



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

June 9, 2017

Information Reports

- [2017-INFO-64](#) Commissioner of Social Services – re: Seniors’ Month in Ontario
- [2017-INFO-65](#) Commissioner of Works - re: Emergency Repair of The Hortop Water Reservoir, in the City of Oshawa
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- [2017-INFO-67](#) Commissioner of Planning and Economic Development – re: Durham Tourism E-Newsletter - June 2017
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Early Release Reports

There are no Early Release Reports

Staff Correspondence

There are no Staff Correspondence

Durham Municipalities Correspondence

1. [Municipality of Clarington](#) – re: Go East Clarington Transportation Hubs Workshop
2. [Town of Ajax](#) –Resolution passed at their Council meeting held on May 15, 2017, regarding Spring Flooding Donation
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Other Municipalities Correspondence/Resolutions

1. [York Region](#) – re: Recommendation adopted at their Council meeting held on May 25, 2017, re: Financial Sustainability
2. [Municipality of East Ferris](#) – Resolution passed at their Council meeting held on May 23, 2017 re: a letter from Cheryl Gallant, Member of Parliament regarding the Trudeau Liberals removing the tax-exempt portion of remuneration paid to local officials from their 2017 Federal Deficit Budget
3. [Municipality of Calvin](#) – Resolution of support for the Township of North Frontenac regarding Hydro Reductions

Miscellaneous Correspondence

1. [Jason Travers, Director, Natural Resources Conservation Policy Branch, Minister of Natural Resources and Forestry](#) e-mailing Region of Durham, Notification of Environmental Registry Posting Regarding the Proposed Outcome of the Conservation Authorities Act Review
2. [Ministry of Municipal Affairs and Ministry of the Attorney General](#) – re: The Proposed Building Better Communities and Conserving Watersheds Act
3. [Highway Construction Inspection and the Ministry of Transportation](#) – re: Notice of Highway 401 closure for Demolition of Henry Street Bridge, Town of Whitby

Advisory Committee Minutes

1. Energy From Waste – Waste Management Advisory Committee (EFW-WMAC) minutes – [April 20, 2017](#)
2. Accessibility Advisory Committee (AAC) minutes – [May 23, 2017](#)

Action Items from Council (For Information Only)

[Action Items](#) from Committee of the Whole and Regional Council meetings

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



The Regional Municipality of Durham Information Report

From: Commissioner of Social Services
Report: #2017-INFO-64
Date: June 2, 2017

Subject:

Seniors' Month in Ontario

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The purpose of the report is to highlight that June is Seniors' Month in Ontario.

2. Background

2.1 June 2017 marks the 33rd anniversary of Seniors' Month in Ontario. This year's theme is, "Living Your Best Life". Seniors' Month is an annual celebratory tradition in which the contributions, experience and wisdom of seniors are acknowledged and celebrated throughout the province. Seniors' Month events include award ceremonies, recognition events, socials and seniors' information fairs.

2.2 The Region's Long-Term Care Homes (LTCHs) and three Adult Day Programs (ADPs), join their peers in communities across Ontario participating in the celebration and recognition of the contributions of Ontario's seniors. The LTCHs and ADPs will be hosting a number of special events to celebrate and recognize their knowledge, experience and contributions.

2.3 In further recognition of our seniors, June 15th has been proclaimed 'World Elder Abuse Awareness Day'. The day is in support of the United Nations International Plan of Action which aims to focus global attention on the significance of elder abuse as a growing social and financial concern, a public health matter, and a human rights issue. It also seeks to bring together thought leaders to exchange ideas about how best to reduce incidence of violence toward elders, increase reporting and to develop elder friendly policies.

- 2.4 The wearing of purple on this day will be recognized as a show of support for the prevention of abuse and neglect of older persons and vulnerable adults. Staff strongly encourage everyone to participate in this tradition in support of their commitment to zero tolerance of resident abuse.

3. Conclusion

- 3.1 Seniors have worked hard and continue to contribute much to the prosperity we all enjoy today. Celebrating Seniors' Month has become our collective way of recognizing their contribution to making the community a better place to live. The Region's Long-Term Care Homes and Adult Day Programs are pleased to pay tribute to Durham's seniors.
- 3.2 The Region's Long-Term Care Homes and Adult Day Programs proudly proclaim their commitment to zero tolerance of resident abuse within our homes and ADPs.

Respectfully submitted,

Original signed by:

Dr. Hugh Drouin
Commissioner of Social Services

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



The Regional Municipality of Durham Information Report

From: Commissioner of Works
Report: #2017-INFO-65
Date: June 9, 2017

Subject:

Emergency Repair of The Hortop Water Reservoir, in the City of Oshawa

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 As per the requirements of the Regional Municipality of Durham's (Region) Purchasing By-law 68-2000 (Amended), this report provides information regarding the emergency repair of the Hortop Water Reservoir, in the City of Oshawa at a total cost of \$60,650*. Dollar amounts followed by an asterisk (*) are before applicable taxes.

2. Background

2.1 The Hortop Water Reservoir consists of two underground water storage cells and a pumping station that provide water to the Oshawa/Whitby drinking water supply system. During an inspection of Cell #1 on February 22, 2017, it was found that there were cracks evident, coating deterioration and damage to the vent that needed to be repaired immediately to prevent contamination of the drinking water system.

2.2 Tarpon Contracting was retained to complete the crack injection to the roof, walls and slab, remove the deteriorated coating and repair the vent. The reservoir was returned to service on May 19, 2017.

3. Financial Implications

3.1 Section 11.0 of the Region's Purchasing By-law 68-2000 (amended) authorizes staff to make emergency purchases under certain circumstances. In accordance with the By-law, an immediate purchase can be expedited to prevent serious

delays in the work of any department, which might involve the danger to life, damage to property, or the provision of an essential service. The Finance Department issued the necessary purchase order for work under the Emergency provisions of the by-law.

- 3.2 In accordance with the provisions of the by-law, emergency purchases that exceed \$25,000 are reported to the Committee of the Whole setting out the nature of the emergency and the necessity of the action taken by staff.
- 3.3 Funding in the amount of \$60,650* for this emergency work has been provided from the Extraordinary Maintenance account in the 2017 Water Supply Operations Budget.

4. Conclusion

- 4.1 In accordance with the Regional Municipality of Durham's Purchasing By-law 68-2000 (amended), the Committee of the Whole have been informed of the nature of the emergency and the necessary action taken.
- 4.2 This report has been reviewed by the Finance Department.

Respectfully submitted,

Original signed by:

Susan Siopis, P.Eng.
Commissioner of Works



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2017-INFO-66
Date: June 6, 2017

Subject:

2016 Census of Population – Age, Gender and Dwelling Type Release, File: D01-03

Recommendation:

Receive for information.

Report:

1. Purpose

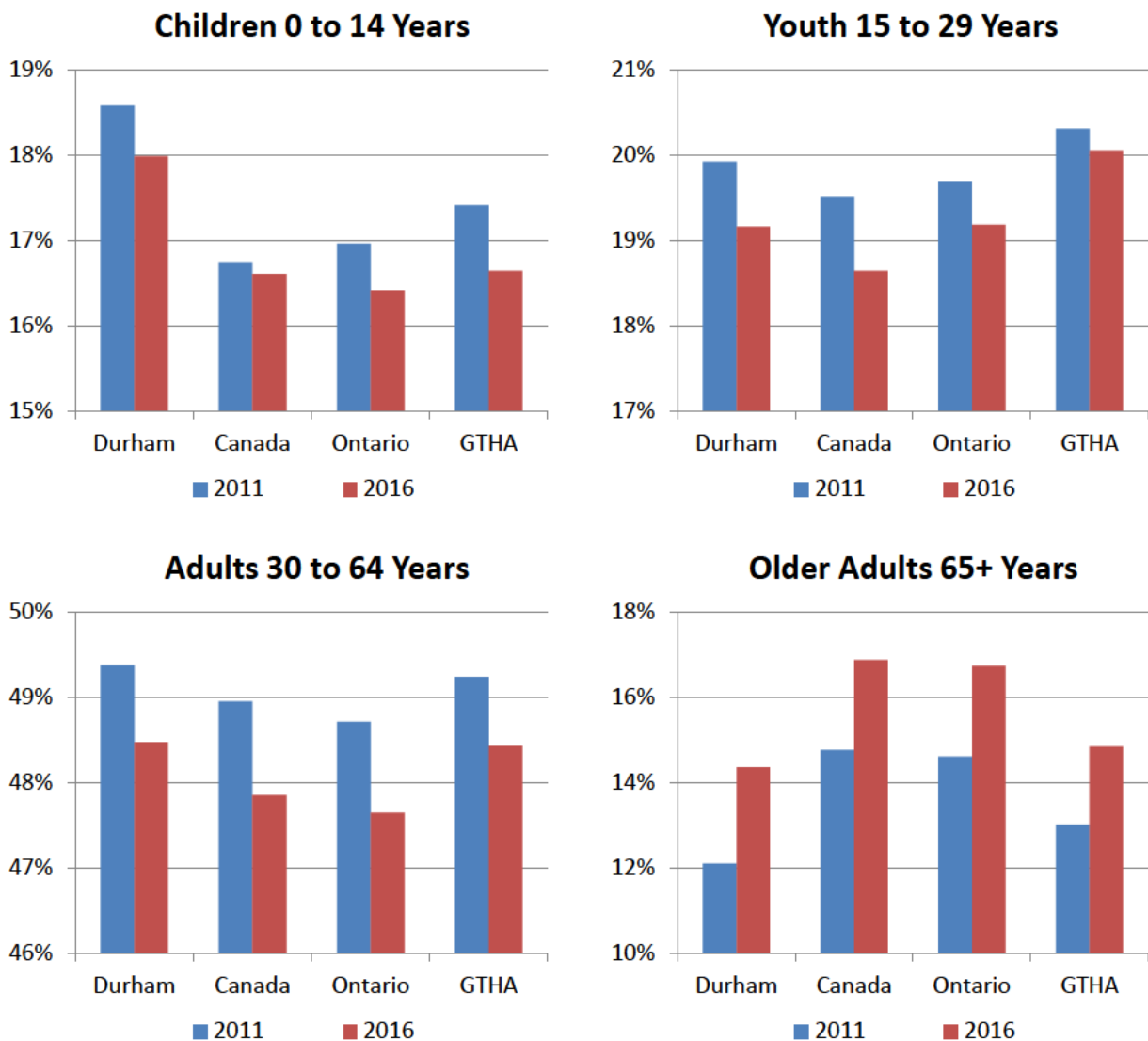
- 1.1 On May 3, 2017, Statistics Canada released the second 2016 Census of Population data set of statistics (age, gender and type of dwelling) for municipalities across Canada.
- 1.2 This report highlights changes in the characteristics of Durham Region's population and dwellings. Attachment 1 summarizes key statistics related to age, gender and type of dwelling for Durham Region, the Greater Toronto and Hamilton Area (GTHA), Ontario and Canada.

2. Age

- 2.1 Children under the age of 15 comprised 18% of Durham's population in 2016, compared to 16.6% across Canada and 16.4% in Ontario. In the GTHA, Halton (19.6%) and Peel (18.3%) had a larger proportion of children under the age of 15 than Durham, while York (17.6%), Hamilton (16.2%) and Toronto (14.6%) had a lower proportion of children than Durham. Among Durham's area municipalities, Whitby had the highest percentage of children (19.9%) and Scugog had the lowest (14.5%).

- 2.2 The proportion of Durham residents aged 15 to 29 was 19.2% in 2016, which was consistent with Ontario (19.2%) and a relatively higher percentage compared to Canada (18.6%). In the GTHA, only Toronto (21%) and Peel (20.9%) had a larger percentage share of youth than Durham. The percentage of young persons among Durham's area municipalities ranged from 20.3% in Ajax, to 16.0% in Brock.
- 2.3 Adults aged 30 to 64 accounted for 48.5% of Durham's population in 2016. This is higher than the national (47.9%) and provincial levels (47.7%), and it was also slightly higher than the GTHA average (48.4%). Within the GTHA, only Toronto (48.8%) and York (48.8%) had a higher percentage. In Durham, Ajax had the highest percentage of adults aged 30 to 64 with 49%, while Brock had the lowest with 47.1%.
- 2.4 Durham had a lower proportion of residents aged 65 and older (14.4%) compared to Canada (16.9%) and Ontario (16.7%). In the GTHA, only Peel (12.8%) had a lower proportion of adults aged 65 and older than Durham. Hamilton had the highest percentage of older adults (17.3%). The proportion of adults aged 65 and older within Durham ranged from 21.1% in Scugog to 11% in Ajax.
- 2.5 Figure 1 illustrates the changes within the above four age groups from 2011 to 2016 for Durham, the GTHA, Ontario and Canada. Notably, the only category to show an increase was the proportion of residents aged 65 years and older.

Figure 1
Age Groups in Durham, GTHA, Ontario and Canada



3. Gender

- 3.1 In 2016, the proportion of males and females in Durham was 48.7% male (314,750) and 51.3% female (331,245). Durham's male and female population share was consistent with the national (49.1% male and 50.9% female) and provincial (48.8% male and 51.2% female) shares.
- 3.2 Within the GTHA, the proportion of males to females ranged from 48.1% males and 51.9% females in Toronto to 49.1% males and 50.9% females in Peel.

3.3 Consistent with the results at the national, provincial and GTHA level, the majority of the population in each of Durham's area municipalities was female, ranging from 50.7% in Scugog to 51.5% in Pickering.

4. Dwelling Type

4.1 The majority of households¹ in the Region lived in low density forms of housing in 2016. In Durham, a total of 152,675 households lived in single-detached houses (67%) and 12,430 lived in semi-detached homes (5.5%). Row homes accounted for 24,470 dwellings (10.7%), while 38,390 households were apartments (16.8%). The household shares were similar to 2011 when 67.7% lived in single-detached homes, 5.6% in semi-detached, 10.1% in row homes and 16.5% in apartments.

4.2 For Durham, the average number of persons per household in 2016 was 2.83, compared to 2.85 in 2011. The average household size in Durham was higher than in the GTHA (2.75), Ontario (2.6) and Canada (2.5).

5. Conclusion

5.1 The Census is an essential source of data on the demographic characteristics over time. Statistics Canada expects to release the following additional data this year:

- August 2 – Families, households and marital status, language;
- September 13 – Income;
- October 25 – Immigration and ethnocultural diversity, housing, Aboriginal peoples; and
- November 29 – Education, labour, journey to work, language of work, mobility and migration.

5.2 The 2016 Census information will be used as input to various Regional projects, including the upcoming Municipal Comprehensive Review (Regional Official Plan Update), Development Charges Study, annual Five-year Servicing and Financing Study and updating the Durham Region Profile.

5.3 A copy of this report will be forwarded to the area municipalities and be made available on the Region's website.

1. A household refers to a person or group of persons who occupy the same dwelling and do not have a usual place of residence elsewhere in Canada or abroad. The dwelling in which the household lives may be either a collective dwelling or a private dwelling.

6. Attachments

Attachment #1: Statistics Canada 2016 Census of Population, Second Release

Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Attachment 1

Statistics Canada 2016 Census of Population, Second Release (Age, Gender and Dwelling Type)

Table 1
Age Groups by Municipality in Durham

Age Group	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby
0 to 14 years	23,660	1,875	17,155	26,575	14,915	3,140	3,315	25,535
	19.8%	16.1%	18.6%	16.7%	16.3%	14.5%	15.7%	19.9%
15 to 29	24,335	1,865	17,500	30,340	18,465	3,535	3,875	23,830
	20.3%	16.0%	19.0%	19.0%	20.1%	16.4%	18.3%	18.6%
30 to 64	58,555	5,490	44,740	76,195	44,950	10,385	10,230	62,480
	48.9%	47.1%	48.6%	47.8%	49.0%	48.0%	48.3%	48.7%
65 & older	13,135	2,410	12,615	26,350	13,445	4,555	3,750	16,530
	11.0%	20.7%	13.7%	16.5%	14.6%	21.1%	17.7%	12.9%

Table 2
Age Groups in the GTHA

Age Group	Durham	Halton	Peel	Toronto	York	Hamilton
0 to 14 years	116,185	107,215	253,525	398,135	195,575	87,120
	18.0%	19.5%	18.3%	14.6%	17.6%	16.2%
15 to 29	123,795	94,535	288,350	573,220	210,735	104,560
	19.2%	17.2%	20.9%	21.0%	19.0%	19.5%
30 to 64	313,100	264,865	663,040	1,333,280	541,670	252,340
	48.5%	48.3%	48.0%	48.8%	48.8%	47.0%
65 & older	92,790	81,810	176,820	426,945	161,925	92,910
	14.4%	14.9%	12.8%	15.6%	14.6%	17.3%

Table 3
Dwelling Type by Municipality in Durham

Dwelling Type	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby
Single-detached	24,710	3,950	26,065	34,935	18,810	7,395	6,340	30,420
	65.8%	87.0%	79.4%	55.8%	60.8%	89.4%	82.8%	69.9%
Semi-detached	2,135	70	1,035	5,285	2,345	180	110	1,260
	5.7%	1.5%	3.2%	8.4%	7.6%	2.2%	1.4%	2.9%
Row house	5,660	120	2,740	5,650	4,295	95	375	5,530
	15.1%	2.6%	8.3%	9.0%	13.9%	1.1%	4.9%	12.7%
Apartment	5,050	410	2,995	16,720	5,465	610	830	6,315
	13.5%	9.0%	9.1%	26.7%	17.7%	7.4%	10.8%	14.5%

Table 4
Dwelling Type in the GTHA

Dwelling Type	Durham	Halton	Peel	Toronto	York	Hamilton
Single-detached	152,675	113,165	196,545	272,630	228,190	122,030
	67.0%	58.6%	45.7%	24.5%	63.9%	57.7%
Semi-detached	12,430	10,140	51,040	71,230	21,945	6,490
	5.5%	5.3%	11.9%	6.4%	6.1%	3.1%
Row house	24,470	33,815	56,145	61,630	43,890	24,720
	10.7%	17.5%	13.1%	5.5%	12.3%	11.7%
Apartment	38,390	35,850	126,440	707,445	63,060	58,360
	16.8%	18.6%	29.4%	63.6%	17.7%	27.6%



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2017-INFO-67
Date: June 6, 2017

Subject:

Durham Tourism E-Newsletter - June 2017

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The Durham Tourism e-newsletter is a monthly snapshot of the tourism initiatives and activities across the Region of Durham. It serves as an environmentally-conscious, cost-effective marketing tool to promote economic development and tourism activity in Durham Region.

2. Background

2.1 The Durham Tourism e-newsletter was distributed to 8,221 subscribers in June 2017 with a 33% open rate. It is also posted on the Region's Economic Development website, and distributed via social media channels through the Corporate Communications office.

- View the [Durham Tourism e-newsletter](http://myemail.constantcontact.com/Catch-the-summer-spirit-in-Durham.html?soid=1101562300271&aid=qghlyFBLGXc) online at <http://myemail.constantcontact.com/Catch-the-summer-spirit-in-Durham.html?soid=1101562300271&aid=qghlyFBLGXc>.

2.2 The Durham Tourism e-newsletter is produced in cooperation with Corporate Communications.

Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2017-INFO-68
Date: June 1, 2017

Subject:

Monitoring of Land Division Committee Decisions of the April 24, 2017 and May 15, 2017 Meetings

Recommendation:

Receive for information

Report:

1. Overview

1.1 Attachments 1 and 2 summarize decisions made by the Land Division Committee at its meetings of April 24, 2017 and May 15, 2017. The approved applications conform to the Durham Regional Official Plan. No appeals are recommended.

2. Distribution

2.1 A copy of this report will be forwarded to the Land Division Committee

3. Attachments

Attachment #1: Monitoring Chart for the April 24, 2017 Meeting
Attachment #2: Monitoring Chart for the May 15, 2017 Meeting

Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development



Monitoring of Land Division Committee Decisions for the Meeting Date of Monday, April 24, 2017

Appeal Deadline: Tuesday, May 23, 2017

LD File Number	Owner	Location	Nature of Application	Regional Official Plan	LDC Decision
LD 017/2017	Thomas, Y. Nathan	Part lot 9, Conc. 2 Municipality of Clarington (former Darlington)	Consent to sever a 671.3 square metre agricultural parcel of land with an existing barn to be demolished, retaining a 1,339.50 square metre agricultural parcel of land with an existing dwelling to be demolished.	Conforms	Approved unanimously
LD 018/2017	Thomas, Y. Nathan	Part lot 9, Conc. 2 Municipality of Clarington (former Darlington)	Consent to sever a vacant 669.6 square metre agricultural parcel of land, retaining a 670 square metre agricultural parcel of land with an existing dwelling to be demolished.	Conforms	Approved unanimously
LD 037/2017	Boynton, John Boynton, Catherine	Part lot 14, Conc. 9 Municipality of Clarington (former Darlington)	Consent to grant a 2,016.89 square metre access easement retaining a 5,046.79 square metre seasonal, residential parcel of land with an existing dwelling.	Conforms	Approved unanimously
LD 038/2017	Kis, Katalin Kis, Sandor	Part lot 1, Conc. 2 City of Oshawa	Consent to sever a 697.9 square metre residential lot with an existing dwelling to be demolished, retaining a 700.3 square metre residential lot with an existing dwelling to be demolished.	Conforms	Approved unanimously
LD 039/2017	Peters, May Edna Peters-Bathe, Karen Peters, Kenneth	Part lot 20, Conc. 9 Town of Whitby	Consent to sever a vacant 49,801 square metre hamlet lot, retaining a 9,537 square metre hamlet lot with an existing dwelling to remain as is.	Conforms	Approved unanimously

LD File Number	Owner	Location	Nature of Application	Regional Official Plan	LDC Decision
LD 040/2017	Hartford, David	Part lot 22, Conc. BF Municipality of Clarington (former Clarke)	Consent to grant a 176.9 square metre access easement in favour of the property to the south, retaining a vacant 12,376.2 square metre rural residential parcel of land.	Does not conform	Denied
LD 041/2017	Hoy, Ken	Part lot 11, Conc. 1 Municipality of Clarington (former Darlington)	Consent to sever a 645.33 square metre residential lot with an existing dwelling to be demolished, retaining a 759.04 square metre residential lot	Conforms	Approved unanimously
LD 042/2017	Wilson, Edgar	Part lot 15, Conc. 2 Town of Ajax	Consent to sever a 0.073 hectare commercial parcel of land, retaining a 0.255 hectare commercial parcel of land with an existing structure to remain.	Conforms	Approved unanimously
LD 044/2017	Holland, Ryan	Part lot 31, Conc. 2 Municipality of Clarington (former Darlington)	Consent to sever a 541.9 square metre residential parcel of land, retaining a 2,524.7 square metre residential parcel of land with an existing dwelling to be demolished.	Conforms	Approved unanimously
LD 045/2017	Mohammed, Shakir	Part lot 27, Conc. BF City of Pickering	Consent to sever a vacant 603.6 square metre residential parcel of land, retaining a 1,380.2 square metre residential parcel of land with an existing dwelling.	Conforms	Approved unanimously
LD 046/2017	Mohammed, Shakir	Part lot 27, Conc. BF City of Pickering	Consent to sever a vacant 603.6 square metre residential parcel of land, retaining a 776.6 square metre residential parcel of land with an existing dwelling.	Conforms	Approved unanimously
LD 047/2017	Mitchell, Don	Part lot 23, Conc. 6 Town of Whitby	Consent to sever a .061 hectare residential parcel of land, retaining a 0.092 hectare residential parcel of land with an existing structure to be demolished.	Conforms	Approved unanimously

LD File Number	Owner	Location	Nature of Application	Regional Official Plan	LDC Decision
LD 048/2017	Mitchell, Don	Part lot 23, Conc. 6 Town of Whitby	Consent to add a 0.030 hectare residential parcel of land to the property to the west, retaining a 0.062 hectare residential parcel of land with an existing structure to be demolished.	Conforms	Approved unanimously
LD 049/2017	Mitchell, Elizabeth	Part lot 23, Conc. 6 Town of Whitby	Consent to add a 0.003 hectare parcel of land to the north, retaining a 0.082 hectare parcel of land with an existing structure.	Conforms	Approved unanimously
LD 050/2017	Bouma, Richard	Part lot 12, Conc. 2 Municipality of Clarington (former Darlington)	Consent to sever a 562 square metre residential parcel of land, retaining a 1,186 square metre residential parcel of land with an existing dwelling to remain.	Conforms	Approved unanimously
LD 051/2017	Bouma, Richard	Part lot 12, Conc. 2 Municipality of Clarington (former Darlington)	Consent to sever a vacant 866 square metre residential parcel of land, retaining a vacant 1,353 square metre residential parcel of land.	Conforms	Approved unanimously
LD 052/2017	Bouma, Richard	Part lot 12, Conc. 2 Municipality of Clarington (former Darlington)	Consent to sever a vacant 696 square metre residential parcel of land, retaining a vacant 657 square metre residential parcel of land.	Conforms	Approved unanimously
LD 053/2017	McLachlan, Colin	Part lot 29, Conc. BF Town of Whitby	Consent to grant a 0.009 hectare access easement in favour of the property to the north, retaining a 1.461 hectare residential parcel of land.	Conforms	Approved unanimously
LD 054/2017	Viva Whitby Shores GP Inc.	Part lot 29, Conc. BF Town of Whitby	Consent to grant a 0.029 hectare access easement in favour of the property to the west, retaining a 0.8173 hectare residential parcel of land.	Conforms	Approved unanimously

LD File Number	Owner	Location	Nature of Application	Regional Official Plan	LDC Decision
LD 055/2017	Enayati, Azar	Part lot 14, Conc. 2 City of Oshawa	Consent to sever a 605.6 square metre residential lot with an existing dwelling to be demolished, retaining a 605.6 square metre residential lot with an existing dwelling to be demolished.	Conforms	Approved unanimously
LD 058/2017	Dutt, Lucky	Part lot 13, Conc. 1 City of Oshawa (former Whitby East)	Consent to sever a vacant 329.22 square metre residential lot, retaining a vacant 329.22 square metre residential lot.	Conforms	Approved unanimously



Monitoring of Land Division Committee Decisions for the Meeting Date of Monday, May 15, 2017

Appeal Deadline: Tuesday, June 13, 2017

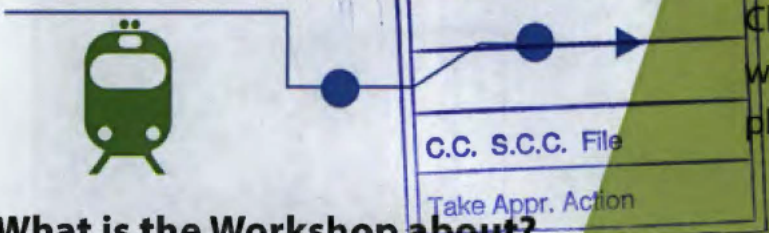
LD File Number	Owner	Location	Nature of Application	Regional Official Plan	LDC Decision
LD 010/2017	Foord, Robert Chaun, Kenneth	Part lot 6, Conc. BF City of Oshawa	Consent to sever a vacant 6,150.9 square metre industrial parcel of land, retaining a vacant 1.556 hectare industrial parcel of land.	Conforms	Approved unanimously
LD 059/2017	McDowell, Keith	Part lot 18, Conc. 8 City of Pickering	Consent to sever a vacant 1,721 square metre residential lot, retaining a 1,035 square metre residential lot with an existing dwelling to remain.	Conforms	Approved unanimously
LD 060/2017	Thornton, Jesse Zikmann, Edith	Part lot 9, Conc. 1 City of Oshawa	Consent to sever a vacant 343.17 square metre residential lot, retaining a 389.48 square metre residential lot with an existing dwelling to remain.	Conforms	Approved unanimously

JUN 1 '17 AM 11:11

GO EAST CLARINGTON Transportation Hubs

Community Visioning Workshops

Have you heard about the extension of GO Train services to Courtice and Bowmanville? This is a project that will better connect Clarington to the Greater Toronto Area. We want your input to guide the successful planning of these stations.



What is the Workshop about?

A hands on opportunity to create transit oriented development around the future GO train stations in Clarington and develop a future vision for each respective area.

Why get involved?

Influence the design of the transportation hubs to support the local economy, be more sustainable, and create good quality places.

What is a transportation hub?

A transportation hub supports higher density developments, connects different modes of transportation and promotes numerous activities such as working, living, shopping and leisure.

Courtice Hub Workshop

June 8, 2017
Holy Trinity Secondary School
2260 Courtice Road, Courtice
6:30 to 8:30 p.m.

Bowmanville Hub Workshop

June 13, 2017
Holy Family Separate School
125 Aspen Springs Drive, Bowmanville
6:30 to 8:30 p.m.

Space is limited to 75 seats, so please RSVP your workshop location, by emailing goeast@clarington.net or by calling 905-623-3379 ext. 2403 by June 6 for the Courtice Workshop and June 9 for the Bowmanville Workshop.

Stay tuned for more information, news and ways to have your say!

Visit www.clarington.net/GOEastClarington and find out more information or contact: Carlos Salazar or Nicole Zambri, Planning Services Department 905-623-3379 email: goeast@clarington.net

www.clarington.net

Courtice Transportation Hub



The Courtice Station is within the future South Courtice Employment Secondary Plan. Lands immediately around the station are predominantly vacant farm land and industrial lands. The Clarington Energy Business Park and the Darlington Nuclear Power Station are located to the south of the Courtice Station. These lands are planned for employment uses with a focus on the energy sector.

The visioning component of the Courtice Transportation Hub workshop will help establish the key role of the Courtice GO train station and how it can facilitate economic development, with a focus on higher density, mixed use and compact built form.

The Courtice Station is also in close proximity to two Regional Corridors (Courtice Road and Bloor Street) and provides an opportunity for pedestrian and transit connections. The Courtice Station also has access to Highway 401 and Highway 418, with a planned Freeway Bus Rapid Transit Line running along Highway 407 and 418.

From: Lorraine Billings <Lorraine.Billings@ajax.ca>
Sent: May-19-17 3:09 PM
To: walkerg@ottawa.ijc.org; kwynne.mpp.co@liberal.ola.org; premier@ontario.ca; gillian.mceachern@ontario.ca; justin.trudeau@parl.gc.ca; catherine.mckenna@parl.gc.ca; pvanini@amo.on.ca; mturner@amo.on.ca; k.mckee@greysauble.on.ca; governor@state.pa.us; governor@state.il.us; gov.cuomo@chamber.state.ny.us; wisgov@mail.state.wi.us; pollackl@washington.ijc.org; Chris Harris Whitby Clerk; clerks@clarington.net; clerks@oshawa.ca; Clerks; dshields@pickering.ca; mark.dayton@state.mn.us
Cc: Rachael Matheson; Alexander Harras
Subject: Funding for Great Lakes Restoration Initiative
Attachments: Great Lakes St Lawrence Cities Organization - Funding for Great Lakes Restoration Initiative.docx

Please be advised that the following resolution was passed by Ajax Town Council at its meeting held May 15, 2017:

That Council endorse the attached resolution in support of restoring funding for the Great Lakes Restoration Initiative.

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

A copy of the correspondence that prompted this actions is attached.

Lorraine Billings
 Legislative Services Associate | Legislative & Information Services
 Town of Ajax
 65 Harwood Ave. S. Ajax, ON L1S 2H9
 E: lorraine.billings@ajax.ca
 P: 905-619-2529, ext. 3314 | F: 905-683-1061

C.S. - LEGISLATIVE SERVICES

Original
To: CIP
Copy
To:
C.C. S.C.C. File

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From: Andrea Paine <andrea.paine@glslcities.org>
Date: April 10, 2017 at 1:04:50 PM EDT
Cc: David Ullrich <david.ullrich@glslcities.org>
Subject: **Federal Budget Strategy - Great Lakes & St. Lawrence Cities Initiative**

Dear Cities Initiative Members,

The news in the United States on the budget for the Environmental Protection Agency and for the Great Lakes specifically is devastating. The Canadian budget has been increased but needs substantial increases year over year to deal with the challenges we continue to face on the Great Lakes and St. Lawrence. There seems to be a fundamental lack of understanding about how important these resources are to both of our countries economically and environmentally. We have come so far together over the past half century it would be tragic to turn back now. We need to do something about this.

As cities, we have invested more than our fair share. Our 2008 study showed that local governments in Canada and the United States invest over \$15 billion annually in a wide range of protection and restoration work on the Great Lakes and St. Lawrence. Providing services for waste water, drinking water, and storm water heads the list, but there is much more in terms of improving habitat, managing invasive species, and other efforts. We have been able to leverage significant investment dollars from federal, state, provincial, and private sources in these projects. These investments have improved the quality of life and economic well-being of our communities dramatically.

We are asking you to take the following actions to help restore federal budgets to the level that reflects the significance of the resources that are so important to both of our countries:

1. Emphasize the importance of these investments to the people of your communities, the press, and throughout other platforms such as social media (see attached).
2. Contact your senators, congressional representatives, state legislators, MPs, MPPs, and other key elected officials to stress the importance of Great Lakes-St. Lawrence investments. The U.S. Congress began a two-week recess on April 7th and Congress people have returned to their districts.
3. Introduce a resolution to your City Council in support of these investments (see attached).
4. Join us on **Thursday, April 13 from 3-4 PM Central** for a webinar about the U.S. and Canadian federal budgets and ways in which your municipality can take action. **[REGISTER HERE.](#)**

Materials, including a model resolution, a model letter to the editor, talking points, and fact sheets, are attached to help you with communications and engagement on this important matter. Nothing short of an all-out effort to turn this situation around will do. I appreciate your assistance on this critically important matter.

Thank you,

RESOLUTION

GREAT LAKES AND ST. LAWRENCE FEDERAL RESTORATION FUNDING

WHEREAS, the Great Lakes and St. Lawrence River Basin (the Basin) represents approximately 20% of the world's surface fresh water and 84% of North America's surface fresh water; and

WHEREAS, over 48 million people depend on the Basin as a source of drinking water; and

WHEREAS, the Basin is the foundation for a \$5.8 trillion USD regional economy; and

WHEREAS, water contamination, harmful algal blooms, invasive species, and climate change pose threats to the integrity of the resource and prosperity of the Basin; and

WHEREAS, Canada and the United States have worked cooperatively on the Great Lakes and St. Lawrence for over 100 years under the Boundary Waters Treaty of 1909 and the Great Lakes Water Quality Agreement of 1972, as most recently amended in 2012; and

WHEREAS, significant progress has been made over almost 50 years in restoring and protecting the Basin based on a shared responsibility for the resource and significant investment from all orders of government in the United States and Canada; and

WHEREAS, local governments in Canada and the United States have invested over \$15 billion USD annually in protection and restoration efforts according to a 2008 study; and

WHEREAS, the U.S. Federal Government has provided more than \$2 billion USD since 2010 for Great Lakes protection and restoration through the Great Lakes Restoration Initiative; and

WHEREAS, the Canadian Federal Government has invested more than \$250 million CAD in Great Lakes and St. Lawrence River initiatives since 2010; and

WHEREAS, the President of the United States proposed eliminating the entire \$300 million USD in funding for the Great Lakes Restoration Initiative in the 2017-2018 budget; and

WHEREAS, the 2017 Canadian budget proposes approximately \$114 million CAD over five years to support water protection and restoration but has no line item dedicated to the Basin at the magnitude necessary; and

WHEREAS, these budgets do not adequately address the urgent needs of the Great Lakes and St. Lawrence Basin and will slow down or halt critical restoration and protection efforts and economic recovery in the region; and

NOW, THEREFORE, BE IT RESOLVED, that the United States Congress appropriate the full \$300 million USD authorized for the Great Lakes Restoration Initiative in the 2017-2018 budget; and

BE IT FURTHER RESOLVED, that the Canadian Federal Government work collaboratively with provinces, local governments, First Nations and Metis, and other stakeholders to develop a common strategy and to increase funding for the Great Lakes and St. Lawrence Basin to match the significance of the resource and the magnitude of the challenges;

BE IT FURTHER RESOLVED, that all orders of government must share the responsibility for the protection and restoration of the Great Lakes and St. Lawrence Basin and recognize the importance of the resource in their budgets; and

BE IT FINALLY RESOLVED, that copies of this resolution be forwarded to the President of the United States, the Prime Minister of Canada, the Governors of the eight Great Lakes States, the Premiers of Quebec and Ontario, the Canadian Minister of Environment and Climate Change, the U.S. Environmental Protection Agency Administrator, and the Great Lakes and St. Lawrence Cities Initiative.

MAY 16 '17 PM 2:29



TOWN OF AJAX
65 Harwood Avenue South
Ajax ON L1S 2H9
www.ajax.ca

Federation of Canadian Municipalities
24 Clarence Street
Ottawa, Ontario
K1N 5P3

May 16, 2017

Re: **Spring Flooding**

Please be advised that the following resolution was passed by Ajax Town Council at its Meeting held May 15, 2017:

WHEREAS the Federation of Canadian Municipalities has requested that municipalities provide financial support to communities affected by recent severe flooding events across Canada;

NOW THEREFORE BE IT RESOLVED:

1. That the Town of Ajax make a \$5,000.00 donation to the Red Cross to support communities affected by recent flooding;
2. That municipalities across Ontario be encouraged to make similar donations in support of affected communities; and
3. That a copy of this resolution be forwarded to all Durham Region municipalities, the Association of Municipalities of Ontario, and the Federation of Canadian Municipalities.

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

Sincerely

Alexander Harras
Manager of Legislative Services/Deputy Clerk

Copy: All Municipalities in the Region of Durham
Association of Municipalities of Ontario

C.S. - LEGISLATIVE SERVICES

Original To: CIP
Copy To: J. Clapp B. Anderson
C.C. S.C.C. File
Take Appr. Action



304 271 40150

Corporate Services
Regional Clerk's Office
C.S. - LEGISLATIVE SERVICES

May 26, 2017

Mr. Ralph Walton
Regional Clerk/Director of Legislative Services
Durham Region
605 Rossland Road East
P.O. Box 623
Whitby, ON L1N 6A3

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

Dear Mr. Walton:

Re: Financial Sustainability

Regional Council, at its meeting held on May 25, 2017, adopted the following recommendations of Committee of the Whole regarding "Financial Sustainability":

1. Council request that the Province provide York Region with the same revenue powers that are available under the *City of Toronto Act, 2006*, and the Chairman write to the Premier requesting action.
2. The Regional Clerk circulate this report to:
 - a. The local municipalities
 - b. The Association of Municipalities Ontario (AMO), Mayors and Regional Chairs of Ontario (MARCO), The Large Urban Mayor's Caucus of Ontario (LUMCO), Municipal Finance Officers' Association of Ontario
 - c. The Minister of Finance and the Minister of Municipal Affairs
 - d. The local Members of Provincial Parliament
 - e. The Building Industry and Land Development Association (BILD)
 - f. All upper and single tier municipalities in the Greater Golden Horseshoe, with a request that they consider passing a resolution requesting similar revenue powers

A copy of Clause 7 of Committee of the Whole Report No. 9 is enclosed for your information.

Please contact Ed Hankins, Director, Treasury Office, at 1-877-464-9675 ext. 71644 if you have any questions with respect to this matter.

Sincerely,

Christopher Raynor
Regional Clerk

/lmb

Clause 7 in Report No. 9 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on May 25, 2017.

7

Financial Sustainability

Committee of the Whole recommends adoption of the following recommendations contained in the report dated May 4, 2017 from the Commissioner of Finance:

1. Council request that the Province provide York Region with the same revenue powers that are available under the *City of Toronto Act, 2006*, and the Chairman write to the Premier requesting action.
2. The Regional Clerk circulate this report to:
 - a. The local municipalities
 - b. The Association of Municipalities Ontario (AMO), Mayors and Regional Chairs of Ontario (MARCO), The Large Urban Mayor's Caucus of Ontario (LUMCO), Municipal Finance Officers' Association of Ontario
 - c. The Minister of Finance and the Minister of Municipal Affairs
 - d. The local Members of Provincial Parliament
 - e. The Building Industry and Land Development Association (BILD)
 - f. All upper and single tier municipalities in the Greater Golden Horseshoe, with a request that they consider passing a resolution requesting similar revenue powers

Financial Sustainability

Report dated May 4, 2017 from the Commissioner of Finance now follows:

1. Recommendations

It is recommended that:

1. Council request that the Province provide York Region with the same revenue powers that are available under the *City of Toronto Act, 2006*, and the Chairman write to the Premier requesting action.
2. The Regional Clerk circulate this report to:
 - a. The local municipalities
 - b. The Association of Municipalities Ontario (AMO), Mayors and Regional Chairs of Ontario (MARCO), The Large Urban Mayor's Caucus of Ontario (LUMCO), Municipal Finance Officers' Association of Ontario
 - c. The Minister of Finance and the Minister of Municipal Affairs
 - d. The local Members of Provincial Parliament
 - e. The Building Industry and Land Development Association (BILD)
 - f. All upper and single tier municipalities in the Greater Golden Horseshoe, with a request that they consider passing a resolution requesting similar revenue powers

2. Purpose

The report explains the fiscal pressures the Region is facing, the inadequacy of current revenue sources allowed under the *Municipal Act, 2001*, and a potential path for achieving financial sustainability.

3. Background

Ontario municipalities have limited options for raising revenues

The *Municipal Act, 2001*, prescribes a limited set of revenue sources for Ontario municipalities, other than the City of Toronto. Under the *Municipal Act*, the revenue sources available are:

- Property taxes
- User fees and charges, including fees for licenses, permits and rents
- Development charges
- Fines and penalties
- Investment income

Municipalities can also establish local improvement charges on publicly or privately-owned property that will benefit directly from local infrastructure improvements. These projects can range from water and wastewater projects to roads and traffic calming infrastructure. In addition, municipalities can levy road tolls on roads they own, but they must apply to the province for an enabling regulation. To date no municipality other than Toronto has made this request, and Toronto's request was denied.

Finally, other statutes also affect municipal revenue sources:

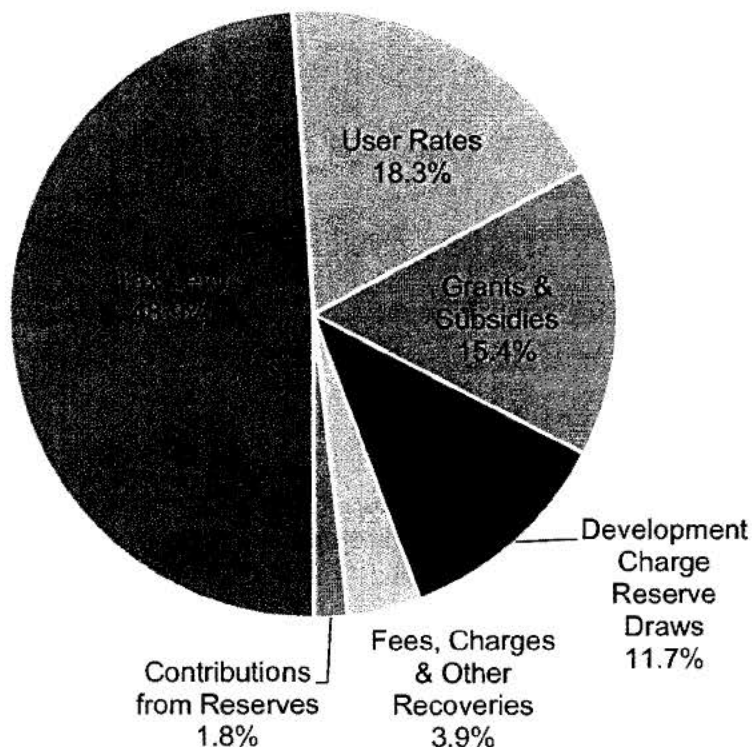
- *Development Charges Act, 1997*
- *Building Code Act, 1992*
- *Provincial Offences Act, 1990*

Property taxes are the main source of revenue for the Region

Property taxation is the only major field of taxation available to municipalities in Canada. It is the principal source of revenue for York Region, and is used to fund the bulk of programs and services that York Region delivers (except for water and wastewater). Examples of programs and services supported through property tax revenues include police, paramedics, road maintenance, and transit.

In 2017, the Region plans to raise approximately \$1.02 billion through property taxation, which is approximately 49 per cent of the Region's total revenue requirements.

Figure 1
2017 Total Revenue
\$2,097 Million



The *City of Toronto Act, 2006* offers greater financial flexibility to the City of Toronto

The *City of Toronto Act, 2006*, gave Toronto powers to levy additional direct taxes that are not available to other municipalities. These include a municipal land transfer tax, personal vehicle registration tax, third-party sign tax, alcohol tax, tobacco tax, and amusement tax

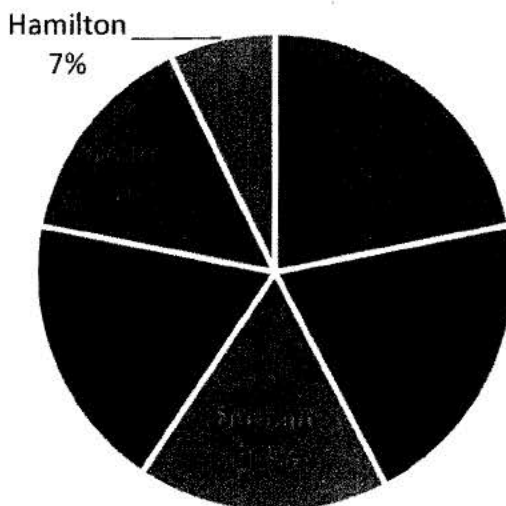
The *City of Toronto Act* also contained prohibitions with respect to the City's capabilities, including:

- No sales tax
- No tax on personal or corporate income
- No tax on wealth or payroll
- No capital tax
- No tax on gas or hotel rooms

Growth Plan implications have the Region facing similar growth pressures as Toronto

The population of the Greater Toronto and Hamilton Area (GTHA) is expected to reach more than 10 million by 2041. Between 2011 and 2041, the Greater Toronto and Hamilton Area is expected to grow by 3.3 million people, with York Region growing by 716,000 people, or 21.8 per cent of the GTHA's growth. This outpaces Toronto, which is forecast to grow by 675,000 people, or 20.5 per cent of the GTHA's growth. Figure 2 shows shares of projected population growth under the Provincial Growth Plan.

Figure 2
Share of Growth Plan population forecast (GTHA)*



*Note: Time period is 2011 - 2041

Achieving the Growth Plan targets for York Region will require large infrastructure investments

Servicing this level of growth requires significant infrastructure investments. The 2016 Transportation Master Plan outlines \$16.5 billion of growth-related spending to improve the transit, roads and cycling infrastructure of the Region. The Region's Water and Wastewater Master Plan includes \$3.15 billion of water and wastewater capital projects from 2016 to 2041.

In addition, York Region's asset base is growing faster than the rate of population growth. Keeping this growing asset base in a state of good repair also requires significant capital spending.

As a result of rapid population growth and large infrastructure needs, York Region is facing financial pressures similar to those in Toronto. For example, on a per

Financial Sustainability

capita basis, York Region's combined upper and lower tier capital budget for 2017 is larger than Toronto's, at \$1,192 per capita versus \$974 per capita.

Proposed amendments to the *Municipal Act, 2001* have not addressed the issue of additional financial powers in a substantive way

In October 2015, Regional Council endorsed a staff report that included a recommendation that the Province give the Region the power to impose direct taxes similar to the City of Toronto, as part of its revisions to the *Municipal Act*.

On November 16, 2016 the province tabled *Bill 68 – Modernizing Ontario's Municipal Legislation Act, 2016*. The *Bill* amends the *Municipal Act, 2001*, the *City of Toronto Act, 2006*, the *Municipal Conflict of Interest Act, 1990* and several other Acts (e.g., *Building Code Act, 1992*, *Municipal Elections Act, 1996*).

While the *Bill* proposes to extend prudent investor status to municipalities in Ontario, it was silent on any additional revenue sources. The Province has indicated they will only consider this when there is "consensus or near consensus" among municipalities (and in their opinion, this was not the case during this review).

The Province appears to be looking to the municipal sector to articulate a position on new revenue sources

In December 2016, Toronto Council voted to explore the option of imposing road tolls on the Gardiner Expressway and Don Valley Parkway, both of which are owned by the City. It was estimated that road tolls could generate up to \$166 million for the City in 2016 at a rate of under \$2.00 per trip¹.

In rejecting the City of Toronto's request to levy toll roads, the province noted that because there were no adequate public transit alternatives to the Don Valley Parkway and Gardiner Expressway, road tolls would have had a disproportionate effect on the most vulnerable in society.

The province seems to be seeking a unified or near-unified municipal position as a condition for considering new revenue sources for municipalities other than Toronto. This position was first articulated by then Minister of Municipal Affairs and Housing Ted McMeekin, who announced during question period in 2015, "There has been no call, at all, for a municipal land transfer tax, nor is there any legislation before the House that would allow this... Toronto will remain the only Ontario city allowed to charge a land transfer tax".

¹ Staff report on The City's Immediate and Long Term Revenue Strategy Direction, p 5.

Financial Sustainability

At the Association of Municipalities of Ontario conference in August 2016, Premier Wynne noted that the Province will not amend municipal powers of taxation under the *Municipal Act* until Ontario municipalities have reached a consensus on which specific revenue tools they would like to use.

4. Analysis and Implications

The Region is making some progress towards financial sustainability

The key to achieving financial sustainability is taking the necessary steps to manage both short and long-term risks. For York Region, financial sustainability means:

- Growth can be accommodated without unacceptable tax levy or debt increases
- Infrastructure can be kept in a state of good repair and replaced at the right time
- Service levels can be increased as the Region urbanizes
- Service levels can be maintained in the face of changes in economic conditions
- Financial responsibility is fairly shared between current and future residents, ensuring inter-generational equity

In recent years, Council has made two key decisions that will help the Region achieve long-run financial sustainability: the fiscal strategy and full cost recovery for water and wastewater.

The fiscal strategy involves integrated management of the capital plan, reserves, and debt

Since 2014, the Region has prepared a fiscal strategy that is updated as part of each annual budget (Figure 3). The most recent version of the fiscal strategy was adopted by Council on December 15, 2016.

**Figure 3
Regional Fiscal Strategy**



The need to manage investment in growth-related capital is a major driver of the fiscal strategy. Growth-related infrastructure is largely financed by debt, and subsequently paid for by development charges, since most infrastructure must be in place before growth happens. If the development charge collections needed to repay the debt arrive more slowly than expected, the fiscal pressure becomes more pronounced. This was the case for the Region in 2013, 2014 and 2015, and the trend is expected to continue.

In response, the Region reduced planned spending in its 10-year capital plan to ensure projects aligned more closely with expected growth and to limit the amount and duration of borrowing.

In addition, the fiscal strategy involves building reserves to enable the Region to renew and replace capital assets at the appropriate time. Council's decision to increase contributions to capital asset replacement reserves was a key factor in putting the Region in a more sustainable financial position.

The Region will achieve full cost recovery for water and wastewater infrastructure by 2021

In 2015, Council approved water and wastewater rates that will achieve full cost recovery by 2021. While development charge revenue is expected to fund the majority of growth-related capital costs related to water and wastewater systems,

Financial Sustainability

they cannot be used to fund the operating and asset management costs. Full cost recovery means that all of the non-DC eligible costs related to the Region's water and wastewater systems will be fully funded exclusively from user rate revenue, without the need for future user-rate-supported debt.

The most significant risks to the Region's future financial sustainability are capital-related

The Region faces two significant risks to its long-term financial sustainability:

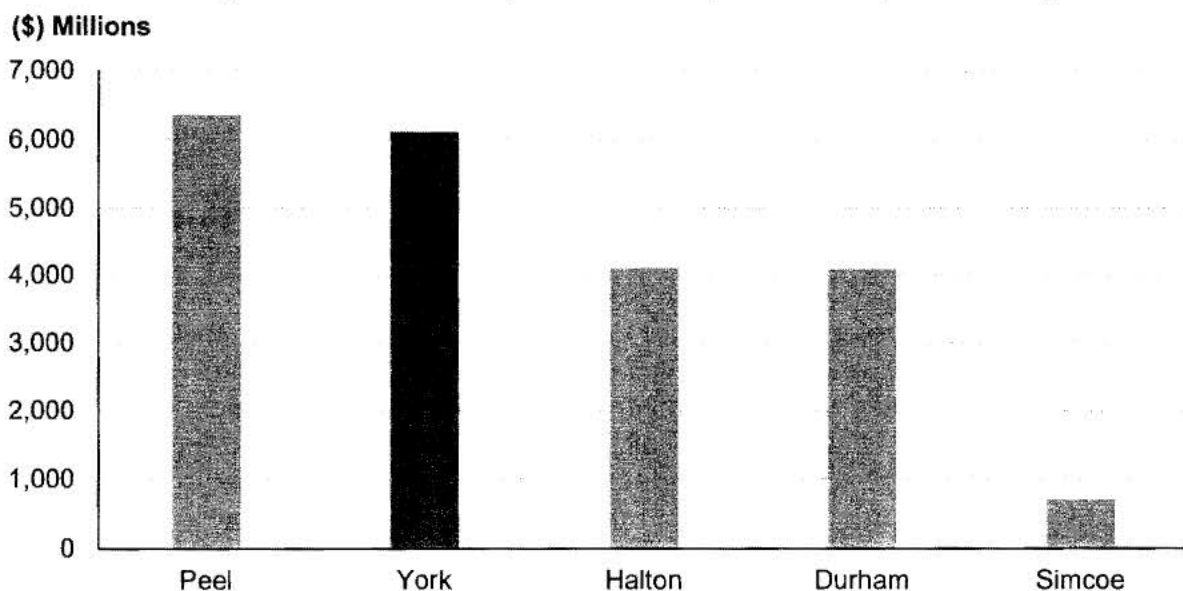
1. Inability to fund all of the needed growth-related investment
2. Inadequate funding to meet future asset management needs

These risks can be managed in the near term, but in the longer term the Region may face the prospect of higher-than-normal tax levy increases, declining service levels (e.g., excess congestion), inability to meet the Provincial Growth Plan targets in some parts of the Region on a timely basis, and deteriorating infrastructure.

York Region's 10-year capital plan is among the largest in surrounding regions

York Region's 10-year capital plan is among the largest in surrounding upper tier regions, second only to Peel's 2017-2026 capital plan of \$6.4 billion (Figure 4).

Figure 4
Interjurisdictional Comparison of Capital Plans (2017-2026)

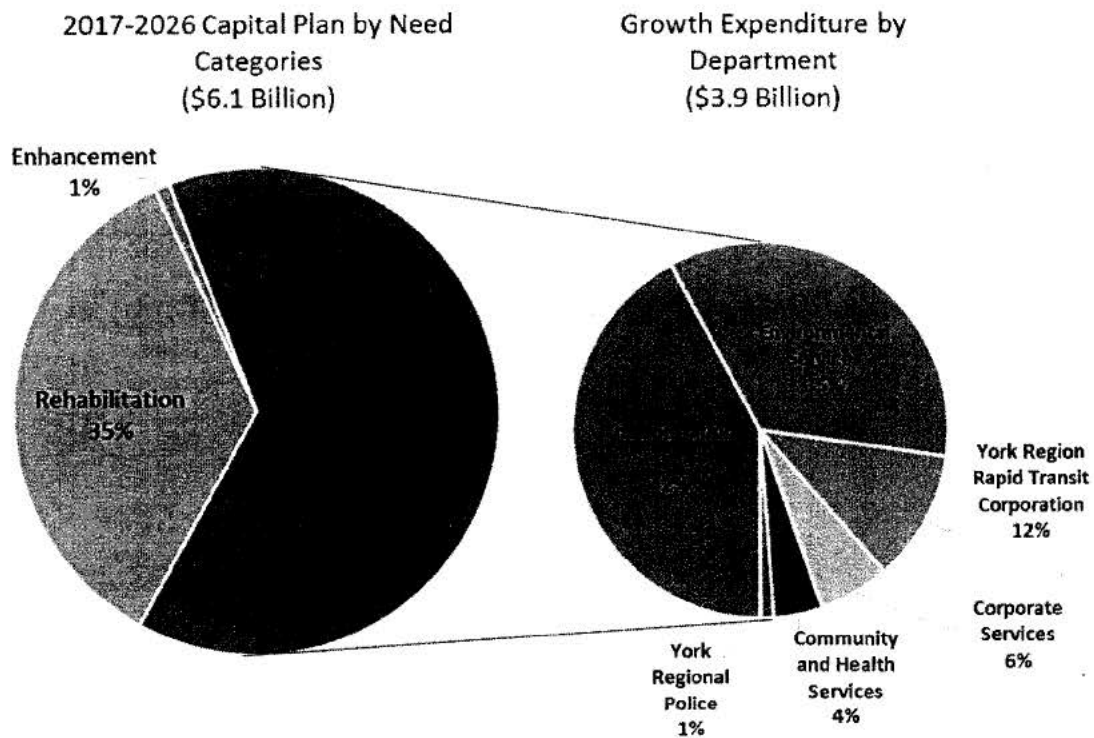


Financial Sustainability

Most of the capital plan is for growth-related infrastructure

Close to two thirds of the Region's 2017 ten-year capital plan is for growth-related infrastructure. Approximately three quarters of the growth-related capital expenditures are for water, wastewater and roads (Figure 5).

Figure 5
York Region 2017-2026 Capital Plan



Growth-related infrastructure creates four types of financial pressures

Growth-related projects create four types of financial pressures, three of which affect the tax levy, and one of which creates a development charge debt pressure (Table 1). The first consists of growth-related costs that simply cannot be recovered from development charges. The second consists of delayed development charge collections, which translates into debt. The third category is asset management costs, and the fourth is the cost of operating and maintaining new infrastructure.

Table 1
Financial pressures from growth-related infrastructure

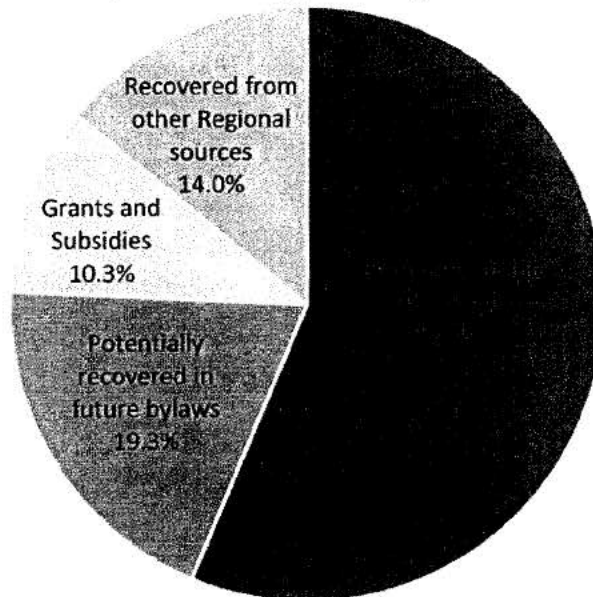
1	2	3	4
Non-DC Recoverable Costs	Delayed Recovery of Costs	Asset Management Costs	Operating Costs of New Infrastructure
<ul style="list-style-type: none"> • Ineligible services • 10 per cent statutory deduction • Benefit to existing • Exemptions 	<ul style="list-style-type: none"> • Post-period benefit • Level of service (a portion) • Development charge deferrals • Exemptions 	<ul style="list-style-type: none"> • Rehabilitation and replacement costs 	<ul style="list-style-type: none"> • Operating and maintenance costs
Tax levy	Debt	Tax levy	Tax levy

Development charges do not fully fund the cost of the infrastructure projects required to support growth

Under the *Development Charges Act*, there are a number of deductions a municipality must make to the cost of growth when determining development charge rates. Deductions related to benefit to existing and the 10 per cent statutory deduction can never be recovered from development charges. They must be recovered from the tax levy or user rates. Deductions related to post-period benefit and historic level of service can potentially be recovered under future bylaws (Table 1).

In the proposed 2017 Bylaw, development charges were estimated to cover approximately 57 per cent of the gross capital costs included in the Background Study (Figure 6). Almost 14 per cent—approximately \$880 million—of growth-related costs cannot be recovered from development charges. The primary source of funding for these costs will be the tax levy.

Figure 6
Share of Gross Costs to be Recovered
Draft 2017 Development Charge Background Study (March Tabling)



Post-period benefit translates directly into debt

Approximately 19.3 per cent of the \$6.5 billion in infrastructure costs included in the 2017 draft development charge background study consists of post-period benefit and level of service caps (Figure 6). The intent of the post-period benefit deduction is to attribute the cost of a project to the growth occurring over its benefiting period. Post-period benefit deductions have the effect of delaying the recovery of growth-related costs through development charges.

In the 2017 draft development charge background study, police, public works, paramedic services, and court services were affected by the historic level of service cap. These deductions are similar to post-period benefit in delaying cost recovery.

Because of this, any spending on projects with post-period benefit or level of service caps creates a need for additional debt. Once the time horizon is extended (in future bylaws), these amounts can theoretically be included in the development charge rate, although the recapture of these costs is not certain and would take place over an extended time frame.

Financial Sustainability

The Region has been growing at a rate below what was anticipated in the 2012 Development Charge Background Study

Despite York Region's continuing rapid growth, the Region is not meeting the Provincial Growth Plan forecast, which forms the basis for the Region's development charge background studies. According to Statistics Canada's annual population estimate, York Region added roughly 18,400 people per year from 2011 to 2016. This is approximately 73 per cent of the Growth Plan forecast. This lower-than-expected population growth resulted in the completion of fewer new housing units than were anticipated in the 2012 Background Study. The forecast for housing completions in the 2012 Background Study was about 10,200 units annually for the 2012 to 2016 period, while actual annual completions were around 7,700, or 75 per cent of forecast.

The non-residential sector also saw lower-than-expected growth. Actual non-residential development was around 44 per cent of the annual 9.38 million square feet anticipated in the 2012 Background Study. This was mainly attributable to three factors:

- Lower-than-expected employment growth
- Higher intensification in new non-residential space
- Increasing share of employment growth not needing new space, such as those being accommodated through intensification of existing work spaces, work-at-home and no-fixed-place of work

The Region only collected around half of the revenues anticipated in the 2012 Development Charge Background Study

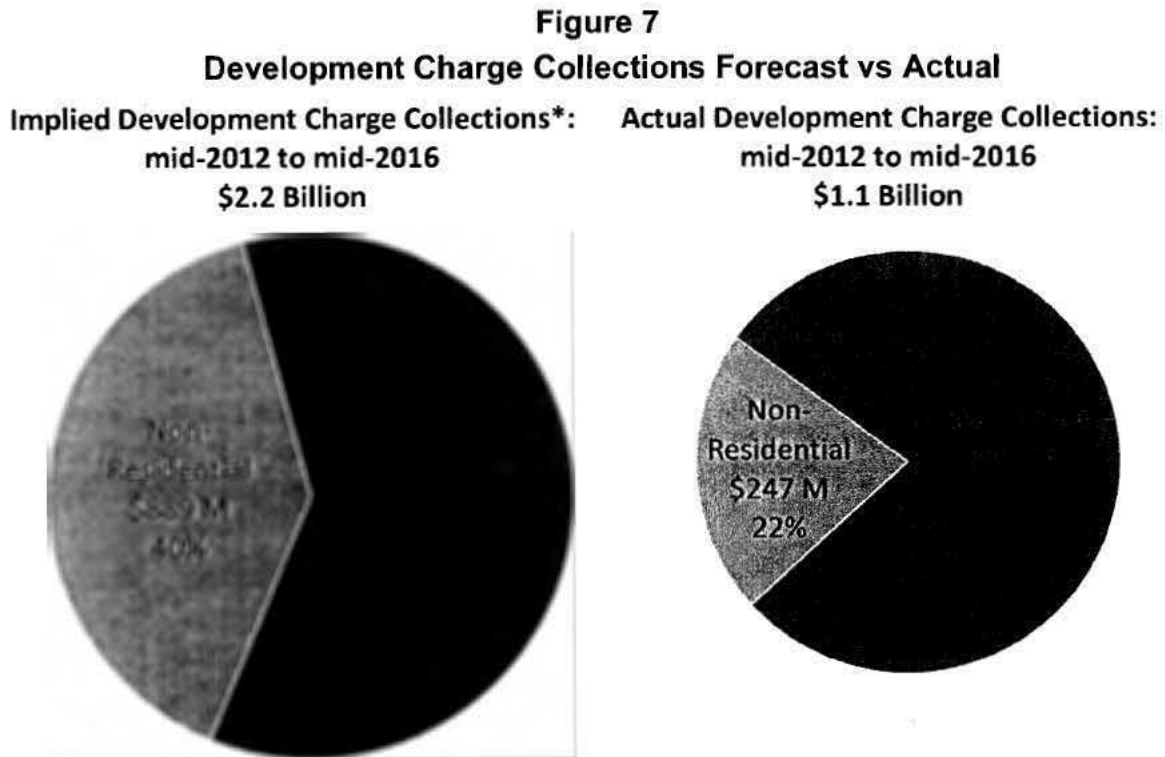
The realization of development charge revenues depends on the realization of growth. When growth is slower than expected, development charge collections will also be lower than expected. While the Region may be able to recover for this shortfall in future bylaws, it creates a further debt pressure.

Achieving the anticipated level of growth would mean that more infrastructure could be funded through revenues collected rather than debt. While this would help to alleviate debt pressure, it would not address the tax levy and user rate pressures arising from investment in growth-related infrastructure.

Development charge exemptions also lead to lower-than-expected development charge collections. Some of the exemptions are statutory exemptions mandated by the *Development Charge Act*. Because of this, even if growth had occurred at the anticipated pace, there would still be a development charge collection shortfall due to exemptions.

Financial Sustainability

From mid-2012 to mid-2016, the Region collected around \$1.1 billion, or about half of the collections implied by the 2012 Development Charge Background Study (Figure 7).



*Gross collections based on 2012 Development Charge Background Study

As shown in Figure 8, 36 per cent of the total collection forecast over the mid-2012 to mid-2016 period was not realized due to lower-than-expected growth, with the balance of the shortfall due to exemptions, prepayments and credits.

Staff estimate that slower-than-expected growth in residential and non-residential development accounted for three-quarters or \$813 million of the total \$1.1 billion of unrealized development charge collections over the mid-2012 to mid-2016 period. Of the \$813 million, the residential growth shortfall made up about \$386 million and non-residential growth shortfall made up about \$427 million.

The remainder of the \$1.1 billion collection shortfall can be explained by exemptions, prepayments and credits. They made up about one-quarter of the collections shortfall or about \$294 million over the four year period:

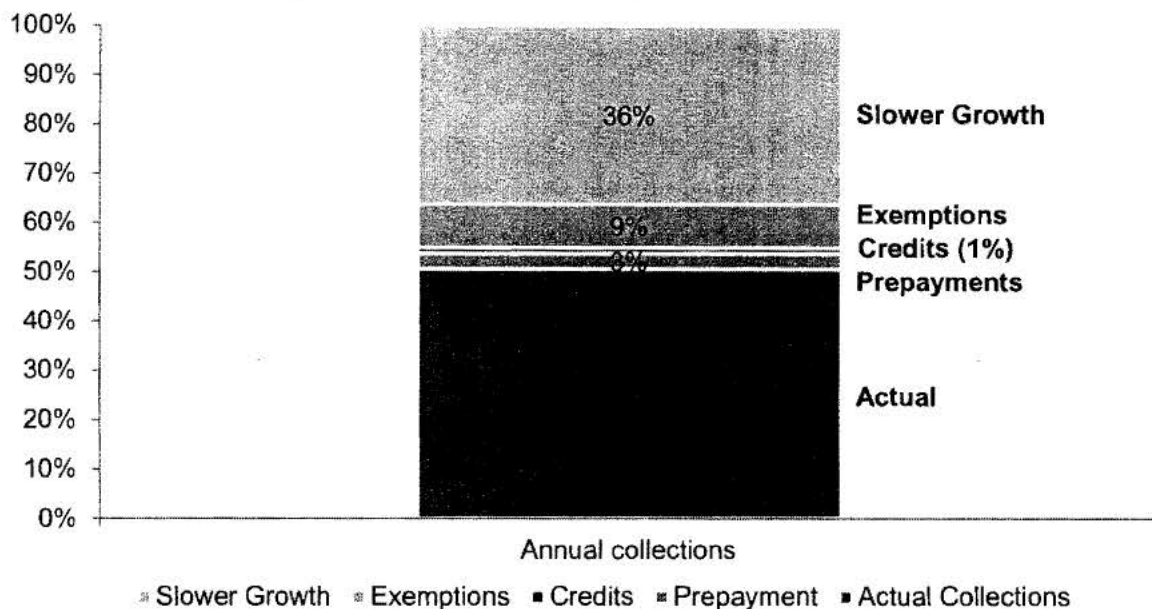
- An estimated \$199 million is due to development charge exemptions
- \$71 million is due to prepayment agreements, which were a transitional provision that allowed qualified developers to pay at the pre-2012 bylaw rate

Financial Sustainability

- \$24 million is due to pre-paid development charge credits, which reimburse developers for infrastructure they help finance

The exemptions include statutory exemptions, and were predominantly in the non-residential sector, specifically institutional and industrial development (e.g., public schools, expansion of industrial spaces up to a certain limit). Under the *Development Charges Act*, municipalities cannot exclude development that is exempt from development charges from the rate calculation. In other words, municipalities cannot pass on the cost of exemptions offered to one class of development to another class of development.

Figure 8
Share of York Region development charge collections 2012 background study forecast vs. actuals (mid-2012 to mid-2016)

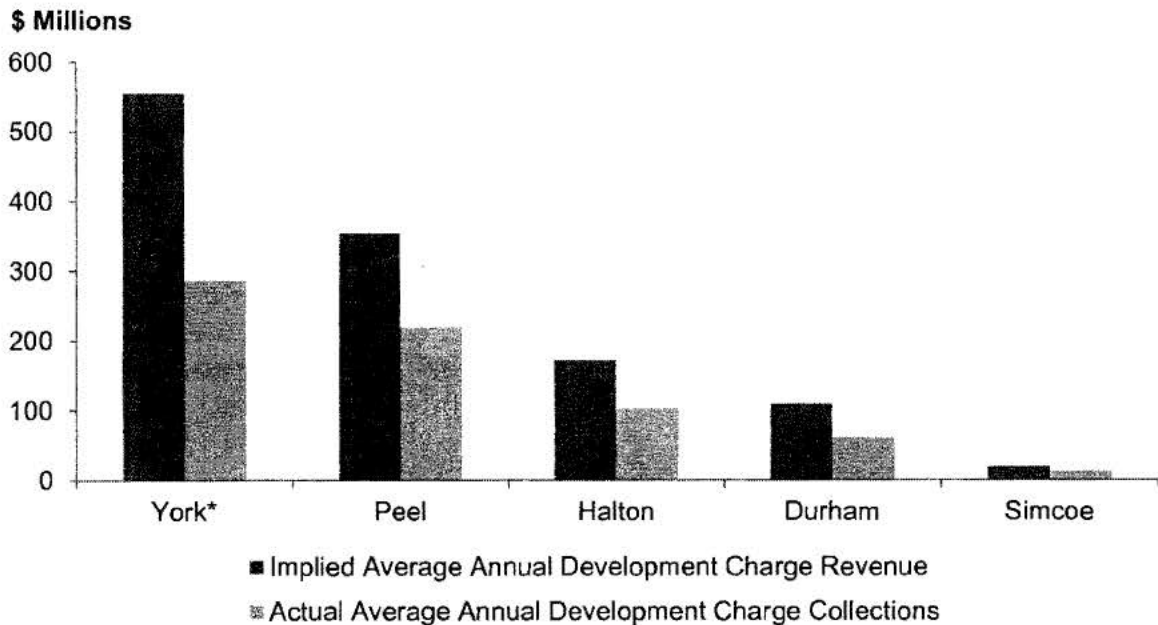


Other municipalities are also seeing lower-than-expected development charge collections

Figure 9 shows that all neighbouring upper tier municipalities also experienced much lower development charge collections than forecast. Overall, the actual average annual collections as a percentage of implied average annual collections ranged from 52 per cent in York Region to 68 per cent in Simcoe County.

Figure 9

Interjurisdictional scan of development charge collection gap (2012-2014)



*York Region's average annual expected development charge revenue is based on the 2012 development charge background study implied collections of \$555 million per year

The primary reasons for the collection shortfall are that:

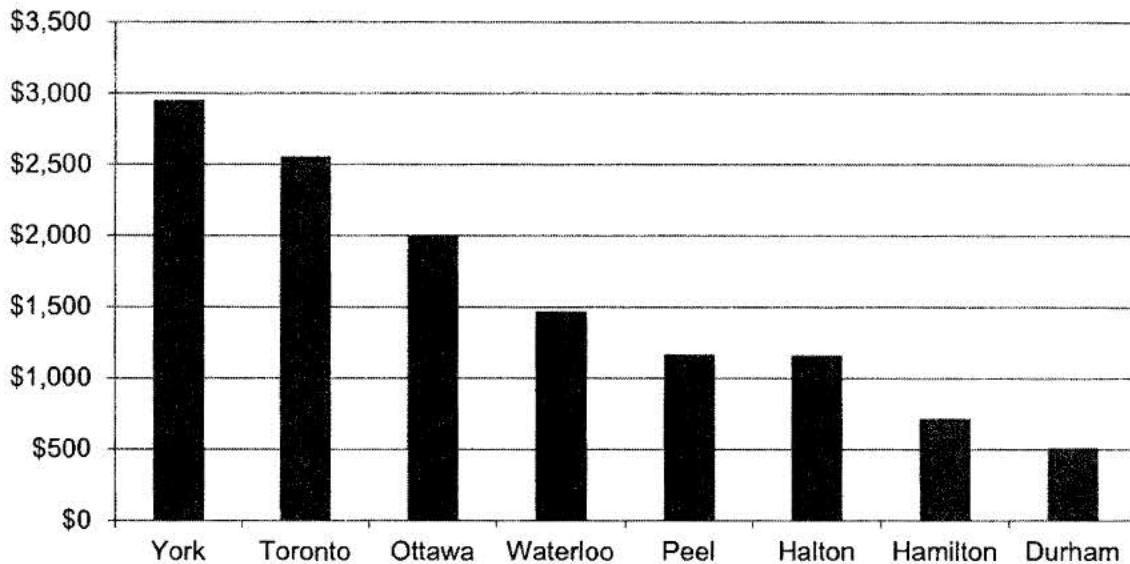
- Growth forecasts used in development charge background studies must be consistent with the Provincial Growth Plan and Official Plans
- Growth in most 905 regions has been below Growth Plan targets
- Development charge rates therefore are being set too low in relation to realized growth

The Region's debt burden constrains spending on growth-related infrastructure

York Region has a relatively high level of debt compared to other municipalities, as shown in Figure 10.

This debt enabled the construction of infrastructure needed to support growth. The Region invested approximately \$1.85 billion in water and wastewater infrastructure from 2012 to 2016. During this period, development charge debt for water and wastewater infrastructure increased by 27 per cent.

Figure 10
Total Long-Term Debt per Capita (2015)

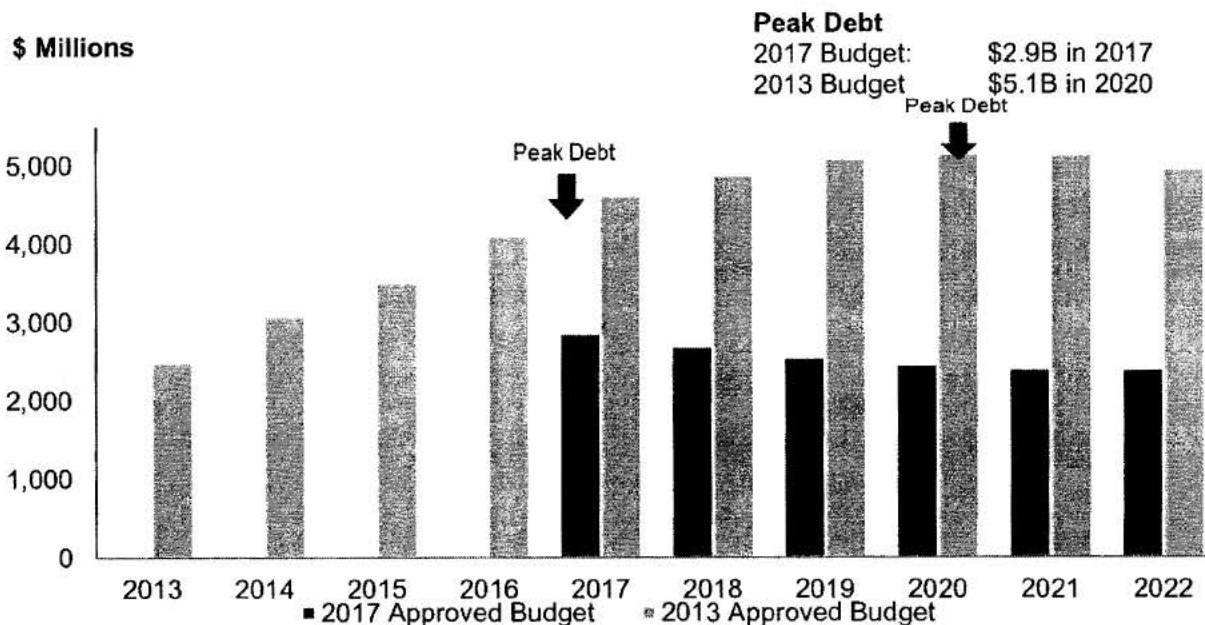


Source: FIR 2015

A key element of the fiscal strategy is to reduce the Region's reliance on debt, including debt issued to finance growth-related capital. Reducing future borrowing needs is one way to manage the risk that growth may be slower than expected, since the Region is committed to servicing its debt whether or not growth occurs. It also preserves fiscal flexibility by keeping interest costs down relative to own-source revenue.

Prior to the introduction of the fiscal strategy in 2014, the Region's peak outstanding debt was anticipated to be more than \$5.0 billion by 2020. However, as a result of the measures taken over the last three budget cycles, the peak debt forecast has dropped to \$2.9 billion in 2017, as shown in Figure 11. This was achieved through better matching of growth-related capital investment with the forecast of development charge collections, and using the development charge reserve as much as possible to fund projects, while preserving liquidity levels.

Figure 11
Outstanding Debt Projection
2017 Approved Budget vs. 2013 Approved Budget (before Fiscal Strategy)



Since the 2016 budget, the Region’s forecast debt has been edging up

Figures 12 and 13 show the levels of debt forecast in the 2016 budget compared to the 2017 budget, and the 2017 budget compared to the debt profile implied by the 2017 Development Charge Background Study. Although peak debt remains at \$2.9 billion in 2017, the reduction in debt after 2017 is slower and smaller.

A decreasing debt profile is important because:

- It reduces the Region’s overall financial risk
- It frees up funding that can be spent directly on infrastructure, rather than debt servicing
- It is a metric of financial sustainability – credit rating agencies have said that “greater-than-forecast debt” could lead to a potential downgrade
- It is expected to help the Region regain a triple A credit rating with S&P
- The Region must comply with the Province’s annual debt repayment limit

Using current revenue sources, funding growth-related projects above and beyond the Region’s 10-year capital plan would mean higher peak debt and could reverse the planned downward trajectory of outstanding debt.

Financial Sustainability

Figure 12
Outstanding Debt Projection: 2017 Approved Budget vs. 2016 Approved Budget

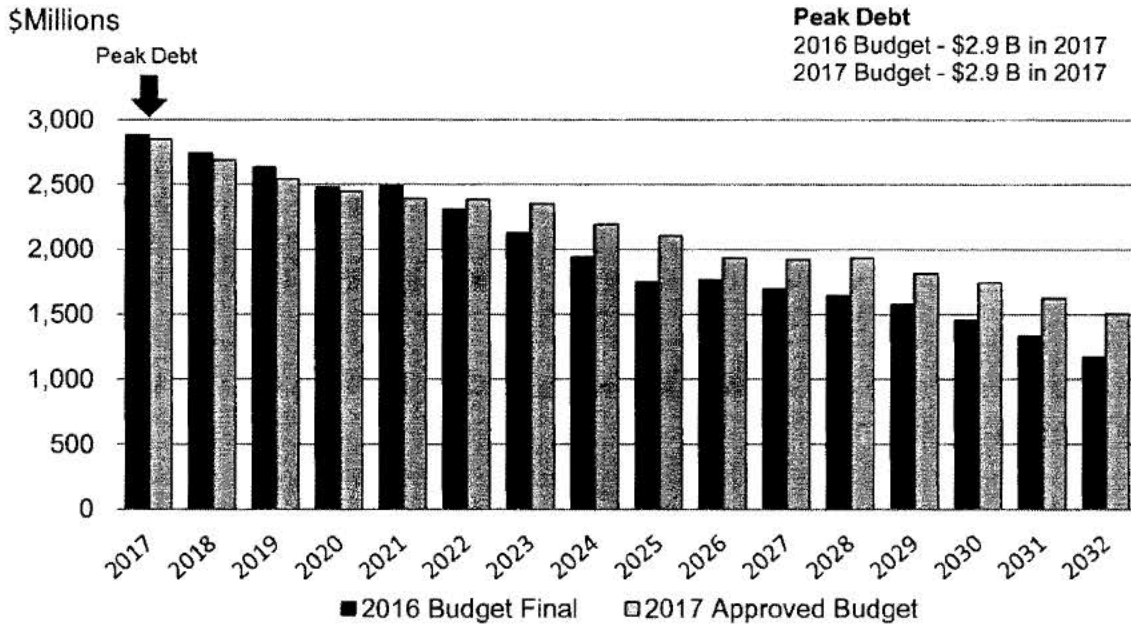
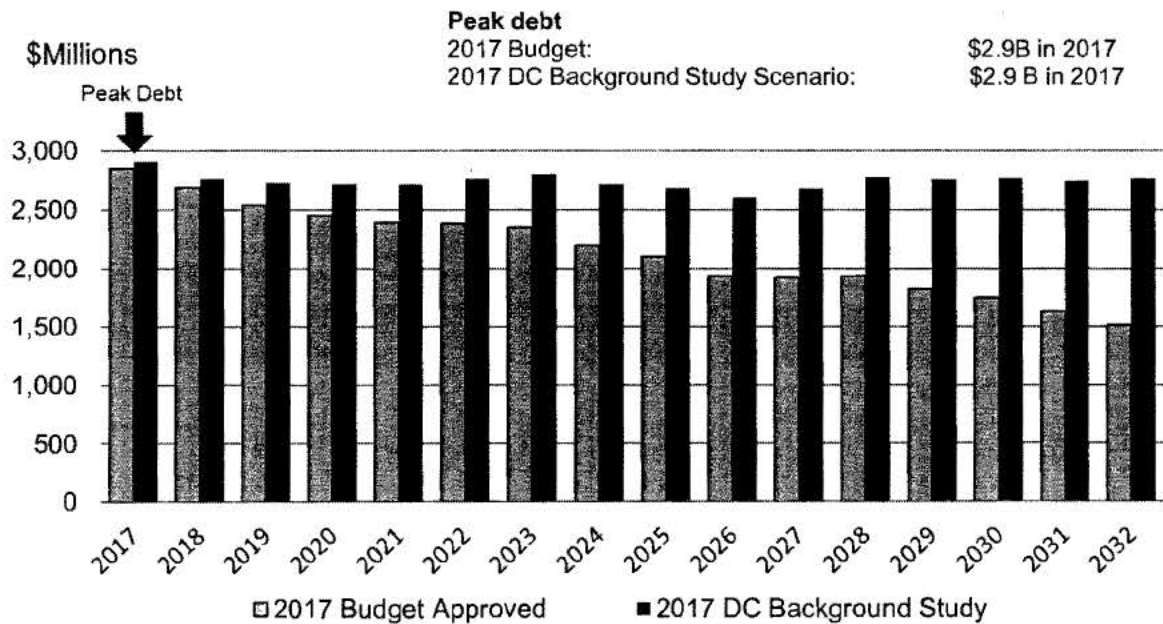


Figure 13
Outstanding Debt Projection: 2017 Approved Budget vs. 2017 DC Background Study Scenario



Note: 2017 DC Background study debt forecast does not include contingent projects (Contingent List A and Contingent List B)

Financial Sustainability

Council has indicated a preference to keep tax levy increases below three per cent per year, after assessment growth

As part of the multi-year budget process, Council directed staff to keep tax levy increases at or below three per cent per year (after assessment growth). The Region has been able to do this while increasing spending on a real per capita basis due to growth in non-tax revenue.

While most of the costs of growth-related capital projects are paid for through development charge revenue, the non-DC eligible costs, operating costs and asset management costs are not. These costs fall on residents, putting pressure on the tax levy.

Debt and tax levy constraints limit the Region's ability to increase the capital plan

The combined effect of the debt and tax levy constraints is that the Region's scope to increase its capital investment beyond the \$6.1 billion already included in the 10-year capital plan is limited.

The most important risk to the capital plan lies with development charge collections, which is an uncertain and variable source of revenue. If development charge collections are significantly below forecast, the Region would need to reduce or defer planned projects to stay within its debt and tax levy constraints.

Staff modeled the debt and tax levy components of the fiscal gap faced by the Region

To achieve financial sustainability while investing in additional growth-related infrastructure, the Region must address two fiscal gaps:

1. The need to manage debt
2. The tax levy portion of the fiscal gap, which is desired spending that cannot be accommodated within a three per cent tax levy increase, other things being equal

Staff modeled the tax levy and debt implications associated with:

- Funding the projects in the draft 2017 Background study, and
- Funding additional regionally-owned roads projects in the Transportation Master Plan that are currently not captured in the main project list of the draft 2017 Background Study. These projects are contained in Contingent List B of the draft background study.

Financial Sustainability

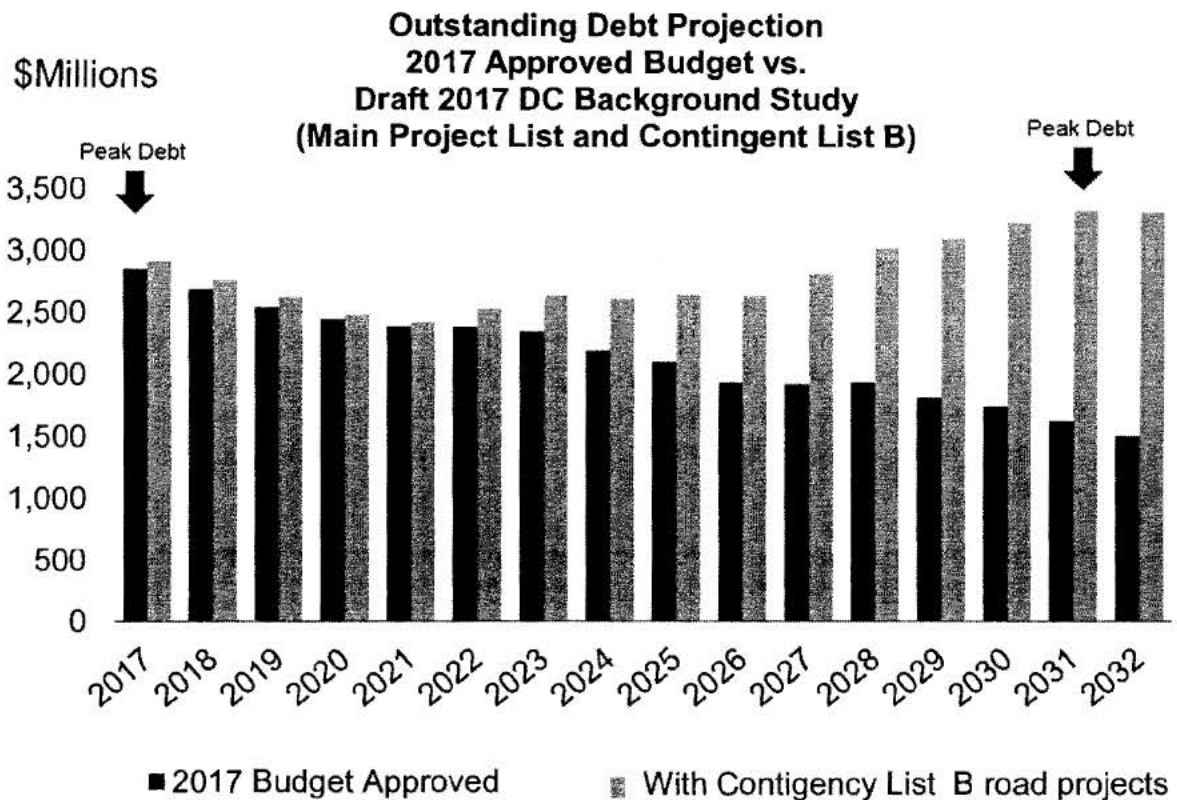
The Transportation Master Plan, updated in 2016, sets out road and transit improvements to help support the Provincial Growth Plan targets for 2041.

Funding additional road projects identified in the 2016 Transportation Master Plan would require a significant amount of new debt

The 2017 DC Bylaw captures road projects that require additional funding sources to complete under “Contingent List B”.

Contingent List B projects would require a significant amount of new debt, despite the additional development charge collections they would bring. In the absence of new revenue sources, adding these projects would increase peak debt to approximately \$3.3 billion in 2031, versus the current budget forecast of \$2.9 billion in 2017 (Figure 14).

Figure 14



Financial Sustainability

An estimated \$90M annual contribution to a development charge debt reduction reserve would be required to offset the development charge debt pressure of additional roads capital projects

Staff are exploring the possibility of creating a Development Charge Debt Reduction Reserve that will have similar characteristics to the Region's Debt Reduction Reserve. Money received from new revenue sources could be placed in this reserve and used to fund growth projects temporarily. This arrangement may permit adding projects on Contingent List B to the capital plan. Future development charge collections would be used to replenish the reserve.

A preliminary estimate indicates that the Development Charge Debt Reduction Reserve would need contributions of approximately \$90 million per year.

The Region can afford approximately half of the growth-related project costs in the Transportation Master Plan

The Transportation Master Plan, which was endorsed by Council in June 2016, was based on Provincial Growth Plan population and employment targets. The Master Plan included an estimated \$22.1 billion in spending for growth and asset rehabilitation and replacement to 2041. This included \$8.9 billion for new transit assets, \$7.6 billion for new roads capital, and \$5.6 billion for state-of-good-repair investments.

The growth-related transit and roads projects in the Transportation Master Plan that involve funding from York Region over the next fifteen years total approximately \$7.6 billion. The remaining projects in the plan are assumed to be either funded exclusively by other parties or carried out beyond that time period. Specifically, it is assumed that the federal and provincial governments will fully fund the initial cost of the Yonge North Subway Extension and the next wave of Bus Rapid Transit projects.

Staff's preliminary analysis indicated that the Region could fund approximately \$3.8 billion (or 49%) of these growth-related capital needs, with tax levy increases in the 3.5% to 4% range. The analysis considered the operating impact and long-term asset management requirements of Transportation Services' growth capital, along with those of the Region's other service areas.

Additional revenue sources would be required to implement the full roster of projects included in the Transportation Master Plan in a financially sustainable manner.

Financial Sustainability

The initial costs of growth projects that are not recovered through development charges will require additional revenue

Although the majority of the initial capital costs related to growth projects are paid for through development charges, there are still substantial costs that are not. Table 2 outlines the municipal costs that are not eligible to be recovered through development charges. These costs consist of both benefit to existing development and 10% statutory deduction components of the 2017 Development Charge Background Study.

Table 2
Non-DC Eligible Capital Costs, Excluding Water and Wastewater

(\$ Millions)	DC Main List	Contingent List B	Total
Total Non-DC Eligible Costs (2017-2031)	900	138	1,038
Average Annual Amount	60	9	69

While tax levy increases of 3% are sufficient to fund increases in the operating budget, including those related to growth assets, they are not sufficient to pay for these non-DC eligible initial capital costs.

Fully funding asset management needs will put pressure on the tax levy

As of 2015, the Region owned approximately \$11 billion worth of infrastructure assets, not including land. This includes \$3.9 billion in wastewater assets, \$1.6 billion in water assets, \$3.4 billion in roads assets, and \$792 million in transit assets. The Region's asset base is expected to grow significantly over the next 15 years as new infrastructure is built.

Through the user rates that were approved by Council in 2015, it is anticipated that the asset management needs for water and wastewater infrastructure can be fully funded by user rate reserves.

For the Region's other assets, current estimates suggest that an annual average of \$231 million will be required from 2017-2031 (Table 3) to maintain a state of good repair. It is estimated, however, that an average annual expenditures of \$209 million over the same period can be supported by tax levy increases capped at three per cent, creating a shortfall of approximately \$22 million per year (Table 3). The Region is continuing to develop its asset management plans and refine its estimates of the related financial requirements.

Financial Sustainability

Table 3
Asset Management Pressures, Excluding Water and Wastewater assets (2017-2031)

(\$ Millions)	DC Main List	Contingent List B	Total
Asset Management Needs*	231	19	251
Investment in Asset Management	209	0	209
Average Annual Shortfall	22	19	41

*The asset management needs incorporate current estimates of asset management requirements for existing assets and growth assets.

If the Contingent List B projects were to be added to the Region's capital plan, the gap in asset management funding would increase significantly. While development charges are expected to recover approximately 91% of the growth-related costs (or \$1.35 billion of the total \$1.49 billion in gross costs), all of the asset management costs would have to be raised through alternative means. It is currently estimated that \$19 million annually would be required to fully fund the asset management needs of these projects alone, in addition to the \$9 million in initial costs shown in Table 2 above.

The Region will need new revenue sources to overcome the fiscal gap

The non-DC eligible capital costs and unfunded asset management activities described above currently represent the greatest financial constraint to the Region. While Council has significantly increased contributions to asset replacement reserves in recent years, additional revenue is required to fully fund these needs in a manner that is consistent with the fiscal strategy while simultaneously keeping tax levy increases under three per cent per year.

To fund the non-DC eligible capital costs related to the main development charge background project list and asset replacement needs, \$82 million per year in additional revenue would be required. If the Contingent List B projects were to be added to the capital plan, a further \$28 million annually would be required, for a total additional revenue need of approximately \$110 million to fully fund all of these projects (Table 4).

Financial Sustainability

Table 4
Summary of the Tax Levy Shortfall/Fiscal Gap
Annual Average Amount

(\$ Millions)	DC Main List	Contingent List B	Total
<i>Unfunded Expenses</i>			
Non-DC Eligible Costs	60	9	69
Asset Management Costs	22	19	41
Shortfall/Fiscal Gap	82	28	110

*Numbers may not add due to rounding

New revenue sources could be obtained with *City of Toronto Act* powers

The *City of Toronto Act, 2006* gave Toronto several revenue-raising powers that are not available to other Ontario municipalities.

Implementing revenue measures similar to those that already exist in Toronto could generate significant revenue for York Region. Table 5 contains preliminary staff estimates of the potential revenue that could be generated from the revenues available under the *City of Toronto Act*.

Financial Sustainability

Table 5
Potential Revenues under the *City of Toronto Act, 2006**

Revenue Source	Implemented by Toronto?	Detail	Annual York Region Net Revenue Estimates
Municipal Land Transfer Tax (MLTT)	✓	A MLTT is levied on the purchase price of any sale of land or property, with the purchaser paying. This estimate is based a graduated rate similar to Toronto's (Toronto is mirroring the Province's structure).	\$200 million to \$250 million
Vehicle Registration Tax (VRT)	✓	The VRT is a fee to renew one's license plate every year. The estimate assumes \$100 to \$120 per renewal, administered with the assistance of Service Ontario.	\$67 million to \$80 million
Third Party Sign Tax	✓	An annual charge per sign or billboard that varies depending on the size and quality of the sign	N/A
Alcohol Tax	✗	A 1% to 5% sales tax on the purchase of alcohol from LCBOs, Beer Stores and bars/restaurants	N/A
Entertainment and Amusement Tax	✗	A tax on the ticketed cost of entry to entertainment venues such as sporting events, concerts, movies, rodeos, nightclubs and amusement parks	N/A
Parking Levy	✗	A daily charge levied on all parking spots (as opposed to a levy on commercial parking revenues), which would be applied on a per m ² basis	N/A
Tobacco Tax	✗	A 1% to 5% sales tax on the purchase of tobacco products	N/A

*Note: The City of Toronto, like all municipalities in the province, has the option to levy road tolls (subject to a regulation under the *Municipal Act*). Toronto asked the province to allow tolling on the Gardiner Expressway and the Don Valley Parkway and was rejected.

Financial Sustainability

If the Region were to obtain *City of Toronto Act* powers, specific revenue measures would be determined by Council

If the province were to give York Region the revenue-raising powers available under the *City of Toronto Act*, it would then be up to Council to determine whether and when to apply any of these measures.

Advocating for new revenue sources will likely require sustained effort

Legislative change would be required for the Region to obtain *City of Toronto Act* revenue powers, either through the *Municipal Act* and regulations or through entirely new legislation. The approval process will likely require multiple touch points with the province. For example, it took the City of Toronto nearly four years to negotiate the changes to the old *City of Toronto Act, 1997* that culminated in the *City of Toronto Act, 2006*.

The Region may wish to consider joining with other like-minded municipalities in seeking *City of Toronto Act* revenue powers.

5. Financial Considerations

Preliminary estimates of the fiscal gap indicate that the Region needs additional revenue in the order of \$200 million annually to achieve financial sustainability. Overcoming this fiscal gap will require new revenue sources.

Table 7
Annual funding requirement for financial sustainability

	(\$ Millions)
Annual contribution to development charge debt reduction reserve	90
Tax levy shortfall/fiscal gap*	110
Annual requirement for long-term financial sustainability	200

* Assumes that the federal and provincial governments will fully pay for the Yonge North Subway Extension and the next wave of Bus Rapid Transit Projects

The analysis in this report suggests that any new revenue sources the Region is able to obtain should be dedicated to capital.

Financial Sustainability

6. Local Municipal Impact

New revenue sources would help fund infrastructure that would benefit local municipalities

New revenue sources could be used to help fund additional growth-related infrastructure projects necessary for growth in the Region's local municipalities and to ensure adequate funding for future asset management.

New revenues sources could be shared with local municipalities

If the province grants the Region new-revenue raising powers, Council could consider sharing a portion of any new revenue with the local municipalities to help them meet their infrastructure needs.

7. Conclusion

The key to financial sustainability is taking the necessary steps to manage both short and long-term risks. For the Region, the twin objectives of accommodating growth and achieving financial sustainability can only be met with new revenue sources. A logical path forward would be to seek the revenue-raising powers that the province has already granted to the City of Toronto.

For more information on this report, please contact Ed Hankins, Director, Treasury Office, at 1-877-464-9675 ext. 71644.

The Senior Management Group has reviewed this report.

May 4, 2017

7588698

Accessible formats or communication supports are available upon request

CORPORATION OF THE MUNICIPALITY OF CALVIN
Resolution

DATE: May 23, 2017

NO. 2017-090

MOVED BY Corey A. Chis

SECONDED BY Anna Edwards

WHEREAS the Council of the Corporation of the Municipality of Calvin hereby supports the Township of North Frontenac Municipal Council Resolution #222-17 dated May 1, 2017 which reads;

WHEREAS Council passed Resolution #180-17 approving Councillor Hermer's Notice of Motion be brought forward at the April 28, 2017 Council Meeting regarding Hydro Rates including the 25% reduction not being applicable to seasonal residents, delivery charges, etc.;

AND WHEREAS the government has reduced Hydro One consumers' delivery charges by 17% with an additional 8% HST to Ontario Residents;

AND WHEREAS due to unreasonable requirements for reduction most seasonal residents do not qualify for the reduction;

AND WHEREAS all consumers residing within a native reserve are exempt from the delivery charges;

NOW THEREFORE BE IT resolved that the Municipality of Calvin supports the Township of North Frontenac to respectfully request that in the name of fairness and equality, these charges be removed from all Hydro One customers billing;

AND THAT a copy of this resolution be provided to the Premier of Ontario, the Minister of Energy; all Municipalities within the Province.

CARRIED Wayne B.

DIVISION VOTE

Certified true copy

NAME OF MEMBER OF COUNCIL YEAS NAYS
C.S. - LEGISLATIVE SERVICES

Original	_____	_____
To: <u>CIP</u>	_____	_____
Copy	_____	_____
To: <u>Roger Anderson</u>	_____	_____
<u>G. Lubeth</u>	_____	_____
<u>J. Clopp</u>	_____	_____
C.C. S.C.C. File	_____	_____
Take Appr. Action	_____	_____

[Signature]
Clerk Treasurer
Municipality of Calvin

**Ministry of
Municipal Affairs**

Office of the Minister

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

**Ministry of the
Attorney General**

Office of the Minister

720 Bay Street, 11th Floor
Toronto ON M7A 2S9
Tel. 416-326-2220
Fax 416-326-4016

**Ministère des
Affaires municipales**

Bureau du ministre

777, rue Bay, 17^e étage
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Tél. : 416 585-7000
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**Ministère du
Procureur général**

Bureau du ministre

720, rue Bay, 11^e étage
Toronto ON M7A 2S9
Tél. 416-326-2220
Télééc. 416-326-4016

C.S. - LEGISLATIVE SERVICES

Original
To: CIP.
COPY Dept. Books. ✓
To: ✓
C.C. S.C.C. File
Take Appr. Action



Ontario
revised June 2/17

17-73913

May 30, 2017

RE: The Proposed Building Better Communities and Conserving Watersheds Act

We are pleased to announce that the government introduced the proposed Building Better Communities and Conserving Watersheds Act, 2017 in the legislature. These proposed changes follow extensive public consultations.

Ontario is taking this action in order to overhaul the provincial land use planning appeal system to give communities a stronger voice and ensure people have access to faster, fairer and more affordable hearings.

For more information and background on the bill you may visit:
www.ontario.ca/OMBReview

For a copy of the proposed Building Better Communities and Conserving Watersheds Act, and to monitor the status of the bill through the legislative process, please visit the Legislative Assembly of Ontario website: www.ontla.on.ca

Comments on the proposed bill can be made through the Environmental Bill of Rights Registry at www.ebr.gov.on.ca (EBR Posting Number: 013-0590) or by email to OMBReview@ontario.ca. In addition, the bill proposes amendments to the Conservation Authorities Act which the Ministry of Natural Resources and Forestry is leading – please visit EBR Posting Number: 013-0561.

We look forward to working with you as we move forward on this initiative.

Sincerely,

^ ^

Bill Mauro
Minister of Municipal Affairs

Yasir Naqvi
Attorney General of Ontario

NOTICE OF DEMOLITION AND DETOUR ROUTES
Highway 401 / Henry Street Bridge
Town of Whitby, Region of Durham
Contract No. 2016-2038

The Ministry of Transportation (MTO) is replacing the Henry Street Bridge over Highway 401. MTO has retained Highway Construction Inspection (HCI) as the Contract Administrator for this project. Key components of the construction contract include:

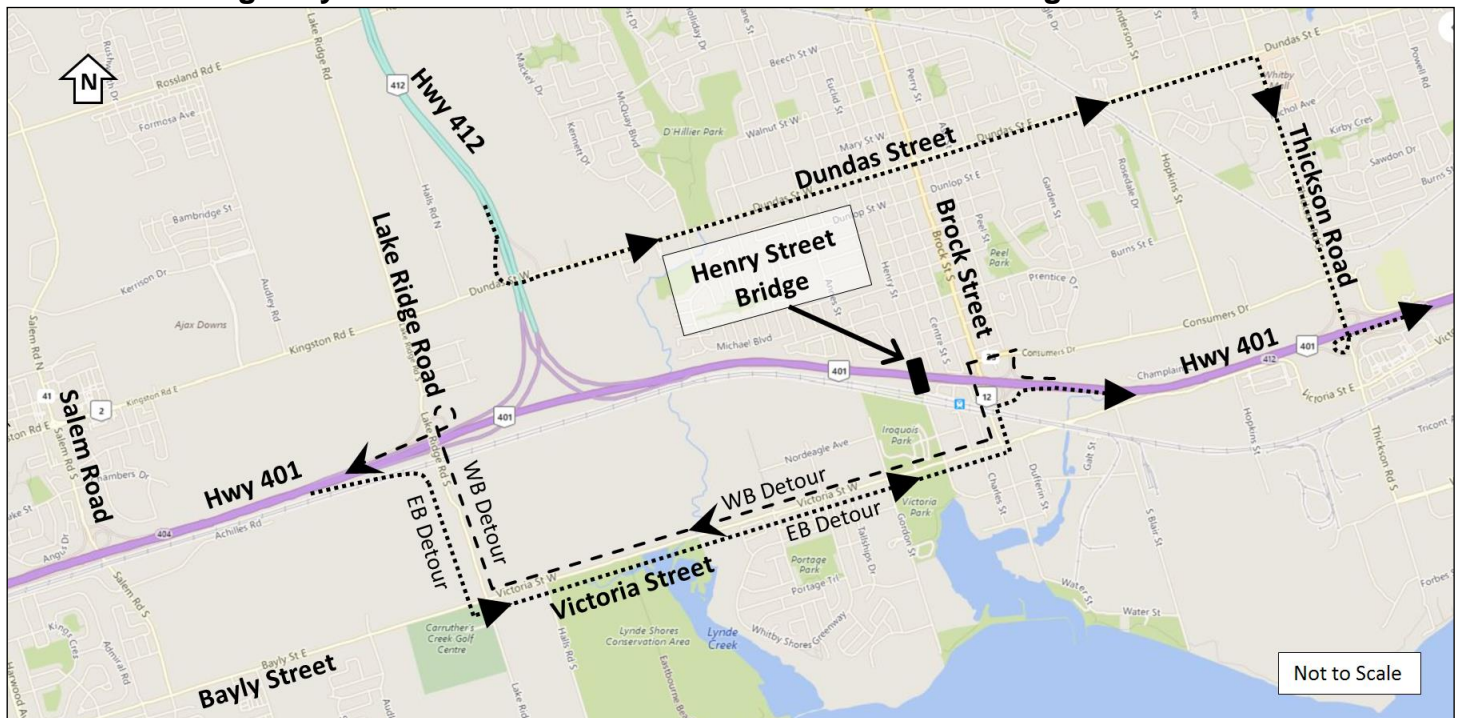
- Replacing the Henry Street bridge;
- Reconstructing Henry Street to accommodate the new bridge; and
- Removal of a small portion of the existing noise barrier at Henry Street to accommodate a slight realignment of Henry Street to the west.

The new bridge will be wider and longer than the existing bridge, and will accommodate future widening of Highway 401. Construction activities have commenced and are anticipated to be completed by the end of 2017.

HIGHWAY 401 CLOSURE

An 8 hour closure of Highway 401 is required to demolish the existing bridge. **Highway 401 will be closed for bridge demolition from 00:00 (Midnight) to 08:00 (AM) on Sunday June 18, 2017. In the event of inclement weather, the demolition and full closure will take place the following weekend on June 25, 2017.** This night closure is planned to minimize impacts to traffic; however there will be loud noises from the demolition activities. During this closure, Highway 401 traffic will be detoured as per the detours for bridge demolition.

Highway 401 Eastbound & Westbound Detours for Bridge Demolition



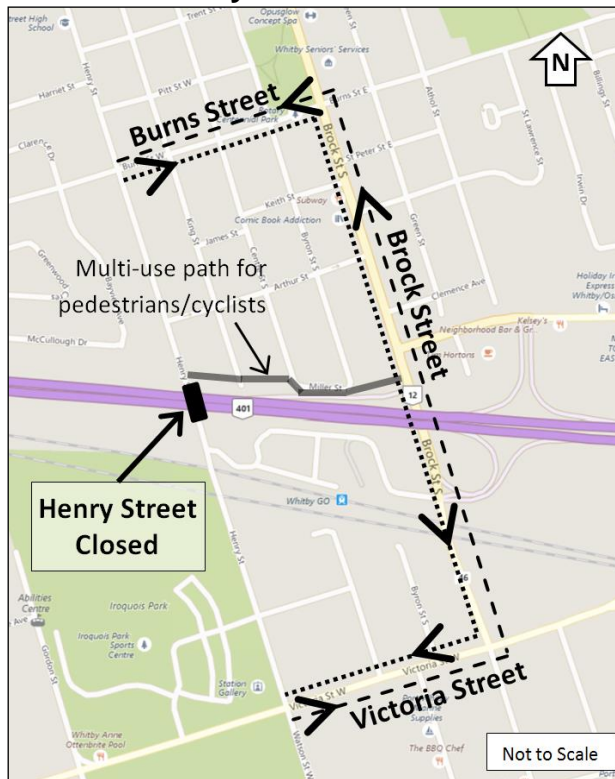
HENRY STREET CLOSURE

To accommodate the demolition and construction of the new Henry Street bridge, **Henry Street will be closed to motorists from Arthur Street to the Whitby GO Station entrance.** The Whitby GO Station entrance will remain open. **The closure of Henry Street is expected to commence on June 12, 2017 and stay in effect until September 30, 2017.** During this closure, Henry Street traffic will be detoured as per Henry Street Detours below.

A temporary multi-use path connecting Henry Street to Brock Street, just north of the existing bridge, will be constructed prior to the Henry Street closure (refer to Henry Street Detours). The multi-use path will allow access to the Whitby GO Station via Brock Street.

Other ramp and lane closures will be implemented during construction as required. For all work related to this undertaking, traffic impacts will be minimized by the placement of advisory / warning signs on highways / roadways in advance of construction work and lane / road closure areas.

Henry Street Detours



If you have any further questions or comments, please contact:

Mr. Marian Niculescu
Contract Administrator
HCI
Tel: (905) 668-6161
E-mail: marian.niculescu@hcio.com

Mr. Karl Kober
Contract Services Administrator
Ministry of Transportation – Operations Office
Unit 1, 440 Hopkins St., Whitby ON L1N 2B9
Tel: (905) 665-4990
E-mail: karl.kober@ontario.ca

The Regional Municipality of Durham

Minutes

Energy From Waste – Waste Management Advisory Committee

Thursday, April 20, 2017

A meeting of the Energy From Waste – Waste Management Advisory Committee was held on Wednesday, April 20, 2017 in the Lower Level Boardroom (LL-C), Regional Headquarters, 605 Rossland Road East, Whitby, at 7:00 PM.

Present: G. Rocoski, Oshawa, Chair
P. Ankrett, Scugog, Vice-Chair
W. Bracken, Clarington
A. Burrows, Ajax
E. Collis, Clarington
P. Nelson, Brock
J. Vinson, Clarington

Absent: T. Baker, Pickering
J. Hicks, Clarington

Non-Voting Members

Present: A. Burke, Senior Planner, Special Projects, Municipality of Clarington
Councillor Cooke, Local Councillor, Clarington
P. Dunn, Senior Environmental Officer, York Durham District Office, Ministry of the Environment and Climate Change
K. Gorman, Environmental Health, Health Department, Durham Region
S. Thomas, Issues Project Coordinator, York Durham District Office, Ministry of the Environment and Climate Change, attended the meeting at 7:03 PM

Staff

Present: G. Anello, Manager, Waste Planning and Technical Services, Works Department, Durham Region
M. Januszkiewicz, Director, Waste Management Services, Works Department, Durham Region
B. Kelly, Manager, Sustainability, CAO's Office, Durham Region, attended for part of the meeting
J. Paquette, Manager (Works), Corporate Communications
S. Siopis, Commissioner of Works
D. James, Committee Clerk, Corporate Services – Legislative Services, Durham Region

Also

Present: Councillor Ballinger, left the meeting at 8:58 PM
Councillor John Neal, attended the meeting at 7:19 PM

M. Neild, Facility Manager, Covanta Durham York Renewable Energy
J. Turner, Business Manager, Covanta Durham York Renewable Energy

1. Declarations of Interest

There were no declarations of interest.

2. Adoption of Minutes

Moved by P. Nelson, Seconded by P. Ankrett,
That the minutes of the EFW-WMAC meeting held on
Wednesday, February 23, 2017, be adopted.
CARRIED

3. Announcements

There were no announcements made.

4. Presentations

A) Gioseph Anello, Manager, Waste Planning and Technical Services,
The Regional Municipality of Durham, re: Organics Management
Plan

G. Anello provided a PowerPoint presentation update on the Province of Ontario Organics Action Plan (OAP). A copy of his presentation was provided as a handout at the meeting.

G. Anello advised that Craig Bartlett, Manager, Waste Operations and Mirka Januszkiewicz, Director, Waste Management Services, are members of the Stakeholder Working Group that is providing advice to the Ministry of Environment and Climate Change on a food and organic waste framework. He further advised that the Provincial government hopes to release a policy statement by the end of 2017 with implementation in 2018.

Highlights of his presentation included:

- Background
- Stakeholder Working Group
- Provincial Objectives
- Action Plan
- Food Waste Hierarchy
- Organics Diversion Progress to Date
- Ongoing Progress Updates

G. Anello responded to questions from the Committee.

B) Brian Kelly, Manager, Sustainability, The Regional Municipality of Durham, re: Climate Change

B. Kelly, Manager, Sustainability, COA's Office, provided a PowerPoint presentation on Waste Management and Climate Change. A copy of his presentation was provided as a handout at the meeting.

B. Kelly advised that 90% of the excess heat trapped by a blanket of greenhouse gas is stored in the oceans, 4% in land, and only 3% will raise the temperature of the atmosphere. He further advised that adaptation and mitigation are complimentary strategies for reducing and managing the risks of climate change.

Highlights of his presentation included:

- The Climate Coin – Two Sides
- Solid Waste's GHG Emissions
- Community Local Action Plan
- Bio-methane Production and Use
- Optimal Use of Bio-methane
- Policy Context
- Durham Community Energy Plan (CEP)
- Scope of Durham CEP
- Project Schedule
- Climate Adaptation
- Phasing and Schedule
- Phase 1 and Phase 2
- Process Characteristics
- Current Status of Plan
- Vision
- Goals
- 8 Sectors - 18 Programs
- Roles and Responsibilities
- Council Approvals

B. Kelly responded to questions from the Committee.

C) Tim Short, Enbridge re: Anaerobic Digestion Solution

T. Short, Business Development Specialist, Enbridge, provided a PowerPoint presentation entitled: "Clean and Renewable, An Energy Hub of the Future". A copy of his presentation was provided as a handout at the meeting.

T. Short advised that Enbridge Gas Distribution, in partnership with Veridian Connections, is interested in working with the Region of Durham on an Anaerobic Digester. He stated that Enbridge's mission is to "green the pipes" of the natural gas grid and Anaerobic Digestion is a means to accomplish their mission.

Highlights of his presentation included:

- Ontario's Energy Mix and Emissions Profile
- The New Reality: *Climate Change Mitigation and Low-Carbon Economy Act, 2016*
- The Opportunity – Infrastructure and Vehicle Conversions (NGV)
- The Opportunity – Renewable Natural Gas (RNG)
- The Future of Renewable Energy
- A New Partnership – Utilities Working Together
- Region of Durham – A Partner in Energy Leadership
- Region of Durham – Bringing it all Together
- Clarington Energy Park – Designed with Future in Mind
- A Vision for Clarington Energy Park
- Next Steps

T. Short responded to questions from the Committee.

5. Delegations

- A) Linda Gasser, Whitby Resident, re: Discussion Streaming/Archiving Webcasts of Energy from Waste-Waste Management Advisory Committee (EFW-WMAC) meetings

L. Gasser, Whitby resident, appeared before the Committee to request the Committee support the recording of the EFW-WMAC meetings. A copy of her delegation was provided to the Committee Clerk at the meeting.

L. Gasser advised that it is primarily through the EFW-WMAC that residents are kept informed of issues of interest and concerns with respect to incineration and other waste matters. She stated that the livestreaming of the EFW-WMAC meetings would enable residents, staff and the media the opportunity to view the meetings without having to physically attend them.

- B) Linda Gasser, Whitby Resident, re: Durham Region Proposal Anaerobic Digestion

L. Gasser, Whitby resident, appeared before the Committee to request that public consultations be conducted before the Anaerobic Digestion business case is brought before the Committee of the Whole and Regional Council. A copy of her delegation was provided to the Committee Clerk at the meeting.

L. Gasser stated the following four points: Durham Region's green bin program is one of the best diversion programs; that she sees no evidence that AD has been proven to be the most appropriate, affordable and sustainable long term option for Durham Region's organics; that there has been zero public consultation with respect

to AD; and, that Durham must first explore a clear garbage bag program.

L. Gasser advised the Committee of the Freedom of Information request she had initiated through the Region of Durham's Legislative Services Division, to obtain 3 reports referenced in the RFP for the ongoing business case and stated that obtaining these reports was very time consuming and labour intensive.

L. Gasser requested that the Committee pass a motion recommending that public consultations take place across the Region before the Anaerobic Digestion business case is presented to the Committee of the Whole and Regional Council.

L. Gasser responded to questions from the Committee.

C) Libby Racansky, Municipality of Clarington Resident re: Energy from Waste-Waste Management Advisory Committee (EFW-WMAC) Minutes

L. Racansky, Municipality of Clarington resident appeared before the Committee to request the Committee support the recording of the EFW-WMAC meetings.

L. Racansky stated that the EFW-WMAC minutes do not capture the concerns noted in the meetings and stated that the recording of these meetings would enable an accurate account of the information given during the meeting.

L. Racansky responded to questions from the Committee.

D) Libby Racansky, Municipality of Clarington Resident, re: Air Pollution and Possible Contribution to Group Concerned with Cancer

L. Racansky, Municipality of Clarington resident, appeared before the Committee to discussion air pollution and its contribution to various cancers.

L. Racansky advised that due to the construction of the Highway 407 and the start-up of the Energy From Waste facility, the surrounding wetlands have been disappearing, and in particular, the vegetation around Tooley Creek.

L. Racansky responded to questions from the Committee.

6. Correspondence

Moved by W. Bracken, Seconded by P. Nelson,
That the Rules of Procedure be suspended to allow
correspondence from the Municipality of Clarington
Council, dated April 11, 2017 re: Resolution #GG-152-17,
to be added to the agenda and considered next.
CARRIED ON A 2/3rd VOTE

- A) Correspondence from the Municipality of Clarington Council, dated
April 11, 2017 re: Resolution #GG-152-17

Moved by P. Nelson, Seconded by P. Ankrett,
That correspondence from the Municipality of Clarington,
Resolution #GG-152-77 be received for information.
CARRIED

7. Administrative Matters

- A) Discussion on the Recording of the EFW-WMAC Meetings in
Follow-up to the Committee of the Whole recommendation dated
February 2, 2017

Discussion ensued with respect to the merits and deterrents of
recording the EFW-WMAC meetings. Concerns were raised that not
all members were present to contribute to the discussion.

Moved by W. Bracken, Seconded by E. Collis,
That we recommend to the Committee of the Whole for
approval and subsequent recommendation to Regional
Council:

That the EFW-WMAC supports the recording of the EFW-WMAC
meetings; and

That the EFW-WMAC meetings be livestreamed and archived to the
Region's website.

CARRIED

8. Other Business

- A) Gioseph Anello, Manager, Waste Planning and Technical Services,
re: Status of the Integrated Waste Management System Utility
Anaerobic Digestion Request for Proposal (RFP-602-2016)

G. Anello advised that the Anaerobic Digestion business case is
projected to be before the Committee of the Whole at their June 7th
meeting for recommendation to Regional Council at their June 14th
meeting.

S. Siopis advised that the business case will be a preliminary business case that will ask for Council's approval to proceed with the next steps towards determining an Organics Management Strategy.

Staff responded to questions with respect to whether public consultations are planned; when the business case will be presented to the Committee; and, whether the Committee will have an opportunity to comment before the report is before Regional Council.

Discussion ensued with respect to the need to have a special meeting of the EFW-WMAC to discuss the Anaerobic Digestion business case. It was decided that a meeting could be scheduled after June 7th, and that staff will contact members for their availability to determine the need and possible date for a meeting.

B) Mirka Januszkiewicz, Director, Waste Management Services, re: Update on the Durham York Energy Centre

M. Januszkiewicz advised that the Energy from Waste facility is fully operational with both boilers on-line.

Staff responded to questions with respect to the Durham York Energy Centre Environmental Compliance Approval Annual Report 2016; confirmation on the date of the next source test; and a timeline of when the Airzone Report will be made public.

9. Next Meeting

The next regularly scheduled meeting of the EFW-WMAC will be Thursday, September 28, 2017 in the Lower Level Boardroom (LL-C), at 7:00 PM, Regional Headquarters, 605 Rossland Road East, Whitby.

10. Adjournment

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

CARRIED

The meeting adjourned at 10:30 PM.

G. Rocoski, Chair, Energy
From Waste – Waste
Management Advisory
Committee

D. James, Committee Clerk

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

The Regional Municipality of Durham

MINUTES

ACCESSIBILITY ADVISORY COMMITTEE

Tuesday, May 23, 2017

A meeting of the Accessibility Advisory Committee was held on Tuesday, May 23, 2017 in Meeting Room 1-A, Regional Headquarters Building, 605 Rossland Road East, Whitby at 1:10 PM.

Present: M. Sutherland, Oshawa, Chair
S. Sones, Whitby, Vice-Chair
R. Atkinson, Whitby
S. Barrie, Clarington
M. Bell, DMHS
Councillor J. Drumm left the meeting at 2:10 PM
D. McAllister, Executive Director, DREN
A. O'Bumsawin, Clarington
M. Roche, Oshawa left the meeting at 2:46 PM
P. Rundle, Clarington

Absent: J. Stevenson, Ajax

Staff

Present: A. Gibson, Director of Corporate Policy and Strategic Initiatives, left the meeting at 2:26 PM
J. Traer, Accessibility Coordinator, Office of the Chief Administrative Officer
N. Prasad, Committee Clerk, Corporate Services – Legislative Services

1. **Declarations of Interest**

Councillor Drumm made a declaration of interest under the *Municipal Conflict of Interest Act* with respect to any items pertaining to Durham Region Transit. He indicated that his son is employed by Durham Region Transit.

2. **Approval of Agenda**

Moved by R. Atkinson, Seconded by D. McAllister,
That the agenda for the May 23, 2017 Accessibility Advisory
Committee meeting, be approved.

CARRIED

3. Adoption of Minutes

D. McAllister requested that the words, “employment service providers” be deleted from Item 9. A) of the minutes. She advised that the community members that attended the one day summit were not limited to employment service providers.

Moved by R. Atkinson, Seconded by A. O’Bumsawin,
That the minutes of the April 25, 2017 Accessibility Advisory
Committee meeting, as amended, be adopted.

CARRIED

4. Presentation

A) Sonya Hardman, Policy and Research Advisor, Office of the CAO, Region of Durham, regarding Durham’s Age Friendly Strategy

S. Hardman, Policy and Research Advisor, provided a PowerPoint Presentation with regards to Durham Region’s Age-Friendly Durham Strategy & Action Plan 2017-2021.

S. Hardman stated that approximately 25% of Durham residents are over 55 years of age, which will increase to 34% by 2031. She stated that the purpose of the Age-Friendly Strategy is to provide a healthy quality of life to the aging population.

S. Hardman stated that the following are 8 Dimensions of an Age-Friendly Community:

1. Outdoor spaces and buildings.
2. Transportation.
3. Housing.
4. Social participation.
5. Respect and social inclusion.
6. Civic participation and employment.
7. Communication and information.
8. Community support and health services.

She stated that the Age-Friendly Strategy consists of the following themes and goals:

- Economic Growth, Diversification & Local Employment
- Population Health & Quality of Life
- Healthy Environment & Sustainable Communities
- Organizational Health & Service Excellence

S. Hardman stated that in developing the Strategy and Action Plan, staff undertook public consultation activities to gather input from older adults, caregivers, community organizations, businesses and area municipalities. The following are key points of interest received from the public consultations:

- Outdoor Spaces & Buildings
- Transportation
- Housing
- Social Participation
- Respect & Social Inclusion
- Civic Participation & Employment
- Communication & Information
- Community & Health Services

S. Hardman stated that the Age-Friendly Strategy is composed of 69 recommendations, and was approved by Regional Council in April 2017. She advised that there is a companion document which contains over 200 recommendations, including recommendations for community partners and stakeholders. She advised that the next phase includes implementation of the Strategy and measuring the progress over the next 5 years.

Discussion ensued with regards to the need to focus on younger adults with disabilities as well as seniors; whether the Strategy will be enforced in all area municipalities; and the possibility of providing a newsletter regarding the various services available to seniors across Durham Region.

B) Andrea Labriola, Eligibility Coordinator, Transit Specialized Services, Durham Region Transit, regarding her role in Specialized Services

A. Labriola, Eligibility Coordinator, Transit Specialized Services, Durham Region Transit, was not present at this time. It was the consensus of the Committee that her presentation be heard later in the meeting. [See page 4 of these minutes].

5. Business Arising from the Minutes

There was no business arising from the minutes.

6. Correspondence

There were no items of correspondence.

The Committee recessed at 2:12 PM and resumed at 2:17 PM.

7. Reports

A) Education Sub-committee Update

J. Traer advised that she is working on having a representative provide a presentation at a future meeting with regards to the Province's Direct Funding Program. She requested that Committee members advise her of any ideas with regards to future presentations.

B) Update on the Transit Advisory Committee (TAC)

M. Sutherland advised that the TAC Update was emailed to members on May 11, 2017. She stated that TAC also provided answers to the Committee's questions from the November 22, 2016 AAC meeting, a copy of which was provided as a handout. M. Roche advised that he provided a TAC update as well on May 15, 2017.

Discussion ensued with regards to the need to repair or replace older specialized buses; whether Bell Taxi's contract has been renewed with Durham Region Transit; whether the taxi borders still exist; and when the Provincial Transit Infrastructure Funding of \$1,600,000 is expected. M. Sutherland advised that she will ask for confirmation at the next TAC meeting.

A. Labriola, Eligibility Coordinator, Transit Specialized Services attended the meeting at this time and proceeded with her presentation.

4. Presentation

B) Andrea Labriola, Eligibility Coordinator, Transit Specialized Services, Durham Region Transit, regarding her role in Specialized Services

A. Labriola, Eligibility Coordinator, Transit Specialized Services, presented to the committee with regards to Durham Region Transit Specialized Services.

A. Labriola stated that Durham Region Transit Specialized Services provides transit services for persons with disabilities. She stated that passengers must meet the eligibility criteria and complete an application form to qualify. She advised that her role at Specialized Services is to assess and evaluate all applications received to ensure applicants receive the most appropriate service.

A. Labriola stated that a support person is allowed to travel free of charge when travelling with a person with a disability if that person is eligible for a support person when using DRT services. A Support Person Application Form must be completed in order to obtain a Support Person card.

A. Labriola responded to questions with respect to whether applicants can use both conventional and specialized bus services; and the process for obtaining a support person.

7. Reports

C) Update from the Accessibility Coordinator

- National Volunteer Week was April 23 to 29, 2017. J. Traer advised that it is important to recognize the efforts of volunteers. She provided S. Barrie, A. O'Bumsawin and Councillor Drumm with a card of thanks as they were absent from the last meeting.
- A home design page has been chosen for the new regional website. J. Traer advised that staff is in the process of writing the content for the web pages which will consist of plain language, minimal information and written at a grade 3 to 6 level.
- National Accessibility Awareness Week is May 29 to June 2, 2017. J. Traer advised that display boards will be in the upper lobby area of regional headquarters and there will also be 2 Lunch and Learn seminars.
- The Annual Joint Forum of the Accessibility Advisory Committees is scheduled for September 26, 2017. J. Traer advised that the speaker will be Tracy Schmitt. She also advised that the Forum will be interactive with topics to be discussed at each table.
- J. Traer advised that the Children's Services Division now has an after-hours bell. She stated that the bell was initially installed at a level that was too high but has since been re-located.
- The Abilities Gala is scheduled for October 21, 2017 at 7 PM.

8. Administration Matters

There were no administrative matters to be considered.

9. Other Business

There was no other business to consider.

10. Date of Next Meeting

The next regularly scheduled meeting of the Accessibility Advisory Committee will be held on Tuesday, June 27, 2017 in Room 1-A, Regional Headquarters Building, 605 Rossland Road East, Whitby, at 1:00 PM.

11. Adjournment

Moved by D. McAllister, Seconded by M. Bell,
That the meeting be adjourned.
CARRIED

The meeting adjourned at 3:02 PM

M. Sutherland, Chair
Accessibility Advisory Committee

N. Prasad, Committee Clerk

Action Items Committee of the Whole and Regional Council

Meeting Date	Request	Assigned Department(s)	Anticipated Response Date
September 7, 2016 Committee of the Whole	Staff was requested to provide information on the possibility of an educational campaign designed to encourage people to sign up for subsidized housing at the next Committee of the Whole meeting. (Region of Durham's Program Delivery and Fiscal Plan for the 2016 Social Infrastructure Fund Program) (2016-COW-19)	Social Services / Economic Development	October 5, 2016
September 7, 2016 Committee of the Whole	Section 7 of Attachment #1 to Report #2016-COW-31, Draft Procedural By-law, as it relates to Appointment of Committees was referred back to staff to review the appointment process.	Legislative Services	First Quarter 2017
October 5, 2016 Committee of the Whole	That Correspondence (CC 65) from the Municipality of Clarington regarding the Durham York Energy Centre Stack Test Results be referred to staff for a report to Committee of the Whole	Works	
December 7, 2016 Committee of the Whole	Staff advised that an update on a policy regarding Public Art would be available by the Spring 2017.	Works	Spring 2017
January 11, 2017 Committee of the Whole	Inquiry regarding when the road rationalization plan would be considered by Council. Staff advised a report would be brought forward in June.	Works	June 2017

Meeting Date	Request	Assigned Department(s)	Anticipated Response Date
January 18, 2017	In light of the proposed campaign self-contribution limits under Bill 68 and the recent ban on corporate donations which will require candidates for the elected position of Durham Regional Chair to raise the majority of their campaign funds from individual donors, staff be directed to prepare a report examining the potential costs and benefits of a contribution rebate program for the Region of Durham.	Legislative Services	Fall 2017
March 1, 2017 Committee of the Whole	Staff was directed to invite the staff of Durham Region and Covanta to present on the Durham York Energy Facility at a future meeting of the Council of the Municipality of Clarington.	Works	
March 1, 2017 Committee of the Whole	Staff was requested to advise Council on the number of Access Pass riders that use Specialized transit services.	Finance/DRT	March 8, 2017
March 1, 2017 Committee of the Whole	A request for a report/policy regarding sharing documents with Council members.	Corporate Services - Administration	Prior to July 2017
May 3, 2017 Committee of the Whole	Discussion ensued with respect to whether data is collected on how many beds are created through this funding; and, if staff could conduct an analysis of the Denise House funding allocation to determine whether an increase is warranted. H. Drouin advised	Social Services	

Meeting Date	Request	Assigned Department(s)	Anticipated Response Date
	staff would investigate this and bring forward this information in a future report.		
May 3, 2017 Committee of the Whole	Discussion ensued with respect to whether staff track the job loss vacancies in Durham Region, in particular the retail market. K. Weiss advised that staff will follow-up with the local area municipalities and will report back on this matter.	Economic Development & Tourism	