charges \$ Per Net Hectare		
Service Category	Effective July 1, 2023 \$	Effective July 1, 2024 \$
Sanitary Sewerage		
Seaton Landowners Constructed DCs	112,791	107,931
Regional Seaton-Specific DCs	47,316	34,155
Regional Attributions DCs	107,094	89,211
Subtotal - Sanitary Sewerage	267,201	231,297
Water Supply		
Seaton Landowners Constructed DCs	16,480	13,229
Regional Seaton-Specific DCs	38,179	32,766
Regional Attributions DCs	84,632	86,657
Subtotal - Water Supply	139,291	132,652
Total Development Charges	\$ 406,492	\$ 363,949

Attachment #5: Seaton Front Ending Agreement for Early Payment of Attribution Development Charges – Effective July 1, 2023 and July 1, 2024

**REGION OF DURHAM
SEATON FRONT ENDING AGREEMENT**

Early Payment of Attribution DC		
Development Category	Effective July 1, 2023 \$	Effective July 1, 2024 \$
Non-Institutional (\$ per sq. ft.)	2.86	1.65
Institutional (\$ per sq. ft.)	0.60	0.37
Prestige Employment Lands (\$ per net ha.)	253,003	264,641



Interoffice Memorandum

Date: May 17, 2024
To: Health & Social Services Committee
From: Dr. Robert Kyle
Subject: Health Information Update – May 12, 2024

Health
Department

Please find attached the latest links to health information from the Health Department and other key sources that you may find of interest. Links may need to be copied and pasted directly in your web browser to open, including the link below.

You may also wish to browse the online Health Department Reference Manual available at [Board of Health Manual](#), which is continually updated.

Boards of health are required to “superintend, provide or ensure the provision of the health programs and services required by the [Health Protection and Promotion] Act and the regulations to the persons who reside in the health unit served by the board” (section 4, clause a, HPPA). In addition, medical officers of health are required to “[report] directly to the board of health on issues relating to public health concerns and to public health programs and services under this or any other Act” (sub-section 67.(1), HPPA).

Accordingly, the Health Information Update is a component of the Health Department’s ‘Accountability Framework’, which also may include program and other reports, Health Plans, Quality Enhancement Plans, Durham Health Check-Ups, business plans and budgets; provincial performance indicators and targets, monitoring, compliance audits and assessments; RDPS certification; and accreditation by Accreditation Canada.

Respectfully submitted,

Original signed by

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

*“Service Excellence
for our Communities*

UPDATES FOR HEALTH & SOCIAL SERVICES COMMITTEE
May 12, 2024

Health Department Media Releases/Publications

tinyurl.com/3hnmyx9s

- Potassium Iodide (KI) Tablets in Durham (May 1)

tinyurl.com/2avbwexy

- Pet owners reminded rabies immunization is mandatory for household pets (May 1)

<https://tinyurl.com/yehfk3py>

- Fridge Check: Have you Changed your Batteries? (May 1)

tinyurl.com/58adhytn

- KI tablets available for all area residents and businesses located near nuclear generating stations (May 6)

tinyurl.com/3zkycddk

- Being prepared to respond is the key message for Emergency Preparedness Week (May 6)

tinyurl.com/4h5d49u7

- Health Department looking for members for the Durham Youth Health Group (May 9)

GOVERNMENT OF CANADA

Canadian Food Inspection Agency

tinyurl.com/yzu9cdmw

- The Government of Canada provides an update on Highly Pathogenic Avian Influenza (May 3)

Department of Finance Canada

tinyurl.com/4utjr4s9

- Government of Canada announces legislation to ensure fairness for every generation (Apr 30)

Employment and Social Development Canada

tinyurl.com/25xrxw4s

- Supporting Mothers with \$10-a-day child care (May 12)

Environment and Climate Change Canada

tinyurl.com/44nsp3xc

- Government of Canada welcomes reports from the Commissioner of the Environment and Sustainable Development (Apr 30)

tinyurl.com/4msje5cr

- Canada helps chart roadmap toward an ambitious global deal to end plastic pollution (Apr 30)

tinyurl.com/yb6tfm2d

- Minister Guilbeault concludes G7 Ministers' Meeting with strong outcomes on clean energy, clean air, and a nature-positive future (May 1)

tinyurl.com/35hff3ha

- Canada's 2024 National Inventory Report shows Canada is successfully reducing emissions (May 2)

Health Canada

tinyurl.com/473yvmr8

- Message from the Minister of Health and Minister of Mental Health and Addictions and Associate Minister of Health – Mental Health Week (May 6)

tinyurl.com/k4cz97d7

- A Message from the Minister of Health and Minister of Mental Health and Addictions and Associate Minister of Health on National Nursing Week (May 6)

tinyurl.com/bdfyu2ta

- Message from the Minister of Health and Minister of Mental Health and Addictions and Associate Minister of Health on National Hospice Palliative Care Week (May 6)

tinyurl.com/yfhj7vew

- Statement from the Minister of Mental Health and Addictions and Associate Minister of Health (May 7)

tinyurl.com/bdfzpw49

- Removing barriers for sperm and ova donors (May 9)

Public Health Agency of Canada

tinyurl.com/2s97bdhh

- Message from the Minister of Mental Health and Addictions and Associate Minister of Health – Maternal Mental Health Day (May 1)

tinyurl.com/2mxxa8pv

- Enhancing equity, diversity and inclusion to better serve those using Canada's crisis and distress lines (May 9)

tinyurl.com/3hbj2ckp

- Message on Sexual Violence Prevention Month (May 10)

Public Safety and Emergency Preparedness Canada

tinyurl.com/2s5urxwk

- Minister Sajjan marks Emergency Preparedness Week 2024 (May 5)

tinyurl.com/4w2xsxyh

- Minister Sajjan reminds Canadians of upcoming test of the National Public Alerting System (May 6)

tinyurl.com/4kkk84k9

- Government of Canada: Updated 2024 wildfire season projections and preparedness measures (May 9)

GOVERNMENT OF ONTARIO

Ministry of Health

tinyurl.com/56namysb

- Protect Yourself from Tick Bites This Summer (May 2)

tinyurl.com/zuwbwsta

- Ontario Connecting People to More Care from Midwives (May 3)

tinyurl.com/yw7pdj43

- Ontario Celebrates Nurses During National Nursing Week (May 6)

tinyurl.com/bdd4r46r

- Ontario Connecting Seniors to Specialized Care and Support (May 10)

Treasury Board Secretariat

tinyurl.com/2xpv6cw9

- Ontario Prepares for Extreme Heat Emergencies to Keep People Safe (May 6)

OTHER ORGANIZATIONS

Asthma Canada

tinyurl.com/2df37229

- World Asthma Day: 2 million Canadians Living with Uncontrolled Asthma Urged to Take Control of their Condition (May 7)

Canadian Cancer Society

tinyurl.com/ybwrxcc4

- Poison in every puff: World's first health warnings directly on individual cigarettes hit stores across Canada (Apr 29)

tinyurl.com/3weyepkm

- Time for change: Breast screening programs must start at age 40 (May 9)

Children's Healthcare Canada

tinyurl.com/597abzn4

- Children's Healthcare Canada Calls on Federal Government to Declare Children's Health and Well-Being a National Priority (May 6)

ICES

tinyurl.com/yrsmdztn

- ICES secures renewed five-year funding commitment from the Ontario Ministry of Health (May 1)

Mental Health Commission of Canada

tinyurl.com/2px7zka9

- #ChatSafe – New guidelines released for young people and parents/caregivers for online communications pertaining to self-harm and suicide (May 7)

Office of the Auditor General of Canada

tinyurl.com/2swkevzw

- Unclear whether federal plastic waste-reduction activities will eliminate all plastic waste by 2030 (Apr 30)

tinyurl.com/55u7snu4

- Funding offered under Net Zero Accelerator initiative failing to attract large emitters (Apr 30)

ParticipACTION

tinyurl.com/yruxvftv

- ParticipACTION releases the 2024 Report Card on Physical Activity for Children and Youth (May 7)

Tri-agency Institutional Programs Secretariat

tinyurl.com/2s3evpzz

- Government of Canada funds new projects to further grow the domestic biomanufacturing and life sciences sector (May 6)

World Health Organization

tinyurl.com/232byf5u

- WHO Results Report 2023 shows notable health achievements and calls for concerted drive towards Sustainable Development Goals (May 7)

tinyurl.com/ydpup2wf

- Governments agree to continue their steady progress on proposed pandemic agreement ahead of World Health Assembly (May 10)

May 9, 2024

File: 12-03-3612

Hon. Paul Calandra, Minister of Municipal Affairs and Housing
Ministry of Municipal Affairs and HousingSent via email to: PlanningConsultation@ontario.ca
MFPB@ontario.ca
growthplanning@ontario.ca
scott.sterling@ontario.ca**Re: City Comments on Bill 185, the Proposed "Cutting Red Tape to Build More Homes Act, 2024" and the Proposed Provincial Planning Statement**

Please be advised that the Economic and Development Services Committee at a meeting held on May 6, 2024 dealt with the above-noted matter and adopted the following recommendation:

That the Economic and Development Services Committee recommend to City Council:

- “1. That Report ED-24-54 dated May 1, 2024, including Attachments 5 and 6, be endorsed as the City’s comments on the Province’s proposed amendments to certain Acts under Bill 185, “Cutting Red Tape to Build More Homes Act, 2024” as well as the proposed Provincial Planning Statement and Ontario Regulation 73/23: Municipal Planning Data Reporting.
2. That Economic and Development Services staff be authorized to submit the comments contained in Report ED-24-54 dated May 1, 2024 related to Bill 185, “Cutting Red Tape to Build More Homes Act, 2024”, the proposed Provincial Planning Statement and the proposed amendments to Ontario Regulation 73/23: Municipal Planning Data Reporting in response to the associated proposals posted on the Environmental Registry of Ontario website.
3. That staff be authorized to forward a copy of Report ED-24-54 dated May 1, 2024 and the related Council resolution to the Region of Durham, Durham area municipalities, and Durham area M.P.P.s.”

Please find enclosed a copy of Report ED-24-54 for your consideration in response to Bill 185, the Proposed "Cutting Red Tape to Build More Homes Act, 2024" and the Proposed Provincial Planning Statement.

Please be advised that Report ED-24-54 is being sent in advance of City Council’s endorsement in order to meet the commenting deadline. In the event that Report ED-24-54 is not supported by City Council, staff will ask the Province to consider the comments as withdrawn.

If you require further information or clarification, please contact Laura Brown at the address shown or by telephone at (905) 436-3311, extension 2125 or by email to labrown@oshawa.ca.



Meaghan Harrington, MCIP, RPP, Manager
Policy

LB/k

Attachment

- c. Region of Durham
Durham area municipalities
Durham area M.P.P.s

To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Report Number: ED-24-54

Date of Report: May 1, 2024

Date of Meeting: May 6, 2024

Subject: City Comments on Bill 185, the Proposed "Cutting Red Tape to Build More Homes Act, 2024" and the Proposed Provincial Planning Statement

Ward: All Wards

File: 12-03-3612

1.0 Purpose

The purpose of this Report is to obtain Council approval of City comments on:

- Bill 185, the Province's proposed "Cutting Red Tape to Build More Homes Act, 2024", being an Act to amend various statutes to "reduce red tape and remove costly burdens in order to make government work better for the families, business owners, municipalities and workers that are building Ontario" ("Bill 185");
- the Province's proposed new Provincial Planning Statement (the "P.P.S."); and,
- the Province's proposed amendments to Ontario Regulation 73/23: Municipal Planning Data Reporting ("Ontario Regulation 73/23").

Bill 185 consists of the proposed amendments to the following Acts:

- An Act to incorporate the Trinity College School
- The Arts Council Act
- The Building Opportunities in the Skilled Trades Act, 2021
- The City of Toronto Act, 2006
- The Coroners Act
- The Development Charges Act, 1997
- The Hazel McCallion Act (Peel Dissolution), 2023
- The Line Fences Act
- The Municipal Act, 2001
- The Niagara Parks Act
- The Ontario Energy Board Act, 1998

- The Planning Act
- The Poet Laureate of Ontario Act (In Memory of Gord Downie), 2019
- The Redeemer Reformed Christian College Act, 1998
- The Université de Hearst Act, 2021

For the purposes of this Report to the Economic and Development Services Committee and Council, staff are only providing comments on the Province's proposed amendments under Bill 185 to:

- The Development Charge Act, 1997;
- The Municipal Act, 2001; and,
- The Planning Act.

Additional information on Bill 185 and the proposed amendments to the various Acts can be found at the following link: <https://www.ola.org/en/legislative-business/bills/parliament-43/session-1/bill-185>.

The proposed amendments to the various Acts were posted on the Province's Environmental Registry of Ontario ("E.R.O.") website on April 10, 2024 with comments due by May 10, 2024.

The proposed P.P.S. was posted on the E.R.O. website on April 10, 2024 and later updated on April 12, 2024, with comments due by May 12, 2024.

In addition, the Province is seeking comments on proposed amendments to Ontario Regulation 73/23. These proposed amendments were posted on the E.R.O. website on April 10, 2024 with comments due by May 10, 2024.

Staff are seeking Council authority to send City comments on the associated E.R.O. postings in advance of Council's endorsement of the comments in order to meet the May 10, 2024 and May 12, 2024 commenting deadlines.

Attachment 1 is a copy of Bill 185, which was introduced into the Ontario Legislature with first reading on April 10, 2024. Owing to the size of the document, it is not attached to this Report but a copy of the proposed Bill 185 can be viewed at the following link: <https://www.ola.org/en/legislative-business/bills/parliament-43/session-1/bill-185>.

Attachment 2 is a copy of the proposed P.P.S., which was released on April 10, 2024, and later updated on the E.R.O. website on April 12, 2024. Owing to the size of the document, it is not attached to this Report but a copy of the proposed P.P.S. can be viewed at the following link: <https://ero.ontario.ca/notice/019-8462>.

Attachment 3 outlines the various P.P.S. policies as they were originally proposed by the Province when the initial draft version of the P.P.S. was released on April 6, 2023, in the form of the Proposed Planning Statement, 2023.

Attachment 4 is a list of E.R.O. postings under Bill 185, the proposed P.P.S. and Ontario Regulation 73/23 for which staff have prepared comments for Council's approval through this Report.

Attachment 5 presents staff comments on Bill 185 and the proposed amendments to Ontario Regulation 73/23.

Attachment 6 presents staff comments on the proposed P.P.S.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That Report ED-24-54 dated May 1, 2024, including Attachments 5 and 6, be endorsed as the City's comments on the Province's proposed amendments to certain Acts under Bill 185, "Cutting Red Tape to Build More Homes Act, 2024" as well as the proposed Provincial Planning Statement and Ontario Regulation 73/23: Municipal Planning Data Reporting.
2. That Economic and Development Services staff be authorized to submit the comments contained in Report ED-24-54 dated May 1, 2024 related to Bill 185, "Cutting Red Tape to Build More Homes Act, 2024", the proposed Provincial Planning Statement and the proposed amendments to Ontario Regulation 73/23: Municipal Planning Data Reporting in response to the associated proposals posted on the Environmental Registry of Ontario website.
3. That staff be authorized to forward a copy of Report ED-24-54 dated May 1, 2024 and the related Council resolution to the Region of Durham, Durham area municipalities, and Durham area M.P.P.s.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Corporate and Finance Services
- City Solicitor

5.0 Analysis

5.1 Overview of Bill 185, Cutting Red Tape to Build More Homes Act, 2024

On April 10, 2024, the Ministry of Red Tape Reduction released a bulletin on the E.R.O. website entitled "Bill 185, the Proposed Cutting Red Tape to Build More Homes Act, 2024." The bulletin can be viewed at the following link: <https://ero.ontario.ca/notice/019-8492>.

On April 10, 2024, the Ministry of Municipal Affairs and Housing also released a bulletin on the E.R.O. website entitled "Bill 185, the Proposed Cutting Red Tape to Build More Homes

Act, 2024 – Housing Initiatives”. This bulletin provides measures related to housing. The bulletin can be viewed at the following link: <https://ero.ontario.ca/notice/019-8365>.

Bill 185, as it relates to housing initiatives, is proposing a suite of legislative, regulatory and policy initiatives. This includes initiatives to:

- build homes cheaper and faster;
- prioritize infrastructure for housing projects that are ready to go;
- improve consultation processes and provide greater certainty once a decision is made; and,
- build more types of homes for more people.

5.2 Proposed Amendments Resulting from Bill 185, Cutting Red Tape to Build More Homes Act, 2024

The following subsections outline the proposed changes to the Planning Act, Development Charge Act, 1997 and Municipal Act, 2001 resulting from Bill 185, as well as the proposed amendments to Ontario Regulation 73/23.

5.2.1 Proposed Amendments to the Planning Act

The proposed amendments to the Planning Act under Schedule 12 of Bill 185, if passed, would, among other matters, address the following:

- Removal of Planning Responsibilities from Upper Tier Municipalities:
 - The upper tier Regional municipalities of Halton, Peel and York will no longer have planning responsibilities as of July 1, 2024.
 - The dates for the Regional municipalities of Simcoe, Durham, Niagara and Waterloo to no longer have planning responsibilities have not yet been set, and will be released at a later date.
- Elimination of Minimum Parking Requirements in Major Transit Station Areas and Areas Surrounding Higher Order Transit Stations and Stops:
 - The Planning Act would be amended to prohibit minimum parking requirements in protected major transit station areas, and areas delineated in an official plan surrounding existing and planned higher order transit stations and stops, within which areas the official plan policies identify the minimum number of residents and jobs planned to be accommodated, in accordance with a provincial plan or policy statement.
- Limitations on Third Party Appeals to the Ontario Land Tribunal:
 - Third party appeals of official plans, official plan amendments, zoning by-laws and zoning by-law amendments will be limited to key participants, including applicants,

the minister, public bodies and specified persons (e.g. utility companies). Third party appeals filed prior to Bill 185 coming into force by anyone not considered a key participant, and where the hearing has not started, will be dismissed.

- Voluntary Pre-consultation:
 - Pre-application consultations with municipalities will be voluntary and not mandatory.
 - Applicants can bring a motion to the Ontario Land Tribunal (“Tribunal”) at any time during pre-consultation for a determination as to whether the requirements for a complete application are reasonable, or have been met.
- Settlement Area Boundary Expansions:
 - An applicant will be able to appeal a municipality’s decision on a privately requested official plan or zoning by-law amendment that would change the boundary of an ‘area of settlement’, outside of the Greenbelt Area.
- Revocation of Fee Refund Provisions:
 - The fee refund provisions put in place by Bill 109, More Homes for Everyone Act, 2022 are proposed to be revoked.
- Minister Zoning Orders/Community Infrastructure Housing Accelerators:
 - The Province is proposing to put in place a new framework for requesting a Minister’s Zoning Order including criteria that will consider whether a ministerial zoning order delivers on provincial priorities and whether it is supported by a municipal council or a mayor with strong mayor powers. The requirements also include demonstrating why the normal municipal process cannot be used, as well as information on Indigenous engagement and public consultation.
 - The community infrastructure housing accelerator process introduced under Bill 23, More Homes Built Faster Act, 2022 is proposed to be repealed.
- Reducing Barriers to Building Additional Residential Units:
 - The Province is proposing an enhanced regulation-making authority to help create additional residential units such as “garden, laneway or basement suites”, by eliminating barriers including maximum lot coverage and limits on bedrooms allowed per lot.
- “Use it or lose it” Provisions:
 - Developments with approved site plans which do not pull permits within a specified period of time can have their approvals withdrawn.
 - Draft plans of subdivision will have mandatory lapsing provisions with the time frames to be set by regulation.

- Draft plans of subdivision that were approved before March 27, 1995 will lapse if not registered within three years of Bill 185 passing.
- Exempt Universities from the Planning Act:
 - Publicly-assisted universities will be exempt from the Planning Act and planning provisions for university-led student housing projects on- and off-campus.
- Fast-Tracking Priority Government Projects:
 - The Province is exploring options to get shovels in the ground faster for priority government projects by consulting on a new expedited approval process for community service facilities (e.g. schools, long-term care homes and hospitals). The Province is proposing to amend the Planning Act to provide the regulation-making authority to exempt community service facilities from any or all provisions of the Planning Act, and prescribe any requirements that a community service facility must meet.
- Public Notices:
 - Changes are proposed to the regulations that govern how notices are given by a municipality to reflect current practices of most municipalities. This includes changes to enable municipalities to give notice of a proposed new/amending by-law or passage of a by-law on a municipal website, if local papers are not available.

Attachment 5 provides staff comments on the proposed amendments to the Planning Act under Bill 185.

5.2.2 Proposed Amendments to the Development Charges Act, 1997

The proposed amendments to the Development Charges Act, 1997 under Schedule 6 of Bill 185, if passed, would, among other matters, address the following:

- Development Charges:
 - The five-year phase in of increased development charge rates introduced under Bill 23, More Homes Built Faster Act, 2022 is proposed to be repealed. This would apply to development charge by-laws passed on and after January 1, 2022.
 - The cost of development charge background studies can again be included as a capital cost when calculating the charge.
 - The process for extending development charge by-laws is being streamlined.
 - The current two year time limit on development charges being frozen is proposed to be reduced to 18 months after approval of the relevant application, to give homebuilders an incentive to obtain a building permit earlier and get shovels in the ground faster.

- Public Notices:
 - The public notice amendments proposed under the Planning Act would also apply to the Development Charges Act, 1997.

Attachment 5 provides staff comments on the proposed amendments to the Development Charges Act, 1997 under Bill 185.

5.2.3 Proposed Amendments to the Municipal Act, 2001

The proposed amendments to the Municipal Act, 2001 under Schedule 9 of Bill 185, if passed, would, among other matters, address the following:

- Water Supply and Sewage Capacity:
 - Municipalities will be given the authority to enact by-laws under the Municipal Act to track water supply and sewage capacity, and to set criteria for when an approved development can have their allocation withdrawn.

Attachment 5 provides staff comments on the proposed amendments to the Municipal Act, 2001 under Bill 185.

5.2.4 Proposed Amendments to Ontario Regulation 73/23

The proposed amendments to Ontario Regulation 73/23, if passed, would, among other matters, address the following:

- Expand the List of Municipalities Required to Report on Planning Matters:
 - Schedule 1 of Ontario Regulation 73/23 would be amended to include twenty-one additional municipalities who would be required to report information on planning matters to the Ministry of Municipal Affairs and Housing (“M.M.A.H.”). Staff note that the City of Oshawa is already listed as a municipality required to report information on planning matters to M.M.A.H.
- Datapoints and Frequency of Reporting:
 - Schedules 2 and 3 of Ontario Regulation 73/23 would be amended with a goal to improve the quality of information being collected by enabling municipalities to report on the status of various planning applications more accurately.

Attachment 5 provides staff comments on the proposed amendments to Ontario Regulation 73/23.

5.3 Overview of Proposed Provincial Planning Statement

In 2022, the Provincial government undertook a review on approaches for leveraging the housing supportive policies of both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”) through a streamlined province-wide framework.

As directed by Council on November 21, 2022, pursuant to its consideration of Report CNCL-22-78 dated November 16, 2022, staff submitted comments to the Province on the Province's proposed review of the Provincial Policy Statement, 2020 and the Growth Plan.

On April 6, 2023, the Provincial government released a new proposed Provincial Planning Statement, 2023 which combined the elements of the Growth Plan and the existing Provincial Policy Statement, 2020 into a single new land use policy document.

As directed by Council on May 29, 2023, the City submitted comments to the Province on the proposed Provincial Planning Statement, 2023 pursuant to Report ED-23-112 dated May 3, 2023.

The Province has now introduced an updated P.P.S. in response to feedback received through the 2023 consultation.

5.3.1 Proposed Changes to the Proposed Provincial Planning Statement

The purpose of the proposed P.P.S. is to combine the elements of the Growth Plan and the Provincial Policy Statement, 2020 into a new land use policy document.

Through the proposed P.P.S., the Provincial government is proposing policies grouped under five pillars. The following five pillars mirror the five pillars that were first introduced in the proposed Provincial Planning Statement, 2023:

- Generate increased housing supply
- Make land available for development
- Provide infrastructure to support development
- Balance housing with resources
- Implementation

In the event the proposed P.P.S. is adopted, the Provincial government would consequentially revoke the existing Provincial Policy Statement, 2020 and the Growth Plan as well as amend regulations under the Places to Grow Act, 2005. In addition, the Provincial government is proposing an administrative amendment to the Greenbelt Plan in order that the policies in the Greenbelt Plan are maintained should the existing Provincial Policy Statement, 2020 and the Growth Plan be revoked.

The following subsections provide additional information pertaining to the five pillars and identify those proposed policies that have been updated, those that have remained unchanged and those that are new with respect to the initial draft version of the Provincial Planning Statement, 2023 that was released for consultation on April 6, 2023. For comparison purposes, Attachment 3 outlines the various policies under the five pillars as they were originally proposed by the Province in the initial draft of the Provincial Planning Statement, 2023.

Staff note that the various bullets identifying the purpose and effect of the proposed policies under the various pillars of the P.P.S. replicate the exact language used by the Province in the current E.R.O. posting (i.e., Notice 019-8462).

5.3.2 Pillar 1: Generate Increased Housing Supply

The first pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. is to generate an increased housing supply. The proposed policies would:

- Require municipalities to provide a range and mix of housing options with an expanded definition to include multi-unit types (laneway, garden suites, low and mid-rise apartments) and typologies (affordable, multi-generational, seniors, student housing) **[Updated]**.
- Require municipalities to support general intensification (e.g., through the redevelopment of plazas and shopping malls for mixed-use residential development) **[Updated]**, and encourage municipalities to establish and implement minimum targets for intensification in built-up areas **[New]**.
- Identify large and fast-growing municipalities and encourage them to plan for 50 people and jobs per hectare in designated growth areas **[Updated]**.
- Encourage municipalities to establish phasing strategies to align growth with infrastructure needs in designated growth areas **[New]**.
- Direct municipalities to meet minimum density targets for all major transit station areas with encouragement to promote supportive land uses and built forms, including affordable, accessible, and equitable housing **[Updated]**.
- Require municipalities to plan for intensification on lands that are adjacent to existing and planned frequent transit corridors **[New]**.
- Encourage all municipalities to focus growth and development in strategic growth areas to achieve higher density outcomes **[Updated]**.
 - Remove the requirement for large and fast-growing municipalities to identify and set out density targets **[Updated]**.
 - Remove direction for planning for urban growth centres, with simplified direction to plan for downtowns as strategic growth areas **[Updated]**.
 - Require municipalities to collaborate with housing service managers to ensure land use policies and housing policies are aligned, including addressing homelessness and facilitating development of a full range of housing options and affordability levels to meet local needs **[Unchanged]**.
- Require municipalities to establish local targets for affordable housing **[Updated]** based on reinstated definitions for affordable housing and low and moderate income households **[Updated]**.
- Require municipalities to collaborate with publicly-supported post-secondary institutions on early and integrated planning for student housing, and encourage collaboration on the development of student housing strategies **[New]**.

The proposed actions are also being taken to protect farmland:

- Not carry forward proposed policies permitting lot creation in prime agricultural areas **[Updated]**.
- Require municipalities to direct development to rural settlement areas, and provide more flexibility for municipalities to service residential development in rural settlement areas **[Updated]**.
- Permit more housing on farms to support farmers, farm families and farm workers without creating new lots, through enhanced policy and criteria supporting additional residential units **[Updated]**.

5.3.3 Pillar 2: Make Land Available for Development

The second pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. is to make land available for development. The proposed policies would:

- Require municipalities to base growth forecasts on Ministry of Finance population projections **[New]**, with transition for municipalities in the Greater Golden Horseshoe to continue to use forecasts issued by the province through Schedule 3 of A Place to Grow until more current forecasts are available to 2051, as informed by guidance provided by the province **[Updated]**.
 - Guidance for projecting population and related land requirements may be updated after finalization of the proposed Provincial Planning Statement to reflect final policy direction and considering feedback received **[Unchanged]**.
- Require municipalities to plan for a minimum 20-year horizon but not more than 30 years **[Updated]**, maintain a 15-year residential land supply and maintain land with servicing capacity for a 3-year supply of residential units.
- Provide a simplified and flexible approach for municipalities to undertake settlement area boundary changes at any time, with requirements for municipalities to consider additional criteria related to the need for the expansion to accommodate growth, infrastructure capacity, phasing of growth, achievement of housing objectives, consideration of alternative locations to prime agricultural areas, and impacts on agricultural systems **[Updated]**.
- Permit municipalities to identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities needed to support development are planned or available **[New]**.
- Require municipalities to plan for and protect employment areas based on a definition of employment areas that would align with the Planning Act definition of “area of employment” amended through Bill 97 but not yet proclaimed **[Unchanged]**.

- Require municipalities to address transition and land use compatibility between employment areas and sensitive land uses **[Updated]**.
- Discontinue provincially significant employment zones issued under A Place to Grow and require municipalities to use the policies in the proposed Provincial Planning Statement to provide protection for employment areas **[Unchanged]**.
- Require municipalities to protect airports from land uses that may cause a potential aviation safety hazard **[Updated]**.
- Encourage municipalities to preserve employment areas close to goods movement corridors, coordinating across administrative boundaries **[Unchanged]**.
- Allow municipalities to consider employment area conversions at any time to support the forms of development and job creation that suit the local context, under the condition that sufficient employment land is available to accommodate employment growth **[Updated]**.

5.3.4 Pillar 3: Provide Infrastructure to Support Development

The third pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. is to provide infrastructure to support development. The proposed policies would:

- Require municipalities to plan for water and wastewater infrastructure, and waste management systems, and require large and fast-growing municipalities, and encourage others, to undertake watershed planning **[Updated]**.
- Require all municipalities and to consider allocation or potentially reallocation of unused servicing capacity to accommodate projected needs for housing **[Updated]**.
- Require municipalities to protect corridors for major infrastructure, such as highways, transit and transmission systems and encourage municipalities to provide opportunities for the development of energy supply and storage to accommodate current and projected needs **[Updated]**.
- Require municipalities to integrate land use planning and transportation planning and encourage freight-supportive and transit-supportive development to move goods and people **[Unchanged]**.
- Require municipalities and school boards to integrate planning for schools with planning for growth, and promote opportunities to locate schools near parks and open space **[Updated]**.

5.3.5 Pillar 4: Balance Housing with Resources

The fourth pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. is to balance housing with resources. The proposed policies would:

- Require municipalities to use an agricultural systems approach **[Updated]** and to designate specialty crop areas and prime agricultural areas.
- Require municipalities to maintain minimum separation distances between livestock operations and houses **[Unchanged]**.
- Require municipalities in central and southern Ontario to identify natural heritage systems and require municipalities across the province to protect provincially-significant natural heritage features and areas **[Unchanged]**.
- Require municipalities to protect water resources and features and require large and fast-growing municipalities **[Updated]** and encourage others, to undertake watershed planning in collaboration with conservation authorities **[Updated]**.
- Require municipalities to conserve cultural and archaeological resources, and promote proactive strategies for conserving built heritage resources **[Unchanged]**.
- Require municipalities to direct development outside of hazardous lands and sites in collaboration with conservation authorities **[Updated]**.
- Require municipalities to prepare for the impacts of a changing climate through land use planning, develop approaches to reduce greenhouse gas emissions, improve air quality **[Unchanged]**.
- Require municipalities to facilitate access to aggregate resources close to market and to protect minerals, petroleum and mineral aggregate resources **[Unchanged]**.

5.3.6 Pillar 5: Implementation

The fifth pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. is implementation. The proposed policies would:

- Align with recent legislative amendments **[Unchanged]**.
- Require municipalities to undertake early engagement with Indigenous communities and coordinate with them on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights **[Unchanged]**.
- Affirm that efficient land-use patterns contribute to increased equitable access to housing in strategic growth areas **[Updated]**, employment, and transportation, and encourage municipalities to apply an equity lens on planning matters and engage stakeholders early in the process.

- Encourage coordination, particularly on intermunicipal topics **[Updated]**.

Attachment 6 provides staff comments on the proposed P.P.S.

5.4 Next Steps

Staff are seeking Council's endorsement of the staff comments contained in Attachments 5 and 6 of this Report as City comments regarding the various E.R.O. postings concerning proposed changes to the various Acts and regulations through Bill 185, the proposed P.P.S., and Ontario Regulation 73/23.

As mentioned in Section 1.0 of this Report, staff are seeking Council authority to send City comments on the associated E.R.O. postings in advance of Council's endorsement of the comments in order to meet the May 10, 2024 and May 12, 2024 commenting deadlines.

In the event that the comments are not supported by City Council, staff will ask the Province to consider the comments as withdrawn.


In the event the proposed P.P.S. and Bill 185 receive royal assent, Economic and Development Services staff would report back to the Economic and Development Services Committee and Council with any necessary amendments to City By-laws to implement the changes, including potential amendments to the City's Zoning By-law and Development Charges By-law.

6.0 Financial Implications

There are no financial implications associated with the recommendations in this Report.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendations advance the Accountable Leadership goal of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Proposed Policies Under the Five Pillars of the Initial Draft of the Provincial Planning Statement, 2023 (Released April 6, 2023)

Pillar 1: Generate an Appropriate Housing Supply

The first pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. is to generate an appropriate housing supply. The proposed policies would:

- Identify large/fast-growing municipalities, with specific directions to plan strategically for growth:
 - Establish and meet minimum density targets for: major transit station areas, other strategic growth area (e.g., nodes and corridors), urban growth centres (transitioned from the Growth Plan).
 - Encourage to plan for transit-supportive greenfield density targets.
- Require municipalities to provide a range and mix of housing options with an expanded definition to include multi-unit types (laneway, garden suites, low and mid-rise apartments) and typologies (multi-generational, student).

[Staff comment: It should be noted that the reference to laneway homes and garden suites as examples of multi-unit housing types appears erroneous.]

- Require all municipalities to implement intensification policies.
- Provide flexibility for municipalities to allow for more residential development in rural settlements and multi-lot residential development on rural lands, including more servicing flexibility (e.g., leveraging capacity in the private sector servicing).
- Require municipalities to permit more housing on farms, including residential lot creation subject to criteria, additional residential units and housing for farm workers.
- Require municipalities to align land use planning policies with housing policies, including addressing homelessness and facilitating development of a full range of housing options and affordability levels to meet local needs.

Pillar 2: Make Land Available for Development

The second pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. is to make land available for development. The proposed policies would:

- Provide flexibility for municipalities to use government or municipally established forecasts (at minimum), with a transition phase for municipalities in the Greater Golden Horseshoe.

- Require municipalities to plan for a minimum 25-year horizon, maintain a 15-year residential land supply and maintain land with servicing capacity for a 3-year supply of residential units.
- Provide a simplified and flexible approach for municipalities to undertake settlement area boundary expansions. Municipalities would be allowed to create new Settlement Areas and would not be required to demonstrate the need for expansion.
- Require municipalities to plan for and protect industrial and manufacturing uses that are unsuitable for mixed use areas, using a more narrowly scoped definition of “area of employment” limited to these uses and preserving large, contiguous areas of land.
- Encourage municipalities to preserve employment areas close to goods movement corridors, coordinating across administrative boundaries and consider opportunities to densify.

[Staff comment: It is uncertain as to whether the three directives contained herein relate collectively to just employment areas, or whether they are three separate directives that do not necessarily relate to one another.]

- Provide municipalities with greater control over employment area conversions to support the forms of development and job creation that suit the local context.

Pillar 3: Provide Infrastructure to Support Development

The third pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. is to provide infrastructure to support development. The proposed policies would:

- Require municipalities to plan for stormwater management, water and wastewater infrastructure, and waste management systems to accommodate growth.
- Require municipalities to protect corridors for major infrastructure, such as highways, transit, transmission systems and encourage municipalities to provide opportunities for the development of energy supply to accommodate current and projected needs.

[Staff comment: with respect to providing opportunities for the development of “energy supply”, it is unclear if this is intended to relate to energy supply facilities and infrastructure.]

- Require the integration of land use planning and transportation with encouragement for freight-supportive and transit-supportive development to move goods and people.
- Require municipalities and school boards to integrate planning for schools and growth.

Pillar 4: Balance Housing with Resources

The fourth pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. is to balance housing with resources. The proposed policies would:

- Require municipalities to designate specialty crop areas and prime agricultural areas, eliminating the requirement to use the provincially-mapped Agricultural System.
- Require municipalities to protect specialty crop areas and maintain minimum separation distances between livestock operations and houses, and promote an agricultural systems approach to support the agri-food network.
- Require municipalities to facilitate access to aggregate resources close to market and to protect minerals, petroleum and mineral aggregate resources.
- Require municipalities to protect water resources and features and encourage watershed planning.
- Update the cultural heritage policies to align with Ontario Heritage Act amendments through Bill 108 and Bill 23, with a focus on conserving protected heritage properties.
- Require municipalities to prepare for the impacts of a changing climate and develop approaches to reduce greenhouse gas emissions and improve air quality.
- Require municipalities to direct development outside of hazardous lands and sites.

Pillar 5: Implementation

The fifth pillar with respect to which the Provincial government is proposing policies under the proposed P.P.S. relates to implementation. The proposed policies would:

- Align with recent legislative amendments.
- Require municipalities to undertake early engagement with Indigenous communities and coordinate with them on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.
- Affirm that efficient land-use patterns contribute to increased equitable access to housing, employment, parks and transportation, and encourage municipalities to apply an equity lens on planning matters and engage stakeholders early in the process.
- Encourage coordination, particularly on inter-municipal topics.

Relevant E.R.O. Posting Details under Bill 185, the Proposed P.P.S. and Ontario Regulation 73/23

Legislation/Policy Review	E.R.O. Number	Link	Commenting Deadline
Changes to the Development Charges Act, 1997 to Enhance Municipalities' Ability to Invest in Housing-Enabling Infrastructure	019-8371	https://ero.ontario.ca/notice/019-8371	May 10, 2024
Proposed Changes to Regulations under the Planning Act and Development Charges Act, 1997 Relating to the Bill 185: Newspaper Notice Requirements and Consequential Housekeeping Changes	019-8370	https://ero.ontario.ca/notice/019-8370	May 10, 2024
Proposed Planning Act, City of Toronto Act, 2006, and Municipal Act, 2001 Changes (Schedules 4, 9 and 12 of Bill 185)	019-8369	https://ero.ontario.ca/notice/019-8369	May 10, 2024
Proposed Regulatory Changes under the Planning Act Relating to the Bill 185: Removing Barriers for Additional Residential Units	019-8366	https://ero.ontario.ca/notice/019-8366	May 10, 2024
Review of Proposed Policies for a New Provincial Planning Policy Instrument	019-8462	https://ero.ontario.ca/notice/019-8462	May 12, 2024
Proposed Amendments to Ontario Regulation 73/23	019-8368	https://ero.ontario.ca/notice/019-8368	May 10, 2024

Staff Comments on Bill 185 – Removing Barriers for Additional Residential Units (E.R.O. Posting Number 019-8366)

	Question (as posed in E.R.O. Posting Number 019-8366)	Staff Comments
1.	Are there specific zoning by-law barriers, standards or requirements that frustrate the development of additional residential units (e.g., maximum building height, minimum lot size, side and rear lot setbacks, lot coverage, maximum number of bedrooms permitted per lot, and angular plane requirements, etc.)?	<ul style="list-style-type: none"> ▪ Staff note that the City of Oshawa continues to see an increase in building permits issued for accessory apartments annually. In 2023, the number of building permits issued for accessory apartments was 360 which represents the highest number of accessory apartments issued in one year. This number surpasses the previous record of 229 accessory apartments units set in 2022. ▪ Staff have no additional comments as it relates to zoning by-law barriers that frustrate the development of additional rental units. However, given the importance of maintaining an appropriate minimum amount of landscaped open space to support healthy tree growth (essential to mitigating the urban heat island effect) and permeable surface area for water absorption, regulations to this effect should not be considered as barriers.
2.	Are there any other changes that would help support development of additional residential units?	<ul style="list-style-type: none"> ▪ Staff support the development of a wide range of housing options for residents, which is important for a healthy housing system. A full range and mix of housing, including affordable housing, is necessary to accommodate a range of incomes and household sizes. The promotion of the "missing middle" and "gentle density" forms of residential development (including duplexes, triplexes, accessory detached units and accessory apartments) should be focused on. ▪ Many of the above noted types of units can provide more housing options for seniors or persons needing semi-independence, including the potential to turn them into accessible units. Moreover, they can be provided by regular homeowners and small scale developers in potentially large numbers. Financial support to provide an incentive to this sector to provide additional units should be considered.

Staff Comments on Bill 185 – Amendments to Ontario Regulation 73/23 (E.R.O. Posting Number 019-8368)

	Description	Staff Comments
1.	<p>Expanding the List of Municipalities</p> <ul style="list-style-type: none"> - Under Bill 185, Schedule 1 of Ontario Regulation 73/23 would be amended to include twenty one additional municipalities with provincially-assigned housing targets who would be required to report information on planning matters to the Ministry on a quarterly and annual basis. 	<ul style="list-style-type: none"> ▪ Staff note that under Ontario Regulation 73/23, the City is already required to report information on planning matters to the Ministry on a quarterly and annual basis. Specifically, the City is required to report on official plan amendment applications, zoning by-law amendments, plans of condominium, plans of subdivision, site plan applications, land severances, minor variances, community infrastructure and housing accelerator orders and minister’s zoning orders.
2.	<p>Datapoints and Frequency of Reporting</p> <ul style="list-style-type: none"> - Under Bill 185, Schedules 2 and 3 of Ontario Regulation 73/23 would be amended with the goal to improve the quality of information being collected by enabling municipalities to report on the status of various planning applications more accurately. Some of the proposed amendments include a requirement to prepare a summary table, which outlines key statistics for each quarterly report. Municipalities would also be required to publish this summary to their municipal webpage and update the summary table each quarter beginning October 1, 2024. 	<ul style="list-style-type: none"> ▪ Staff note that this proposed amendment to Schedules 2 and 3 of Ontario Regulation 73/23 will require additional staff time and resources. ▪ Staff note that one of the proposed amendments is to require municipalities to provide a summary table for each planning application type with the existing quarterly reports. The summary table would be posted publically to the municipality’s webpage and would include the following components: <ul style="list-style-type: none"> A) The total number of applications reported. B) The total number of submissions. C) The total number of municipal decisions. <ul style="list-style-type: none"> - The percentage of municipal decisions that took longer than legislated timelines (where applicable). - The total number of approved housing units for applications where the municipality approved or granted the application. D) The number of housing units proposed across all planning applications submitted during the respective quarter.

	Description	Staff Comments
		<p>E) The number of applications that were for privately initiated settlement area boundary expansions.</p> <p>The information that the Province is asking the municipality to report on and post on the municipal website appears to be an indication solely of the efficacy of the municipal decision-making process. It does not appear to provide an indication of the quality of the applications being submitted or the time the municipality is relying on the developer to provide information and/or respond to comments. The information that the Province is requesting does not appear to provide a complete picture. Accordingly, it is recommended that if the City is required to provide information about the total number of applications that took longer than legislated, the City should also include information about the reason the application took that long and the amount of time the application may have been dormant due to the applicant's inaction or lack of attention to the application.</p>

Staff Comments on Bill 185 – Amendments to the Planning Act and the Municipal Act, 2001 (E.R.O. Posting Number 019-8369)

	Description	Staff Comments
1.	<p>Reduce Parking Minimums</p> <ul style="list-style-type: none"> - Under Bill 185, a zoning by-law may not require an owner or occupant of a building or structure to provide and maintain parking facilities on land that is located within: <ul style="list-style-type: none"> a) a Protected Major Transit Station Area (“P.M.T.S.A.”); b) an area delineated in the official plan of the municipality surrounding and including an existing or planned 	<ul style="list-style-type: none"> ▪ Staff note that this proposed amendment would restrict a municipal council from approving official plans or zoning by-laws requiring parking in a P.M.T.S.A., and in areas surrounding higher-order transit where minimum densities are prescribed. ▪ The Region of Durham has two proposed P.M.T.S.A.s in the City of Oshawa that are awaiting approval from the Province. These consist of the Central Oshawa P.M.T.S.A. and the Thornton’s Corners P.M.T.S.A. ▪ Staff note that this proposed amendment still allows the developer to include parking in their development based on estimated market demand, as estimated by the developer. For example, a 100 unit

	Description	Staff Comments
	<p>higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan; and,</p> <p>c) any other area prescribed.</p>	<p>condominium apartment building currently requires 145 parking spaces for residents per the City's Zoning By-law 60-94. However, if the developer estimates that only half of the purchasers will demand one parking space (and the rest content to do without), they could decide to only build 50 parking spaces instead of the currently required 145 parking spaces.</p> <ul style="list-style-type: none"> ▪ The Province has stated that the cost of constructing underground parking costs upward of \$100,000 per unit, which is typically passed on to the purchaser. By not being required to build the extra 95 parking spaces, the developer would save approximately \$9.5 million. Conversely, if a developer has to build a set minimum amount of parking, they will have an incentive to have to sell as many parking spaces as possible, including potentially discounting the price if parking spaces are not being purchased by homebuyers. This change could potentially benefit local communities by having fewer vehicles than would otherwise been the case had the developer been required to build a set minimum number of required parking. Alternatively, this change could lead to parking overflows into the surrounding neighbourhood in the event the residents of a particular development have more cars than can be accommodated by the development. This scenario presumably has a greater possibility of occurring should a development proceed in advance of the opening of a planned new transit station or higher order transit route. For this reason, staff recommend that in the absence of such facilities (which may be planned but not yet exist), an interim minimum amount of parking may be required by a municipality, to be provided in such a manner that it could appropriately be converted to accommodate residential or non-residential uses once the transit facilities are in operation. ▪ Staff note that if this proposed amendment is passed, all existing properties in a P.M.T.S.A. or near a higher order transit station/stop will no longer need to provide parking even if they are already

	Description	Staff Comments
		<p>providing parking. This may mean that some existing buildings may add residential units and non-residential floor space within the permissions of the existing zoning by-law (e.g. maximum height, maximum density, minimum setbacks, etc.). This could result in more commercial activity and new residential units in the short term in P.M.T.S.A.s and/or near higher order transit routes.</p> <ul style="list-style-type: none"> ▪ Staff also note that if this proposed amendment is passed, property owners of single detached dwellings, semi-detached dwellings and rowhouses within P.M.T.S.A.s or near higher order transit routes may add second and third units to their properties without adding additional parking spaces. This may result in single detached dwellings, semi-detached dwellings and rowhouses being entrenched, and may make property consolidation more difficult and costly, therefore stifling redevelopment opportunities. Staff recommend that this proposed amendment should not apply to single detached dwellings, semi-detached dwellings and rowhouses. ▪ As previously mentioned, this proposed amendment would allow homebuyers and developers to decide on the number of parking spaces in new residential development in P.M.T.S.A.s as well as areas surrounding higher-order transit where minimum densities are prescribed based on market demands. However, market demands do not take into account visitor parking demand, and neither a homebuyer nor a developer would be in a position to determine the number of visitor parking spaces that are needed. <p>In practice, a developer may choose to build as few as zero visitor parking spaces, since they are not able to recoup the cost directly from homebuyers. The lack of visitor parking spaces is likely to result in illegal parking on neighbouring properties or on streets. In theory, if someone purchases a unit and only purchases one parking space, they are very unlikely to move in with two vehicles without having a formal arrangement already in place to account for the second vehicle</p>

	Description	Staff Comments
		<p>(e.g. renting a space from a resident who has one parking space but no vehicles). However, short term visitors are more likely to park vehicles in places they are not supposed to if there is no on-site visitor parking. Staff recommend that this proposed amendment should continue to allow municipalities to have the option to have zoning by-laws in place to dictate minimum visitor parking rates. This does not mean that every municipality will impose a minimum visitor parking rate, but it would allow the municipality the option to impose the requirement.</p> <ul style="list-style-type: none"> ▪ Staff are seeking clarity on what is meant by “planned” in “an area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan.” Does “planned” refer to a potential station or stop in a transportation master plan or official plan, or does that station/stop need to be under construction already? A prescriptive description needs to be provided for what triggers that parking exemption to avoid further confusion.
2.	<p>Regulations for Additional Residential Units</p> <ul style="list-style-type: none"> - Under Bill 185, the Minister would have regulation-making authority to remove zoning barriers (i.e. maximum lot coverage, etc.) to building small multi-unit residential buildings. 	<ul style="list-style-type: none"> ▪ Staff note that under subsection 35.1(2) of the Planning Act, the Minister can make regulations establishing requirements and standards for second and third residential units in single detached dwellings, semi-detached dwellings and rowhouses and for residential units in a building or structure ancillary to such a house. <p>This proposed amendment would authorize regulations establishing requirements and standards with respect to any additional residential unit in a single detached dwelling, semi-detached dwelling, a rowhouse, a residential unit in a building or structure ancillary to such aforementioned dwelling units, a parcel of land where such residential units are located or a building or structure within which such</p>

	Description	Staff Comments
		<p>residential units are located. This proposed amendment, if passed, would widen the scope of the Minister's ability to regulate not only a second or third residential unit but any additional residential unit in a house, as well as the land on which such additional residential units are located and the building or structure within which such additional residential units are located.</p> <ul style="list-style-type: none"> ▪ Staff have concerns with this proposed amendment. This proposed amendment could potentially remove all zoning requirements for additional dwellings units. The development of an additional dwelling unit and the site context are important. For example, the context of the dimensions of a side yard and rear yard is important in siting an accessory building for any use. Equally important, maintaining an appropriate minimum amount of landscaped open space to support healthy tree growth (essential to mitigating the urban heat island effect) and permeable surface area for water absorption is critical to mitigate the effects of climate change, including extreme heat and stormwater management during excessive rainfall events. ▪ Staff recommend that the Province stipulate new regulations that outline where additional dwelling units should be prohibited. Specifically, additional dwelling units should be prohibited in hazard lands or lands within a certain distance of rail corridors, 400-series highways and pipelines.
3.	<p>Community Infrastructure and Housing Accelerator</p> <ul style="list-style-type: none"> - Under Bill 185, the community infrastructure and housing accelerator tool from the Planning Act would be repealed which would avoid unnecessary duplication with a revised process for ministerial zoning orders. Transition rules would be provided to 	<ul style="list-style-type: none"> ▪ Staff note that Bill 109, More Homes for Everyone Act, 2022, brought forward the community infrastructure and housing accelerator tool. The community infrastructure and housing accelerator tool enables local municipalities to request a community infrastructure and housing accelerator in order to regulate the use of land and the location, use, height, size and spacing of buildings and structures to permit certain types of development. ▪ Staff agree with this proposed amendment to repeal the community infrastructure and housing accelerator tool from the Planning Act as it

	Description	Staff Comments
	<p>permit community infrastructure and housing accelerator permits where orders have been made to date to continue functioning.</p>	<p>is made redundant by also having a ministerial zoning order process in place.</p>
4.	<p>“Use It or Lose It” Tool</p> <ul style="list-style-type: none"> - Under Bill 185, a new municipal servicing management tool would be created to authorize municipalities to adopt policies by by-law to formalize how water and sewage servicing of an approved development is managed to enable servicing capacity to be allocated/reallocated to other projects if the approved development has not proceeded after a given timeline and the servicing is needed elsewhere. 	<ul style="list-style-type: none"> ▪ Staff note that the proposed amendment is in response to a municipal concern where there are a number of developments that are currently approved but not moving forward. To address this concern, this proposed amendment looks at expanding the municipality’s authority to attach lapsing provisions to approved site plans and draft plans of subdivisions. The prescribed time period shall not “be less than” or “exceed such” a time period as “may be applicable to the development” or be less than three years. ▪ Staff note that the City already imposes expiration dates on draft plans of condominiums and site plan approvals. Draft plans of condominium expire either three or five years based on whether it is a standard versus a common element condominium. Site plan approvals currently expire after two years. Staff note that the expiry of site plan approvals would potentially need to increase from two years to three years to conform to this proposed amendment. ▪ Staff note that the City does not currently impose expiration dates on draft plans of subdivision approvals. This would need to be amended to conform to the proposed amendment.
5.	<p>Third Party Appeals</p> <ul style="list-style-type: none"> - Under Bill 185, third party appeals for official plans, official plan amendments, zoning by-laws and zoning by-law amendments would be limited to the applicant, specified persons and public bodies who made written or oral submissions. A specified person 	<ul style="list-style-type: none"> ▪ Staff note that the proposed amendment removes the appeal rights for residents and community groups for official plans, official plan amendments, zoning by-laws and zoning by-law amendments. Ultimately, members of the public would not be allowed to appeal a development that they oppose. This could lead to greater public pressure on elected officials to make decisions that do not necessarily reflect the tenets of good planning, and such decisions would more likely be appealed by an Applicant. In such instances, there is potential for municipal staff to not be in a position to support council’s

	Description	Staff Comments
	means a list of entities that includes utilities, pipeline and rail operators.	<p>decision, resulting in the need to engage external professional witnesses at extra cost to the municipality and the taxpayer.</p> <p>However, limiting appeals would reduce staff's time spent on Ontario Land Tribunal matters (e.g., reporting to Council on direction, preparing and attending appeal hearings, etc.), freeing up staff's time to work on other planning matters. On the other hand, in the short term, it would require staff time to update planning documents and templates to change the references regarding who can appeal planning decisions.</p>
6.	<p>Fee Refund Provisions</p> <ul style="list-style-type: none"> - Under Bill 185, the fee refund provisions from the Planning Act for zoning by-law amendments and site plan control applications would be removed. 	<ul style="list-style-type: none"> ▪ Staff support this amendment. The fee refund provisions, introduced by Bill 109, More Homes for Everyone Act, 2022, requires municipalities to refund the planning application fee for certain types of applications if the application (or combination of applications, such as a joint official plan amendment and zoning by-law amendment) is not approved or denied within a specified timeframe of the municipality's receipt of a complete application. <p>The fee refund provision assumes that any delays in the approval of an application under the Planning Act are as a result of delays caused by the approval authority. It does not take into consideration the fact that a large proportion of applications are delayed for reasons that are outside of the approval authority's control.</p> <p>It should be noted that to date, the City has not had to issue any refunds under the fee refund provisions. The City received one application to amend the zoning by-law for 620 and 646 Taunton Road West and the application was approved in less than ninety days of submission and therefore a refund was not required. In addition, the City has received only four applications for site plan approval and all applications received conditional site plan approval within sixty days of submission and therefore refunds were not required.</p>

	Description	Staff Comments
7.	<p>Municipal Pre-Application Process</p> <ul style="list-style-type: none"> - Under Bill 185, pre-application consultation will be voluntary at the discretion of the applicant. - Under Bill 185, an applicant will be able to challenge complete application requirements to the Ontario Land Tribunal at any time. 	<ul style="list-style-type: none"> ▪ Staff have concerns with this proposed amendment as it relates to the pre-application consultation being voluntary. Staff note that under the Planning Act, it currently states that a municipality “may, by by-law, require applicants to consult with the municipality” before submitting certain applications. It does not prescribe any limitations or parameters for what “consult with the municipality” means. This has led many municipalities to pass by-laws that prescribe how consultation must take place, particularly when the Bill 109, More Homes for Everyone Act, 2022 application fee refund provisions came into effect in 2023. Municipalities have enacted by-laws with respect to consultation in order to create clarity and understanding for all parties involved in the pre-consultation process, including applicants and outside agencies. Absent of such by-laws, instances have arisen leading to appeals to the Ontario Land Tribunal over whether an applicant had “consulted” with the municipality, and whether a formal application can be determined to be “complete” upon submission if the applicant did not “consult” with the municipality in the manner and to the extent that would otherwise be typically outlined in a municipal pre-consultation by-law. ▪ This proposed amendment would amend the wording to indicate that the municipality “shall permit applicants to consult with the municipality” before submitting an application. This makes pre-consultation voluntary at the discretion of the applicant and removes altogether the ability for a municipality to require it. However, it does not help either the municipality or the applicant to understand what is meant by consultation. It does not stipulate how much consultation the municipality can expect the applicant to undertake in advance of the submission of a formal application. This may lead to confusion between applicants and municipalities regarding how much an applicant should be expected to consult. ▪ Staff note that pre-consultation is valuable to both the applicant and the municipality to identify opportunities, challenges and issues prior to

	Description	Staff Comments
		<p>an applicant submitting an application, in many cases before even fully forming a development proposal. Prior to Bill 109, More Homes for Everyone Act, 2022, municipal decisions on development applications were at times prolonged because applicants did not properly consult with the municipality or agencies on important matters such as road widening requirements, driveway access, airport height restrictions, heritage matters, local contextual knowledge, etc. This resulted in these matters being addressed subsequent to an application being submitted, adding to processing times and additional revisions to plans and documents that might otherwise have been avoided.</p> <ul style="list-style-type: none"> ▪ Staff recommend that the Province maintain the ability for a municipality to adopt a by-law requiring applicants to consult with the municipality, and prescribe the scope of pre-consultation. This would create a consistent understanding for all applicants and municipalities on the intent of the legislation and the parameters which each party must adhere to.
8.	<p>Settlement Area Boundary Expansions</p> <ul style="list-style-type: none"> – Under Bill 185, an applicant will be able to appeal a municipality’s refusal or failure to make a decision on a privately requested official plan or zoning by-law amendment that would change the boundary of an ‘area of settlement’, outside of the Greenbelt Area. 	<ul style="list-style-type: none"> ▪ Staff note that the Planning Act states that an applicant cannot appeal an official plan amendment or a zoning by-law amendment application that would change the boundary of an ‘area of settlement’. This proposed amendment would allow an applicant to appeal a municipality’s refusal or failure to make a decision on a settlement area boundary expansion request given the lands are outside of the Greenbelt Area. ▪ Staff note that this proposed amendment is paired with another proposed amended in the proposed P.P.S. where there are new criteria for the assessment of proposals for settlement area boundary expansion requests. ▪ Staff note that there is no limitation on the ability of landowners to apply for a settlement area boundary expansion. Nor are there size limitations for boundary expansion proposals. Staff have concerns with this owing to the fact that the tests for settlement area boundary

	Description	Staff Comments
		<p>expansions are not as stringent as they currently are under the Provincial Policy Statement, 2020. A municipality is no longer required to demonstrate that sufficient opportunities to accommodate growth are not available. This could hinder efforts to promote intensification within a municipality's Built Boundary and optimize the use of existing infrastructure, and instead spur Greenfield development where services may potentially need to be extended.</p>
9.	<p>Facilitating Standardized Housing Designs</p> <ul style="list-style-type: none"> - Under Bill 185, a regulation-making authority would be created that would establish criteria to facilitate planning approvals for standardized housing. This would only apply on certain specified lands (i.e. minimum lot size, such as urban residential lands with full municipal servicing outside of the Greenbelt Area). 	<ul style="list-style-type: none"> ▪ Staff request additional clarity to understand what the criteria would be to facilitate planning approvals for standardized housing.
10.	<p>Upper-Tier Planning Responsibilities</p> <ul style="list-style-type: none"> - Under Bill 185, the effective date of the removal of planning responsibilities from upper-tier governments including Peel Region, Halton Region and York Region will be July 1, 2024. - For Waterloo Region, Durham Region and Niagara Regions and Simcoe Country, the date to remove planning responsibilities will be announced at a later date but by the end of 2024. 	<ul style="list-style-type: none"> ▪ Staff note that the City of Oshawa already has delegated authority on a number of planning matters in which Regional approval is not required (e.g. subdivisions, rezoning, condominium and part-lot control). Staff also note that Durham Region has already downloaded consent applications to the City effective 2024. <p>However, it has been standard practice to consult with the Region on matters that do not require Regional approval. If Regional approval was no longer required for official plans and official plan amendments, staff would still need to continue the practice of consulting with the Region on growth-related matters, as these are intrinsically linked to servicing, which is a Regional responsibility and needs to be coordinated on a cross-jurisdictional basis.</p>

	Description	Staff Comments
11.	<p>Expedited Approval Process for Community Service Facility Projects</p> <ul style="list-style-type: none"> Under Bill 185, it is proposed that a regulation-making authority be created to enable a streamlined approvals pathway for prescribed class(es) of 'community service facility' projects (e.g. public schools, hospitals and long-term care facilities) that support the creation of complete communities. 	<ul style="list-style-type: none"> Staff request additional clarity to understand what the expedited approval process for community service facility projects would look like.
12.	<p>Exempt Universities from the Planning Act</p> <ul style="list-style-type: none"> Under Bill 185, it is proposed that publicly-assisted universities be exempted from the Planning Act and planning provisions for university-led student housing projects on- and off-campus. 	<ul style="list-style-type: none"> Staff note that exempting publically-assisted universities from the Planning Act and planning provisions for university-led student housing projects on and off campus may be problematic. If universities start developing student housing projects in designated industrial areas, it will lead to diminished industrial and business park areas. For example, Ontario Tech has lands located in the Northwood Business Park. These lands should not be permitted to have student housing projects on them. Staff note that this proposed legislation should only apply to allow colleges and universities to construct student housing projects on- and off-campus in conformity with the local official plan and on lands where housing is otherwise permitted by the local official plan.

Staff Comments on Bill 185 – Newspaper Notice Requirements (E.R.O. Posting Number 019-8370)

	Description	Staff Comments
1.	<p>Modernizing Public Notice Requirements</p> <ul style="list-style-type: none"> Under Bill 185, regulatory changes are proposed that would modernize public notice requirements under the Planning Act and Development Charges Act, 	<ul style="list-style-type: none"> Staff have no objections to the proposed regulatory changes for public notice requirements. Effective November 20, 2023, the City adopted a public notice policy (GOV-23-02) to meet the requirements under Section 270(1)(4) of the Municipal Act, 2011 which requires a municipality to adopt a policy

	Description	Staff Comments
	<p>1997 regarding newspaper notices. Municipalities would be able to give notice on a municipal website, if a local newspaper is not available.</p>	<p>with respect to the circumstances in which the municipality shall provide notice to the public and if notice is to be provided, the form, manner and times notice shall be given.</p> <p>Statutory notices are already posted on the 'Public Notices' page of the City's website for at least the two-week period immediately preceding the Council or Committee meeting (and longer, if required by statute) at which the matter will be considered and an opportunity is provided for members of the public to speak or to submit correspondence regarding the matter.</p>
2.	<p>Third Party Appeals</p> <ul style="list-style-type: none"> - Under Bill 185, third party appeals for official plan, official plan amendments, zoning by-laws and zoning by-law amendments would be limited to specified persons and public bodies who made written or oral submissions. A specified person means a list of entities that includes utilities, pipeline and rail operators. - As a result of this proposed change, consequential amendments would be required under the Planning Act and Development Charges Act, 1997. 	<ul style="list-style-type: none"> ▪ Please refer to item number five under staff Comments on Bill 185 (E.R.O. Posting Number 019-8369) for comments regarding third party appeals. ▪ Staff have no additional comments as it relates to the consequential amendments that would be required to the Planning Act and the Development Charges Act, 1997.

Staff Comments on Bill 185 – Amendments to Development Charges Act, 1997 (E.R.O. Posting Number 019-8371)

	Description	Staff Comments
1.	<p>Repeal the Mandatory five-year Phase-in of Development Charge Rates</p> <ul style="list-style-type: none"> - Under Bill 185, the five-year phase-in of development charge rates would be eliminated and transition rules would apply: <p>For Development Charge By-laws passed on or after January 1, 2022 but before November 28, 2022:</p> <ul style="list-style-type: none"> o The reduced “phase-in rates” continue to apply to charges imposed on or after November 28, 2022, and before the day that Bill 185 receives royal assent. <p>For Development Charge By-laws passed after November 28, 2022:</p> <ul style="list-style-type: none"> o There are no specific transition provisions related to the “phase in” for a development charge by-law passed after November 28, 2022. o Bill 185 introduces new subsection 19(1.3), which allows a municipality to amend a DC By-law to increase a development charge imposed during the first four years that the DC By-law was in force to the amount that could have been 	<ul style="list-style-type: none"> ▪ Staff note that Bill 23, More Homes Built Faster Act, 2022, previously amended the Development Charges Act, 1997 to require a reduction in the maximum development charge that could be imposed in the first four years that new development charge by-laws were in effect. The proposed amendment would remove the phase-in requirements and propose transition rules for development charge by-laws. ▪ Staff note that the City’s development charge by-law expires in 2024 and that a review is underway of the development charge background study and the drafting of a new development charge by-law. <p>Frequent revisions of the Development Charges Act, 1997 have created uncertainty regarding planning direction and require implementing bodies to continually revise their workplace processes for effective local implementation.</p> <p>As previously mentioned, staff recommend that the Province commit to policy certainty for a period of time to allow municipalities to focus on implementation with a reasonable level of certainty that further substantial changes will not be advanced in the short term.</p> <ul style="list-style-type: none"> ▪ Staff support the proposed amendment as it will mean the City will no longer be required to reduce development charges in the first four years.

	Description	Staff Comments
	<p>charged if the mandatory “phase in” had never been in effect.</p> <ul style="list-style-type: none"> ○ The above-described increase must be passed within six months after Bill 185 receives royal assent and is currently not proposed to be subject to the normal requirements associated with the passage of a DC By-law (i.e., no background study, public notice or appeals to the Ontario Land Tribunal). 	
2.	<p>Reinstate Studies as an Eligible Capital Cost for Development Charges</p> <ul style="list-style-type: none"> - Under Bill 185, the cost of studies would be reinstated as an eligible development charge cost. 	<ul style="list-style-type: none"> ▪ Staff note that Bill 23, More Homes Built Faster Act, 2022, previously amended the Development Charges Act, 1997 to exclude certain study costs, including the cost of undertaking a development charge background study, from the list of eligible capital costs that municipalities could recover through development charges. ▪ Staff support the proposed amendment as there are multiple studies included in the City’s development charge background study that total approximately \$1 million in development charge eligible costs (e.g. 2023 Development Charge Background Study, Official Plan Review, Asset Management, Transportation Master Plan, Parks, Recreation, Library and Culture Facility Needs Assessment, Mobility Hub Transportation and Land Use Study, and Grade Separation Study). Allowing these studies to be an eligible development charge cost means the cost of these vital studies will not become taxpayer obligations and will not have to be funded from the tax levy.
3.	<p>Streamlined Process for Extending DC By-Laws</p> <ul style="list-style-type: none"> - Under Bill 185, municipalities can extend their existing development charge by-laws using a streamlined 	<ul style="list-style-type: none"> ▪ Staff note that Bill 23, More Homes Built Faster Act, 2022, amended the requirement to update and replace a development charge by-law from at least once every five years to at least once every ten years.

	Description	Staff Comments
	<p>process including not having to prepare a new background study and undertaking most of the procedural requirements associated with passing a new or amended development charge by-law but not change the development charge rate.</p>	<ul style="list-style-type: none"> ▪ Staff note that municipalities seeking to update their development charge rates would still be subject to the regular development charge process.
4.	<p>Reduce the time limit on the DC freeze</p> <ul style="list-style-type: none"> – Under Bill 185, the ‘freeze’ of a development charge for an applicant’s development will be reduced from two years to eighteen months. 	<ul style="list-style-type: none"> ▪ Staff note that Bill 108, More Homes, More Choice Act, 2019, introduced the ‘freeze’ of a development charge rate. Currently the ‘freeze’ of a development charge rate occurs at the rate set as of the date of a complete application for a zoning by-law amendment or site plan approval (whichever occurs later) is filed. The rate freeze applies as long as building permits are pulled within the prescribed amount of time, which currently is set at two years from the approval of the relevant planning application. ▪ The proposed amendment would reduce the prescribed amount of time from two years to eighteen months. Staff note that this may encourage developers to obtain a building permit faster. As such, it is recommended that this reduction of the freeze rate be implemented.

Staff Comments on the Proposed P.P.S.

	Question (as posed in E.R.O. Posting Number 019-8462)	Staff Comments
1.	What are your overall thoughts on the updated proposed Provincial Planning Statement?	<ul style="list-style-type: none"> <li data-bbox="808 441 1906 620">▪ Staff note that the current Provincial Policy Statement, 2020 is four years old and the current Growth Plan was issued in August 2020 following previous significant revisions in 2019 and 2017. Both the Provincial Policy Statement, 2020 and the Growth Plan are proposed to be replaced by a single proposed P.P.S. <p data-bbox="856 641 1879 782">These frequent revisions and issuances of Provincial land use planning policies have created uncertainty regarding land use planning policy direction/continuity and require implementing bodies to continually revise their work plans for effective local implementation.</p> <p data-bbox="856 803 1906 1052">The Province should commit to policy certainty for a defined period of time following the issuance of the proposed P.P.S. to allow municipalities and others the ability to focus on implementation with certainty. It would also provide time to analyze the implementation of the P.P.S. rather than continue undertaking what appears to be an ongoing reactionary approach to implementation, as evidenced by multiple revisions over a relatively short span of years.</p> <ul style="list-style-type: none"> <li data-bbox="808 1073 1879 1432">▪ Subject to the foregoing, staff support the integration of the Provincial Policy Statement, 2020 and the Growth Plan into one new Province-wide planning policy document. However, the goal of increasing housing supply and supporting a range and mix of housing options needs to be balanced with efforts to mitigate the effects of climate change as well as achieve the goal of protecting and managing resources, the natural environment and public health and safety. Increasing the supply of housing and supporting a diversity of housing types is important, but should not come at the expense of the environment, or other important planning considerations.

	Question (as posed in E.R.O. Posting Number 019-8462)	Staff Comments
		<ul style="list-style-type: none"> ▪ Staff support the idea of streamlining and simplifying policy direction, as well as policy direction that allows for flexibility and takes into account local circumstances.
2.	<p>What are your thoughts on the ability of updated proposed policies to generate appropriate housing supply, such as: intensification policies, including the redevelopment of underutilized, low density shopping malls and plazas; major transit station area policies; housing options, rural housing and affordable housing policies; and student housing policies?</p>	<ul style="list-style-type: none"> ▪ Staff support policies that address increasing the supply of housing and supporting a diversity of housing types. ▪ The proposed P.P.S. includes policy language that encourages municipalities to establish minimum targets for intensification and redevelopment in built-up areas. As well, the proposed P.P.S. includes policy language that encourages municipalities to establish density targets for designated growth areas. Staff note that for large and fast growing municipalities, the draft policy encourages a density target of fifty residents and jobs per gross hectare in designated growth areas. <p>Staff note that identifying strategic growth areas and density targets in official plans will assist with making sure there is a sufficient supply and mix of housing options and will result in more efficient land use patterns. As well, staff note that implementing density targets are helpful as they provide a measurable criterion to assist with growth. However, not all communities are the same and the application of one standard density target across the Greater Golden Horseshoe is not realistic, given differing populations, market conditions, etc.</p> <p>In addition, by only encouraging municipalities to establish minimum density targets for designated growth areas and minimum intensification targets for built-up areas, as opposed to making them mandatory, this may result in more Greenfield development with a commensurate reduction in levels of intensification in the existing built-up area. This may result in inefficient land use patterns that do not optimize the use of existing infrastructure and may also result in increased infrastructure costs to support new homes in Greenfield areas. In view of the foregoing, it is recommended that the Province implement policies to ensure that development of lower density development in Greenfield areas proceeds in tandem with higher density</p>

	Question (as posed in E.R.O. Posting Number 019-8462)	Staff Comments
		<p>development within built-up areas, and giving municipalities the ability to regulate the issuance of approvals for lower density development in the event such development outpaces the delivery of a certain level of medium and high density development.</p> <ul style="list-style-type: none"> ▪ The proposed P.P.S. includes policy language for strategic growth areas and the importance of intensification to achieve complete communities and compact built form. The proposed P.P.S. suggests municipalities support the redevelopment of commercially designated retail lands (e.g. underutilized shopping malls and plazas) and consider the implementation of a student housing strategy. ▪ Staff support the redevelopment of commercially designated retail lands that are underutilized. Staff note that there are several underutilized shopping plazas throughout the City that could be redeveloped to accommodate additional housing supply and mixed use buildings. For example, staff have approved a rezoning application at 400 King Street West for a twenty storey building. Currently the site is occupied by a one storey plaza. <p>Staff note that the City of Oshawa has had a Student Accommodation Strategy since 2010. The purpose of the Student Accommodation Strategy is to identify, plan for and facilitate a sufficient mix of quality student accommodations that integrate with the community and advances sound planning and City building principles.</p> <ul style="list-style-type: none"> ▪ Staff also note that the Province needs to provide financial assistance to municipalities to assist with increasing the supply of housing and supporting a diverse mix of housing types, including associated hard and soft services. With increases to the housing supply and accelerated housing growth comes an increase in demand for public services such as parks, recreation and fire services, etc.
3.	What are your thoughts on the ability of the updated proposed policies to make land available for development,	<ul style="list-style-type: none"> ▪ Staff note that under the proposed P.P.S., municipalities would have a planning horizon to at least 20 years and not more than 30 years. Staff support the proposed policy language that allows a municipality to plan for

	Question (as posed in E.R.O. Posting Number 019-8462)	Staff Comments
	such as: forecasting, land supply, and planning horizon policies; settlement area boundary expansions policies; and employment area planning policies?	<p>infrastructure, public services facilities, strategic growth areas and employment areas beyond the above mentioned 20 year time horizon.</p> <ul style="list-style-type: none"> ▪ Staff note that under the proposed P.P.S., the policies regarding settlement area boundary expansions may prove to be problematic. Under the proposed P.P.S. a planning authority can identify a new settlement area or allow a settlement area boundary expansion at any time, including in response to a boundary expansion application submitted by a third party, rather than only through a municipal comprehensive review undertaken by a municipality. There may be more opportunity for sprawl to occur with settlement area boundary expansions being able to be considered at any time. This may also have negative impacts on infrastructure costs to support new homes. ▪ Staff note that under the proposed P.P.S., municipalities will have the ability to remove lands from employment areas at any time rather than through a municipal comprehensive review process, provided it can be demonstrated that the removal meets a set of criteria. Staff note that this may be problematic owing to the fact that an employment area can be converted at any time versus through a municipal comprehensive review which provides a holistic approach to assessing employment conversions vis-à-vis a municipality's requirement to meet its employment forecast.
4.	What are your thoughts on updated proposed policies to provide infrastructure to support development?	<ul style="list-style-type: none"> ▪ In principle, staff support the proposed policies as they relate to providing infrastructure to support development. ▪ Staff support the policy direction requiring municipalities to prioritize planning and investment for infrastructure and public services facilities in strategic growth areas. Strategic growth areas present ideal opportunities for sustainable development and growth. ▪ Staff support the policy direction regarding major transit station areas and the addition of policy language that speaks to supporting infrastructure that accommodates a range of mobility needs and supporting active transportation, including sidewalk and bicycle lanes. Major transit station

	Question (as posed in E.R.O. Posting Number 019-8462)	Staff Comments
		<p>areas have a minimum density target that ranges from 200 to 150 residents and jobs per hectare based on how the area is served by transit. Supporting infrastructure in these areas is critical.</p> <ul style="list-style-type: none"> ▪ Staff support the policy direction that speaks to when a municipality may identify a new settlement area. Specially, a new settlement area may be permitted when it has been demonstrated that infrastructure and public service facilities are available or planned. However, staff also note that it is important to take into account existing infrastructure and opportunities to accommodate growth through infill development within built-up areas, and prioritize these areas, where appropriate.
5.	<p>What are your thoughts on updated proposed policies regarding the conservation and management of resources, such as requirements to use an agricultural systems approach?</p>	<ul style="list-style-type: none"> ▪ Staff note that there needs to be a balance between increasing the housing supply and protecting and managing resources and the natural environment. Increasing the supply of housing and the range of housing types is important, but this should not come at the expense of the environment, or other important planning considerations. ▪ Staff support the policy direction that requires municipalities to collaborate with conservation authorities as it relates to directing development outside of hazardous lands as well as undertaking watershed planning. The addition of policy language that supports collaboration between municipalities and conservation authorities is important.
6.	<p>What are your thoughts on any implementation challenges with the updated proposed Provincial Planning Statement? What are your thoughts on the proposed revocations in O. Reg. 311/06 (Transitional Matters - Growth Plans) and O. Reg. 416/05 (Growth Plan Areas)?</p>	<ul style="list-style-type: none"> ▪ Staff do not have any particular comments of note on the proposed revocations. In terms of implementation challenges with the updated proposed P.P.S., the Province should commit to policy certainty for a defined period of time following the issuance of the proposed P.P.S. to allow municipalities and others the ability to focus on implementation with certainty. It would also provide time to analyze the implementation of the P.P.S. rather than continue undertaking what appears to be an ongoing reactionary approach to implementation, as evidenced by multiple revisions over a relatively short span of years.

	Question (as posed in E.R.O. Posting Number 019-8462)	Staff Comments
		<ul style="list-style-type: none"> ▪ Ontario Regulation 311/06: Transitional Matters – Growth Plans under the Places to Grow Act, 2005 is a regulation that looks at transition regulations for the Growth Plan. The Province is proposing to revoke Sections 2.0.1, 2.1, 3, 3.1, 4 and 5.1 which discuss transition policies. ▪ Ontario Regulation 416/05: Growth Plan Areas under the Places to Grow Act, 2005 is a regulation that identifies growth plan areas. The Province is proposing to revoke Section 2. ▪ Staff note that the Province is looking at providing transition regulations for relevant matters using a new transition regulation under the Planning Act. If necessary, future consultation would follow on this matter.

General Staff Comments on the Proposed P.P.S.

	Description	Staff Comments
1.	<p>Growth Targets:</p> <ul style="list-style-type: none"> – Under the proposed P.P.S., planning authorities would base population and employment growth forecasts on the Ministry of Finance’s 25-year growth projections. Municipalities can also continue to forecast growth using population and employment forecasts previously issued by the Province. – Under the proposed P.P.S., growth targets would be reintroduced. Specifically planning authorities would establish and implement minimum 	<ul style="list-style-type: none"> ▪ Staff note that under the proposed P.P.S., municipalities would have a planning horizon to at least 20 years and not more than 30 years. Staff support the proposed policy language that allows a municipality to plan for infrastructure, public services facilities, strategic growth areas and employment areas beyond the above mentioned time horizon. <p>Staff note that the Envision Durham Regional Official Plan Amendment includes a planning horizon to 2051, in line with the proposed P.P.S. policies in this regard.</p> <ul style="list-style-type: none"> ▪ Staff note that draft policy 2.3.1.4, which encourages (but does not require) planning authorities to establish minimum targets for intensification and redevelopment, is carried over from the draft Provincial Policy Statement, 2023, but has been modified to refer to intensification and redevelopment in “built-up areas” rather than settlement areas, as specified in the draft Provincial Policy Statement, 2023.

	Description	Staff Comments
	<p>targets for housing that is affordable to low and moderate income households. Low and moderate income households will be a defined term.</p> <p>– Under the proposed P.P.S., a change has been proposed to expect municipalities to have a planning horizon to at least 20 years and not more than 30 years. Previously, it was proposed under the draft Provincial Policy Statement, 2023 that the planning horizon would be 25 years with no upper limit.</p>	<ul style="list-style-type: none"> ▪ Staff note that draft policy 2.3.1.5 of the proposed P.P.S. has also been modified from the draft Provincial Policy Statement, 2023 to provide that planning authorities are encouraged (but not required) to establish minimum density targets for designated growth areas (rather than settlement areas). For large and fast-growing municipalities, this draft policy would encourage (but not require) a density target of 50 residents and jobs per gross hectare in designated growth areas (rather than settlement areas). ▪ Staff note that identifying strategic growth areas and density targets in official plans will assist with making sure there is a sufficient supply and mix of housing options and will result in more efficient land use patterns. As well, staff note that implementing density targets are helpful as they provide a measurable criterion to assist with growth. However, not all communities are the same and the application of one standard density target across the Greater Golden Horseshoe is not realistic, given differing populations, market conditions, etc. <p>In addition, by only encouraging municipalities to establish minimum density targets for designated growth areas as opposed to making it mandatory, this may result in more Greenfield development with a commensurate reduction in levels of intensification in the existing built-up area. This may result in inefficient land use patterns that do not optimize the use of existing infrastructure and may also result in increased infrastructure costs to support new homes in Greenfield areas. In view of the foregoing, it is recommended that the Province implement policies to ensure that development of lower density development in Greenfield areas proceeds in tandem with higher density development within built-up areas, and giving municipalities the ability to regulate the issuance of approvals for lower density development in the event such development outpaces the delivery of a certain level of medium and high density development.</p>

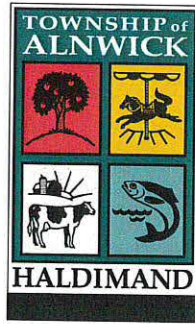
	Description	Staff Comments
2.	<p>Settlement Area Boundary Expansions:</p> <ul style="list-style-type: none"> - Under the proposed P.P.S. a planning authority can identify a new settlement area or allow a settlement area boundary expansion at any time. - Under the proposed P.P.S., the current conditions required to be satisfied before a settlement area boundary expansion is permitted are being replaced with the following which the planning authority shall consider: <ul style="list-style-type: none"> 1. the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses; 2. if there is sufficient capacity in existing or planned infrastructure and public service facilities; 3. whether the applicable lands comprise specialty crop areas; 4. the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority 	<ul style="list-style-type: none"> ▪ Staff note that this proposed amendment will allow municipalities to expand their urban boundary at any time, including in response to a boundary expansion application since it is proposed that there will no longer be a municipal comprehensive review process requirement for such expansions. ▪ Staff note there may be more opportunity for sprawl with settlement boundary area expansions being able to be considered at any time. This may also have negative impacts on infrastructure costs to support new homes. ▪ Staff note under the proposed P.P.S., the current conditions required to be satisfied before a settlement area boundary expansion is permitted are being removed and replaced with a list of seven items that shall be considered. Previously, under the draft Provincial Policy Statement, 2023, municipalities ‘should consider’ these matters. ▪ Staff note that there is no limitation on the ability of landowners to apply for a settlement area boundary expansion. Nor does the proposed P.P.S. propose size limitations for boundary expansion proposals. It is also being proposed that an applicant would have the ability to appeal a municipality’s refusal or failure to make a decision on an settlement area boundary expansion request provided the expansion lands are located outside the Greenbelt Area. Staff have concerns with this owing to the fact that the tests for settlement area boundary expansions are not as stringent as they currently are under the Provincial Policy Statement, 2020. A municipality is no longer required to demonstrate that sufficient opportunities to accommodate growth are not available. This could hinder efforts to promote intensification within a municipality’s built boundary and optimize the use of existing infrastructure, and instead spur Greenfield development where services may potentially need to be extended.


	Description	Staff Comments
	<p>agricultural lands in prime agricultural areas;</p> <p>5. whether the new or expanded settlement area complies with the minimum distance separation formulae;</p> <p>6. whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and,</p> <p>7. the new or expanded settlement area provides for the phased progression of urban development.</p> <p>– Settlement area boundary expansions that are outside the Greenbelt Area can be appealed at any time for refusal or failure to make a decision.</p>	
3.	<p>Strategic Growth Areas:</p> <p>– Under the proposed P.P.S. a new policy is being introduced to encourage municipalities to identify and focus growth in strategic growth areas. However,</p>	<ul style="list-style-type: none"> ▪ Staff support strategic growth areas being the focus of growth. Staff note that the proposed P.P.S. outlines minimum density targets for major transit station areas on higher order transit corridors. The minimum density targets are: <ul style="list-style-type: none"> – 200 residents and jobs combined per hectare for those that are served by subways;

	Description	Staff Comments
	<p>the proposed P.P.S. no longer requires large and fast growing municipalities to identify and focus growth and employment in strategic growth areas by identifying an appropriate minimum density target for each strategic growth area.</p>	<ul style="list-style-type: none"> - 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or, - 150 residents and jobs combined per hectare for those that are served by commuter or regional inter-city rail. <ul style="list-style-type: none"> ▪ Staff note that the proposed P.P.S. does not provide minimum targets for strategic growth areas, and is also not requiring municipalities to identify appropriate targets in their respective area municipal official plans. Staff note that identifying strategic growth areas and density targets in official plans is critical as it will assist with making sure there is a sufficient supply and mix of housing options, will result in more efficient land use patterns, and will assist in efforts to optimize the use of infrastructure.
4.	<p>Employment Areas:</p> <ul style="list-style-type: none"> - Under the proposed P.P.S., municipalities can remove lands from employment areas at any time rather than through a municipal comprehensive review, provided it can be demonstrated that: <ul style="list-style-type: none"> o there is a need for the removal of land and it will not be required for employment area over the long term; o the proposed use would not negatively impact the overall employment area; o infrastructure and public service facilities are available to accommodate the use; and, 	<ul style="list-style-type: none"> ▪ Staff note that under the proposed P.P.S., municipalities will have the ability to remove lands from employment areas at any time rather than through a municipal comprehensive review process, provided it can be demonstrated that the removal meets a set of criteria. Staff note that this may be problematic owing to the fact that an employment area can be converted at any time versus through a municipal comprehensive review which provides a holistic approach to assessing employment conversions, vis-à-vis a municipality's requirement to meet its employment forecast. ▪ Staff note that the definition of "areas of employment" is being proposed to be amended and may result in changes to the City's existing official plan policy framework as it relates to industrial areas. For example, areas to be designated as "area of employment" will no longer permit public service facilities as a permitted use, such as parks and community recreation facilities. Any areas which are not explicitly designated as "areas of employment" under the new definition as contained in the Planning Act will no longer be subject to any requirement to demonstrate there is a need for conversion to non-employment uses, such as residential or commercial uses. For this reason, it would be appropriate to clarify that such areas are not to be relied upon to meet a municipality's employment forecast in terms of planning an appropriate land budget.

	Description	Staff Comments
	<ul style="list-style-type: none"> ○ there are ample employment lands for future employment growth. – Under the proposed P.P.S., the definition of ‘employment area’ is proposed to be revised. The focus will be on manufacturing, research and development in connection to manufacturing, warehousing, goods movement, associated retail and office and ancillary facilities. Institutional uses and commercial development including retail and office uses are not permitted. – Under the proposed P.P.S., “provincially significant employment zones” will not be carried forward as land use designation entities. 	<ul style="list-style-type: none"> ▪ In 2019, the Provincial government introduced provincially significant employment zones. Staff note that provincially significant employment zones were introduced without any substantive policy framework. Staff have no concerns with provincially significant employment zones not being carried forward.
5.	<p>Agriculture:</p> <ul style="list-style-type: none"> – Under the proposed P.P.S., additional residences will be permitted on farm properties (up to two additional residential units and up to three lots if certain criteria can be met). 	<ul style="list-style-type: none"> ▪ Staff note that having in place a policy direction that provides continued protection of prime agricultural areas and promotes Ontario’s agricultural system is important. Depending on the context and purpose of proposed developments, allowing additional residential development in rural settlements and the division of large farms into smaller lots may potentially affect the operational viability of land for agricultural activity. ▪ Allowing additional residences for seasonal workers will support growing agricultural businesses and operations.
6.	<p>Natural Hazards:</p> <ul style="list-style-type: none"> – Under the proposed P.P.S., Section 5.2 discusses 	<ul style="list-style-type: none"> ▪ Staff note that this section is now requiring municipalities to collaborate with conservation authorities when identifying hazardous land and hazardous sites and managing development in these areas. Staff support the addition of policy language that supports collaboration between municipalities and

	Description	Staff Comments
	management of development in areas containing natural and human-made hazards.	conservation authorities as it relates to identifying natural and human-made hazards.
7.	<p>Stormwater Management and Water:</p> <ul style="list-style-type: none"> - Section 3.6 of the proposed P.P.S. discusses planning for sewage, water and stormwater services. - Section 4.2 of the proposed P.P.S. discusses the wise use and management of water through various methods including watershed planning. 	<ul style="list-style-type: none"> ▪ Staff note that the proposed P.P.S. includes water management policies that require planning authorities to allocate and reallocate, if necessary, the unused system capacity of water and sewage services to meet current needs. ▪ Staff note that policies in the proposed P.P.S. are now requiring municipalities to undertake watershed planning to inform planning for sewage, water services and stormwater management. Staff are of the opinion that watershed planning should be undertaken in partnership with the respective conservation authorities, as appropriate. In addition, it should be noted that it would be appropriate to undertake watershed planning to prepare for the impacts of a changing climate. ▪ The proposed P.P.S. includes a definition for Watershed Planning. It is recommended that the definition be revised to include consideration of the impacts of a changing climate and severe weather events.



 Corporate Services Department Legislative Services Division	
Date & Time Received:	May 14, 2024 8:45 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

May 13, 2024

Association of Municipal Managers, Clerks and
Treasurers of Ontario (AMCTO)
AMCTO Advocacy Team
(advocacy@amcto.com)

Dear Sir/Madam:

RE: MFIPPA Modernization

This is to advise that the Council of the Corporation of the Township of Alnwick/Haldimand at their Special Council Meeting on January 25th, 2024, passed the following resolution:

RES:20240125-11

Moved by Deputy Mayor Joan Stover, seconded by Councillor Greg Booth;

"Whereas the Municipal Freedom of Information and Protection of Privacy Act, 1990 (MFIPPA) has not been comprehensively reviewed in over 30 years; and

Whereas municipalities consider transparency an important tool for building and maintaining public trust and recognize the importance of continuously improving; and

Whereas municipal administrators need legislation that supports effective local program delivery, is responsive to current technology and reflects its original intent of open and accountable government; and

Whereas MFFIPA presents a number of challenges for municipal staff which can hinder its effectiveness and efficiency when it comes to serving the public; and

Whereas municipalities should have updated legislation that ensures municipal resources are best allocated; increases trust in public institutions through strengthening

accountability, transparency and responsiveness; and addresses the needs of the digital era; and

Whereas the Association of Municipal Managers, Clerks, and Treasurers of Ontario (AMCTO) has comprehensively reviewed MFIPPA and put forward recommendations in their submission "Looking Ahead: A Proactive Submission to Modernize the Municipal Freedom of Information and Protection of Privacy Act";


Be it resolved that the Ministry of Public Business and Service Delivery be requested to review MFIPPA and consider recommendations as outlined by AMCTO within their submission, "Looking Ahead: A Proactive Submission to Modernize the Municipal Freedom of Information and Protection of Privacy Act"; and

Further be it resolved that Council direct the Deputy Clerk to send a copy of this resolution to AMCTO's Advocacy Team, the Ministry of Public and Business Service Delivery and all Ontario municipalities."

CARRIED

We respectfully submit the resolution supporting the review and reform of MFIPPA.


Yours truly,



Yolanda Melburn, Deputy Clerk
Township of Alnwick/Haldimand
905-349-2822 ext. 32
ymelburn@ahwp.ca

Cc: Ministry of Public and Business Service Delivery
All Ontario Municipalities



 Corporate Services Department Legislative Services Division	
Date & Time Received:	May 10, 2024 9:11 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

May 9, 2024

Association of Municipalities of Ontario (AMO)
155 University Avenue, Suite 800
Toronto, ON M5H 3B7
amo@amo.on.ca

Dear Sir/Madam:

RE: Resolution of Support – Request Province to Undertake with AMO a Comprehensive Review of Municipal Finances Across Ontario

At its Regular Council meeting of February 13, 2024, the Council of the Township of Alnwick/Haldimand passed the following resolution:

RES:20240213-24

Moved by Deputy Mayor Joan Stover, seconded by Councillor Mike Ainsworth;

"Whereas Council of the Township of Alnwick/Haldimand received letters from the Town's of Hanover and Orangeville supporting the province committing to the undertaking of a social and economic prosperity review; and

Whereas current provincial-municipal fiscal arrangements are undermining Ontario's economic prosperity and quality of life; and

Whereas nearly a third of municipal spending in Ontario is for services in areas of provincial responsibility and expenditures are outpacing provincial contributions by nearly \$4 billion a year; and

Whereas municipal revenues, such as property taxes, do not grow with the economy or inflation; and

Whereas unprecedented population and housing growth will require significant investments in municipal infrastructure; and

Whereas municipalities are being asked to take on complex health and social challenges – like homelessness, supporting asylum seekers and addressing the mental health and addictions crises; and

Whereas inflation, rising interest rates, and provincial policy decisions are sharply constraining municipal fiscal capacity; and

Whereas property taxpayers – including people on fixed incomes and small businesses – can't afford to subsidize income re-distribution programs for those most in need; and

Whereas the province can, and should, invest more in the prosperity of communities; and

Whereas municipalities and the provincial government have a strong history of collaboration;

Therefore, be it resolved that the Province of Ontario commit to undertaking with the Association of Municipalities of Ontario a comprehensive social and economic prosperity review to promote the stability and sustainability of municipal finances across Ontario; and

Further be it resolved that Council direct the Deputy Clerk to send a copy of this resolution to the Association of Municipalities of Ontario (AMO), the Minister of Municipal Affairs and Housing, Premier Doug Ford, MPP David Piccini - Minister of Labour, Immigration, Training and Skills Development and all Ontario municipalities."

CARRIED.

Please find attached the resolution from the Town's of Hanover and Orangeville as supporting documentation.

We respectfully submit the resolution and supporting documentation for your consideration.

Yours truly,



Yolanda Melburn
Deputy Clerk

Encl.

Cc: Hon. Doug Ford, Premier of Ontario
Hon. David Piccini, Minister of Labour, Immigration, Training and Skills Dev.
Hon. Paul Calandra, Minister of Municipal Affairs and Housing
All Ontario Municipalities

Corporate Services

January 26, 2024

Re: Social and Economic Prosperity Review

Please be advised that the Council of the Corporation of the Town of Orangeville, at its Regular Council Meeting held on January 22, 2024, approved the following resolution:

WHEREAS current provincial-municipal fiscal arrangements are undermining Ontario's economic prosperity and quality of life; and

WHEREAS nearly a third of municipal spending in Ontario is for services in areas of provincial responsibility and expenditures are outpacing provincial contributions by nearly \$4 billion a year; and

WHEREAS municipal revenues, such as property taxes, do not grow with the economy or inflation; and

WHEREAS unprecedented population and housing growth will require significant investments in municipal infrastructure; and

WHEREAS municipalities are being asked to take on complex health and social challenges – like homelessness, supporting asylum seekers and addressing the mental health and addictions crises; and

WHEREAS inflation, rising interest rates, and provincial policy decisions are sharply constraining municipal fiscal capacity; and

WHEREAS property taxpayers – including people on fixed incomes and small businesses – can't afford to subsidize income redistribution programs for those most in need; and

WHEREAS the province can, and should, invest more in the prosperity of communities; and

WHEREAS municipalities and the provincial government have a strong history of collaboration; now

THEREFORE, BE IT RESOLVED THAT the Town of Orangeville requests the Province of Ontario commit to undertaking with the Association of Municipalities of Ontario a comprehensive social and economic prosperity review to promote the stability and sustainability of municipal finances across Ontario; and

FURTHER THAT a copy of this motion is sent to the Premier of Ontario, Doug Ford; the MPP, Sylvia Jones; and all municipalities in Ontario.

Carried.

Yours truly,

A grey rectangular box redacting the signature of Raylene Martell.

Raylene Martell
Town Clerk

February 1, 2024

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

Via Email: premier@ontario.ca

Dear Premier Ford:

Re: Social and Economic Prosperity Review

Please be advised that the Council of the Town of Hanover adopted the following resolution at their meeting of January 15, 2024 regarding the above noted matter;

Moved by COUNCILLOR KOEBEL Seconded by COUNCILLOR HOCKING

Whereas current provincial-municipal fiscal arrangements are undermining Ontario's economic prosperity and quality of life;

Whereas nearly a third of municipal spending in Ontario is for services in areas of provincial responsibility and expenditures are outpacing provincial contributions by nearly \$4 billion a year;

Whereas municipal revenues, such as property taxes, do not grow with the economy or inflation;

Whereas unprecedented population and housing growth will require significant investments in municipal infrastructure;

Whereas municipalities are being asked to take on complex health and social challenges – like homelessness, supporting asylum seekers and addressing the mental health and addictions crises;

Whereas inflation, rising interest rates, and provincial policy decisions are sharply constraining municipal fiscal capacity;

Whereas property taxpayers – including people on fixed incomes and small businesses – can't afford to subsidize income re-distribution programs for those most in need;

Whereas the province can, and should, invest more in the prosperity of communities;

Whereas municipalities and the provincial government have a strong history of collaboration;

Therefore be it resolved that the Province of Ontario commit to undertaking with the Association of Municipalities of Ontario a comprehensive social and economic prosperity review to promote the stability and sustainability of municipal finances across Ontario;

And further that a copy of this motion be sent to the Minister of Municipal Affairs and Housing, and to the Association of Municipalities of Ontario.

CARRIED

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

Respectfully,


A grey rectangular box redacting the signature of Tanya Patterson.

Tanya Patterson
Deputy Clerk

/tp

cc: Hon. Steve Clark, Minister of Municipal Affairs and Housing
Honourable Rick Byers, MPP Bruce-Grey-Owen Sound
Association of Municipalities of Ontario
Ontario Municipalities



 Corporate Services Department Legislative Services Division	
Date & Time Received:	May 10, 2024 9:01 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Hon. Doug Ford
Premier of Ontario
823 Albion Road
Etobicoke, ON
M9V 1A3
VIA EMAIL:
premier@ontario.ca

Hon. Michael Ford
Minister of Citizenship and
Multiculturalism
14th Floor
56 Wellesley St.
Toronto, ON M7A 2E7
VIA EMAIL:
Michael.Ford@pc.ola.org

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

May 9, 2024

RE: Resolution from Town of Coburg Council regarding Request to Amend Subsection 27(16) of the Ontario Heritage Act

Please be advised that Township of Puslinch Council, at its meeting held on April 10, 2024 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2024-123:

Moved by Councillor Hurst and
Seconded by Councillor Sepulis

That the Consent Agenda item 6.13 be received for information; and

Whereas Council supports the resolution from the Town of Cobourg Council regarding a Request to Amend Subsection 27(16) of the Ontario Heritage Act;

That Council direct staff to forward a support resolution accordingly; and

That Council refer this consent item to the Heritage Advisory Committee for its information.

CARRIED

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

Sincerely,



Justine Brotherston
Municipal Clerk

CC: Ontario Municipalities



The Corporation of the Town of Cobourg

Resolution

All Ontario Municipalities

Sent via email

Town of Cobourg
55 King Street West,
Cobourg, ON, K9A 2M2
clerk@cobourg.ca
Town of Cobourg

March 8, 2024

RE: Correspondence from the Architectural Conservancy Ontario regarding Proposed Amendment to Subsection 27(16) of the Ontario Heritage Act with respect to the removal of listed (non-designated) properties from municipal heritage registers

Please be advised that the Town of Cobourg Council, at its meeting held on February 28, 2024, passed the following resolution:

WHEREAS subsection 27(16) of the Ontario Heritage Act stipulates that any non-designated heritage property listed on the municipal register of properties as of December 31, 2022 shall be removed from the municipal register on or before January 1, 2025, if the council of the municipality does not give a notice of intention to designate the property under subsection 29(1) of the Ontario Heritage Act on or before January 1, 2025; and

WHEREAS since January 1, 2023, municipal staff and members of the municipal heritage committee in the Town of Cobourg have been diligently working to: review the municipal heritage register; research the heritage value and interest of listed (non-designated) properties; review and research the heritage value and interest of non-designated properties; contact owners of such properties; determine which properties should potentially be designated in accordance with the provisions of Section 29 of the Ontario Heritage Act; and take all required steps to designate such properties; and

WHEREAS the above-noted work involving 213 listed properties in the Town of Cobourg is extremely time-consuming and cannot be completed by December 31, 2024 with the limited municipal resources available.



The Corporation of the Town of Cobourg

Resolution

NOW THEREFORE BE IT RESOLVED THAT the Council of the Town of Cobourg authorize the Mayor to promptly send a letter to Doug Ford, Premier of Ontario, and Michael Ford, Minister of Citizenship and Multiculturalism, requesting that Subsection 27(16) of the Ontario Heritage Act be amended to extend the above-noted deadline for five years from January 1, 2025 to January 1, 2030; and

FURTHER THAT Council direct staff to forward this resolution to all 443 municipalities in Ontario seeking support of the ACO correspondence.

Sincerely,



Kristina Lepik
Deputy Clerk/Manager, Legislative Services



 Corporate Services Department Legislative Services Division	
Date & Time Received:	May 10, 2024 9:05 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Hon. Paul Calandra
Ministry of Municipal
Affairs and Housing
VIA EMAIL:
Paul.Calandra@pc.ola.org

Warden Andy Lennox
Mayor, Township of
Wellington North
VIA EMAIL:
andyl@wellington.ca

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

May 9, 2024

RE: Resolution No. 2024-124 regarding 6.14 Township of Amaranth Resolution regarding Operational Budget Funding

Please be advised that Township of Puslinch Council, at its meeting held on April 10, 2024 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2024-124:

Moved by Councillor Sepulis and
Seconded by Councillor Hurst

That the Consent Agenda item 6.14 be received for information; and

Whereas Council supports the resolution from the Township of Amaranth regarding Operational Budget Funding;

That Council direct staff to forward a support resolution accordingly; and further

That the resolution be forwarded to the County Warden Lennox for information.

CARRIED

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

Sincerely,

Justine Brotherston
Municipal Clerk

CC: Premier of Ontario, AMO , Ontario Municipalities



374028 6TH LINE • AMARANTH ON • L9W 0M6

March 12, 2024

Hon. Paul Calandra
Minister of Municipal Affairs and Housing

Sent by email to: Paul.Calandra@pc.ola.org

Re: Operational Budget Funding

At its regular meeting of Council held on March 6, 2024, the Township of Amaranth Council passed the following resolution.

Resolution #: 4

Moved by: G Little

Seconded by: A. Stirk

Whereas all Ontario municipalities are prohibited from running budget deficits for operating purposes, and;

Whereas all Ontario municipalities have similar pressures with respect to aging infrastructure and operating costs for policing, and;

Whereas the City of Toronto has recently received Provincial funding to cover a \$1.2 billion dollar operating shortfall and approximately \$12 million in Federal and Provincial funding for their Police operating budget, and;

Whereas the City of Toronto has the lowest tax rates in the Province, approximately 40% less than the average Dufferin rural municipal tax rate.

Be it Resolved That the Township of Amaranth call on the Province of Ontario to treat all municipalities fairly and provide equivalent representative operational budget funding amounts to all Ontario municipalities.


CARRIED

Please do not hesitate to contact the office if you require any further information on this matter.

Yours truly,

Nicole Martin, Dipl. M.A.
CAO/Clerk
C: Premier of Ontario; AMO; Ontario Municipalities



 Corporate Services Department Legislative Services Division	
Date & Time Received:	May 10, 2024 9:05 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Hon. Paul Calandra
Ministry of Municipal
Affairs and Housing
VIA EMAIL:
Paul.Calandra@pc.ola.org

Warden Andy Lennox
Mayor, Township of
Wellington North
VIA EMAIL:
andyl@wellington.ca

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

May 9, 2024

RE: Resolution No. 2024-124 regarding 6.14 Township of Amaranth Resolution regarding Operational Budget Funding

Please be advised that Township of Puslinch Council, at its meeting held on April 10, 2024 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2024-124:

Moved by Councillor Sepulis and
Seconded by Councillor Hurst

That the Consent Agenda item 6.14 be received for information; and

Whereas Council supports the resolution from the Township of Amaranth regarding Operational Budget Funding;

That Council direct staff to forward a support resolution accordingly; and further

That the resolution be forwarded to the County Warden Lennox for information.

CARRIED

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

Sincerely,

Justine Brotherston
Municipal Clerk

CC: Premier of Ontario, AMO , Ontario Municipalities



374028 6TH LINE • AMARANTH ON • L9W 0M6

March 12, 2024

Hon. Paul Calandra
Minister of Municipal Affairs and Housing

Sent by email to: Paul.Calandra@pc.ola.org

Re: Operational Budget Funding

At its regular meeting of Council held on March 6, 2024, the Township of Amaranth Council passed the following resolution.

Resolution #: 4

Moved by: G Little

Seconded by: A. Stirk

Whereas all Ontario municipalities are prohibited from running budget deficits for operating purposes, and;

Whereas all Ontario municipalities have similar pressures with respect to aging infrastructure and operating costs for policing, and;

Whereas the City of Toronto has recently received Provincial funding to cover a \$1.2 billion dollar operating shortfall and approximately \$12 million in Federal and Provincial funding for their Police operating budget, and;

Whereas the City of Toronto has the lowest tax rates in the Province, approximately 40% less than the average Dufferin rural municipal tax rate.

Be it Resolved That the Township of Amaranth call on the Province of Ontario to treat all municipalities fairly and provide equivalent representative operational budget funding amounts to all Ontario municipalities.


CARRIED

Please do not hesitate to contact the office if you require any further information on this matter.

Yours truly,



Nicole Martin, Dipl. M.A.
CAO/Clerk
C: Premier of Ontario; AMO; Ontario Municipalities

 Corporate Services Department Legislative Services Division	
Date & Time Received:	May 14, 2024 1:13 pm
Original To:	CIP
Copies To:	
Take Appropriate Action <input type="checkbox"/> File <input type="checkbox"/>	
Notes/Comments:	

Executive Services
 99-A Advance Avenue, Napanee, ON K7R 3Y5 .greaternapanee.com

May 14, 2024

Sent via email: info@karea.ca

Kingston and Area Real Estate Association
 720 Arlington Park Place
 Kingston, ON K7M 8H9

Re: Protecting Our Communities Water

Dear Erin Finn,

Please be advised that the Council of the Town of Greater Napanee passed the following resolution at its regular session meeting of April 30, 2024:

RESOLUTION #155/24: Pinnell Jr., Norrie

That Council receive for information the correspondence from the Kingston and Area Real Estate Association regarding the local impacts of the proposed closure of the Kingston public health lab;

And further, that Council send a letter of support to the President of the Kingston and Area Real Estate Association;

And further that a copy of the letter to be sent to Premier Doug Ford, Deputy Premier and Minister of Health Sylvia Jones, Ric Bresee, MPP - Hastings Lennox and Addington; Shelb Kramp-Neuman, MP- Hastings and Lennox and Addington and all municipalities in Ontario.

CARRIED

Please do not hesitate to contact j_alters@greaternapanee.com if you require any further information with respect to this resolution.

Sincerely,



Jessica Walters
 Clerk

- cc. Hon. Doug Ford, Premier of Ontario
- Hon. Sylvia Jones, Deputy Premier and Minister of Health
- Ric Bresee, MPP for Hastings-Lennox & Addington
- Shelb Kramp-Neuman, MP for Hastings-Lennox & Addington
- All municipalities of Ontario



Dear Mayor Richardson and Council

As a valued members of our community I feel it is important to share with you a matter of significant concern that affects us all, especially those of us living in or considering rural properties in Hastings, Lennox and Addington and Frontenac Counties.

Recent recommendations have put the future of our local Public Health Ontario laboratory in jeopardy. This facility is crucial for conducting no-cost water testing, a service that many of our rural residents rely on to ensure their drinking water is safe. The proposed closure of the Kingston lab could have a direct impact on our community's health and safety, as well as potential implications for property values and the attractiveness of rural living.

Why Your Support is Needed:

- Community Health: Safe drinking water is a cornerstone of public health. Losing access to local, no-cost water testing could lead to increased health risks.
- Rural Impact: Rural residents, in particular, depend on these services due to the absence of municipal water services in many areas.
- Economic Considerations: The availability of reliable water testing services is essential for maintaining property values and the desirability of rural properties.

How You Can Help:

The Kingston and Area Real Estate Association is spearheading a petition to keep the Kingston water testing lab operational and its services free. We believe that by coming together as a community, we can ensure that our voices are heard and that this essential service remains available to those who need it most.

We kindly ask for your support by:

1. Note and receive this letter for information and to provide a motion that a copy of this letter is sent to:
 - Premier Doug Ford
 - Deputy Premier and Minister of Health Sylvie Jones
 - MPP Ric Bresee
 - MP Shelby Kramp-Neuman
 - All remaining 443 Ontario Municipalities

2. Spread the Word: Please share this information with friends, family, and neighbours. The more voices we gather, the stronger our appeal.

Your engagement in this cause is not just about preserving a service; it's about upholding the health and well-being of our community. Together, we can make a difference.

Thank you for taking the time to read this message and for considering this call to action. Your support means everything to us and to rural communities across Ontario.

Should you have any questions or wish to discuss this further, please don't hesitate to get in touch.

Warm regards,


Erin Finn



May 9, 2024

Please be advised that during the regular Council meeting of May 7, 2024 the following resolution regarding seeking support for the Province and Federal Government to work together to help end the national housing affordability crisis.

RESOLUTION NO. **2024-224**
DATE: **May 7, 2024**
MOVED BY: **Councillor Branderhorst**
SECONDED BY: **Councillor Roberts**

 Corporate Services Department Legislative Services Division	
Date & Time Received:	May 10, 2024 8:59 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

WHEREAS there is an unprecedented national housing affordability crisis and substantial investments in new affordable social housing are required to address the overwhelming need;

WHEREAS substantial investments in revitalizing existing affordable social housing are required to maintain existing housing stock so as not to make the national housing affordability crisis worse;

WHEREAS social support expansions are required to prevent families choosing between housing and other basic necessities of life;

WHEREAS the national housing affordability crisis is most acute in Ontario, and unlike most Provinces and Territories in Canada, 47 Service Managers and District Social Service Administration Boards (SM/DSSAB) are responsible for delivering social supports, including housing affordability supports in this Province;

WHEREAS many of these 47 SM/DSSABs in Ontario are larger than many provinces and territories in other provinces in the country, but lack the revenue, policy tools and powers of the Provincial and Federal governments to end the housing affordability crisis on their own;

WHEREAS on March 25, 2024 our local SM/DSSAB (Prince Edward Lennox and Addington Social Services) was notified by the Province that the Federal Government would be cutting \$355 million in funding intended to support affordable social housing across the province, due to a disagreement about how community housing units are counted as part of the National Housing Strategy Action Plan;

WHEREAS any reductions in funding from the Federal and Provincial governments risks the termination of critically needed housing and social supports for some of the most vulnerable across Ontario;

NOW THEREFORE, BE IT RESOLVED THAT the Council of the County of Prince Edward requests that the funding dispute between the Federal and Provincial governments be resolved to limit mounting harms to some of Ontario's most vulnerable people;

THAT the Federal and Provincial governments to continue to fund SMs/DSSABs in an amount equivalent to the monies under the CMHC-Ontario Bilateral agreement in the National Housing Strategy until a new funding agreement can be reached;

THAT the Council of the County of Prince Edward advocate to the Federal and Provincial governments to establish a trilateral table including the SMs/DSSABs, to negotiate the final 3 year tranche of funding under the National Housing Strategy;

THAT Council direct the Mayor to write to the Provincial and Federal Ministers of Housing urgently requesting confirmation that financial support will continue for vulnerable households across Ontario currently in receipt of the Canada-Ontario Housing Benefit prior to May 31, 2024; and

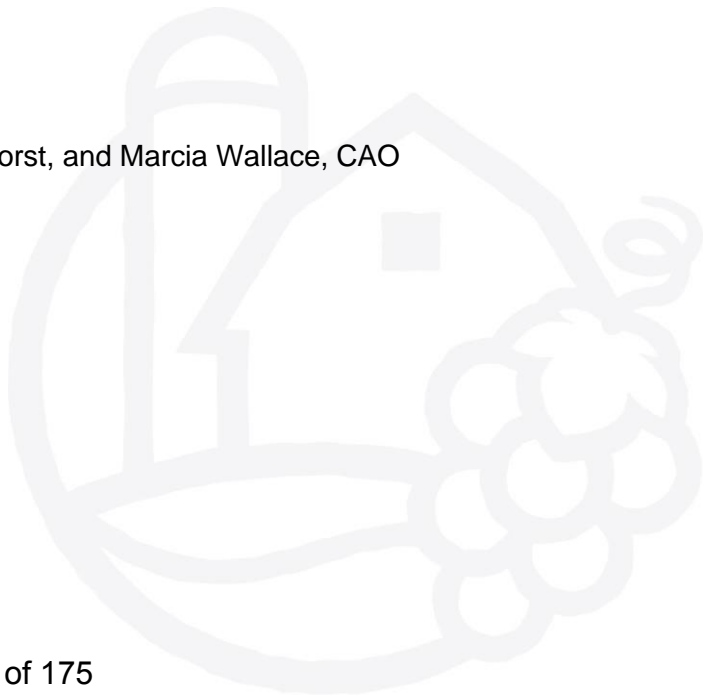
THAT a copy of this resolution be sent to the Minister of Housing, Infrastructure and Communities, Minister of Municipal Affairs and Housing, the Federation of Canadian Municipalities, the Association of Municipalities of Ontario, the Ontario Municipal Social Services Association, Prince Edward Lennox and Addington Social Services, the Eastern Ontario Wardens Caucus, and all Ontario Municipalities.

Yours truly,



Catalina Blumenberg, **CLERK**

cc: Mayor Steve Ferguson, Councillor Branderhorst, and Marcia Wallace, CAO



May 9, 2024

Sent via email: minister.mecp@ontario.ca

Hon. Andrea Khanjin, Minister of Environment, Conservation and Parks
College Park 5th Flr
777 Bay St.
Toronto, ON M7A 2J3

Dear Minister Khanjin:

Re: Lake Simcoe Phosphorus Pollution

For your information and records, at its meeting of Municipal Council held on May 7, 2024, the Council of the Town of East Gwillimbury enacted as follows:


WHEREAS in 2009 the Government of Ontario released its Lake Simcoe Protection Plan, which called for Lake Simcoe's phosphorus pollution to be reduced by 50% to 44 tonnes per year to protect our cold water fishery and to prevent toxic blue-green algae blooms and excessive weed growth;

WHEREAS Lake Simcoe's phosphorus pollution has risen by 25% between 2015 and 2020 relative to its 2009 level.

NOW THEREFORE BE IT RESOLVED THAT the Council of the Town of East Gwillimbury requests the Government of Ontario to fund and implement a plan to reduce Lake Simcoe's phosphorus pollution to 44 tonnes per year with a target date of 2030; and

THAT a copy of this resolution be sent to the Honourable Andrea Khanjin, Minister of the Environment, Conservation and Parks; and all Lake Simcoe watershed MPPs and municipalities.

If you have any further questions, feel free to contact the undersigned.

 Corporate Services Department Legislative Services Division	
Date & Time Received:	May 10, 2024 9:18 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Yours truly,



Tara Lajevardi, Hon. B.A.
Municipal Clerk/Director of Legislative Services

CC

Honourable Doug Downey, MPP, Barrie–Springwater–Oro-Medonte
Honourable Jill Dunlop, MPP, Simcoe North
Honourable Caroline Mulroney, MPP, York–Simcoe
Laurie Scott, MPP, Haliburton–Kawartha Lakes–Brock
Lake Simcoe Watershed Municipalities



Corporate Services Department Legislative Services Division	
Date & Time Received:	May 13, 2024 9:18 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Hon. Doug Ford premier@ontario.ca
(sent via e-mail)

May 10th, 2024

Re: Provincial Regulations Needed to Restrict Keeping of Non-native ("exotic") Wild Animals

Please be advised that the Council of the Town of Plympton-Wyoming, at its meeting on May 8th, 2024, passed the following motion supporting the resolution from St. Catherines regarding the need of Provincial regulations to restrict the keeping of non-native ("exotic") wild animals.

Motion #21

Moved by Councillor Bob Woolvett


Seconded by Councillor Kristen Rodrigues

That Council support correspondence item 'g' from St. Catherines regarding Provincial Regulations needed to Restrict Keeping of Non-Native (exotic) Wild Animals.

Carried.

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at eflynn@plympton-wyoming.ca.

Sincerely,


Ella Flynn
Executive Assistant – Deputy Clerk
Town of Plympton-Wyoming

Cc: The Honourable Michael S. Kerzner, Solicitor General
The Honourable Graydon Smith, Minister of Natural Resources and Forestry
Local MPPs
Association of Municipalities of Ontario (AMO)
Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO)
Municipal Law Enforcement Officers' Association of Ontario (MLEAO)
All Municipalities of Ontario

April 23, 2024

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

Sent via email: premier@ontario.ca

**Re: Provincial Regulations Needed to Restrict Keeping of Non-native ("exotic") Wild Animals
Our File 35.11.2**

Dear Premier Ford,

At its meeting held on April 8, 2024, St. Catharines City Council approved the following motion:

WHEREAS Ontario has more private non-native ("exotic") wild animal keepers, roadside zoos, mobile zoos, wildlife exhibits and other captive wildlife operations than any other province; and

WHEREAS the Province of Ontario has of yet not developed regulations to prohibit or restrict animal possession, breeding, or use of non-native ("exotic") wild animals in captivity; and

WHEREAS non-native ("exotic") wild animals can pose very serious human health and safety risks, and attacks causing human injury and death have occurred in the province; and

WHEREAS the keeping of non-native ("exotic") wild animals can cause poor animal welfare and suffering, and poses risks to local environments and wildlife; and

WHEREAS owners of non-native ("exotic") wild animals can move from one community to another even after their operations have been shut down due to animal welfare or public health and safety concerns; and

WHEREAS municipalities have struggled, often for months or years, to deal with non-native ("exotic") wild animal issues and have experienced substantive regulatory, administrative, enforcement and financial challenges; and

WHEREAS the Association of Municipalities of Ontario (AMO), the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO) and the Municipal Law Enforcement Officers' Association (MLEOA) have indicated their support for World Animal Protection's campaign for provincial regulations of non-native ("exotic") wild animals and roadside zoos in letters to the Ontario Solicitor General and Ontario Minister for Natural Resources and Forestry;

THEREFORE BE IT RESOLVED that the City of St. Catharines hereby petitions the provincial government to implement provincial regulations to restrict the possession, breeding, and use of non-native ("exotic") wild animals and license zoos in order to guarantee the fair and consistent application of policy throughout Ontario for the safety of Ontario's citizens and the non-native ("exotic") wild animal population; and

BE IT FURTHER RESOLVED that this resolution will be forwarded to all municipalities in Ontario for support, the Premier of Ontario, Ontario Solicitor General, Ontario Minister for Natural Resources and Forestry, MPP Jennie Stevens, MPP Sam Oosterhoff, MPP Jeff Burch, AMO, AMCTO, and MLEAO.


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



Kristen Sullivan, City Clerk
Legal and Clerks Services, Office of the City Clerk
:av

cc: The Honourable Michael S. Kerzner, Solicitor General
The Honourable Graydon Smith, Minister of Natural Resources and Forestry
Local MPPs
Association of Municipalities of Ontario (AMO)
Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO)
Municipal Law Enforcement Officers' Association of Ontario (MLEAO)
All Municipalities of Ontario



 Corporate Services Department Legislative Services Division	
Date & Time Received:	May 15, 2024 9:21 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

May 14, 2024

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
Via Email: premier@ontario.ca

Dear Premier Ford:

Re:Public Health Ontario proposes phasing out free water testing for private wells

Please be advised that the Council of the Town of Gore Bay adopted the following resolution at their meeting of May 13, 2024, regarding the above noted matter;

15772

Moved by Kelly Chaytor

Seconded by Rob Dearing

BE IT RESOLVED THAT Gore Bay Council supports the Township of Archipelago's request to the Province of Ontario to reconsider and ultimately decide against the proposed phasing out of free private drinking water testing services;

FURTHER, this resolution is circulated to all Ontario municipalities, the Minister of Health, and Sudbury District Health Unit.

Carried

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

Respectfully,



Stasia Carr
Clerk

Cc:
Minister of Health sylvia.jones@pc.ola.org
Sudbury District Health Unit sutcliffep@phsd.ca
Ontario Municipalities



The Corporation of The Township of The Archipelago
Council Meeting

Agenda Number: 15.8.

Resolution Number 24-082

Title: Public Health Ontario proposes phasing out free water testing for private wells

Date: Friday, April 19, 2024

Moved by: Councillor Manners

Seconded by: Councillor MacLeod

WHEREAS the Ontario Auditor General's annual report on public health from December 2023 indicates that Public Health Ontario is proposing the phasing-out of free provincial water testing services for private drinking water; and

WHEREAS free private drinking water testing services has played a pivotal role in safeguarding public health, particularly in rural communities, including the entire Township of The Archipelago, that rely predominantly on private drinking water; and

WHEREAS the removal of free private drinking water testing could lead to a reduction in testing, potentially increasing the risk of waterborne diseases in these vulnerable populations; and

WHEREAS the tragic events in Walkerton, Ontario underscored the critical importance of safe drinking water.

NOW THEREFORE BE IT RESOLVED that The Township of The Archipelago hereby requests that the Province reconsider and ultimately decide against the proposed phasing-out of free private drinking water testing services.

FURTHER BE IT RESOLVED that this resolution be sent to all Ontario municipalities, Minister of Environment Conservation and Parks, Minister of Health, North Bay Parry Sound District Health Unit, Graydon Smith, MPP Parry Sound-Muskoka.

Carried



Office of the Auditor General of Ontario

Value-for-Money Audit:
Public Health
Ontario

[Link to this Report](#)



December 2023



East Ferris

MUNICIPALITY • MUNICIPALITÉ



Corporate Services Department
Legislative Services Division

REGULAR COUNCIL MEETING

HELD
May 14th, 2024

Date & Time Received:	May 15, 2024 11:52 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

2024-106
Moved by Councillor Kelly
Seconded by Councillor Champagne

THAT Council for the Municipality of East Ferris support the resolution from the City of St. Catharines regarding petitioning the provincial government to implement provincial regulations to restrict the possession, breeding, and use of non-native (“exotic”) wild animals and license zoos in order to guarantee the fair and consistent application of policy throughout Ontario for the safety of Ontario’s citizens and the non-native (“exotic”) wild animal population;

AND FUTHER THAT that this resolution will be forwarded to all municipalities in Ontario for support, the Premier of Ontario, Ontario Solicitor General, Ontario Minister for Natural Resources and Forestry, MPP Anthony Rota, MPP Vic Fedeli, AMO, AMCTO, and MLEAO.

Carried Mayor Rochefort

CERTIFIED to be a true copy of
Resolution No. 2024-106 passed by the
Council of the Municipality of East Ferris
on the 14th day of May, 2024.



Kari Hanselman, Dipl. M.A.
Clerk

April 23, 2024

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

Sent via email: premier@ontario.ca

**Re: Provincial Regulations Needed to Restrict Keeping of Non-native ("exotic") Wild Animals
Our File 35.11.2**

Dear Premier Ford,

At its meeting held on April 8, 2024, St. Catharines City Council approved the following motion:

WHEREAS Ontario has more private non-native ("exotic") wild animal keepers, roadside zoos, mobile zoos, wildlife exhibits and other captive wildlife operations than any other province; and

WHEREAS the Province of Ontario has of yet not developed regulations to prohibit or restrict animal possession, breeding, or use of non-native ("exotic") wild animals in captivity; and

WHEREAS non-native ("exotic") wild animals can pose very serious human health and safety risks, and attacks causing human injury and death have occurred in the province; and

WHEREAS the keeping of non-native ("exotic") wild animals can cause poor animal welfare and suffering, and poses risks to local environments and wildlife; and

WHEREAS owners of non-native ("exotic") wild animals can move from one community to another even after their operations have been shut down due to animal welfare or public health and safety concerns; and


WHEREAS municipalities have struggled, often for months or years, to deal with non-native ("exotic") wild animal issues and have experienced substantive regulatory, administrative, enforcement and financial challenges; and

WHEREAS the Association of Municipalities of Ontario (AMO), the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO) and the Municipal Law Enforcement Officers' Association (MLEOA) have indicated their support for World Animal Protection's campaign for provincial regulations of non-native ("exotic") wild animals and roadside zoos in letters to the Ontario Solicitor General and Ontario Minister for Natural Resources and Forestry;

THEREFORE BE IT RESOLVED that the City of St. Catharines hereby petitions the provincial government to implement provincial regulations to restrict the possession, breeding, and use of non-native ("exotic") wild animals and license zoos in order to guarantee the fair and consistent application of policy throughout Ontario for the safety of Ontario's citizens and the non-native ("exotic") wild animal population; and

BE IT FURTHER RESOLVED that this resolution will be forwarded to all municipalities in Ontario for support, the Premier of Ontario, Ontario Solicitor General, Ontario Minister for Natural Resources and Forestry, MPP Jennie Stevens, MPP Sam Oosterhoff, MPP Jeff Burch, AMO, AMCTO, and MLEAO.

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



Kristen Sullivan, City Clerk
Legal and Clerks Services, Office of the City Clerk
:av

cc: The Honourable Michael S. Kerzner, Solicitor General
The Honourable Graydon Smith, Minister of Natural Resources and Forestry
Local MPPs
Association of Municipalities of Ontario (AMO)
Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO)
Municipal Law Enforcement Officers' Association of Ontario (MLEAO)
All Municipalities of Ontario



East Ferris

MUNICIPALITY • MUNICIPALITÉ



Corporate Services Department
Legislative Services Division

REGULAR COUNCIL MEETING

HELD
May 14th, 2024

Date & Time Received:	May 15, 2024 12:06 pm
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

2024-104

**Moved by Deputy Mayor Rooyakkers
Seconded by Councillor Champagne**

THAT Council for the Municipality of East Ferris support the resolution from Hastings County calling on the Ontario and Federal Government to implement sustainable infrastructure funding for small rural municipalities;


AND FURTHER THAT small rural municipalities are not overlooked and disregarded on future applications for funding;

AND FURTHER THAT both the Federal and Ontario Governments begin by acknowledging that there is an insurmountable debt facing small rural municipalities;

AND FURTHER THAT AND FINALLY THAT this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Anthony Rota, MPP Vic Fedeli, AMO, ROMA, FCM, Eastern Ontario Wardens' Caucus, Good Roads and all Municipalities in Ontario.

Carried Mayor Rochefort

CERTIFIED to be a true copy of
Resolution No. 2024-104 passed by the
Council of the Municipality of East Ferris
on the 14th day of May, 2024.


Kari Hanselman, Dipl. M.A.
Clerk

T: 705-752-2740

E: municipality@eastferris.ca

25 Taillefer Road, Corbeil, ON. P0H 1K0

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, April 25, 2024

A meeting of the Durham Region Anti-Racism Taskforce was held on Thursday, April 25, 2024 in Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 7:01 PM. Electronic participation was offered for this meeting.

1. Traditional Territory Acknowledgment

Chair Samuel read the following land acknowledgement:

The Region of Durham exists on lands that the Michi Saagiig Anishinaabeg inhabited for thousands of years prior to European colonization. These lands are the traditional and treaty territories of the Nations covered under the Williams Treaties, including the Mississaugas of Scugog Island First Nation, Alderville First Nation, Hiawatha First Nation, Curve Lake First Nation, and the Chippewa Nations of Georgina Island, Beausoleil and Rama.

We honour, recognize, and respect Indigenous Peoples as rights holders and stewards of the lands and waters on which we have the privilege to live. In our efforts towards reconciliation, we continue to build and strengthen relationships with First Nations, as well as the growing Inuit communities and large Métis communities and here in Durham. We commit to learning from Indigenous values and knowledge, building opportunities for collaboration, and recognizing that we are all connected.

2. Roll Call

Present: Councillor Anderson, Regional Council Alternate
PG Case, Industry/Association/Public Institution Representative, Vice-Chair
R. Coelho, Community Member
A. Frempong, Community Member
B. Goodwin, Commissioner of Corporate Services
Councillor Lee, Regional Council
J. Munawa, Community Member
C. Oyeniran, Community Member
N. Samuel, Industry/Association/Public Institution Representative, Chair
K. Vieneer, Community Member
J. Williamson, Industry/Association/Public Institution Representative
G. Wilson-Beier, Community Member
*** all members participated electronically**

Absent: E. Baxter-Trahair, Chief Administrative Officer
S. Bookal, Community Member
T. Hancock, Community Member

B. Nelson, Industry/Association/Public Institution Representative
Councillor Shahid, Regional Council

Staff

Present: A. Hector-Alexander, Director, Diversity, Equity, and Inclusion
J. Hunt, Regional Solicitor/Director of Legal Services, CAO's Office – Legal
R. Inacio, Systems Support Specialist, Corporate Services – IT
H. Mohammed, Policy Coordinator, Diversity, Equity, and Inclusion
A. Patel, Student, CAO's Office – Legal
A. Sharma, Policy Advisor, Diversity, Equity and Inclusion
K. Smith, Committee Clerk, Corporate Services – Legislative Services
*** all staff participated electronically**

3. Declarations of Pecuniary Interest

There were no declarations of interest.

4. Adoption of Minutes

K. Smith provided clarification regarding the closed meeting minutes for the Durham Region Anti-Racism Taskforce meeting held on February 22, 2024.

Moved by Councillor Lee, Seconded by G. Wilson-Beier,
That the minutes of the Durham Region Anti-Racism Taskforce meeting
held on Thursday, February 22, 2024, be adopted.
CARRIED

Moved by Councillor Lee, Seconded by G. Wilson-Beier,
That the Closed minutes of the Durham Region Anti-Racism Taskforce
meeting held on Thursday, February 22, 2024, be adopted.
CARRIED

5. Delegations

There were no delegations to be heard.

6. Presentations

A) Jason Hunt, Director, Legal Services, Region of Durham, and Adam Patel,
Student, Legal Services, Region of Durham, re: Hate Speech By-Law

Jason Hunt, Director, Legal Services, Region of Durham, thanked Committee members for their interest in sharing and discussing the research being done on a Hate Speech By-law. He advised that there is concern with offensive speech being used during protests outside of events that Durham Region or other community partners are holding. He stated that there has been some advancements on this topic in the United States and staff are interested in advancing this new area of law to provide necessary protection.

Adam Patel, Student, Legal Services, Region of Durham, provided a PowerPoint presentation with regards to the Hate Speech By-Law.

Highlights of the presentation included:

- The Right to Free Expression
- The Components of Expression
- Brightline's
- When is Expression Infringed?
- Section 1 of the Charter
- The Oakes Test
- Offensive Speech vs Hate Speech
- Where is the Line?
- The Constitutionality of Hate Speech Laws
- Interpreting Evidence of Hate
- What is Hatred?
- What is Hate Speech?
- When does Offensive Speech become Hate Speech?

J. Hunt and A. Patel responded to questions from the Committee regarding hate speech by-laws currently in place in Durham Region; how a hate speech by-law can be enforced; if a Durham Region hate speech by-law, similar to the by-law in Waterloo, could be implemented; why antisemitism is specifically mentioned in the Criminal Code; how the by-law would need to be implemented across all lower tier municipalities in Durham Region; and how those who have experienced a hate crime should report an incident.

- B) Vidal Chavannes, Director, Strategy, Research and Organizational Performance, Durham Regional Police Services, re: Response to Questions Prepared by the Taskforce Working Group
-

Vidal Chavannes, Director, Strategy, Research and Organizational Performance, Durham Regional Police Services (DRPS), was in attendance to provide responses to questions prepared by the Taskforce Working Group.

Detailed discussion ensued and V. Chavannes provided responses or attempted to respond to the following questions:

- Equity strategic plan lists indicators; are there results that accompany these metrics? Can they be shared?
- Is there a plan to acquire anti-Black racism/equity training programs specific for personnel within DRPS?
- Will frontline DRPS officers start collecting race-based data for reporting purposes (internally and externally)?

- Are there plans to conduct an internal survey regarding staff demographics and to share that data?
- Can DRPS include demographic data in the onboarding process to avoid any logistical issues?
- How does one serve on the Police Services Board? By appointment? Is there an application process?
- Are there plans to launch a hiring campaign to target diverse communities (e.g. through organizations, local area municipalities, high schools)?
- The Social Services Department did some community engagement regarding a non-police led response team. Can you share any perspectives from DRPS regarding this initiative?
- Under what circumstances do officers have to be armed (e.g. community events, etc.)?

V. Chavannes advised he would liaise with his police service and provide a written response to Committee members for the questions asked during the meeting.

7. Information Items

A) Motion from Councillor Brenner re: Ontario Human Rights Code

A copy of the motion from Councillor Brenner regarding the Ontario Human Rights Code was received and provided to Committee members prior to the meeting.

A. Hector-Alexander advised that there has been no response received from the Ontario Human Rights Commission regarding the motion. She advised Committee members that any questions or thoughts they may have on the motion can be passed along to Councillor Brenner.

A. Hector-Alexander also advised that the City of Pickering released their Inclusion, Diversity, Equity and Accessibility Strategy.

Moved by Councillor Lee, Seconded by C. Oyeniran,
That Information Item 7. A), be received for information.

CARRIED

B) Breaking Barriers in Swimming

S. Bookal was not in attendance to provide an update on this matter. H. Mohammed advised that information regarding the Breaking Barriers in Swimming event was provided to Committee members prior to the meeting. She

stated that S. Bookal is part of the Inclusion in Canadian Sports Network and recently received Federal funding for a Breaking Barriers in Swimming program together with the Ajax Aquatics Club, Town of Ajax and Durham Region. She advised that the program is aimed toward diverse children to introduce them to the sport of swimming and to break barriers and harmful stereotypes around racialized people.

H. Mohammed advised that Jamaican Olympian swimmer Alia Atkinson will be facilitating a session on Thursday, May 2, 2024 to promote lifesaving skills and future opportunities in swimming. The Ajax Aquatics Club and Town of Ajax will be offering swimming lessons for those participating in the session in June and July this summer.

8. Discussion Items

A) Durham Region Anti-Racism Taskforce Branding

A. Hector-Alexander advised that this item was discussed at the last meeting and discussion took place regarding graphic artists who could develop an icon for the Durham Region Anti-Racism Taskforce (DRART) and DRART's social media presence. She advised that staff from the Region's communications and engagement team were approached to assist with this and provided an icon for the DRART.

A. Hector-Alexander noted that the communications and engagement team recommended leveraging the Region of Durham's existing social media channels for the following reasons:

- DRART is an official Committee of Council and the message should represent the Region;
- The Region already has a strong social media following; and
- DRART members can echo the message by sharing the posts on their own channels.

Discussion ensued and it was suggested that DRART create a specific graphic design that represents the taskforce and use the graphic to build recognition of the taskforce; there should be an early post as a "reintroduction of DRART" on each social media platform that will speak to the work of the taskforce and set the stage for future posts; and that any additional posts can be provided through the DEI team to the Communications team.

A. Hector-Alexander shared the icon with Committee members and asked for their feedback.

Discussion ensued with regards to whether communications can be sent out without having a meeting; whether the first 'R' in DRART can be removed and

shortened to DART; and the capacity required for the DEI team to make posts on a regular basis.

A. Hector-Alexander advised that any change in name for DRART would require Council approval.

B) Sub-Committee Updates

1. Education Working Group

A. Hector-Alexander stated the Education Working Group has been working with C. Oyenarin on the movie screening for "Subjects of Desire". C. Oyenarin advised that the event is being held on June 1, 2024 at 6:30 PM and there will be a panel discussion, Q&A and community building with Jennifer Holness, Director and Producer and Dr. Grace Adeniyi-Ogunyankin, Professor of African Urban Futures and Black Futurity from Queen's University.

A. Hector-Alexander advised that the working group is exploring a partnership with Womxn of Colour Durham Collective and will provide more information at the next meeting.

A. Hector-Alexander further advised they have reached out to DEI related municipal groups and taskforce committees regarding their interest in attending a symposium on anti-racism and requested a response by April 30. She stated that a survey will also be provided to Committee members regarding their interest in attending the event.

2. EDI Working Group

A. Frempong stated that the EDI Working Group will get in touch with local municipalities and their Council with the information received from the DRPS discussion during the meeting. She thanked J. Hunt, A. Patel and V. Chavannes for their presentations and suggested partnering with Legal to have the presentation shared with the community. She advised that the working group will begin reaching out to municipalities to work with them on preparing a hate speech by-law.

A. Frempong advised that the Women's Multicultural Resource & Counselling Centre (WMRCC) is hosting a Gala of Hope on Saturday, May 11, 2024 at 6:00 PM at the Ajax Convention Centre.

3. School Board Working Group

G. Wilson-Beier advised that the School Board Working Group is planning the next meeting with school boards following the preliminary meeting in February. She advised that they are trying to maintain connections and see what direction they can collaboratively come up with to address the schools needs.

4. DRPS Working Group

Councillor Lee advised that the DRPS Working Group will get in touch with the CAO who has taken over the DEI file. He stated that it would be beneficial for the DRPS working group or any Committee members to attend the next DRPS Board Meeting

J. Munawa advised that the DRPS Working Group is also working with DRPS Communications on the Report Hate Crime Campaign and setting up a date to meet with them.

9. **Other Business**

A) Community Safety and Policing Act

A. Hector-Alexander advised that under the new Community Safety and Policing Act, the DRPS is required to have a Diversity Plan. She will provide more information at the next meeting.

B) Asian Heritage Month

Councillor Lee advised that the month of May is Asian Heritage Month.

C) EmpowerHER Breast & Cervical Health Seminar

R. Coelho advised that the EmpowerHER Breast & Cervical Health Seminar is taking place on Saturday, May 4, 2024 and is offering onsite screening for mammograms and pap tests.

D) Rainbow Week of Action

A. Frempong advised that The Society of Queer Momentum released their Rainbow Week of Action in terms of combating 2SLGBTQIA+ hate across Canada with a national campaign taking place from May 11 to 17, 2024. She stated that she is organizing a rally for Durham Region during the week and asked for Committee member's support and/or participation.

Moved by A. Frempong, Seconded by Councillor Lee,
That the Durham Region Anti-Racism Taskforce support the Rally for
Rainbow Equality taking place nationally from May 11 to 17, 2024.
CARRIED

E) Pride Durham's 2024 Pride Parade

A. Frempong advised that the Pride Durham's 2024 Pride Parade will be taking place on June 2, 2024 and will provide further information at the next meeting.

10. Date of Next Meeting

The next regularly scheduled Durham Region Anti-Racism Taskforce meeting will be held on Thursday, May 23, 2024 at 7:00 PM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

11. Adjournment

Moved by G. Wilson-Beier, Seconded by Councillor Anderson,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 8:59 PM

Respectfully submitted,

N. Samuel, Chair

K. Smith, Committee Clerk

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

The Regional Municipality of Durham

MINUTES

SPECIAL TRANSIT ADVISORY COMMITTEE

May 1, 2024

A Special meeting of the Transit Advisory Committee was held on Wednesday, May 1, 2024 in Meeting Room 1-B, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:02 PM. Electronic participation was offered for this meeting.

1. Roll Call

Present: Commissioner Crawford, Chair
A. Ali, Ajax* attended the meeting at 7:05 PM and left the meeting at 8:48 PM
A. Andrus*, Community Group, Participation House
M. Bonk, Brock
R. Claxton-Oldfield*, Member at Large
I. Giffin, Uxbridge* attended meeting at 7:25 PM
W. Henshall*, AAC
J. McEwen, AAC
A. Mujeeb*, Pickering
T. Ralph*, Whitby
T. Smale, Member at Large
J. Westerman, Oshawa

*** denotes members of the Committee participating electronically**

Absent: R. Smith, Community Group, Durham Association for Family Resources

Staff

Present: M. Fitzgibbon, Policy Advisor, Innovation
B. Holmes, General Manager, Durham Region Transit
R. Inacio, Systems Support Specialist, Corporate Services – IT
J. Lopez-Wilson, Policy Advisor, Innovation
E. McGarry Ware, Manager, Innovation and Research
S. Dessureault, Committee Clerk, Corporate Services – Legislative Services
*** denotes staff participating electronically**

2. Declarations of Interest

There were no declarations of interest.

3. Discussion Items

A) Creating a Workplan for the Transit Advisory Committee

J. Lopez-Wilson, Policy Advisor, Innovation, provided introductory remarks for the Design Dash Workshop, and outlined the purpose of the session.

B. Holmes, General Manager, Durham Region Transit, provided a PowerPoint presentation regarding background and context of the Transit Advisory Committee.

Highlights from the presentation included:

- Role of the Transit Advisory Committee
- Durham Region Transit Vision
- Background: Strategic Priorities
- Strategic Priorities
 - Economic Prosperity
 - Social Investments
 - Service Excellence
- Key Information – Looking forward

J. Lopez-Wilson provided a presentation with regards to creating a Workplan for the Transit Advisory Committee.

J. Lopez-Wilson asked committee members to participate in an exercise by answering ‘One thing they love about Durham Region Transit (DRT)’. Members provided the following responses:

- potential;
- accessible;
- cleanliness;
- economical;
- opportunity; and
- available to our community.

J. Lopez-Wilson provided guiding principles for creating a workplan.

The guiding principles included:

- Everyone has wisdom
- We need everyone’s wisdom for the best results
- There are no wrong answers
- Together, Alone
- Stay Focused

J. Lopez-Wilson asked committee members to participate in an exercise to help formulate a practical vision, by answering ‘What do we want the impact of our efforts (TAC) to look like in 3-5 years’.. Members provided the following responses:

- active communication through all levels;
- ensuring feasible, affordable, and equitable transportation;
- continuous empirical assessments of needs;

- a reliable network;
- accountability resulting in concrete changes in DRT services and delivery;
- public engagement;
- affordable transit ensuring everyone can afford to ride a barrier-free transit system;
- accessibility for all;
- a frequent, convenient, multiuse system;
- real-time transmission of changes;
- fostering diversity, employment, and continuous training;
- system models reflecting the Region of Durham; and
- a usable system with empathy at its core for the community of the Region of Durham.

J. Lopez-Wilson clustered all responses from the committee members into themes regarding the practical vision into distinct groups to sharpen the focus. Committee members collaborated and unanimously concurred on a vision to assist TAC to identify their key priorities.

J. Lopez-Wilson asked committee members to participate in an exercise by answering ‘What are DRT’s strengths and assets that can help achieve our vision’. Members provided the following responses:

- leveraging technology;
- fostering connections with the community;
- acknowledging the potential for change and improvement in current road infrastructure;
- forming partnerships with other regional entities;
- recognizing the valuable contributions of staff, volunteers, and leaders at DRT;
- the Transit Advisory Committee;
- ensuring well trained, professional staff;
- enhancing communication; and
- ability to recognize challenges and find workable solutions.

J. Lopez-Wilson compiled the top responses from committee members regarding strengths and assets to refine the focus. Committee members collaborated and identified the primary strengths and assets of DRT.

J. Lopez-Wilson asked committee members to participate in an exercise by answering ‘What challenges and barriers do TAC members feel are blocking DRT from achieving our vision’. Members provided the following responses:

- limited financial resources;
- reliability issues;
- communication challenges;
- ensuring long-term goals address underlying issues;
- overcoming infrastructure limitations;
- addressing workforce concerns and preparing for technological transitions;

- addressing scheduling challenges with Metrolinx;
- providing adequate staff training; and
- scheduling to meet the needs of riders.

J. Lopez-Wilson clustered all responses from committee members regarding challenges and barriers into distinct groups to refine the focus. Committee members collaborated and unanimously agreed upon the primary challenges and barriers facing DRT.

J. Lopez-Wilson asked committee members to participate in an exercise by answering 'What are the top priorities for DRT to overcome the challenges, build on strengths and move towards the TAC vision'. Members provided the following responses:

- keeping up with technology, engaging with the community to understand needs;
- staffing;
- strengthening funding;
- transparent communication;
- focusing on affordability through long-term goals and targets;
- community communication and advocacy for improving ridership; and
- infrastructure.

J. Lopez-Wilson clustered all response from committee members regarding the priorities for the Transit Advisory Committee into distinct groups. Committee members collaborated to identify the top priority areas of focus for the Transit Advisory Committee for the remainder of the current term. Members top responses were the following:

- Consistent and, reliable service is the face of transit for the public and should be a top priority;
- Engage with community to understand the needs; and
- Technology and infrastructure.

Chair Crawford concluded the meeting and advised that the prioritized focus areas will be reviewed by members at the next regular meeting on May 21, 2024.

4. Date of Next Meeting

Tuesday, May 21, 2024 at 7:00 PM

5. Adjournment

Moved by J. McEwen, Seconded by M. Bonk,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 8:52 PM.

M. Crawford, Chair, Transit Advisory Committee

Sarah Dessureault, Committee Clerk