



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

December 10, 2021

Information Reports

2021-INFO-128 Commissioner of Planning and Economic Development – re: Quarterly Report - Commissioner's Delegated Planning Approval Authority, and Summary of Planning Activity in the Third Quarter of 2021

2021-INFO-129 Commissioner of Planning and Economic Development – re: Agriculture Industry Roundtable and Tour with Ontario Minister of Agriculture, Food, and Rural Affairs

Early Release Reports

2021-P-** Commissioner of Planning and Economic Development – re: Public Meeting Report - Application to Amend the Durham Regional Official Plan, submitted by Clark Consulting Services, on behalf of Maltheb Farms 2000 Ltd., to permit the severance of a farm dwelling rendered surplus as a result of the consolidation of non-abutting farm properties, in the Township of Scugog, File: OPA 2021-008

Early release reports will be considered at the January 11, 2022, Planning and Economic Development Committee meeting.

Staff Correspondence

1. **Memorandum from S. Siopis, Commissioner of Works** – re: Durham Student Transportation Services (DSTS) School Bus Stops on Regional Road 57 at Williams Point Road and Beacock Road, in the Township of Scugog
2. **Memorandum from Dr. R.J. Kyle, Commissioner and Medical Officer of Health** – re: Health Information Update – December 5, 2021

Durham Municipalities Correspondence

1. **Township of Scugog** – re: Resolution passed at their Council meeting held on November 29, 2021, regarding Simcoe County Greenbelt Coalition – Updates on Bradford Bypass

2. **Town of Whitby** – re: Resolution passed at their Council meeting held on November 29, 2021, regarding a request for Provincial Legislation Related to Excessive Vehicle Noise
3. **Township of Scugog** – re: Resolution passed at their regular General Purpose and Administration Committee meeting held on December 6, 2021, endorsing correspondence from the Region of Durham dated November 24, 2021, with respect to Bus Stops on Dead End Roads

Other Municipalities Correspondence/Resolutions

1. **Town of East Gwillimbury** – re: Resolution passed at their Council meeting held on November 16, 2021, regarding Holland Marsh Polder Phosphorus Facility

Miscellaneous Correspondence

There are no Miscellaneous Correspondence

Advisory / Other Committee Minutes

1. Durham Region Roundtable on Climate Change (DRRCC) minutes – **November 19, 2021**
2. Energy From Waste – Waste Management Advisory Committee (EFW-WMAC) minutes – **November 23, 2021**

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

Notice regarding collection, use and disclosure of personal information:

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



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2021-INFO-128
Date: December 10, 2021

Subject:

Quarterly Report - Commissioner's Delegated Planning Approval Authority, and Summary of Planning Activity in the Third Quarter of 2021. File: 1.2.7.19

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The Region's Commissioner of Planning and Economic Development has been delegated the authority to approve certain area municipal official plan amendments in all area municipalities, as well as subdivisions, condominiums, and part lot control exemption by-laws in the Townships of Brock, Scugog, and Uxbridge. This report summarizes actions taken under this delegated authority.

2. Previous Reports and Decisions

2.1 Reports on planning activity and how the delegated planning approval authority is used by the Commissioner is presented at the end of every quarter.

3. Commissioner's Approval of Area Municipal Plan Amendments

3.1 Prior to the adoption of an area municipal official plan amendment by a local Council, a draft is forwarded to the Region for review and a determination as to whether it affects a matter of Regional interest, including conformity with Provincial Plans, consistency with the Provincial Policy Statement and conformity with the

Regional Official Plan. If it is felt the draft amendment deals with matters of Regional significance, it is subject to approval by the Commissioner of Planning and Economic Development. If the area municipal official plan amendment does not trigger a matter of Regional interest, then approval would rest with the area municipality.

3.2 In the third quarter of 2021, the Planning Division received five area municipal official plan amendment applications. Three applications have been exempted from Regional approval, and two application is deemed to be of Regional significance, as follows:

- In the City of Oshawa, application **OPA-O-2021-02** proposes a site-specific amendment to amend the City of Oshawa Official Plan by changing the current land use designation from “Medium Density II Residential” to “High Density II Residential” to increase the residential density from 150 to 300 units per net hectare, to allow for two six-storey apartment buildings totalling 80 units. This application is exempt from Regional approval. Staff are also reviewing the application in conjunction with the related proposed zoning by-law amendment application Z-2021-04.
- In the City of Oshawa, application **OPA-O-2021-03** is a site-specific amendment to permit a maximum residential density of 775 units per hectare on lands located at 35, 39, 45 Division Street, 196, 200, 204 Bond Street, and 46 Kenneth Avenue, to allow for residential with ground-level retail. This application is exempt from Regional approval. Staff are also reviewing the application in conjunction with the related proposed zoning by-law amendment application Z-2021-06.
- In the Town of Whitby, application **OPA-2021-W/06** proposes a site-specific amendment to permit a 7-hole expansion to the adjacent Devil’s Den golf course in the “Major Open Space” designation. The application is related to a Regional Official Plan Amendment application OPA 2021-006 and is not exempt from Regional approval.

- In the Municipality of Clarington, application **COPA 2021-004** proposes a site-specific amendment to permit the severance of a surplus farm dwelling as a result of a non-abutting farm consolidation. The application is related to Regional Official Plan Amendment application OPA 2021-007 and is not exempt from Regional approval. Staff is also reviewing the application in conjunction with the related proposed zoning by-law amendment application ZBA-2021-012.
- In the Municipality of Clarington, application **COPA-2021-003** is a Municipality-initiated amendment to increase permissions for Additional Dwelling Units (ADUs), (secondary suites, in-law suites, in-house apartments, and basement apartments) across the Municipality and is exempt from Regional approval.

4. Commissioner's Receipt and Approval of Subdivisions and Condominiums

- 4.1 The Region is the approval authority for plans of subdivision and condominium in the three northern Townships. In the third quarter of 2021, the Planning Division did not receive any subdivision or condominium applications.

5. Commissioner Approval of Part-Lot Control Exemption By-laws

- 5.1 The Commissioner is the approval authority for part-lot control exemption by-laws in the three northern Townships. In the third quarter of 2021, the Planning Division received one new application:

- Application **PLC-2021-001** was approved by the Commissioner to facilitate the creation of 82 Parcels of Tied Land, for 46 semi-detached dwelling units and 36 townhouse units in the Township of Uxbridge. The application will facilitate the development of a common-elements plan of condominium related to subdivision application S-U-2017-03 and draft approved plan of condominium application C-U-2017-03.

6. Region's Review of Planning Applications

- 6.1 Regional staff review planning applications circulated from the area municipalities to ensure conformity with the Regional Official Plan (ROP), other Regional policies, and Provincial plans and policies. The Planning Division also coordinates comments from other Regional Departments to provide a coordinated response to the area municipalities on the following planning matters:

- Area Municipal Official Plan amendment applications;
- Delegated plans of subdivision and condominium, and part-lot control exemption by-laws;
- Zoning By-law amendment applications; and
- Select minor variance applications.

6.2 Planning Division staff also provide coordinated comments to the Regional Land Division Committee on consent applications.

6.3 Attachment 1 provides a numeric summary of Regional staff's review of planning applications across the Region.

7. Regional Council's Approval of Applications to Amend the Durham Regional Official Plan

7.1 Regional Council is the approval authority for applications to amend the Regional Official Plan.

7.2 As of September 30, 2021, there were a total of 12 ROPA applications under consideration (refer to Attachment 2 which includes a chart and maps). In the third quarter of 2021, one new ROPA application was received:

- ROPA **2021-007**, by Vissers Sod Farm to permit the severance of a non-abutting surplus farm dwelling located in Municipality of Clarington (Lot 18, Concession 4, former Darlington).

8. Appeals to the Ontario Land Tribunal

8.1 The third quarter of 2021 saw no additional appeals to the Ontario Land Tribunal (OLT).

8.2 One non-exempt Area Municipal Official Plan amendment application and two consent applications are currently before the OLT (refer to Attachments 3A and 3B).

9. Reserved Street Names

9.1 The Planning Division coordinates street naming in the Region. Street names are reviewed by the Region in consultation with Durham Regional Police Services in order to avoid the use of similar sounding street names. Approved street names are included in a street name reserve list for each area municipality. A total of two new street names were included on the Region's Reserve Street Name list in the third quarter of 2021 (Refer to Attachment 4).

10. Regional Woodland By-law Permit Applications

10.1 The Planning Division coordinates Good Forestry Practice permits and Clear-Cutting Permits in woodlands across the Region that are one hectare in size and greater. Good Forestry Applications are reviewed in consultation with the Region's Tree By-law Officer, the applicable area municipality, and conservation authority. During the Third quarter of 2021 three new Good Forestry Practice permit applications were received and three Good Forestry Practice permit applications were issued by the Region's Woodland By-law Officer. The Commissioner reviews minor clear-cutting permits and Council has the authority to approve major clear-cutting permits.

11. Relationship to Strategic Plan

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

- a. Service Excellence – To provide exceptional value to Durham taxpayers through responsive, effective, and fiscally sustainable service delivery.

12. Attachments

Attachment #1: Summary of Regional Review of Planning Applications

Attachment #2: Summary and Maps of Regional Official Plan Amendment applications currently being processed or before the Ontario Land Tribunal

Attachment #3A: Non-Exempt Area Municipal Planning Applications before the Ontario Land Tribunal

Attachment #3b: Land Division Applications before the Ontario Land Tribunal

Attachment #4: Summary of Reserved Street Names

Respectfully submitted,

Original signed by

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

**Regional Review of Planning Applications –
Summary July 1 to September 30, 2021**

Area Municipal Official Plan Amendments

Received	5
Commented	2

Delegated Subdivisions & Condominiums (Lakeshore Area Municipalities)

Received	16
Provided Comments & Conditions of Draft Approval	3
Cleared Conditions of Draft Approval	0

Non-Delegated Subdivisions & Condominiums (Northern Municipalities)

Received	0
Provided Draft Approval	0
Issued Final Approval	0

Non-Delegated Part Lot Control

Received	1
Commented	1
Approved	1

Zoning By-laws Amendments

Received	17
Commented	2

Consents

Received	24
Commented	32

Good Forestry Practice and Clear-Cutting Applications

Received	3
Issued	3

**Regional Official Plan Amendment applications currently being processed or
before the Ontario Land Tribunal (OLT) (as of September 30, 2021)**

OPA file	Council/ standing committee corr.	Applicant/ Location	Proposed amendment
2000-003	2000-273	Town of Ajax (South of Bayly St., East of Church St.)	To delete a Type C Arterial Road (Deferral #3 to the Town of Ajax Official Plan). Status: ROPA #171 maintained the Clements Rd. connection in the ROP. Planned studies related to development and the widening of Bayly Street will re-examine the connection.
2005-009	SC-2005-66	Loblaw Properties Ltd. Lots 3 & 4, Conc. 1 Town of Ajax (South of Achilles Rd., East of Salem Rd.)	To delete a Type C Arterial Road. Status: ROPA #171 maintained the Shoal Point Rd. extension, north of Bayly Street in the ROP. Final disposition of this file is pending.
2005-011	SC-2005-68	Brooklin Golf Club Limited Lots 21 to 25, Conc. 8 Town of Whitby (South of Myrtle Rd., West of Baldwin St.)	To permit two 18-hole golf courses and a resort /conference centre in the Permanent Agricultural Reserve designation. Status: Awaiting further technical studies from the applicant.
2016-003		Clara and Nick Conforti – Optilinx Systems Lot 21, Conc. 4 Town of Whitby (Thickson Rd. in between Taunton Rd. East and Conlin Rd.)	To permit the continuation and expansion of a contractor's yard and office in the Major Open Space designation. Status: Application appealed on December 12, 2019. Regional position in opposition to the amendment endorsed by Council on July 29, 2020. An OLT Case Management Conference was held September 7, 2021. An OLT hearing has been scheduled for April 4, 2022.

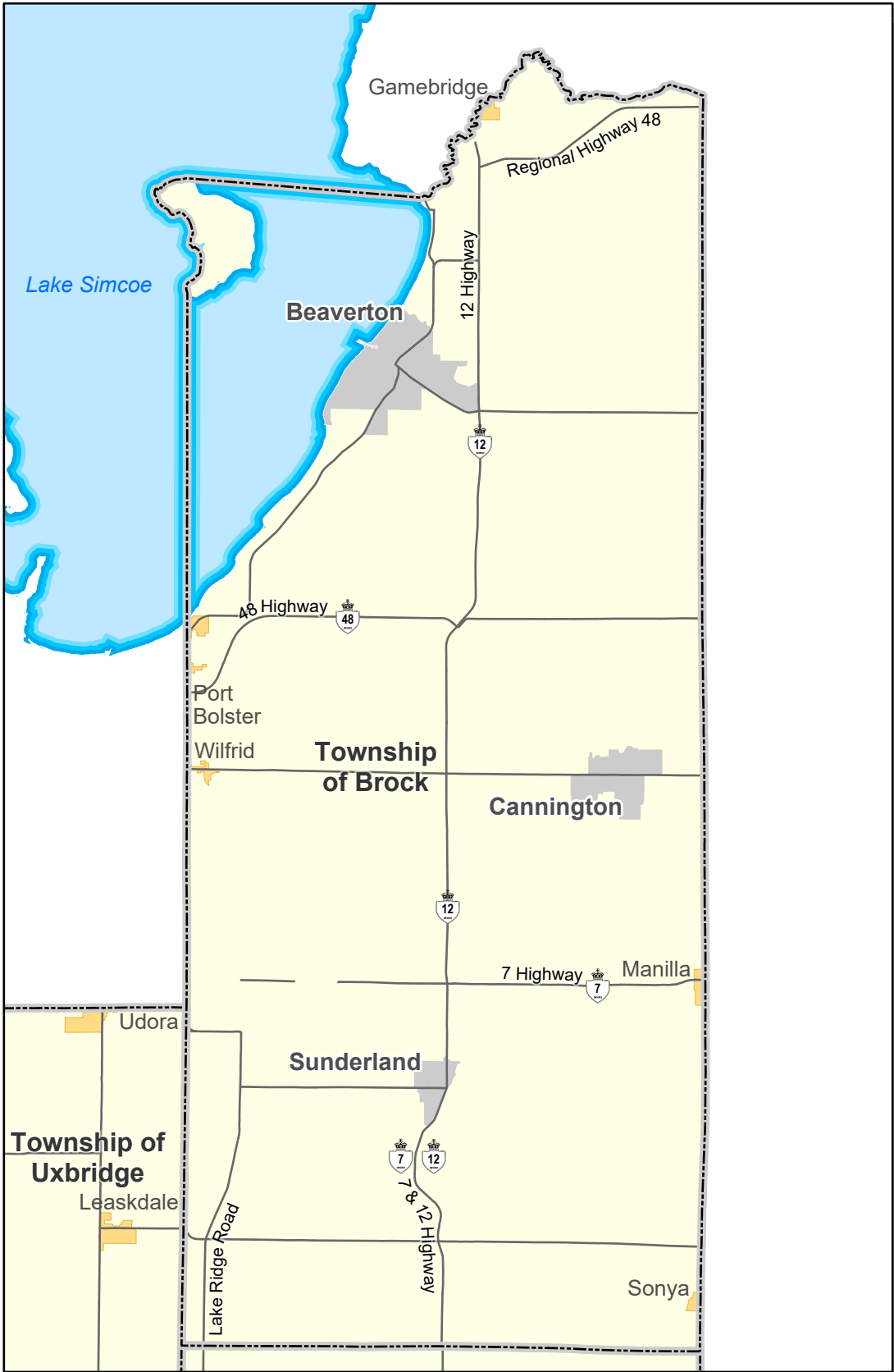
OPA file	Council/ standing committee corr.	Applicant/ Location	Proposed amendment
2019-006		Werrcroft Farms Ltd. Lot 28, Concession 6, Municipality of Clarington (1785 Concession Road 7)	To permit the severance of a non-abutting surplus farm dwelling. Status: Statutory Public meeting held on June 2, 2020. Decision meeting to be scheduled.
2021-001		1725596 Ontario Ltd. Lot 27, Concession 5 Municipality of Clarington (40 Station Street)	To permit the severance of a non-abutting surplus farm dwelling. Status: Decision meeting was held October 5, 2021 and Council adopted the amendment on October 27, 2021.
2021-002		Sunrise International Investments Inc. Lot 4, Concession 5 City of Pickering (3695 Sideline 4)	To permit the redevelopment of the existing 12-hole golf course to a 9-hole golf course, a clubhouse with banquet facility, golf dome for indoor driving range, and a maintenance structure. Status: Public Information Meeting held on June 1, 2021. Decision meeting to be scheduled.
2021-003		Region of Durham Various sites in proximity to existing and planned GO Rail stations.	To implement Council's direction to accelerate Protected Major Transit Station Area policies and delineations as a component of the Region's municipal comprehensive review. Status: Public Information Open House Meeting was held August 24, 2021 and a Public Meeting was held September 7, 2021. Decision meeting scheduled for December 7, 2021.

OPA file	Council/ standing committee corr.	Applicant/ Location	Proposed amendment
2021-004		Grainboys Holdings Inc. Lot 12, Concession 1, Township of Uxbridge (3469 York Durham Line)	To permit the development of a grain milling and blending facility in the Prime Agricultural Designation (formerly the Natural Linkage Area designation) Status: Decision meeting scheduled for November 2, 2021.
2021-005		Bridgebrook Corp. Lot 33, Con 6, Township of Uxbridge (7370 Centre Road)	To redesignate the subject lands from Special Study Area #6 to Living Areas to facilitate the development of a plan of subdivision. Status: Public meeting was held on September 7, 2021. Decision meeting to be scheduled.
2021-006		Winchcoron Holdings Limited Lot 30, Con 5, Town of Whitby (605 Winchester Road West)	To permit the expansion of the Devil's Den golf course Status: Public meeting was held on September 7, 2021. Decision meeting to be scheduled.
2021-007		Antonius Vissers & Theodora Vissers (Vissers Sod Farm) Municipality of Clarington Lot 18, Concession 4,	To permit the severance of a non-abutting surplus farm dwelling. Status: Statutory Public meeting held on September 7, 2021. Decision meeting to be scheduled.



Regional Official Plan Amendments (ROPAs) Township of Brock

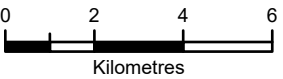
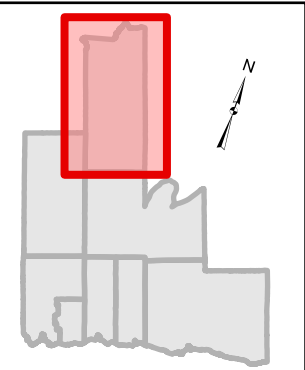
As of September 30, 2021 there are no active ROPA applications in the Township of Brock



ROPA Locations

- ☆ New Application
- ★ Under Consideration
- ⊗ Refused/Withdrawn
- ⊙ Appealed to OLT
- ★ Approved
- Regional Official Plan Urban Area
- Hamlet
- Municipal Boundary
- 12 Provincial Highway
- 48 Regional Highway
- 5 Regional Road
- Local Road

REGIONAL MAP INDEX



This map has been produced from a variety of sources. The Region of Durham does not make any representations concerning the accuracy, likely results, or reliability of the use of the materials. The Region hereby disclaims all representations and warranties.

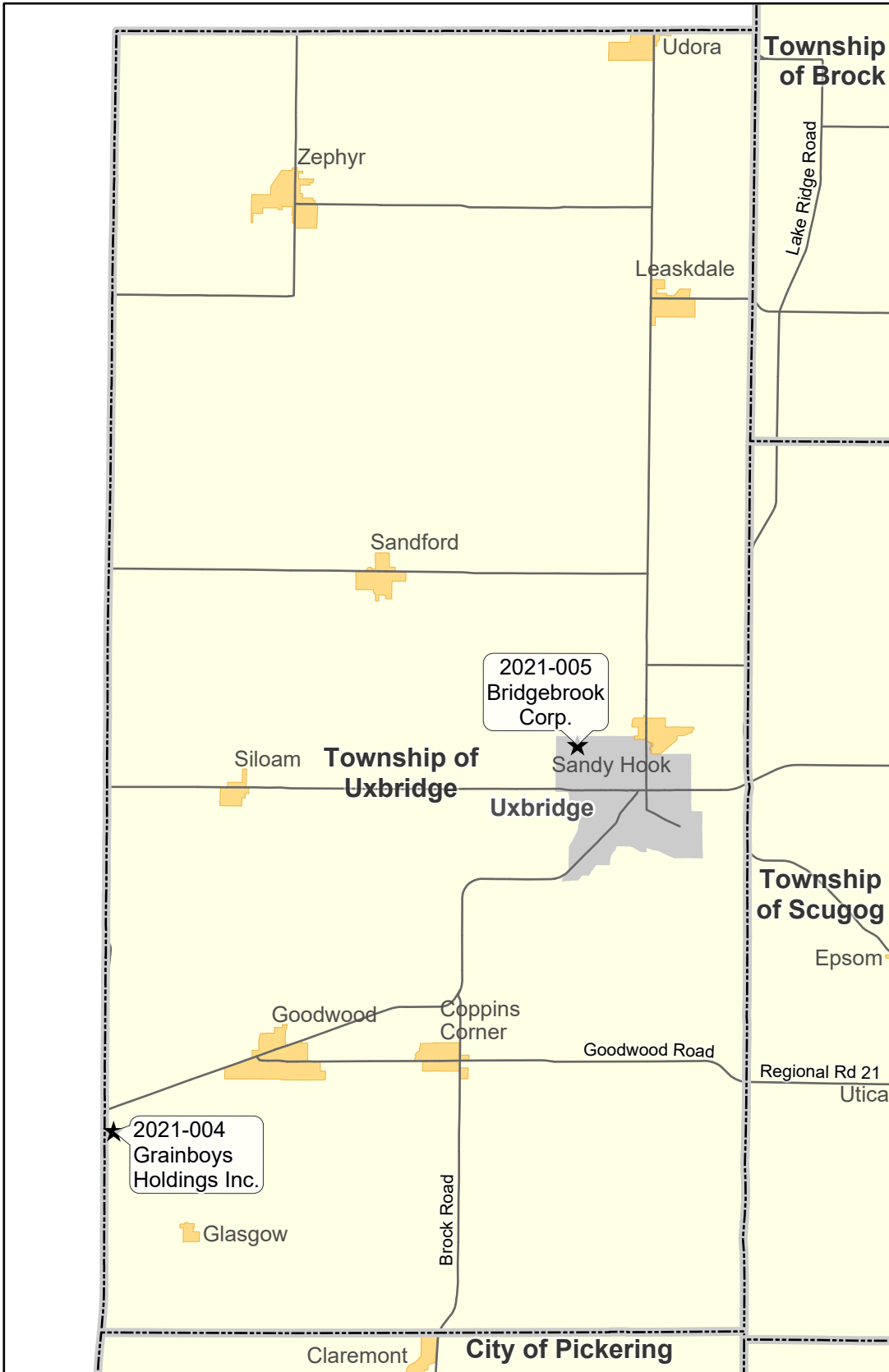
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Regional Official Plan Amendments (ROPAs) Township of Uxbridge

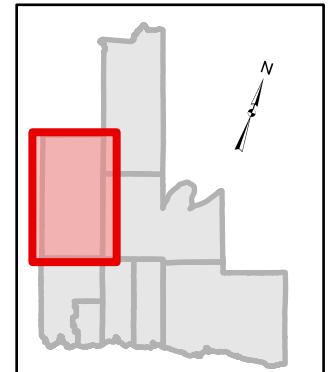
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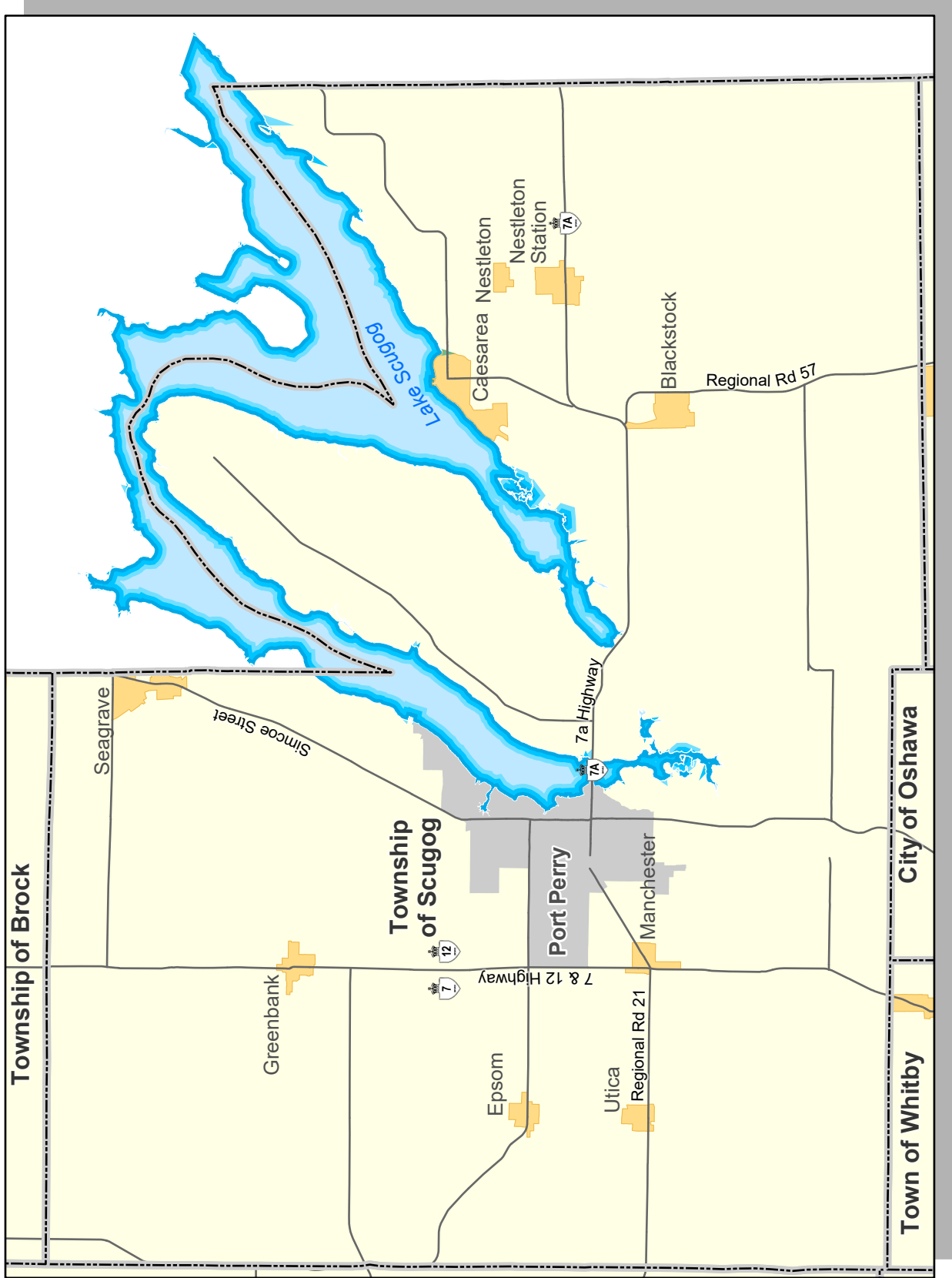




Regional Official Plan Amendments (ROPAs)

Township of Scugog

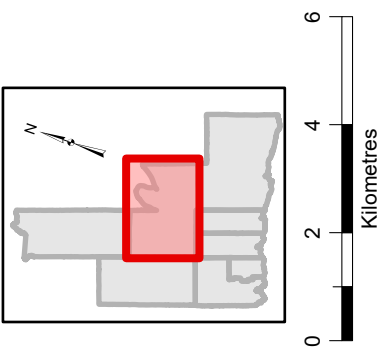
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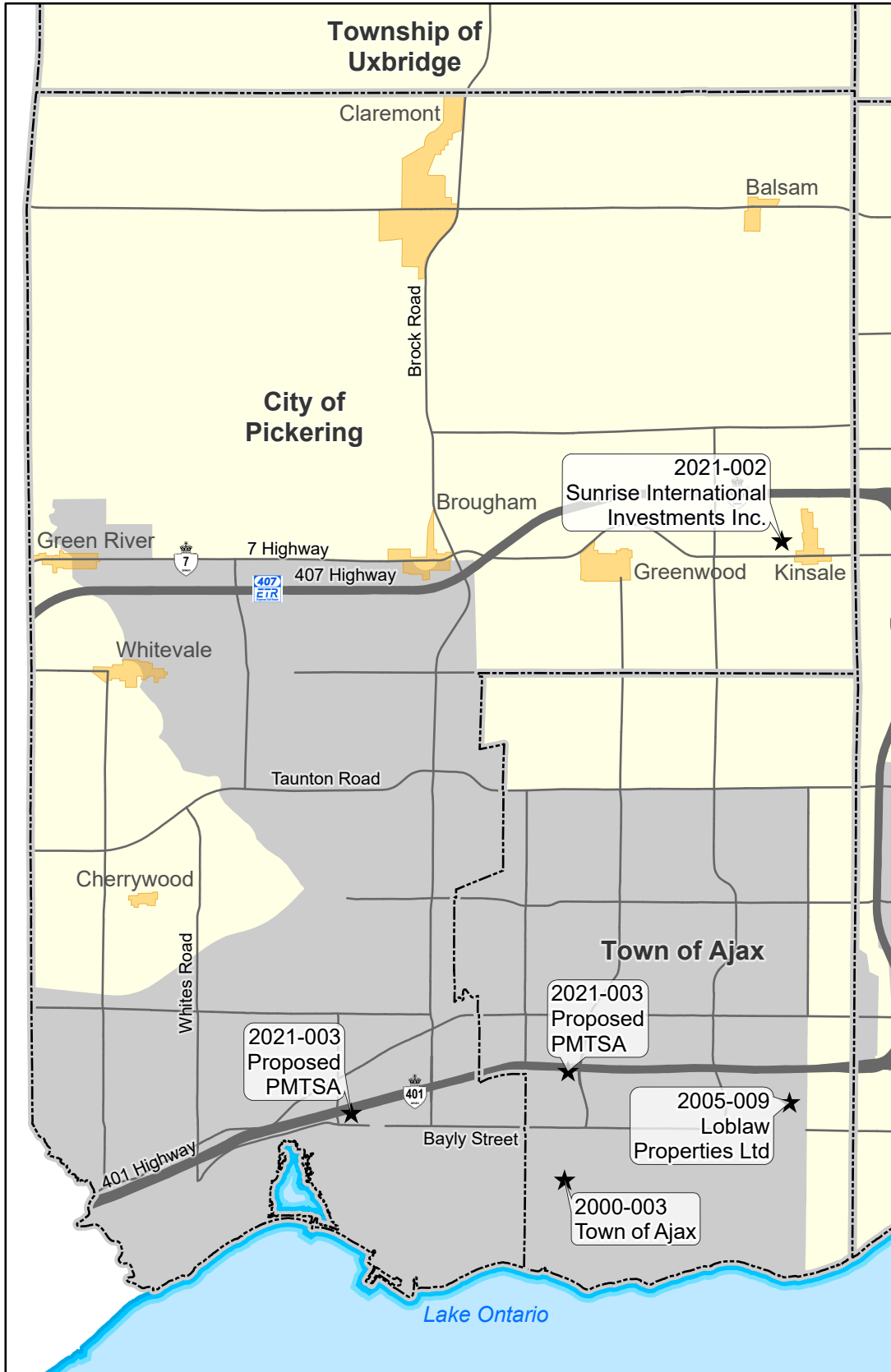
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Regional Official Plan Amendments (ROPAs) City of Pickering - Town of Ajax

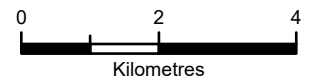
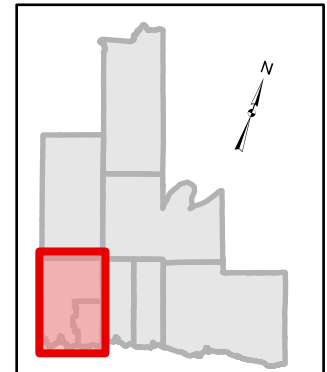
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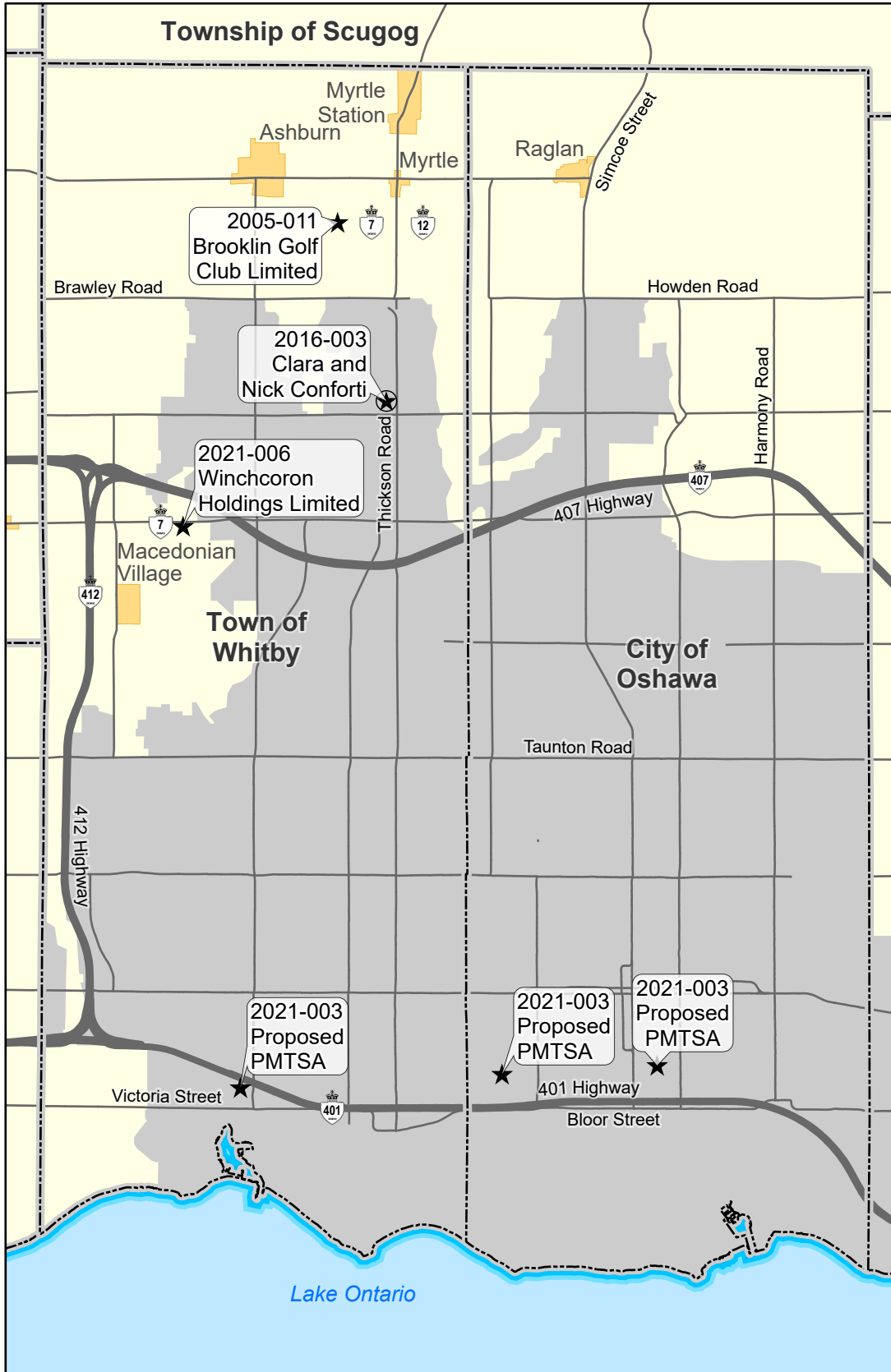
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Regional Official Plan Amendments (ROPAs) Town of Whitby - City of Oshawa

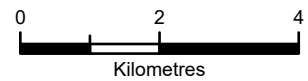
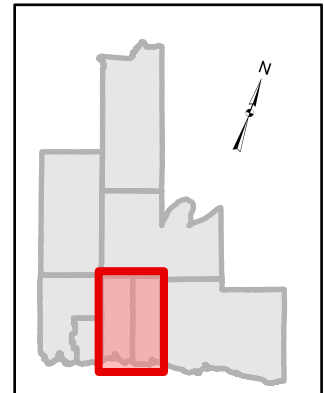
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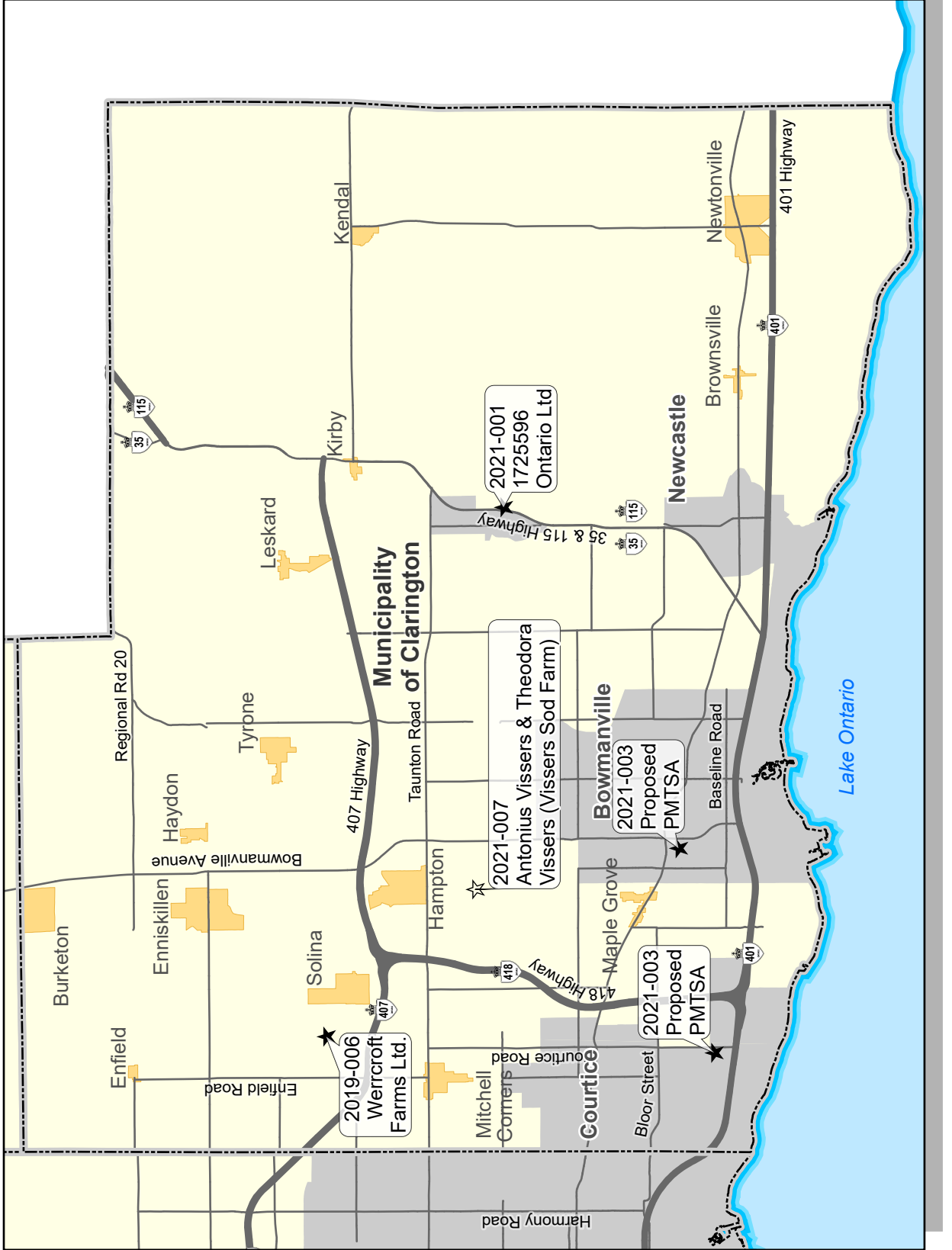




Regional Official Plan Amendments (ROPAs)

Municipality of Clarington

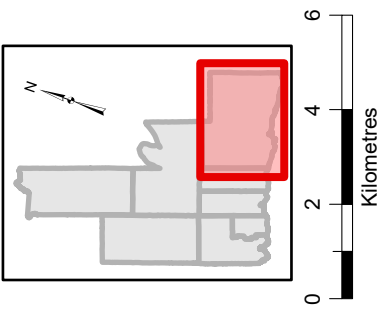
As of September 30, 2021



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**Non-Exempt Area Municipal Planning Applications Under Appeal Before the
Ontario Land Tribunal (As of September 30, 2021)**

Regional File No./OLT Case No.	Applicant	Municipality	Purpose	Status
OPA-2016-W/04 PL190638	Optilinx Systems Inc.	Town of Whitby	To legalize an existing contractor's yard and associated uses as well as permit future office uses at 4560 Thickson Road North	Applicant appealed Whitby Council's decision on December 12, 2019. This matter is related to ROPA 2016-003. OLT Case Management Conference was held September 7, 2021. OLT hearing schedule for April 4, 2022.

**Regional Land Division Committee Applications Currently Before the Ontario
Land Tribunal (as of September 30, 2021)**

Regional File No./OLT Case No	Applicant	Municipality	Purpose	Status
LD 004/2019 PL190393	Cindy & Fred Batty	Town of Whitby	To add a vacant 0.18 ha residential parcel of land to east, retaining a 37.71 ha residential parcel of land with an existing dwelling and barns.	Applicant appealed the Conditions of Approval on August 12, 2019. Hearing to be scheduled.
LD 005/2019 PL190393	Cindy & Fred Batty	Town of Whitby	To sever a vacant 11.1 ha residential parcel of land, retaining a 26.5 ha residential parcel of land with an existing dwelling and barns to remain.	Applicant appealed the Conditions of Approval on August 12, 2019. Hearing to be scheduled.

Summary of Reserved Street Names (July 1, 2021 – September 30, 2021)

Municipality	Number of New Street Names Added in Third Quarter of 2021	New Street Names Added*	Total Number of Street Names Reserved
Ajax	0		315
Brock	0		34
Clarington	0		655
Oshawa	0		452
Pickering	0		659
Scugog	0		172
Uxbridge	1	<ul style="list-style-type: none"> • Hummingbird Way 	153
Whitby	1	<ul style="list-style-type: none"> • Sorbara Way 	386
Total	2		2,826

* At this point in time not all suffixes have been assigned.

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



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2021-INFO-129
Date: December 10, 2021

Subject:

Agriculture Industry Roundtable and Tour with Ontario Minister of Agriculture, Food, and Rural Affairs

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The purpose of this report is to provide a summary of comments shared at a recent roundtable with agri-food producers from Durham and to provide a brief overview of the subsequent Regional tour with the Ontario Minister of Agriculture, Food, and Rural Affairs.

2. Background

2.1 Ontario's Minister of Agriculture, Food and Rural Affairs, the Honourable Lisa Thompson, participated in a roundtable event organized by MPP Peter Bethlenfalvy on October 29, 2021. The roundtable was held in person at Slabtown Cider Company in the Township of Uxbridge.

2.2 The roundtable was attended by 14 agri-food producers from across the Township of Uxbridge representing sectors such as dairy, grain, agri-tourism/diversified farm operations, horticulture, bison, maple syrup and more.

- 2.3 Regional Chair and CEO, John Henry, and staff from the Region of Durham's Economic Development and Tourism Division, were also in attendance.
- 2.4 The purpose of the roundtable was to provide agri-food producers an opportunity for direct dialogue with the Minister on matters relating to agriculture, food and rural affairs.
- 2.5 Prior to the roundtable, the Minister announced funding for the Township of Uxbridge through the Rural Economic Development Program.
- 2.6 Following the roundtable, the Minister toured Hy-Hope Farms and the W. Galen Weston Centre for Food at Durham College, an itinerary which was arranged by Economic Development and Tourism staff in coordination with MPP Lorne Coe's office. At the Centre for Food, the Minister was introduced to many of the assets there, including their indoor vertical farm, greenhouses, and field to fork philosophy. The Minister also heard about plans for the Barrett Centre for Excellence in Sustainable Urban Agriculture and next steps for advancing urban agriculture in the region.
- 2.7 At the Centre for Food, staff from the Economic Development and Tourism Division had the opportunity to present to the Minister, highlighting priorities for economic development in Durham's agri-food sector and in rural communities. Priorities included the need for enhanced local food processing, the imperative for better flexibility for on-farm diversified uses and agri-tourism uses, innovative solutions for workforce challenges, and the need for ongoing funding through the Rural Economic Development program. Staff also shared information about several current Regional initiatives underway to address challenges facing agri-food operators in the region.

3. Summary of Comments from the Roundtable

- 3.1 Roundtable attendees shared a variety of feedback with the Minister related to the agri-food industry. Feedback relevant to Municipal and Provincial policy has been summarized below and grouped based on common themes:
 - a. Food Processing
 - Producers have a need for more agri-food processing for small- to medium-sized agri-food businesses and within the red-meat sector.
 - Additional and expanded funding specifically for local food processing would enable businesses to expand and upgrade, this could be done

through more flexibility and extended timelines within the Canadian Agricultural Partnership program.

b. Implementation of Food Safety Premise Regulations

- Need for consistency of Food Safety Premise Regulations; this comment was made specifically by operators who participate in farmers' markets in different Health Unit jurisdictions.
- Farmers' market coordinators are experiencing some challenges with the Food Premise Regulation (FBR) stating that farmers' markets must have at least 50% of vendors with edible goods to be exempted from some of the FPRs.

c. Regulations and Administrative Burden

- Farmers need to be able to dedicate their time and energy towards food production. Administrative burdens and regulatory barriers at all levels of government creates additional stress and time constraints for farm operators. Some specific examples raised at the roundtable include:
 - i. Seasonal Agricultural Workers: Farm operators participating in the Seasonal Agricultural Worker Program (SAWP) are required to duplicate paperwork from year to year for the same employees participating in the SAWP. There could be opportunities to streamline the administrative requirements for returning workers.
 - ii. On-Farm Diversified Uses: The current regulatory requirements for farms to diversify their operations through value-added agricultural activities and especially agri-tourism activities is cost-prohibitive and time consuming; there needs to be more flexibility in allowing farm operators to re-purpose existing farm buildings, incorporate new diversified farm related activities, etc., to capitalize on consumer demand for agri-tourism activities. Currently, Regional and local-area municipal policies do not align with Provincial guidelines for prime agricultural areas.
 - iii. Truck Licensing Requirements: Farmers and farm employees should be permitted to operate farm-plated AZ class trucks with a GZ class licence when hauling their own farm products. This is comparable to the current exemption regarding DZ class vehicles.

d. Labour and Workforce Challenges

- The agri-food industry is facing a workforce shortage. It's difficult to find help in both skilled and un-skilled positions. This is leading to farm operators not being able to expand their operations, introduce new product lines, or embrace new technology due to lack of applicants, lack of required skills, and overall unwillingness of applicants to commit to the seasonal time requirements in the agri-food industry.
- Due to the labour and workforce challenges, some supply chains have been disrupted. Amending truck licensing requirements (as noted above) was suggested as a possible solution to some of the shortages and disruptions in the transportation of farm goods.

3.2 In addition to the common themes identified above, comments were also made regarding support for Canada's supply management system in the dairy and poultry sectors, challenges for farmers to expand with the increasing price of land, the need to ensure that agriculture and food literacy is incorporated into the school system, and continued advocacy for supportive infrastructure such as three-phase power and broadband.

4. Relationship to Strategic Plan

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

a. Goal 3: Economic Prosperity

- 3.5 Provide a supportive environment for agriculture and agri-food industries

5. Conclusion

5.1 The agri-food industry remains one of Durham Region's top goods producing industries, with more than 1,300 farms employing 6,000 people. The industry's contribution to the Regional economy is significant.

5.2 Following the Minister's visit to Durham Region, a letter from Chair Henry was sent to the Minister's office highlighting certain comments shared from industry during the roundtable and highlighting opportunities for Provincial support on projects and initiatives that support the agri-food industry specific to Durham Region.

- 5.3 To address some of the comments above, staff from the Planning and Economic Development Department and the Health Department met to review regulatory requirements and to explore opportunities related to reducing administrative burden. Several next steps have been identified to continue supporting and enabling the growth of the agri-food sector in that respect, including a streamlining of food vendor forms for farmers' markets and a scan of licensing requirements across the region.
- 5.4 Staff from the Economic Development and Tourism Division will continue to engage closely with agri-food stakeholders and partners such as the Durham Region Federation of Agriculture, the Durham Farm Fresh Marketing Association, the Durham Agricultural Advisory Committee (DAAC), and Durham College Centre for Food, to ensure the needs of this vital industry are heard and addressed wherever possible. A copy of this report will be provided to these stakeholders for their information, and a presentation will be provided at an upcoming DAAC meeting.

Respectfully submitted,

Original signed by

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

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



EARLY RELEASE OF REPORT

**The Regional Municipality of Durham
Report**

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2022-P-**
Date: January 11, 2022

Subject:

Public Meeting Report

Application to Amend the Durham Regional Official Plan, submitted by Clark Consulting Services, on behalf of Maltheb Farms 2000 Ltd., to permit the severance of a farm dwelling rendered surplus as a result of the consolidation of non-abutting farm properties, in the Township of Scugog, File: OPA 2021-008.

Recommendation:

That the Planning and Economic Development Committee recommends:

- A) That Commissioner's Report #2022-P-** be received for information, and
 - B) That all submissions received be referred to the Planning Division for consideration.
-

Report:

1. Purpose

1.1 On October 27, 2021, Clarke Consulting Services on behalf of Maltheb Farms 2000 Ltd. submitted an application to amend the Regional Official Plan (ROP) to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Scugog.

- 1.2 A “Notice of Complete Application and Public Meeting” regarding the application has been advertised in the appropriate newspaper. Notice of this meeting has also been mailed to those who own land within 120 metres of the subject site. This report was made available to the public prior to the meeting.

2. Background

- 2.1 The subject land is located at the northeast quadrant of Highway 7A and Regional Road 57, approximately 1.7 kilometers west of the Hamlet of Nestleton Station and approximately 2 kilometers north of the Hamlet of Blackstock. The property is municipally known as 3512 Regional Road 57, and is located in Part of Lot 12, Concession 7 in the Township of Scugog (refer to Attachment #1).
- 2.2 The subject site is approximately 70 hectares (173 acres) in size and is irregular in shape. The western portion of the site contains an existing dwelling, a storage building, a barn and a shed to be removed. A wooded area is located at the northeast and southerly portions of the site. The site is bisected by a former road allowance which has since merged with the subject site.
- 2.3 Maltheb Farms 2000 Ltd. also owns a livestock operation located in the City of Kawartha Lakes. In May 2021, the subject land was purchased by the applicant to expand the farm’s feed crop operation. The workable area of the site is approximately 43 hectares (106 acres). The existing dwelling located on the site is occupied by a tenant not involved in the farm operation.
- 2.4 The following land uses surround the subject site:
 - a. North – agricultural lands, a wooded area, and rural residences
 - b. East – rural residences, agricultural lands, and a wooded area
 - c. South – Highway 7A, rural residences, and a wooded area
 - d. West – Regional Road 57, rural residences, and agricultural lands

3. Reports Submitted in Support of the Application

- 3.1 A Planning Rationale/Justification Report and Agricultural Assessment dated September 29, 2021, prepared by Clark Consulting Services Ltd. has been submitted in support of the application. The report concludes that the proposed amendment meets the objectives and requirements of the Provincial Policy Statement, the Greenbelt Plan, the Regional Official Plan, and the Provincial Minimum Distance of Separation (MDS) requirements.

- 3.2 An Environmental Site-Screening Questionnaire dated September 29, 2021 completed by GHD Ltd., reported the subject land has a low level of environmental concern and no further assessment is required.
- 3.3 A Total Land Inventory prepared by Clark Consulting Services Ltd. indicated Maltheb Farms 2000 Ltd. presently owns five agricultural properties, consisting of four properties in the City of Kawartha Lakes and the subject farm property (refer to Attachment #2). The total workable land area is approximately 283 hectares (700 acres). The farmlands are used to cultivate feed crops such as corn, beans, wheat, and hay.

4. Policy Context

Provincial Policy Statement (PPS) and Greenbelt Plan

- 4.1 The subject site is located within the Protected Countryside designation of the Greenbelt Plan. Both the Provincial Policy Statement and the Greenbelt Plan permit the severance of a residence surplus to a farming operation as a result of farm consolidation, provided the planning authority ensures that a residential dwelling is not permitted on the proposed retained farm lot created by the severance and will be limited to the minimum size needed to accommodate the use.

Durham Regional Official Plan

- 4.2 The subject site is designated "Prime Agricultural Areas" in the ROP. The site is also located within the Provincial Agricultural System. The north-easterly and southerly portion of the site contains Key Natural Heritage and/or Hydrologic Features. Severance applications for agricultural uses may be considered in accordance with the relevant policies of Sub-Section 9A of the ROP.
- 4.3 Policy 9A.2.10 of the ROP permits the severance of a farm dwelling rendered surplus as a result of a farmer acquiring a non-abutting farm, provided that:
- a. the dwelling is not needed for a farm employee;
 - b. the farm parcel is of a size which is viable for farming operations;
 - c. within the Protected Countryside of the Greenbelt Plan Area, the dwelling was in existence as of December 16, 2004; and
 - d. the farm parcel is zoned to prohibit any further severances and the establishment of any residential dwelling.

5. Proposed Official Plan Amendment

- 5.1 The proposed amendment to the ROP would permit the severance of a 0.85 hectare (2.11 acre) parcel on the east side of Regional Road 57, north of Highway 7A and would include the existing dwelling. A 68.95 hectare (170.49 acre) farm parcel would be retained. The subject dwelling was in existence prior to December 16, 2004.

6. Consultation

- 6.1 A copy of the proposed ROP Amendment has been circulated to the Ministry of Municipal Affairs; the Township of Scugog; the Kawartha Region Conservation Authority; the Regional Health Department; the Regional Works Department; the Ministry of Transportation; and the Durham Agricultural Advisory Committee.

7. Public Consultation

- 7.1 A “Notice of Public Meeting” regarding this application has been advertised in the “The Port Perry Star” and mailed to all property owners within 120 metres of the proposed amendment. This report was also made available to the public prior to the meeting.
- 7.2 Anyone who attends or participates in a public meeting may present an oral submission and/or provide a written submission to the Planning and Economic Development Committee on the proposed amendment. Also, any person may make written submissions at any time before Regional Council makes a decision.
- 7.3 If a person or public body does not make oral submissions at a public meeting, or does not make written submissions before the proposed official plan amendment is adopted, the person or public body:
- a. Is not entitled to appeal the decision of the Region of Durham to the Ontario Land Tribunal (OLT); and
 - b. May not be added as a party to the hearing of an appeal before the OLT, as appropriate, unless in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.
- 7.4 Anyone who wants to be notified of Regional Council’s decision on the proposed ROP Amendment must submit a written request to:

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and Economic Development
Planning and Economic Development Department
Regional Municipality of Durham
Durham Regional Headquarters
605 Rossland Road East
Whitby, ON L1N 6A3

8. Future Regional Council Decision

- 8.1 The Planning and Economic Development Committee will consider the proposed ROP Amendment at a future meeting and will make a recommendation to Regional Council. Council's decision will be final unless appealed.
- 8.2 All persons who make oral submissions, or have requested notification in writing, will be given notice of the future meeting of the Planning and Economic Development Committee and Regional Council at which the subject application will be considered.

9. Previous Reports and Decisions

- 9.1 There are no previous reports on this matter.

10. Relationship to Strategic Plan

- 10.1 In the processing of Regional Official Plan Amendment applications, the objective is to ensure responsive, effective and fiscally sustainable service delivery.

11. Attachments

Attachment #1: Location Sketch

Attachment #2: Maltheb Farms Ltd. 2000 LTD Agricultural Land Holdings

Respectfully submitted,

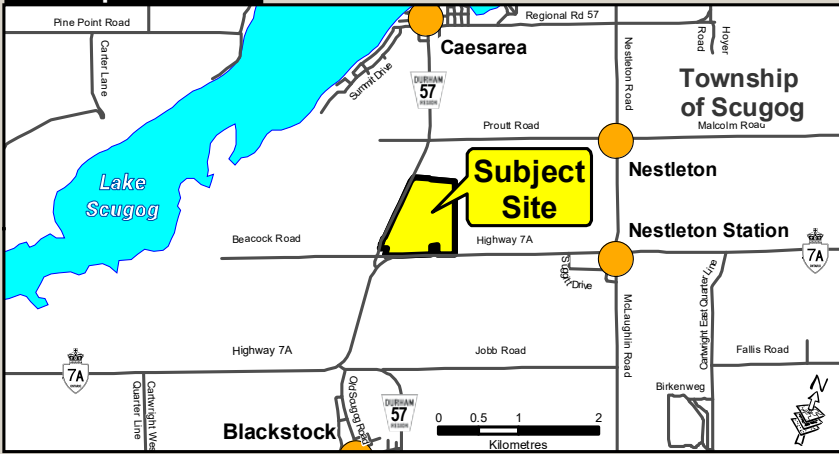
Original signed by

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






Recommended for Presentation to Committee

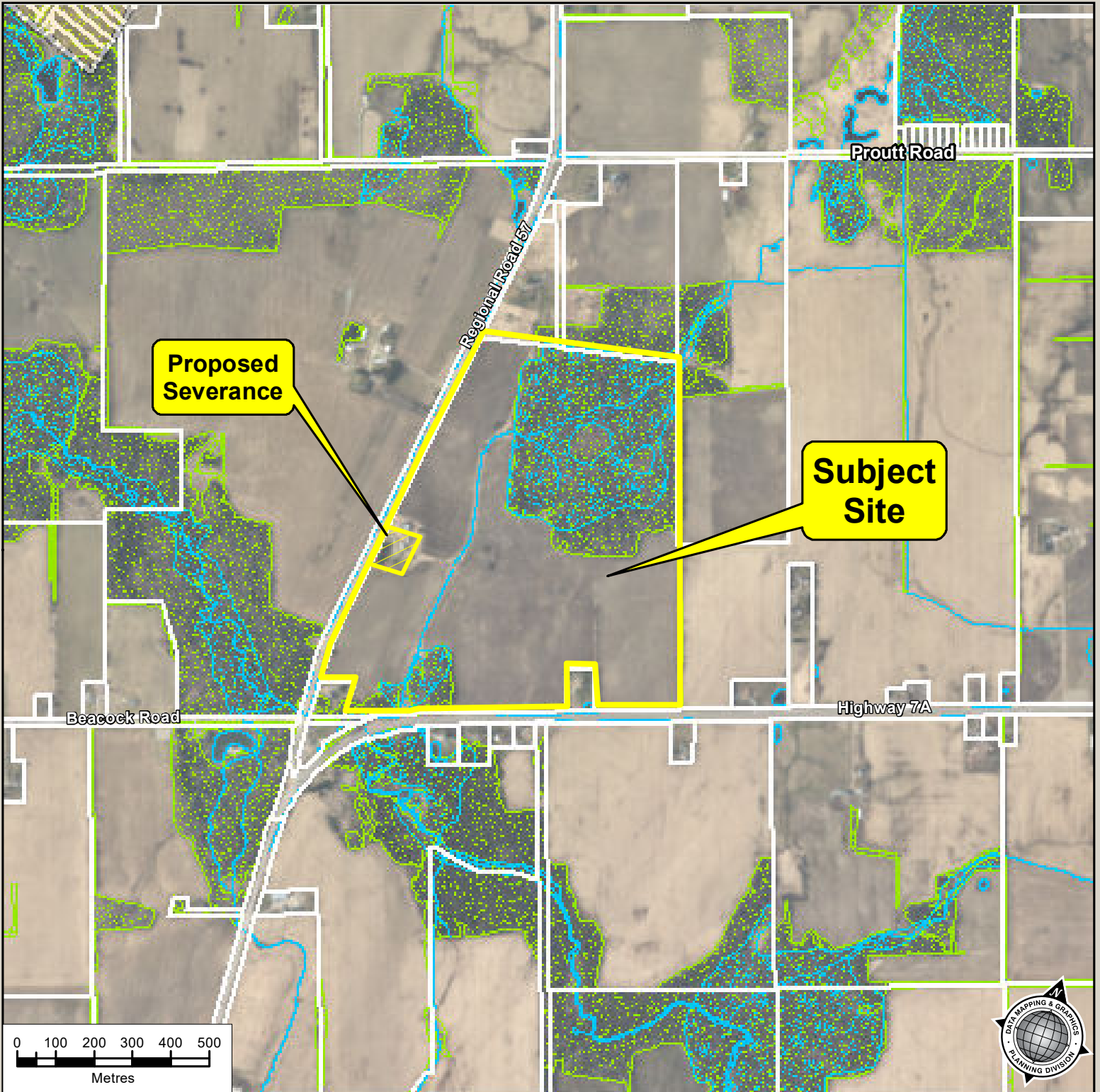
Elaine C. Baxter-Trahair
Chief Administrative Officer

Municipal Context



Legend

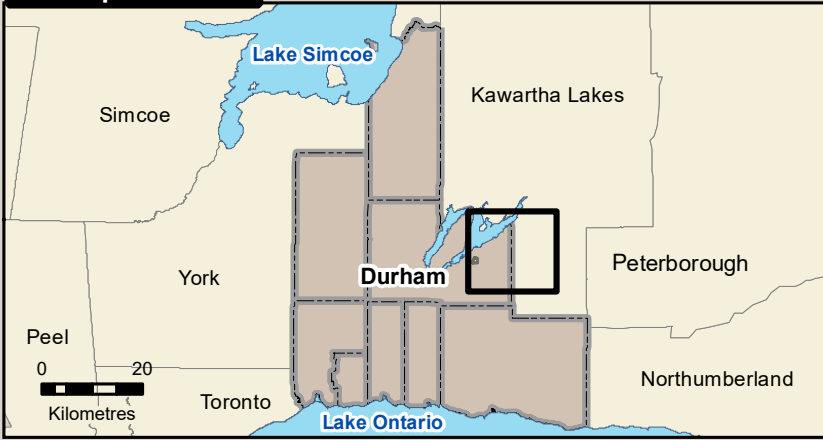
-  Subject Site
-  Woodland
-  River or Stream
-  Proposed Severance
-  Wetland



Data Sources:
PARCEL DATA: Ownership © Teranet Inc. and its suppliers. Assessment © 2018 MPAC and its suppliers.
ORTHOPHOTO: © 2018 First Base Solutions. All rights reserved. May not be reproduced without permission. This is not a plan of survey.

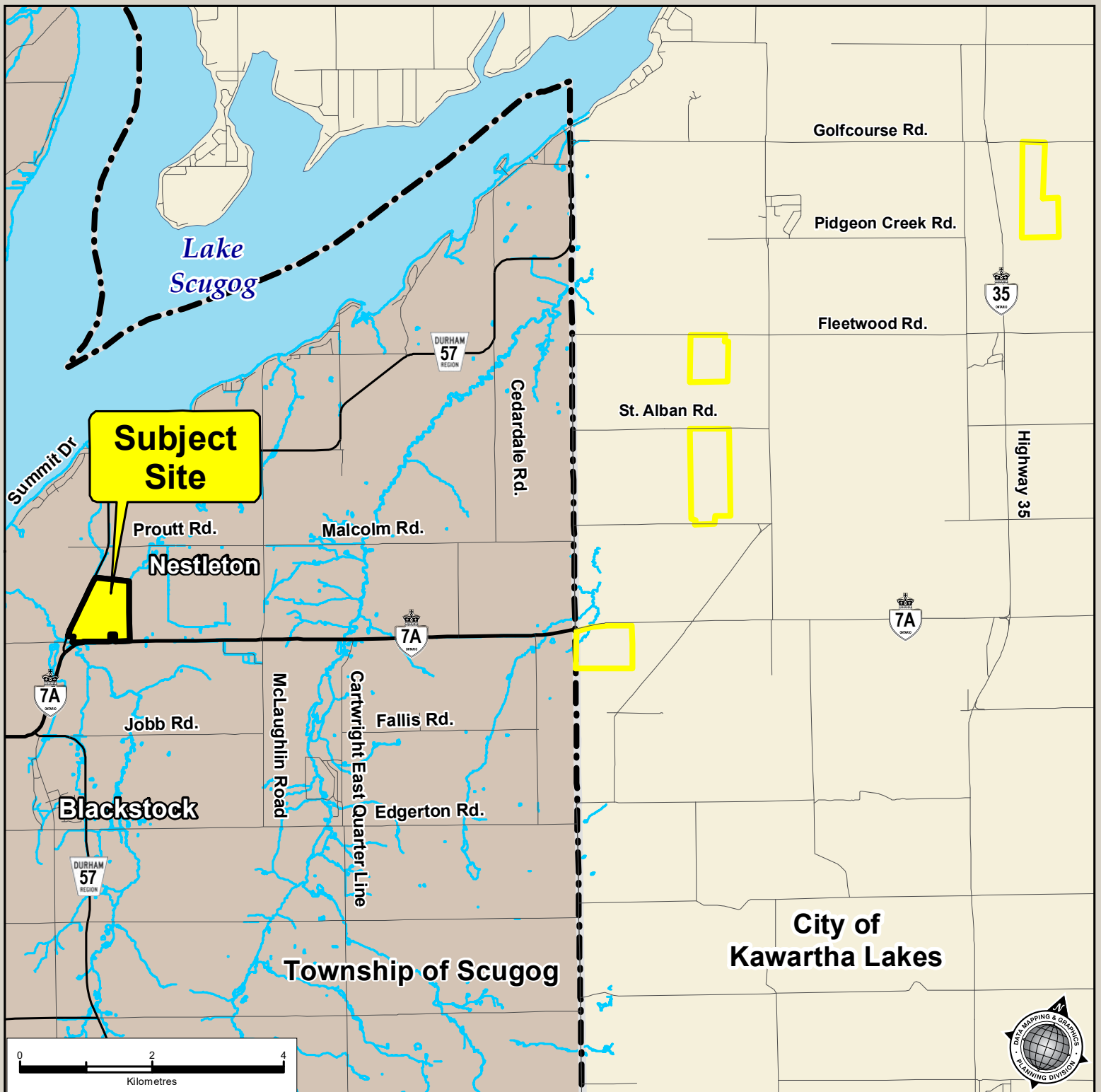
This map has been produced from a variety of sources.
The Region of Durham does not make any representations concerning the accuracy, likely results, or reliability of the use of the materials.
The Region hereby disclaims all representations and warranties.

Municipal Context



Legend

-  Subject Site
-  Municipal Boundary
-  Other Lands Owned by Matheb Farms 2000 LTD





The Regional
Municipality of
Durham

Works Department

Memorandum

Date: December 6, 2021

To: Works Committee Members

From: Susan Siopis, P.Eng., Commissioner, Works

Copy: John Henry, Regional Chair and Chief Executive Officer
Elaine Baxter-Trahair, Chief Administrative Officer
Ralph Walton, Regional Clerk/Director, Legislative Services
Mayor Bobbie Drew, Township of Scugog

Subject: Durham Student Transportation Services (DSTS)
School Bus Stops on Regional Road 57 at Williams
Point Road and Beacock Road, in the Township of
Scugog (REVISED)

On November 24, 2021, Township of Scugog Ward 4 Local Councillor Deborah Kiezebrink made a delegation to Regional Council regarding Bus Stops on Dead End Roads. You may also recall that Councillor Kiezebrink made a similar presentation to Works Committee on June 2, 2021.

The purpose of this memo is to summarize the issue, present some actions taken to date and offer some potential next steps. It is important to note that policies from student transportation service organizations are outside the Regional Municipality of Durham's (Region) jurisdiction, however, all safety and operational impacts on Regional Roads are of paramount interest to all of us.

Who is responsible for school transportation services in Durham Region?

Durham Student Transportation Services (DSTS) is an arms length organization established jointly by the Durham Catholic School Board and the Durham Public School Board to provide student transportation services to students attending their schools in the Region. The DSTS consortium reports to a governance committee comprised of Trustee and Senior Administration representatives from each board.

DSTS is not the only student transportation service organization operating in the Region of Durham with students in Clarington attending schools in the Peterborough Victoria Northumberland and Clarington Catholic District School Board (PVNCCDSB) and the Kawartha Pine Ridge District School Board (KPRDSB). Busing for students attending school in these two boards are managed by Student Transportation Services of Central Ontario (STSCO); a separate arms length consortium that provides similar services as DSTS.

This memo is specific to DSTS and their decision to remove local road pickup on Williams Point Road and Beacock Road and implement communal pickup and drop off points on Regional Road 57 (RR57) in the Township of Scugog in their place.

Issue History

In 2020, DSTS notified parents of students living on Williams Point Road/Jack Rabbit Run and Beacock Road in the Township of Scugog that they would no longer be conducting end of driveway stops as there was an operational issue turning buses around at the end of these dead-end roads. DSTS has been performing local road pickups at both locations for many years. However, letters to parents cited a safety concern being brought forward and after review DSTS determining that the roads do not have the appropriate road conditions and turning radius to turn a school bus vehicle around safely.

In place of the end of driveway stops, DSTS proposed new communal bus stops at the point where these dead-end roads intersect with the closest major continuous roadway which in this case is RR 57, south and east of the community of Caesarea. The end of

Works Committee Members

School Bus Stops on Regional Road 57 at Williams

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December 6, 2021

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Williams Point Road/Jack Rabbit Run is approximately 2.5 kilometers from the intersection with RR57. The end of Beacock Road is approximately 2 kilometers from RR57. **Attachment #1** provides a map showing the general area of the two locations in question. **Attachment #2** contains photos of the school bus stop locations on RR57 at Williams Point Road and Beacock Road as well as some additional signage that has recently been installed in the area.

Williams Point Road/Jack Rabbit Run and Beacock Road are both low volume and low speed local roads; almost all the traffic on these dead-end roadways are local area residents. RR57 has much higher traffic volumes and operating speeds. The posted speed limit on RR57 at the intersection with Williams Point Road is 50 km/hr. The posted speed limit on RR57 at the intersection with Beacock Road is 80 km/hr. The intersection of RR57 and Williams Point Road has one streetlight. There is currently no streetlighting at RR57 and Beacock Road.

In a 2020 video created by the parents and their representatives, December 18, 2020 was identified as the date when DSTS would start operating from the new stop locations on RR57. Parents of students and their elected officials have been working to have DSTS reverse their decision and continue with local road pick up and drop off. However, currently students are still being picked-up and dropped off at the intersections with RR 57.

Anyone waiting for a bus on the shoulder of Regional Road is putting themselves into a situation with some risk. This scenario exists in many places across the Region and Ontario for both school bus stops and public transit stops. There is always some risk, whether you are waiting at a stop, walking on a sidewalk or walking on the shoulder; an errant vehicle could injure or kill a pedestrian and there have been cases of that occurring inside and outside our jurisdiction.

As part of the Regional staff review of the DSTS stop locations on RR57 Regional staff have identified that students are not waiting on the shoulder of RR57 for the bus. Waiting areas have been established off of Williams Point Road and Beacock Road that are set back from RR57 by several metres.

Ontario Ministry of Transportation (MTO) – Bus Handbook

One of the reasons provided by DSTS for not continuing to provide busing service on these dead-end local roads was in reference to an MTO bus handbook that suggested that reversing a school bus to make a three-point turn without a spotter was not permitted.

Although there are inherent safety issues to reversing any vehicle, it has never been illegal to reverse a bus to make a three-point turn in Ontario. At the request of many parents and councils across the province, MTO changed the wording in the guide to make it clearer that three-point turns can be made in a school bus when necessary. All school bus drivers are required to pass a backing skills test to be licenced to drive a school bus in Ontario.

Although the MTO manual has been updated, DSTS continues to hold their position that they will not make three point turns in a school bus on private property on a dead-end road and therefore communal stops on main roadways continue to be necessary and preferred from their perspective.

DSTS also state that within the guide, it outlines that school bus drivers should have a second person present to spot and give directions to the driver if the driver is reversing the school bus. If the driver is alone, the driver is required to leave the school bus and ensure there are no obstructions, and then leave the window open to listen to changing conditions. In addition, back ups should only be performed in areas or roads where there is a designated back up location. DSTS advise that the dead-end roads that DSTS is not entering do not have any road clearance for a designated back up location to be established. They also note that MTO also clearly advises school bus drivers not to back up at a school, a bus stop or a pick-up zone. Specifically, the guide states “Drivers should not back up their vehicles on school grounds or at loading or unloading stops, or zones without proper guidance and signals from a responsible person outside the bus.”

Actions Taken to Date

A summary of actions taken to date is provided in **Attachment #3**. A more detailed description of efforts taken so far to assess and address this issue is provided as follows:

Site Observations

Regional staff have attended the site on multiple occasions to observe operations, conduct detailed measurements and install additional equipment. Regional staff have not observed any students waiting for the bus on the shoulder of RR57. We have also not observed any particular safety related problems with vehicles not stopping for the school bus at either location.

Safe Stopping Sight Distance Check

On December 4th, 2020, Regional Staff received an email request from Kimberly Briggs, Manager at DSTS to review site lines for a potential stop location on RR57 at Williams Point Road. On December 7th, 2020 Regional Staff attended on site with DSTS staff to measure the available safe stopping site distance for a school bus stop at this location.

Safe stopping sight distance is a term used to describe the distance required for an operator of a vehicle to perceive and react to an object in the roadway and bring their vehicle to a stop. This is a common activity for road safety staff at the Region where we ensure that intersections, signs and entrances are positioned in a way that maximizes the opportunity for a driver approaching the location to react safely to any potential obstacle (in this case the occupants and those boarding a stopped school bus).

The site distance measurements conducted during our visit on December 7, 2020 indicated that 196m of stopping distance is available when 110m is the safe minimum required for this location. It was determined that there was adequate safe stopping site distance at this location and no mitigating measures (e.g. an advance warning sign) were recommended.

Its important to note that the height of the red flashing lights on a school bus provides additional opportunity for approaching motorists to identify the vehicle from a distance. Operators are also trained to activate their lights early so that approaching motorist have ample opportunity to perceive the school bus and bring their vehicle to a stop. Other motor vehicles queued behind a stopped bus are typically lower in height and sometimes the back of the stopped queue of vehicles can be problematic for others approaching. In the case of this particular stop on RR57 the volume of traffic is low and the duration of the stop short and therefore a queue of vehicles behind a stopped bus was not anticipated to be a problem.

Speed Study

The posted speed limit at the intersection of RR57 and Williams Point Road is 50 km/hr, however, a speed study conducted by the Region on December 11, 2020 measured an average operating speed of 62.7 km/hr with a maximum speed recorded of 82 km/hr.

School Bus Stop Ahead Warning Sign

Parents continued to be concerned and, in the Spring of 2021, we were asked by Township of Scugog staff and members of Council to reassess the location. As a result of this follow up review, we agreed to install a school bus stop ahead warning sign westbound on RR57 east of Williams Point Road. This warning sign was installed on September 2, 2021 (to be in place for the start of the school year) and remains in place today.

Handrail at Culvert

At the intersection of Beacock Road and RR57 a particular concern was raised with respect to a box culvert on the north-west corner of the intersection and a damaged hand railing. On May 6, 2021, Regional staff installed an orange safety fence across the railing as a temporary measure until a full safety assessment could be completed. As a result of our assessment, it was determined that the railing was more of a hazard to pedestrians and others that may be in the area rather than providing a safety benefit. As a result of that review the railing was removed on October 15, 2021. Regional staff have

confirmed that students are not waiting for the bus on the box culvert on the north-west corner of RR57 and Beacock Road and are instead standing further back off the shoulder away from RR57.

Radar Speed Feedback Sign

On October 15, 2021, Regional staff were on-site to install a Radar Speed Feedback (RRFB) Sign westbound on RR57 east of Williams Point Road in an effort to collect data on traffic operating speeds and reduce speeds of approaching drivers by reminding them of the 50 km/hr posted speed limit and their actual operating speed. The RRFB remains in place at this location.

Trailer Mounted Traffic Monitoring Camera

On November 30, 2021, the Region installed a trailer mounted traffic monitoring camera near the intersection of RR57 and Williams Point Road to monitor operations and collect further information on how the stop is operating from a safety perspective. The video from the camera is continuously recorded and traffic safety experts will be able to observe operations during regular pickup and drop off periods. A second camera was installed directly opposite Williams Point Road on RR57 to provide an additional vantage point of the school bus stop location.

Collision Pattern Review

Regional staff also completed a review of the DRPS collision database to look for collision patterns in the area. Over a ten-year review period our collision database contains 14 collisions along the segment of RR57 between Hwy 7A and Nestleton Road which is typical when compared to other similar road sections. Most of the collisions recorded in the past ten years are single vehicle off road collisions and are not directly related to either intersection. Three of the collisions involved wild animals. One collision was reported at the intersection of RR57 and Williams Point Road where a southbound vehicle on Williams Point rear ended another vehicle. No other collisions were reported at either the Williams Point Road or the Beacock Road intersection.

Works Committee Members

School Bus Stops on Regional Road 57 at Williams

Point Road and Beacock Road, in the Township of Scugog

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Special Durham Vision Zero Task Force Meeting

The Durham Vision Zero Task Force meets on a monthly basis to consider and review items related to road user safety. The committee consists primarily of representatives from Durham Regional Police Services and the Regional Works Department – Traffic Division. Regional Councillor Marilyn Crawford also regularly attends the task force meetings as the Works Committee designate.

On December 2, 2021, the Vision Zero Task Force convened a special meeting to discuss this particular issue. In addition to the regular members of the Task Force, Regional Councillor Wotten and Scugog Ward 4 Councillor Deborah Kiezebrink were in attendance, along with Scugog, Director of Public Works and Infrastructure Services Carol Coleman.

Durham Student Transportation Services (DSTS) were invited to the meeting but did not attend. DSTS did however send a letter to the task force explaining their position which is attached to this memo as **Attachment #4**.

Councillor Wotten and Councillor Kiezebrink provided an overview of the issue and expressed their concerns with respect to the safety of children being picked up and dropped at these two locations. They also explained that the overall issue is much broader with local road stops being removed in many locations across the Region and beyond in favour of communal stops for pickup and drop off.

Several members from Durham Regional Police Services attended to the meeting and voiced their agreement with Councillor Wotten and Councillor Kiezebrink that the school bus stop locations on RR57, especially at Williams Point Road, were unsafe.

The suggested next steps arising from the meeting were as follows:

- Durham's Legal staff are reviewing options that would prohibit DSTS from stopping a school bus at either location;

- Durham Regional Police continues to provide regular enforcement as resources permit;
- Region of Durham's Works staff are collecting data and monitoring the site using closed circuit television cameras to assess the safety performance of the intersection at RR57 and Williams Point Road;
- The Vision Zero Task force will reconvene to discuss this issue following Works Committee on December 8th to further consider options.

Possible Actions

A) Paid Duty Officers

At the November 24, 2021 Regional Council Meeting, there was a suggestion that paid duty officers could be used every school day to make this stop location safer for students. This would come at considerable cost (presumably covered by Durham Transportation Services) and would also set a precedent for many other school bus stop locations across the Region. This option was discussed at the Durham Vision Zero task force meeting on December 2, 2021 and Durham Regional Police advised that there is a paid duty system available for anyone to use where a paid duty officer could be used. This option would be costly (minimum 6 hours per day at approximately \$150 per hour) and paid duty resources are not guaranteed to be available. The use of paid duty officers on a daily basis at either location is not recommended.

B) No Stopping Signs

The Municipal Act, 2001 gives the Region the authority to regulate traffic on Regional Roads. Ontario Regulation 615 (Section 13) defines the exact look and dimensions of the sign required to prohibit stopping. A municipal bylaw is required in order for the sign to be enforceable. These signs are not specific to buses and would prohibit all vehicles from stopping on the road section where the signs are in place.

Designating this section of RR57 as a no-stopping zone is not recommended because:

- DSTS may be forced to remove the stop location entirely from their system potentially requiring students to walk on the shoulder of RR57 which we consider to be even more of a hazard;
- Similar stopping prohibitions would be required where similar conditions exist across the Region which would create challenges for other vehicle types including public transit vehicles that routinely stop within our rights of way;
- A stopped bus on a Regional Road does not inherently represent a hazard that needs to be addressed. School busses and other vehicle types stop on high-speed high-volume roads all over the province without incident;
- We are not aware of any examples where a municipality has used no stopping prohibitions as a means to control school bus stop locations.

C) Improved Waiting Area for Students

It may be possible to improve the existing waiting area for students on Williams Point Road and create a waiting area on the south side of Beacock Road immediately west of Regional Road 57. Students could wait in this area offset from the main road away from high-speed traffic and only proceed out to RR57 when the bus has stopped, and all warning systems are in place.

This would be a relatively low-cost improvement compared to constructing a turn around point at the end of each dead-end road. When attending on site on November 30, 2021 some of the parents expressed concern about what would happen during the winter months when their current waiting location may be blocked with snowbanks from snow removal operations. If constructed appropriately, it could be cleared in the winter during regular snow removal operations to provide an area for the students to safely wait for the bus.

Conclusion

As part of our Vision Zero program, the Region continues to be committed to making our transportation system as safe as possible for everyone. We will work with DSTS and others to find solutions but ultimately the jurisdiction for school transportation services sits with the school boards and the organizations that they have established to deliver this service. As the Region we have ultimate authority and responsibility for the Regional Rights of Way which can be used to affect change to how our roads are used by all vehicles including school buses. Implementing any changes requires careful consideration as there are always trade offs that need to be considered and eliminating one type of hazard can sometimes create another.

We do not believe that there is an immediate safety hazard that needs to be addressed. Our observations on site indicate that students are waiting on Williams Point Road and on Beacock Road, and not waiting on the shoulder of Regional Road 57. There is sufficient sight distance at both locations for a school bus to activate their warning devices and come to a stop along with all other approaching traffic before the students cross the shoulder of Regional Road 57 to board the bus.

We understand that the communal stops at the start of dead end roads are an inconvenience for students and their parents, however, not all school bus stops on Regional Roads are necessarily problematic from a safety perspective. The stops on RR57 at Williams Point Road and Beacock Road have been reviewed and no particular safety countermeasures are recommended, although an improved waiting area would have potential benefits.

Based on the information currently available to us, we do not deem the RR57 school bus stops to be unsafe, however, we do acknowledge that the grade of the road and speed of approaching traffic at the RR57 and Williams Point Road intersection is not ideal. School bus stops on lower volume, lower speed roadways would always be preferred from a safety perspective.

Works Committee Members

School Bus Stops on Regional Road 57 at Williams

Point Road and Beacock Road, in the Township of Scugog

December 6, 2021

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We trust that this detailed memo provides sufficient background and information related to this issue. We look forward to any discussion at Works Committee and would welcome any requests for one-on-one discussions or follow up.

End of Memo

Attachment 1: Location of RR57 School Bus Stops

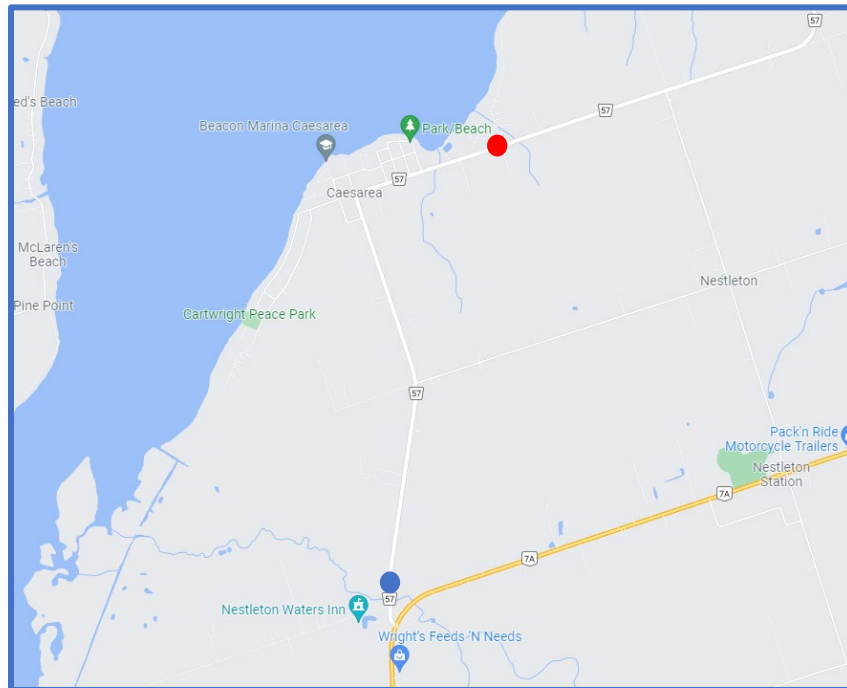
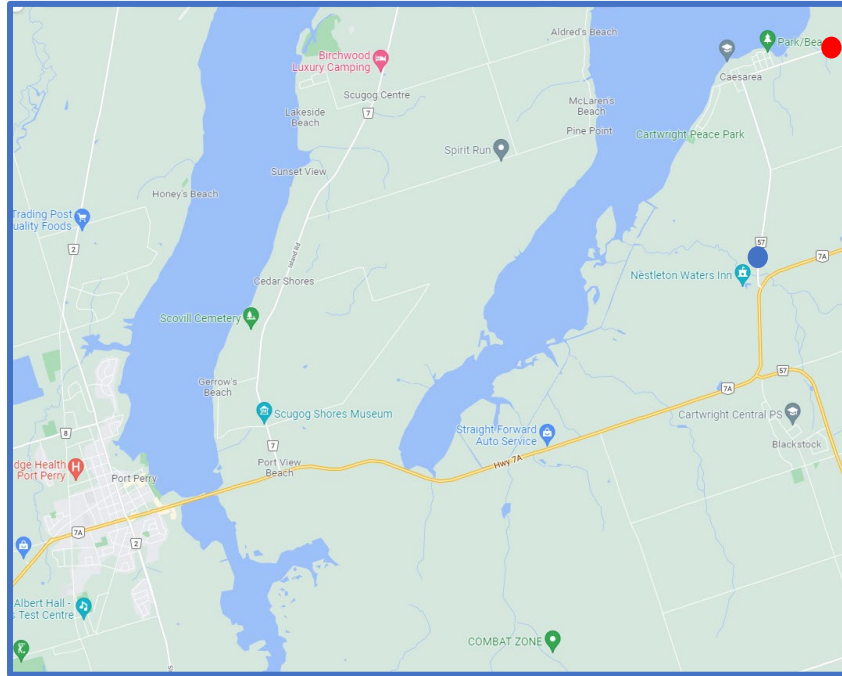
Attachment 2: Site Photos

Attachment 3: Summary of Actions Taken to Date

Attachment 4: December 2, 2021 Letter to Durham Vision Zero – Special Meeting
– School Bus Stops on Regional roads from Durham Student
Transportation Services

ATTACHMENT 1

LOCATION OF RR57 SCHOOL BUS STOPS



● RR57 at Williams Point Road Stop Location

● RR57 at Beacock Road Stop Location

ATTACHMENT 2
SITE PHOTOS



Westbound 57 East of Williams Point - Streetview



Westbound 57 East of Beacock – Streetview



Westbound 57 East of Williams Point – Radar
Feedback Sign



Westbound 57 East of Williams Point – School
Bus Stop Ahead Warning Sign

ATTACHMENT 3
ACTIONS TAKEN TO DATE

Date	Action	Comment
December 7, 2020	Regional staff on site at RR57 and Williams Point to measure available sightlines.	Available sightlines met minimum requirements for safe stopping sight distance from TAC. No remedial action recommended.
December 11, 2020	Regional staff on site to conduct speed study - Westbound RR57 east of Williams Point	Average speed 62.7 km/hr. Maximum speed measures 82 km/hr.
May 6, 2021 October 15, 2021	Regional staff installed temporary orange fencing on box culvert at RR57 and Beacock Road, with fencing and railing subsequently removed on October 15, 2021	Temporary fencing installed and railing removed
September 2, 2021	Regional staff installed School Bus Stop Ahead Warning sign – Westbound RR57 East of Williams Point Road	Sign installed
October 15, 2021	Regional staff installed Radar Speed Feedback Sign – Westbound RR57 East of Williams Point Road	Sign installed
November 30, 2021	Regional staff installed trailer mounted camera to monitor operations – Westbound RR57 East of Williams Point Road	Camera in place
December 1, 2021	Regional staff installed camera system on the north side of RR57 directly opposite Williams Point Road	Camera in place
December 2, 2021	Special Durham Vision Zero Task Force meeting to discuss issue	Meeting held

To: Durham Vision Zero - Special Meeting - School Bus Stops on Regional Roads

From: Durham Student Transportation Services (DSTS)

Date: December 2, 2021

Re: DSTS, Bus Stop Locations and Road Conditions

DSTS Overview

DSTS provides home to school transportation service to approximately 30,000 students of the Durham District School Board and the Durham Catholic District School Board throughout the region travelling 27,000 kilometers per day, stopping at approximately 6,200 different locations. Student transportation is complex, requiring careful attention to routing, vehicle size, and student needs.

DSTS is fully funded by its member School Boards, who are in turn funded by the Ministry of Education through the Grant for Students Needs ("GSN").

DSTS administers student transportation in the municipalities of Durham Region and townships of Uxbridge, Scugog, Brock, Whitby, and Ajax and cities of Pickering and Oshawa.

A network of common community stops are utilized throughout the region. In rural areas, DSTS utilizes common community stops where possible and provides home stops only where warranted and safe to do so. Across the region, there are several areas where a school bus cannot safely stop or cannot safely enter either because of insufficient room to turnaround and/ or general nature of road conditions.

As areas across the region are developed, roads and bus routes are reviewed for safety issues, the impact of construction and overall road conditions. DSTS communicates with municipalities and townships about road conditions, and areas of concern are reported to the applicable township Works Department for review. Over the last couple of years, both Scugog Township and Uxbridge Township staff have received notification of the roadways that have been found to not have appropriate road conditions for a school bus and turning radius measurements required for a small and/or large school bus vehicle.

School bus stops are only placed where there are clear sightlines to activate the school bus lights and stop traffic in both (all) directions. Where there are insufficient sightlines, school bus stops are relocated on roadways with appropriate road conditions and adequate turning radius to allow for safe entry and bus stopping. DSTS routinely works with local Works Departments to measure sight lines when confirming stop locations. Local works staff attended the stop at Williams Pt. Rd and measured sight lines to confirm they complied with MTO guidelines.

Legislative Framework

Student transportation services are provided pursuant to the Education Act, RSO 1990, c. E-2, section 190(1):

A board may provide transportation for,

- (a) a pupil who is enrolled in a school that the board operates; ... Transportation to and from the school that the pupil attends.

Student transportation is also governed by a wide variety of other transportation related legislation, including the Highway Traffic Act, the Public Vehicles Act, and the Motor Vehicle Safety Act, as well as related policies, standards, directives and guidelines issued by the provincial or federal governments.

The Ministry of Transportation has provided an MTO Official Bus Handbook, which is a guide to preparing for the various tests that bus drivers, including school bus drivers, must pass. This is considered recommended best practices for school bus drivers. Within the guide, it outlines that school bus drivers should have a second person present to spot and give directions to the driver if the driver is reversing the school bus. If the driver is alone, the driver is required to leave the school bus and ensure there are no obstructions, and then leave the window open to listen for changing conditions. In addition, back ups should only be performed in areas/or roads where there is a designated back up location. The dead end roads that DSTS is not entering do not have any road clearance for a designated back up location to be established. MTO also clearly advises school bus drivers not to back up at a school, a bus stop or a pick-up zone:

“Drivers should not back up their vehicles on school grounds or at loading or unloading stops, or zones without proper guidance and signals from a responsible person outside the bus. “

Contractual Obligations

In addition to legislative and policy obligations, DSTS also has contractual obligations that are set out in the contracts entered between the School Boards and the companies contracted with to provide student transportation services.

Pursuant to the Contracts, school bus operators are required to comply with a list of Acts and Regulations, as well as the School Board and DSTS policies and procedures. Operators are expected to maintain insurance in accordance with the contracts and bus drivers are trained in accordance with the contracts including the School Boards’ approved DSTS transportation policy.

DSTS Governance and Policy

DSTS is charged with providing common administration of student transportation services, including the administration of the School Board’s’ policies and procedures. DSTS’s governance structure includes a Governance Committee composed of trustees and senior staff from each member school board and an Administrative Committee composed of senior staff from each member school board and DSTS senior staff.

DSTS Policy – Safety and Backing Up a School Bus

The DSTS Policy Overview outlines that the most significant factor for DSTS is safety of students:

“The safety of students is the highest priority for DSTS. In all aspects of school bus service, from route planning and design through daily operations, safety is always the first consideration. The establishment of safe bus stop locations, extensive driver training requirements and multiple safety features on a school bus are just a few of the key considerations in establishing a safe transportation system for students. Efforts to improve are continually on going.”

Attachment #4

Additionally, the Durham Student Transportation Services – Transportation Policy outlines that DSTS will determine the appropriate bus stop location and outlines considerations that will be taken into account, including safety measures. Specifically, the Policy provides as follows Section 7.2:

DSTS will establish stop locations considering the following:

Community Collector Stops: located in areas accessible for a number of students to multiple schools. Students are assigned to the closest community stop based on primary address.

DSTS maintains a maximum walk to stop distance of 800 meters wherever possible. The distance is calculated on DSTS geometrics software between the place of residence and the bus stop based on the shortest distance on a road network and may include municipal walkways.

Section 3.5 of the policy states:

Students may be required to walk up to the following distances in order to reach their bus stop:

Maximum walk distance to bus stop of 800 meters

For areas under construction, or circumstances where buses cannot gain access, students may be required to walk further to their bus stops.

DSTS reserves the right to determine if the roadway is suitable for travel, given road conditions and necessary space requirements factoring in turning radius of large vehicles.

Parents/ Guardians are responsible for the safe travel of their student(s) to and from the bus stop location....”

When establishing school bus stop locations, DSTS staff follow the School Board approved policy which identifies that bus stops not be located on dead end roads which require the school bus to back up, nor are buses to travel on private property. DSTS does not refer to the road classification for bus stop locations, but instead evaluates the safety of the residential address, roadway conditions conditions including road design, and topography.

Keeping in line with MTO guidelines, regardless of posted speed limits, highways, rural or urban settings, motorists require clear sight lines in both directions in order to be able to safely stop within the appropriate distance when the bus’s red overhead lights are activated.

All of these considerations are taken into account in determining whether a large vehicle can be safely maneuver a roadway and/or turn around.

Why Backing Up is Not a Best Practice

When reversing or backing up a school bus, the school bus driver has severely limited visibility of traffic, roadway ditches/and gravel drop offs and/ or objects behind the school bus, which creates significant safety concerns. School buses are not staffed with a second adult to provide “spotting” services, i.e. to get off the school bus in order to provide guidance to the bus driver in respect of traffic or any obstacles behind the school bus. Further, school bus drivers are not permitted to leave the school bus when it is on a route and has students on board, as the driver is responsible for supervision. As a result, DSTS has determined that backing up or reversing of school buses will not be permitted when they are on routes.

If road conditions [inclusive of topography and other considerations outlined above] do not indicate a safe bus stop location or do not result in buses being able to access and exit the roadway safely, then DSTS identifies and routes to the closest safe bus stop location possible for students. This approach by DSTS is applied throughout Durham Region in both rural and urban locations.

Roadway Safety and Road Improvements

Having reviewed the recent Regional Council meeting recording, DSTS would like to comment on its use of regional roads.

There are approximately 650 bus stops currently in use on regional roads, accessed by almost 1,800 students who require transportation services. If Regional Council determines that bus stops can not be placed on regional roads, many students will be negatively impacted in areas that have been used, in some cases for 30 plus years, without incident. Each bus stop on a regional road has been evaluated by DSTS staff for adequate sight lines and safety. When required, Regional staff are asked to further evaluate an identified area to see if additional safety measures can be added. Durham Regional Police are routinely engaged when reports of unsafe drivers are reported by our school bus operators and bus drivers. In cases where stops have been moved from concession and side roads due to their condition, eliminating stops on regional roads will require families to bring students even further, to the closest acceptable stop location.

There are approximately 200 roadways throughout the region that currently do not have appropriate road conditions for school bus travel. DSTS recognizes that road maintenance is a significant portion of municipal budgets, and that with limited financial resources not all roadways can be maintained at a level that supports bus travel. DSTS is happy to work with municipalities to supports students and families, and would be a willing partner in advocating for greater funding for road maintenance..

Collaboration between DSTS and regional offices has been beneficial and has resulted in enhanced safety for Durham Region students, and we look forward to this continued relationship.

Sincerely,

Kelly Mechoulan

Durham Student Transportation Services



Interoffice Memorandum

Date: December 10, 2021

To: Health & Social Services Committee

From: Dr. Robert Kyle

Subject: Health Information Update – December 5, 2021

Health
Department

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

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

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

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

Respectfully submitted,

Original signed by

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

*“Service Excellence
for our Communities*

UPDATES FOR HEALTH & SOCIAL SERVICES COMMITTEE
December 5, 2021

Health Department Media Releases/Publications

tinyurl.com/7etuke2n

- COVID-19 vaccine clinic appointment bookings for children five to 11-years old to open November 23 in Durham Region (Nov 22)

tinyurl.com/2y4k4u8v

- COVID-19 Vaccine Approved for Children 5-11 years of age (Nov 24)

tinyurl.com/2dzkyhah

- Parents invited to Virtual Town Hall to discuss paediatric COVID-19 vaccine (Nov 29)

tinyurl.com/2drzm9u4

- Durham Region Health Department confirms one case of the Omicron variant (Dec 2)

GOVERNMENT OF CANADA

Employment and Social Development Canada

tinyurl.com/yckv852f

- Government of Canada introduces legislation to support workers with ten days of paid sick leave, protect health care workers and finish the fight against COVID-19 (Nov 26)

tinyurl.com/bdck4e8u

- Government of Canada Releases 'What We Heard' Report on Temporary Foreign Worker Accommodations (Dec 1)

Environment and Climate Change Canada

tinyurl.com/yc79ccps

- First case of SARS-CoV-2 detected in Canadian wildlife (Dec 2)

tinyurl.com/2p8rdazx

- Canada to launch consultations on new climate commitments this month, establish Emissions Reduction Plan by the end of March 2022 (Dec 3)

Health Canada

tinyurl.com/hbp69t26

- Health Canada announces results of Emergent BioSolutions facility inspection (Nov 24)

Prime Minister's Office

tinyurl.com/56su84m3

- Statement by the Prime Minister on the Speech from the Throne (Nov 23)

Public Health Agency of Canada

tinyurl.com/3ztdva9t

- Statement from the Council of Chief Medical Officers of Health (CCMOH): COVID-19 Vaccination in Children 5-11 years (Nov 22)

tinyurl.com/3be48ywz

- Statement from the Chief Public Health Officer of Canada – Importance of COVID-19 Vaccination in Pregnant, Recently Pregnant and Breastfeeding People (Nov 26)

tinyurl.com/yh23hcks

- Government of Canada introduces new measures to address COVID-19 Omicron variant of concern (Nov 26)

tinyurl.com/2p88au26

- Statement from Minister Duclos on first cases of Omicron variant of concern in Canada (Nov 28)

tinyurl.com/yckrfkmz

- Statement on the variant of concern found in Ontario (Nov 28)

tinyurl.com/bp9tusbm

- Government of Canada introduces additional measures to address COVID-19 Omicron variant of concern (Nov 30)

tinyurl.com/2p836cxf

- Statement from the Chief Public Health Officer of Canada on World AIDS Day and Indigenous AIDS Awareness Week (Dec 1)

tinyurl.com/bde84anp

- Statement from the Chief Public Health Officer of Canada on December 3, 2021

tinyurl.com/4huk8c28

- Statement from the Council of Chief Medical Officers of Health (CCMOH): Update on the Use of COVID-19 Vaccine Boosters and COVID-19 Vaccines and the Risk of Myocarditis and Pericarditis (Dec 3)

Public Services and Procurement Canada

tinyurl.com/2j3ux4bt

- Government of Canada signs agreements for COVID-19 oral antiviral treatments (Dec 3)

Transport Canada

tinyurl.com/yfpwh7xb

- Government of Canada announces new amendments that will improve safety at grade crossings (Nov 29)

GOVERNMENT OF ONTARIO

Ministry of Children, Community and Social Services

tinyurl.com/4ha7jmrs

- Ontario Increasing Access to Services for Children with Autism (Dec 3)

Ministry of Education

tinyurl.com/mtfzndsa

- Ontario Combats Bullying in Schools (Nov 25)

Ministry of Energy

tinyurl.com/2p8rf5ej

- Ontario Boosting Electric Vehicle Charging Availability (Dec 1)

Ministry of Health

tinyurl.com/d4a9hkka

- COVID-19 Vaccine Bookings to Open For All Children Aged Five to 11 (Nov 22)

tinyurl.com/fctvx22n

- Statement from Minister Elliott on Ongoing Negotiations with the Ontario Association of Optometrists (Nov 22)

tinyurl.com/5kyh96ta

- Ontario Providing Access to Innovative Technology for Diabetes Care (Nov 26)

tinyurl.com/ypfcpxw6

- Ontario Confirms First Two Cases of Omicron Variant (Nov 28)

tinyurl.com/2p8b2ya5

- Ontario Accelerating Booster Eligibility to Adults Aged 50+ (Dec 2)

Ministry of Labour, Training and Skills Development

tinyurl.com/4rvrbbm8

- Ontario Investing Over \$6 Million to Prevent Work-related Cancers (Nov 26)

Ministry of Long-Term Care

tinyurl.com/bdzhunua

- Ontario Supporting Not-for-Profit Long-Term Care Homes (Dec 2)

Ministry of the Solicitor General

tinyurl.com/4vukwaec

- Ontario Hits a Major COVID-19 Vaccine Milestone (Dec 2)

OTHER ORGANIZATIONS

Association of Local Public Health Agencies

tinyurl.com/f42fhyb6

- Extending Proof of Vaccination Letter (Nov 23)

Campaign 2000

tinyurl.com/23zcxr7k

- New report finds federal government is failing in its promise to leave no one behind (Nov 24)

Canadian Institutes of Health Research

tinyurl.com/3btkznap

- Government of Canada and partners invest \$20 million in new diabetes research teams (Nov 25)

Canadian Medical Association

tinyurl.com/yhhfxdev

- Throne Speech 2021: A hopeful prescription for the health care system, says CMA (Nov 23)

tinyurl.com/2p8vm3ud

- Statement – CMA welcomes rapid government action on threats and violence of health workers (Nov 26)

Canadian Ophthalmological Society

tinyurl.com/ywcv6uz7

- Canadian Ophthalmological Society reminds shoppers to keep eye-safe toys in mind this holiday season (Dec 1)

Electrical Safety Authority

tinyurl.com/5n8z5bpb

- Electrical Safety Authority encourages Ontarians to check twice for safety this holiday season (Nov 29)

Financial Accountability Office of Ontario

tinyurl.com/4uzt756x

- Provincial spending \$4.3 billion under budget through first half of 2021-22 (Nov 29)

Lakeridge Health

tinyurl.com/2nu37se9

- Central East Ontario Hospitals Coming Together to Introduce Single, Unified Digital Health Record for Patients (Nov 24)

Mental Health Commission of Canada

tinyurl.com/v3wzpdfb

- Mental Health Commission of Canada Statement: Throne Speech (Nov 23)

Office of the Auditor General of Canada

tinyurl.com/ydcvr5j9

- Commissioner documents 30 years of missed opportunities on climate change action in Canada (Nov 25)

Office of the Auditor General of Ontario

tinyurl.com/sfyz2npj

- Ontario Government has Deliberately Ignored the Public's Right to be Heard on Significant Environmental Issues: Auditor General (Nov 22)

tinyurl.com/txpetah

- Ontario Pays Millions Managing Hazardous Spills, Doesn't Bill Polluters: Auditor General (Nov 22)

tinyurl.com/ez4pje4

- Ontario Could Soon Run Out Of Landfill Space Because Businesses and Institutions Aren't Recycling Enough: Auditor General (Nov 22)

tinyurl.com/2jfpuxx9

- Ontario's Poor Reporting on the State of the Environment Leaves the Public in the Dark: Auditor General (Nov 22)

tinyurl.com/mr3n2yvw

- Annual Report Show Need for Improved Transparency, and More Focus on Financial Sustainability and Service Delivery for Ontarians (Dec 1)

Ontario Hospital Association

tinyurl.com/2p8jatx7

- Vaccines Offer Ontarians Highest Level of Protection Against Omicron Variant – OHA (Nov 29)

Ontario Medical Association

tinyurl.com/35bknksk

- Doctors call for an end to rising bullying and attacks in-person and online (Nov 24)

Ontario Power Generation

tinyurl.com/2p96vshx

- OPG advances clean energy generation project (Dec 2)

Public Health Ontario

<https://tinyurl.com/y9eb8k5m>

- PHO Connections (Dec 2)

Registered Nurses' Association of Ontario

tinyurl.com/7zj3eppr

- Open Letter to Ontario's Premier: Crisis in Nursing Human Resources – Repeal Bill 124 as a start (Nov 29)

tinyurl.com/2p8j75zx

- RNAO welcomes expansion of boosters and says Omicron is the #VaccineInjusticeVariant (Dec 3)



 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 07, 2021 10:20 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

December 2, 2021

Margaret Prophet, Executive Director
 Simcoe County Greenbelt Coalition
 Sent via email: margaret@simcoecountygreenbelt.ca

Re: Correspondence from Simcoe County Greenbelt Coalition regarding Updates on Bradford Bypass

Dear Ms. Prophet:

At the last regular meeting of the Council of the Township of Scugog held November 29, 2021, your correspondence dated November 16, 2021, regarding the above captioned matter was received for information.

“THAT the correspondence from Simcoe County Greenbelt Coalition, regarding Updates on Bradford Bypass, be received;

THAT the Township of Scugog Council ask the Impact Assessment Agency of Canada to complete a Federal Impact Assessment for the Bradford Bypass project, and

THAT this resolution be forwarded to All Lake Simcoe Watershed Municipalities.”

A copy of the original correspondence is attached for your reference. Should you have any concerns, please do not hesitate to contact Carol Coleman, Director of Public Works and Infrastructure at 905-985-7346 ext. 149

Yours truly,



Becky Jamieson
 Director of Corporate Services/Municipal Clerk

cc: Carol Coleman, Director of Public Works and Infrastructure
 Claire Malcolmson, Executive Director, Rescue Lake Simcoe Coalition
rescuelakesimcoecoalition@gmail.com

Town of Aurora clerks@aurora.ca
City of Barrie cityinfo@barrie.ca
Town of Bradford West Gwillimbury - info@townofbwg.com
Town of East Gwillimbury town@eastgwillimbury.ca
Township of Brock - Fernando.lamanna@brock.ca
Regional Municipality of Durham - clerks@durham.ca
Town of Georgina - info@georgina.ca
Town of Innisfil - clerksoffice@innisfil.ca
City of Kawartha Lakes - clerks@kawarthalakes.ca
Township of King - clerks@king.ca
Town of New Tecumseth - clerk@newtecumseth.ca
Town of Newmarket - clerks@newmarket.ca
City of Orillia - clerks@orillia.ca
Township of Oro-Medonte - yaubichon@oro-medonte.ca
Township of Ramara - ramara@ramara.ca
County of Simcoe - clerks@simcoe.ca
Town of Whitchurch-Stouffville - clerks@townofws.ca
Township of Uxbridge - info@uxbridge.ca
Municipality of York - regional.clerk@york.ca



Simcoe County Greenbelt Coalition

November 16, 2021

Scugog Council
Via Clerks mail@scugog.ca

Dear Mayor Drew and Scugog Council,

RE: Updates on Bradford Bypass

As a broad coalition of residents and environmentalists that have strong concerns about the Bradford Bypass and its impacts on our communities, regionally and provincially, we wanted to update you on more issues that have surfaced about the Bypass. The province continues to obfuscate information that is key to ensuring informed consent from surrounding municipalities and today's residents.

The municipal Councils of Brock, Barrie, Georgina, and to some degree Innisfil, asked for greater scrutiny and protection of Lake Simcoe through the Environmental Assessment process for the proposed Bradford Bypass.¹ On October 7th, the province of Ontario did what the Rescue Lake Simcoe Coalition, Simcoe County Greenbelt Coalition and our community partners warned of - they exempted the Bradford Bypass from the Environmental Assessment process.² There will be even less transparency than before and less protection of the environment.

Highlights of our concerns of the exemption to the Environmental Assessment process:

- **Building an interchange before it's determined if the route is technically feasible.** "Early works" permissions allow the proponent to build an interchange on Yonge St. just north of Bradford, before the technical engineering is complete for the 16 km highway over the marsh. Therefore the budget is a total guess.
- **Mitigation / protecting Lake Simcoe.** The decision was made on October 7 to fully approve the early works and the Bradford Bypass before any studies have been released establishing that damage to Lake Simcoe can be mitigated. No agency such

¹ Council resolutions about the Bradford Bypass proposed highway project:

<https://docs.google.com/document/d/1OpmNPe9UhoCe2P6umBZ8sXLe-6Qxx5COxsZ0qgUEYNc/edit?usp=sharing>

² ERO posting exemption <https://ero.ontario.ca/notice/019-1883>

as the Ministry of the Environment, Conservation and Parks will review or approve any reports that may still be done, and none of those reports inform decisions about whether to proceed with the highway. The proponent will evaluate the impacts on the environment, and also choose the criteria for assessment and evaluation of those impacts. (Just like someone writing, taking, and marking their own test.) The Ministry of Environment, Conservation and Parks only makes comments; it is no longer approving anything.

- **Consultation** requirements are limited to First Nations and “interested parties” identified by the project proponent.

Since approval of the EA exemption, four things have happened which further change the landscape of building this highway and the attention it will draw:

1. Public opposition to costly, badly planned highways with little utility to drivers, in a climate crisis, has grown significantly.
2. The Provincial government is campaigning on a platform of building highways which has increased scrutiny provincially and locally of this highway.
3. A new request has been submitted to the Impact Assessment Agency, requesting a Federal Impact Assessment from F.R.O.G.S, The Concerned Citizens of King Township, and Stop the Bradford Bypass.
4. COP26 has set global leaders, including Canada, to commit to reducing greenhouse gas emissions, stop deforestation and limit methane emissions. The Bypass directly contributes to loss of forests, increased carbon and methane emissions.

Our position remains. We are insistent that alternatives to the highway must be properly studied. Much cheaper investments can be made in regional road upgrades, investment in GO transit and regional transit. Unfortunately, the province is not considering alternatives to the highway, nor did they consider the transit investments as a means to reduce congestion in the 1997 EA. This sets up the entire highway project to be another 407 boondoggle.

Understanding that the proposed way forward does not reflect the wishes of Lake Simcoe Councils we are asking your council to consider what level of support you have for this project now.

Will you support our allies’ renewed ask, that the Federal Minister of the Environment and Climate Change designate this project for a Federal Impact Assessment?

Conclusion:

We understand that municipal Councils need to balance many competing and contradictory interests. But your aim should always be to make sure that resources are spent intelligently. Thus, we urge you to request a Federal Impact Assessment in order to stop the half-baked, cloaked in secrecy, irresponsible, future boondoggle highway proposal. It does not address

municipal traffic and routing concerns, it will be bad for Lake Simcoe, and if you support it, it will hang around your neck as an example of a completely foolish and outdated, massively expensive piece of infrastructure that will not fix the problem. This needs a refresh, and that is what a Federal Impact Assessment will allow.

The Federal Impact Assessment agency may approach you for comment. Please contact us to discuss any questions or concerns you may have.

Sincerely,

Claire Malcolmson
Executive Director, Rescue Lake Simcoe Coalition
rescuelakesimcoecoalition@gmail.com

Margaret Prophet
Executive Director, Simcoe County Greenbelt Coalition
margaret@simcoecountygreenbelt.ca

CC All Lake Simcoe watershed municipalities

Appendix 1 - Additional detailed concerns about the project as proposed today:

1. Contrasting MTO's claims to Councils to today's reality

MTO claims to Councils	Today's reality
<p>That they would do the following: The Class EA documentation is a Transportation Environmental Study Report (TESR), which will be prepared and made available for a 30-day public and agency review period at the completion of the Study. The TESR will document the following:</p>	<p>Not following the Class EA process, and not doing a TESR. The project is now self-approval, so no approval is needed from the Ministry of the Environment. No public consultation is required.</p>
<p>The transportation needs, problems and opportunities,</p>	<p>This document has not been released publicly. Problems of local / commuter traffic will not be remedied if it's a toll road. Partial traffic studies that were released indicate <u>worse</u> congestion on Hwys 400 & 404 with the Bypass compared with a 'no Bypass' scenario by 2041.³</p>
<p>Existing environmental conditions;</p>	<p>The project has been approved through the exemption without this study being completed or released publicly. There is no Ministry of the Environment approval of this report. The report does not have to cover climate change, health impacts of air quality or impacts to Lake Simcoe.</p>
<p>A summary of consultation undertaken throughout the Study</p>	<p>Consultation is now restricted to First Nations, and "interested parties" as defined by the proponent. A summary is still required, though the results of consultation can be ignored.</p>
<p>The generation, assessment and evaluation of alternatives within the Study Area;</p>	<p>The only changes considered are minor alignment changes. This project will go over / through the Holland Marsh provincially significant wetland, and will terminate on the east side at the end of the Carrying Place Trail and Lower Landing, a site of high historic and First Nations cultural</p>

³ Maps contrasting traffic in 2041 with and without the Bradford Bypass shows that this project will not address local traffic issues.
<https://www.bradfordbypass.ca/2021/04/09/5-considerations-for-the-bradford-bypass-project/>

	significance. ⁴
The preferred alternative(s) / recommended plan; and,	There was only one plan considered: building a highway. Regional road improvements, controlling demand, rerouting truck traffic and transit were not considered. The exemption from the Environmental Assessment Act means alternative options will never be considered.
A summary of potential environmental issues and mitigation measures and environmental commitments to be carried forward through future design stages.	The project has been approved through the exemption without this study being completed or released publicly. There is no Ministry of the Environment approval of this report. The report does not have to cover climate change, health impacts of air quality or impacts to Lake Simcoe.
Minister of Transportation and MPP York - Simcoe, Caroline Mulroneu: “On top of that, we are undertaking at least 15 new studies for the Bradford Bypass, which will include an Agricultural Impact Assessment, Air Quality Impact Assessment, and many more.” ⁵	It is now up to the proponent whether the 15 studies will be completed, what public consultation if any will occur and whether the impacts are mitigated. No expert agency such as a conservation authority or the Ministry of the Environment approves the quality or completeness of the studies or the adequacy of the mitigation.

2. Bradford Bypass is being planned as a toll road.

Based on Ministry of Transportation documents released through Freedom of Information requests, key staff documents outline the need to create a “business case” for tolling on the Bradford Bypass. Although rates have not been decided, quotes within the FOI documents demonstrate where roughly the implemented toll will fall.

“...include additional toll scenarios that fall between the 407 East and the 407 ETR toll rates because it is likely where ***the implemented one (toll) will fall into.***” (emphasis added)

Using the baseline tolling rates contained in the FOI documents (\$0.29/ km), the average cost for a one way trip from the 400 to the 404 would be \$4.64. Those who use the route daily (5 days/week) for commutes would see their annual transportation costs increase by over \$2300.

⁴

<https://www.bradfordtoday.ca/local-news/historically-significant-holland-river-site-threatened-to-be-destroyed-by-proposed-highway-greenbelt-coalition-4228329>

⁵

<https://www.bradfordtoday.ca/local-news/op-ed-building-bradford-bypass-will-set-community-up-for-success-3877413>

And with tolling, MTO's own calculations demonstrate that truck traffic on the Bypass will reduce by roughly 60% (compared to no tolls). What that means is that the new Bypass, as planned, will divert some truck traffic from Bradford's downtown, but most of it will still go through the core to avoid tolls.

We have seen how tolls have left the 407 and 407 East underutilized. However, the province is not in the position financially to fund this project as a priority without the tolls to re-capture the minimum of \$800 million dollar capital costs.

Recently, advocates trying to remove the tolls on the 412/418 in Durham, were met with the financial reality of MTO's projects. Voters were assured in the last provincial election that these would not be toll roads either.

"Put simply, removing the tolls wholesale would be unaffordable, while shifting the structure would create uncertainty," said Minister of Transportation Caroline Mulroney in a written statement, noting the government relied on projected toll revenue to fund the construction of the highways. The report outlined several different options for changing the toll structures, including removing them altogether, but labelled all as unfeasible. "All these options would lead to significant cost to the taxpayer," Mulroney explained. "We must move cautiously, especially as Ontario juggles competing priorities arising from the COVID-19 pandemic."⁶

It seems the false dichotomy that the province has created is to either build a highway quickly and toll it (which renders it underutilized and won't significantly reduce truck traffic in Bradford) OR build a highway that is untolled but won't be a provincial spending priority for years to come. Either way, the citizens and municipalities who want their traffic issues addressed will pay the price.

Clearly, the decision to build the Bradford Bypass is not based on transparent data and up to date science. The province is willing to court municipal support, but not be completely transparent about the highway and its final form.

3. Toronto Star investigation piece outlined the high influence of developer interests

Similar to the 413 investigation, the recent investigative piece about the Bradford Bypass demonstrated how much developers along the route would benefit from the project being built. Although we are not insinuating anything untoward happened, municipalities can appreciate the pressure that these interests put on the process to realize their profits. The involvement of paid lobbyists, large developer profits and political connections makes the public question the clarity and logic of the government's plans.

⁶ Available at:
https://www.thestar.com/local-whitby/news/2021/04/26/a-slap-in-the-face-no-toll-relief-for-durham-drivers.html?itm_source=parsey-api

Projects such as these become a poisoned well, especially considering the weak environmental oversight and EA exemption that rushes the project without full consideration of public interest or concerns.

You can read the piece here:

<https://www.thestar.com/news/investigations/2021/10/31/bradford-bypass-ford-government-secrecy.html>

4. Municipal concerns unaddressed by the Bradford Bypass plan:

If this highway is really meant to support growth in Bradford and East Gwillimbury, the province would listen to those local Council's concerns. They are not. In addition to the Council resolutions referenced above, the other Council concerns we are aware of are documented below:

East Gwillimbury:

As reported in the Toronto Star on August 4th, 2021,⁷ the Bradford Bypass' proposed "Interchanges are located at Highway 400, County Road 4, Bathurst Street, Leslie Street and Highway 404. Crossings are at 10th Sideroad, Artesian Industrial Parkway, Metrolinx rail corridor, Yonge Street and 2nd Concession Road. The current plan is to cross Yonge Street and 2nd Concession with overpasses and cross Leslie Street with a partial interchange." [East Gwillimbury] "Council had asked the ministry to consider 2nd Concession for an Interchange, as it is a central spine road in the town where a lot of new development is being planned. *But an MTO representative said an interchange at 2nd Concession isn't being considered at this time.*"

Councillor Tara Roy-DiClemente responded, "I think it is a little bit silly to plan a highway that isn't even built when the community that it is to run through is telling you need to revisit the interchange locations."

We also note that there are also important environmental concerns with the Bathurst Street interchange as the location of the interchange is a large wet woodlot that contains sensitive habitat for at-risk species.⁸

7

<https://www.thestar.com/local-east-gwillimbury/news/2021/08/04/it-s-silly-east-gwillimbury-council-concerned-about-location-of-proposed-bradford-bypass-interchanges.html>

⁸ Detail on species at risk :

<https://thepointer.com/article/2021-07-02/we-can-t-keep-doing-this-pc-government-speeds-ahead-with-bradford-bypass-advocates-say-process-lacks-proper-scrutiny>

Bradford West Gwillimbury:

Tuesday, April 20, 2021, BWG Council passed a resolution⁹ which included the following:

“That Council requests that the scope of the preliminary design be expanded to include an interchange at Sideroad 10, as identified in the Town’s Official Plan;

That Council advises that the Preferred Option for the southbound ramps of the new freeway interchange with Hwy 400 should provide for access to County Road 88;

That Council commits to continuing to work with the Project Team as it completes the preliminary designs, detailed environmental studies and public consultation programs that are critical in the successful delivery of the Hwy 400 – 404 Freeway Link;...”

⁹ Bradford West Gwillimbury Council Resolution from Tuesday, April 20, 2021 Minutes 2021-133 Leduc/Contois
<https://bradfordwestgwillimbury.civicweb.net/Portal/MeetingInformation.aspx?Org=Cal&Id=2134>

Appendix 2: Press release re Impact Assessment request from F.R.O.G.S, CCKT, and Stop the Bradford Bypass

FOR IMMEDIATE RELEASE

November 10, 2021

Local Citizen Groups Request Federal Government to Conduct Impact Assessment on Bradford Bypass Project

Bradford/East Gwillimbury/King - Three local groups whose communities will be directly impacted by the Bradford Bypass have officially asked the Impact Assessment Agency of Canada to designate the project for further federal study.

Although the Federal government refused to designate the highway project earlier this year, the groups insist that many things have changed since the decision that enables the federal Minister to reconsider.

Bill Foster from Forbid Roads over Greenspaces (FROGS) contends that considerable evidence has come forward that demonstrates this project isn't in the best interest of the public and that the Federal government must step in on issues that have been revealed.

"The last decision stated that the Minister had faith in the provincial process, but since then the provincial government has exempted itself from the Environmental Assessment Act. This means that the province has given itself full approval to build this project without further consideration of endangered species, fish habitat or climate change. The rigorous 15 studies that were promised to many of the municipalities will no longer be done. It's build now, think later. How can anyone have any confidence in that type of process?"

Another area of concern with the highway is its proximity to houses and parks and the impact that will have on air quality. Bradford's population has increased 2.5x since the EA was first completed in 1997 which means the route is closer to homes than when originally conceived. According to MTO's own 1997 studies, the levels of benzene, as one example, would exceed Ontario's air quality standards. Benzene is a known carcinogen and those living near the

highway could have increased risk of disease including childhood leukemia, breathing problems and poor lung development in children.

“Many of our members are women and mothers in Bradford,” says Tricia Hulshof, a member of the STOP the Bradford Bypass. “Based on the MTO’s studies, this highway would directly threaten the health of the children and adults who live along the route. Let’s fix our traffic problems, but not in a way that threatens the health of our children. One child being sick because of supposed time savings is one too many in our opinion.”

The exemption also means that the impacts to Lake Simcoe and climate will not be studied despite many municipalities stating that they wanted to ensure that a fulsome process would be followed to ensure no harm comes to Lake Simcoe or the Holland Marsh Wetland by this project.

“Our group fully supports the Lake Simcoe Protection Plan and the principles upon which it stands,” says Bruce Craig of Concerned Citizens of King Township (CCKT). Our region’s way of life and economy is based on the health of the lake. To see corners being cut, bridges being built before studies are done and no new studies to ensure care of the Lake or climate saddens me. Once we’ve destroyed it, once we’ve paved it over, there’s no going back. There have never been any studies that look at the impacts to Lake Simcoe, the Greenbelt or climate change. While global leaders are making commitments to better protect green spaces, water and reduce GHG emissions, we’re investing in projects that counter those promises.”

Foster states, “Every time we meet new people who are curious about the Bypass we’re reminded of how little information about this highway has been shared with the public. The more people know, the more they don’t like it. No one likes gridlock, but this idea that the only way to deal with it is a highway that recent estimates suggest could cost over \$2B is ludicrous. This highway isn’t a done deal despite what the road signs say. It’s time for people to ask some serious questions and get informed before it’s too late.”

-30-

Additional Resources:

Link to Federal Request Letter:

https://frogs.ca/wp-content/uploads/shared-files/Federal-Impact-Request-for-Bradford-Bypass-November-9-2021-FROGS-STPP-CCKT-digitally-signed_Signed.pdf

FROGS is an organization of East Gwillimbury residents, many of whom are directly impacted by the proposed Bradford Bypass Project. FROGS first came into existence in 1993 to oppose the Bradford Bypass during the environmental assessment process. FROGS has had over 300 local residents as members. In 2021 we began to organize again to oppose the exemption of the Bradford Bypass from environmental assessment and the fast-tracking of the project, and to support environmental organizations seeking more substantial assessment. www.frogs.ca

STOP the Bradford Bypass is an organization composed of residents in Bradford and the surrounding area, many of whom would be directly impacted by the project. STOP the Bradford Bypass is an organization founded in 2021 and run primarily by women who are concerned about the health, environmental and social impacts of the highway.

CCKT has been an active citizen-based group in King Township for 51 years, advocating to conserve important natural heritage systems and features. Over 50% of King Township is within the Lake Simcoe watershed, and the northern tip of King Township lies within the proposed routing of the Bradford-Bypass. CCKT is concerned about the impacts the highway will have on Lake Simcoe, local watersheds and sensitive ecosystems, plus the impact of GHG emissions on community health and climate. www.ckkt.ca

For more information please see:

Archaeology:

<https://www.newmarkettoday.ca/local-news/bradford-bypass-endangers-historically-significant-holland-river-site-says-coalition-4228332>

Tolling:

<https://www.thestar.com/local-oshawa/news/2021/03/30/they-ve-done-diddly-squat-broken-promises-leave-tolls-in-place-on-durham-highways.html>

News / municipal response:

<https://www.thestar.com/news/investigations/2021/10/31/bradford-bypass-ford-government-secrecy.html>

<https://www.nationalobserver.com/2021/06/03/news/two-ontario-communities-shy-away-supporting-bradford-bypass>

<https://www.thestar.com/local-georgina/news/2021/08/16/what-s-the-bradford-bypass-and-why-should-georgina-residents-care.html>

<https://www.bradfordtoday.ca/local-news/environmentalists-protest-bradford-bypass-outside-mulroneys-office-13-photos-4755275>

<https://thepointer.com/article/2021-11-13/will-doug-ford-s-highway-gift-to-developers-cost-him-a-majority-government>

Town of Whitby
575 Rossland Road East,
Whitby, ON L1N 2M8
905.430.4300
whitby.ca



December 6, 2021

Via Email:

Honourable Doug Ford
Premier of Ontario
premier@ontario.ca

Honourable Caroline Mulroney
Ministry of Transportation
caroline.mulroney@pc.ola.org

Re: Request for Provincial Legislation Related to Excessive Vehicle Noise

Please be advised that at a meeting held on November 29, 2021, the Council of the Town of Whitby adopted the following as Resolution # 314-21:


Whereas according to section 75 of the Highway Traffic Act (HTA), every motor vehicle shall be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise and excessive smoke, and no person shall use a muffler cut-out, straight exhaust, gutted muffler, Hollywood muffler, by-pass or similar device upon a motor vehicle; and,

Whereas the act of modifying the exhaust system of a motor vehicle is not currently an offence under the HTA, and as a result muffler and auto-body shops continue to provide such services to individuals who choose to modify their vehicles which could negatively impact the safety of the vehicle; and,

Whereas Durham Regional Police Service has been actively laying charges pursuant to section 75 of the HTA against motor vehicle operators whose vehicles make excessive or unusual noise or produce excessive smoke from muffler systems that have been modified; and,

Whereas Council continues to receive negative feedback about an increase in noise due to modified vehicles on Regional and local roads; and,

Whereas on October 28, 2019, the Province of Ontario introduced Bill 132, Better for People, Smarter for Business Act, 2019 which in part sought to amend the HTA to include a new section 75.1 that will make it an offence to tamper with motor vehicles by (a) removing, bypassing, defeating or rendering inoperative all or part of a motor vehicle's emission control system or (b) modifying a motor or

 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 07, 2021 11:18 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

motor vehicle in any way that results in increased emissions from the level to which it was originally designed or certified by the manufacturer of the motor or motor vehicle, as well as prohibit the sale of tampering devices that can create excessive noise or smoke on our streets and in our neighbourhoods; and,

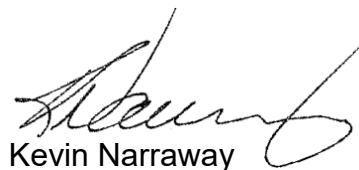
Whereas Bill 132 received Royal Assent on December 10, 2019, however, the Lieutenant Governor has not yet proclaimed section 75.1 of the HTA; and,

Whereas the City of Mississauga, Region of Peel, City of Oshawa and Town of Ajax have already passed motions calling on the Province of Ontario to immediately proclaim and bring into force section 75.1 of the HTA.

Now therefore be it resolved that:

1. That Council urge the Province of Ontario to work with the Lieutenant Governor to expedite the proclamation of section 75.1 of the Highway Traffic Act (Better for People, Smarter for Business Act, 2019, S.O. 2019, c. 14, Sched. 16, s. 11);
2. That the Ministry of Transportation be requested to set a maximum decibel count for exhaust systems to ensure that exhaust systems with the capability of exceeding 80 decibels will not be available for sale and will not be permitted in the Province of Ontario, and consider reviewing and increasing associated penalties for noncompliance;
3. The Province of Ontario be requested to provide funding for police services in Ontario to be equipped with approved decibel monitor devices to aid in effective enforcement efforts; and,
4. That a copy of this motion be sent to the Hon. Caroline Mulroney, Minister of Transportation, Lorne Coe, MPP Whitby, all Durham Region Members of Provincial Parliament, the Region of Durham, all Durham Region municipalities, Durham Regional Police Service, and the Ontario Provincial Police

Should you require further information, please do not hesitate to contact Enforcement Services at 905-430-4345.




Kevin Narraway
Manager of Legislative Services/Deputy Clerk

Copy: C. Harris, Town Clerk - harrisc@whitby.ca
[A](#) Gratton, Manager of Enforcement Services - grattona@whitby.ca

Lindsey Park, MPP, Durham - lindsey.park@pc.ola.org
Lorne Coe, MPP, Whitby - lorne.coe@pc.ola.org
Peter Bethlenfalvy, MPP, Pickering-Uxbridge - peter.bethlenfalvy@pc.ola.org

Jennifer French, MPP, Oshawa - jfrench-co@ndp.on.ca
Rod Phillips, MPP, Ajax - rod.phillips@pc.ola.org
Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock - laurie.scott@pc.ola.org
Ralph Walton, Regional Clerk, Region of Durham - clerks@durham.ca
N. Cooper, Director of Legislative and Information Services, Town of Ajax - clerks@ajax.ca
F. Lamanna, Clerk/Deputy CAO, Township of Brock - fernando.lamanna@brock.ca
J. Gallagher, Municipal Clerk, Municipality of Clarington - clerks@clarington.net
M. Medeiros, City Clerk, City of Oshawa - clerks@oshawa.ca
S. Cassel, City Clerk, City of Pickering - clerks@pickering.ca
B. Jamieson, Director of Corporate Services/Municipal Clerk, Township of Scugog - bjamieson@scugog.ca
D. Leroux, Clerk, Township of Uxbridge – dleroux@uxbidge.ca
Durham Regional Police Service - Director of Corporate Communications - 8975@drps.ca
Ontario Provincial Police General Headquarters, Lincoln M. Alexander Building, 777 Memorial Avenue, Orillia, ON L3V 7V3



 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 09, 2021 10:15 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

December 8, 2021

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

Sent via email to: premier@ontario.ca

Dear Premier:

Re: Correspondence received from the Region of Durham regarding Bus Stop Dead End Roads

At the last regular General Purpose and Administration Committee meeting of the Council of the Township of Scugog held December 6, 2021, Council received and endorsed correspondence from the Region of Durham dated November 24, 2021 with respect to Bus Stop Dead End Roads. Attached please find a copy of the Region of Durham's correspondence dated November 24, 2021.

Please be advised that Committee approved the following recommendation:

"THAT correspondence received from the Region of Durham regarding Bus Stop Dead End Roads, be endorsed."

Please note that all recommendations made by the Committee are subject to ratification at the next Council meeting of the Township of Scugog, scheduled to take place on December 20, 2021.

Should you have any concerns, please do not hesitate to contact Carol Coleman, Director of Public Works and Infrastructure at 905-985-7346 ext. 149.

Yours truly,



Becky Jamieson
 Director of Corporate Services/Municipal Clerk

Attachments: News Story Overview Safer Ontario Busing for Dead End Road Kids
 Municipal Support Letters in response to Township of Scugog Dead-End Road Resolution
 Region of Durham's correspondence dated November 24, 2021

cc: Carol Coleman, Director of Public Works and Infrastructure
Ralph Walton, Regional Clerk/Director of Legislative Services, Region of Durham
The Honourable Stephen Lecce, Minister of Education
The Honourable Caroline Mulroney, Minister of Transportation
Nadiya Viyiv, Durham Student Transportation Services
Durham Catholic District School Board
Durham District School Board
Kawartha Pine Ridge District School Board
Peterborough, Victoria, Northumberland and Clarington Catholic District School
Board
Conseil Scolaire Catholique MonAvenir
Conseil Scolaire Viamonde
Rod Phillips, MPP Ajax
Lindsey Park, MPP Durham
Laurie Scott, MPP Haliburton/Kawartha Lakes/Brock
David Piccini, MPP Northumberland/Peterborough South
Jennifer French, MPP Oshawa
Peter Bethlenfalvy, MPP Pickering/Uxbridge
Lorne Coe, MPP Whitby
All Ontario Municipalities
Rural Ontario Municipal Association (ROMA)
Ontario Good Roads Association (OGRA)
Association of Municipalities of Ontario (AMO)
S. Siopis, Durham Region, Commissioner of Works



November 24, 2021

The Honourable Doug Ford
Premier of Ontario
Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Dear Premier Ford:

RE: Bus Stop Dead End Roads, Our File: T02

Council of the Region of Durham, at its meeting held on November 24, 2021, adopted the following resolution:

“Whereas Dead-End Road delegations have been received from parents in attached correspondence, website www.durhamdeadendroadkids.ca and video www.youtube.com/watch?v=_pCVNLsUKk&t=18s noting approximately 386 Durham Region kids and families remain in crisis walking kilometres daily to wait on highspeed roadway shoulders with winter dark coming;

And whereas the Ontario Ministry of Transportation has responded and now amended their Policy to allow and provide guidelines for reversing a school bus on a dead end road <https://www.ontario.ca/document/official-ministry-transportation-mto-bus-handbook/special-safety-precautions-school-bus-drivers> which is in keeping with the previous historic practice of using smaller buses, doing 3-point turns and using a spotter in rural areas;

And whereas to date 10 municipalities across Ontario have passed a resolution endorsing Scugog's bus stops on dead end roads Resolutions CR-2021-086 (April 26, 2021) and CR-2021-175 (June 28, 2021), given family safety challenges exist on dead-end roads throughout the province;

And whereas Report PWIS-2021-022, Williams Point Road and Beacock Road School Bus Turnarounds, be received noting municipal cost for construction of school bus turnarounds is prohibitive with 178 dead end roads now not accessed by Durham District School Board alone not including hundreds of roads around province, and any funds invested in turnarounds would not be consistent with asset management priorities promoted by the Province of Ontario;

The Regional
Municipality
of Durham

Corporate Services
Department
Legislative Services

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

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

durham.ca

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

And whereas to date Durham Student Transportation Services have not re-considered the previous motions or adjusted their policies, citing Ontario Ministry of Transportation policy changes are “guidelines” only, <https://www.durhamregion.com/news-story/10445254-mto-tweaks-unlikely-to-reverse-scugog-route-changes-dsts/> are not “direction to school boards” <https://www.durhamregion.com/news-story/10445254-mto-tweaks-unlikely-to-reverse-scugog-route-changes-dsts/> , maintaining far-distanced highspeed roadside common stops are safer;

Now therefore be it resolved:

That Council request the Ministry of Education and the Province of Ontario to amend policies requiring Student Transportation Services and School Boards around the Province work with parents to facilitate the use of smaller buses, spotters, and 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on municipal roads; and

That a copy of this motion and the staff report from the Township of Scugog be forwarded to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham Student Transportation Services, all school boards serving Durham Region, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).”

Please find enclosed a copy of Report #PWIS-2021-022, from the Township of Scugog, for your information.

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/ks

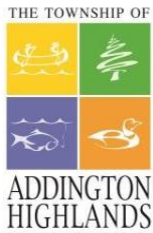
Attachment

c: The Honourable Stephen Lecce, Minister of Education
The Honourable Caroline Mulroney, Minister of Transport
Nadiya Viyiv, Durham Student Transportation Services

Durham Catholic District School Board
Durham District School Board
Kawartha Pine Ridge District School Board
Peterborough, Victoria, Northumberland and Clarington Catholic
District School Board
Conseil Scolaire Catholique MonAvenir
Conseil Scolaire Viamonde
Rod Phillips, MPP (Ajax)
Lindsey Park, MPP (Durham)
Laurie Scott, MPP (Haliburton/Kawartha Lakes/Brock)
David Piccini, MPP (Northumberland/Peterborough South)
Jennifer French, MPP (Oshawa)
Peter Bethlenfalvy, MPP (Pickering/Uxbridge)
Lorne Coe, MPP (Whitby)
All Ontario Municipalities
Rural Ontario Municipal Association (ROMA)
Ontario Good Roads Association (OGRA)
Association of Municipalities of Ontario (AMO)
S. Siopis, Commissioner of Works

Letters of Support to the Township of Scugog's Dead-End Road Resolution

1. [Township of Addington Highlands](#)
2. [Township of Armour](#)
3. [Township of Brock](#)
4. [Municipality of Calvin](#)
5. [Township of Casey](#)
6. [Municipality of Dutton Dunwich](#)
7. [Township of Harley](#)
8. [Township of Kerns](#)
9. [Loyalist Township](#)
10. [Municipality of Southwest-Middlesex](#)
11. [Township of Uxbridge](#) has also advocated on this matter.



Township of Addington Highlands

[BACK TO TOP](#)

May 10, 2021

The Township of Scugog 181
Perry St.
P.O. Box 780
Port Perry, ON L9L 1A7
e-mailed to: kcox@scugog.ca

Re: Bus Stops on Dead End Roads

To Whom It May Concern,

Please be advised that at their May 4th, 2021 meeting, the Council of the Corporation of the Township of Addington Highlands resolved to endorse your municipality's resolution requesting that changes be made to current policies and practices related to bus stops on dead end roads.

I trust you will find this letter of support satisfactory.

Sincerely,

Christine Reed

Christine Reed
CAO/Clerk-Treasurer

cc. The Honourable Doug Ford, Premier – premier@ontario.ca
The Honourable Stephen Lecce, Minister of Education – minister.edu@ontario.ca
The Honourable Caroline Mulroney, Minister of Transportation – minister.mto@ontario.ca
Daryl Kramp, MPP Hastings-Lennox and Addington – daryl.kramp@pc.ola.org



DISTRICT OF PARRY SOUND

56 ONTARIO STREET
PO BOX 533
BURK'S FALLS, ON
POA 1C0

(705) 382-3332

(705) 382-2954

Fax: (705) 382-2068

Email: info@armourtownship.ca

Website: www.armourtownship.ca



May 12, 2021

Township of Scugog

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

Re: Support Resolution

At its meeting held on May 11, 2021, the Township of Armour passed Resolution #11 approving the request from the Township of Scugog.

A copy of Council's Resolution #11 dated May 11, 2021 is attached for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to be "Danika Hammond". The signature is fluid and cursive, with a large loop at the end.

Danika Hammond
Administrative Assistant
(Enclosed)



CORPORATION OF THE TOWNSHIP OF ARMOUR

RESOLUTION

Date: May 11, 2021

Motion # 11

That the Council of the Township of Armour supports the Township of Scugog in requesting that the Province make dead end roads safer for students being bused by legislating the following:

- Exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect when not possible;
• Exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance when not possible;
• "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to Student Transportation Services moving a common stop to a main roadway;
• That Student Transportation Services be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula which does not negatively impact Student Transportation Services funding statistics;
• That Kid "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be a Student Transportation Services factor to receive funding;
• That the Province provide a "Parent Portal" for ongoing busing feedback of their Student Transportation Services, so families and kids can review/provide comments, especially during Ministry Student Transportation Services reviews and revisions to funding; and
• That the Province have GPS tracking software to notify parents when children are picked up/dropped off.

Moved by: Blakelock, Rod [] Brandt, Jerry [x] MacPhail, Bob [] Ward, Rod [] Whitwell, Wendy []
Seconded by: Blakelock, Rod [x] Brandt, Jerry [] MacPhail, Bob [] Ward, Rod [] Whitwell, Wendy []

Carried (circled)
Defeated
[Signature]

Declaration of Pecuniary Interest by:

Recorded vote requested by:

Table with 2 columns: Recorded Vote, For, Opposed. Rows include Blakelock, Rod; Brandt, Jerry; MacPhail, Bob; Ward, Rod; Whitwell, Wendy.



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

[BACK TO TOP](#)

May 19, 2021

Premier Doug Ford
Queen's Park,
Toronto, ON M7A
1A1

Sent via email: doug.fordco@pc.ola.org

Dear Honourable Sir:

Re: Durham Dead-End Road Kids

Please be advised that the Committee of the Whole of the Township of Brock received a delegation at their meeting held on May 10, 2021 and adopted the following resolution:

Resolution Number 05-6

MOVED by Lynn Campbell

That Dead-End Road delegations be received from parents, video, site www.durhamdeadendroadkids.ca and attached correspondence and;

Whereas Dead-End Road Kids (cul-de-sacs, private roads) busing is being moved from longtime residential pick ups; percentages of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3point turns, or back ups; kids are expected to walk 1-2 km twice daily (caregivers 4x) in the morning dark or narrow road shoulders, and with no "bus stop ahead" warning signage;

Whereas parents report employment/housing is at risk as they must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities are not helped (eg. double amputee who needs bus stop moved 160 ft and parents were told it's their "responsibility to get kids to bus safely");

Whereas parents are being told busing policy is schoolboard's, but schoolboard say its STS, who say it is the Governance Committee of Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer the policy"; and trustee, governance say cannot change policies, so parents appealing to police, press and Councils

with respect to the dangers; and that an oncoming car killed 12 year old Cormac and injured his sister while waiting at a newly relocated bus stop at the base of a hill, and;

Whereas STS have advised road improvements are the responsibility of municipalities, yet municipalities do not own the needed land, nor have millions of dollars to create 77m bus turnarounds, and;

Whereas Ontario Transportation Funding is \$1 billion: Jan 27/20 Ministry said they'd improve student transportation, review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing "Student Transportation Advisory Group" to hear STS sector expertise experience, and ideas;

Now Therefore Be it Resolved that the Corporation of the Township of Brock requests;

1. Exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; and when not possible,
2. Exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; and when not possible,
3. "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stops to main roadway and,
4. STS be comprised of solutions like mini-buses, vans, taxis or public transit worked into funding formulas so that it does not negatively impact STS funding stats; and,
5. Kid Key Performance Indicator (KPI) be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive problem solving for kids & parents' busing concerns, and that this be an STS factor to receive funding; and,
6. That the Province provide a "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding; and,
7. That the Province have GPS tracking software to notify parents when children picked up/dropped off, and;

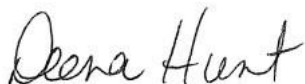
That this Motion be distributed to Premier Doug Ford; Honourable Stephen Lecce, Minister of Education; Honourable Caroline Mulroney, Minister of Transportation; Durham MPP Lindsey Park; Haliburton-Kawartha Lakes-Brock MPP Laurie Scott; all Durham MPP's; Durham Region; all Ontario Municipalities; Rural Ontario Municipal Association (ROMA); Ontario Good Roads Association (OGRA); and Association of Municipalities of Ontario (AMO)

MOTION CARRIED

Should you have any concerns please do not hesitate to contact the Clerk's Department, clerks@brock.ca.

Yours truly,

THE TOWNSHIP OF BROCK



Deena Hunt, Deputy Clerk



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

DH:ss

cc. The Honourable Stephen Lecce, Minister of Education, Ontario –
stephen.lecce@pc.ola.org
The Honourable Caroline Mulroney, Minister of Transportation –
caroline.mulroney@pc.ola.org
Lindsey Park, MPP, Durham – lindsey.park@pc.ola.org
The Honourable Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock -
laurie.scottco@pc.ola.org
All Durham MPP'S
Ralph Walton, Regional Clerk, Durham Region – clerks@durham.ca All
Ontario Municipalities
Rural Ontario Municipal Association – roma@roma.on.ca
Ontario Good Roads Association - thomas@ogra.org
Association of Municipalities of Ontario – amopresident@amo.on.ca

CORPORATION OF THE MUNICIPALITY OF CALVIN

Resolution

DATE: May 25, 2021 NO. 2021-137

MOVED BY Christine Shippam

SECONDED BY Sandy Cross

“That Dead-End Road delegations be received from parents, video, site www.durhamdeadendroadkids.ca and attached correspondence and;

Whereas Dead-End Road Kids (cul-de-sacs, private roads) busing is being moved from long-time residential pick-ups; percentages of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn’t access private roads, do 3-point turns, or backups; kids are expected to walk 1-2 km twice daily (caregivers 4x) in the morning dark or narrow road shoulders, and with no “bus stop ahead” warning signage;

Whereas parents report employment/housing is at risk as they must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities are not helped (e.g. double amputee who needs bus stop moved 160 ft. and parents were told it’s their “responsibility to get kids to bus safely”);

Whereas parents are being told busing policy is schoolboard’s, but schoolboard say its STS, who say it is the Governance Committee of Ministry of Transportation, but Ministry of Education say it’s “transportation consortia who administer the policy”; and trustee, governance say cannot change policies, so parents appealing to police, press and Councils with respect to the dangers; and that an oncoming car killed 12 year old Cormac and injured his sister while waiting at a newly relocated bus stop at the base of a hill, and;

Whereas STS have advised road improvements are the responsibility of municipalities, yet municipalities do not own the needed land, nor have millions of dollars to create 77m bus turnarounds, and;

Whereas Ontario Transportation Funding is \$1 billion: Jan 27/20 Ministry said they’d improve student transportation, review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing “Student Transportation Advisory Group” to hear STS sector expertise experience, and ideas;

Now Therefore Be it Resolved that the Corporation of the Municipality of Calvin requests;

1. Exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; and when not possible,
2. Exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; and when not possible,

3. "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stops to main roadway and,
4. STS be comprised of solutions like mini-buses, vans, taxis or public transit worked into funding formulas so that it does not negatively impact STS funding stats; and,
5. Kid Key Performance Indicator (KPI) be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive problem solving for kids & parents' busing concerns, and that this be an STS factor to receive funding; and,
6. That the Province provide a "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding; and,
7. That the Province have GPS tracking software to notify parents when children picked up/dropped off, and;

That this Motion be distributed to Premier Doug Ford; Honourable Stephen Lecce, Minister of Education; Honourable Caroline Mulroney, Minister of Transportation; Honourable Vic Fedeli, MPP; Honourable Anthony Rota, MP; all Ontario Municipalities; Rural Ontario Municipal Association (ROMA); Ontario Good Roads Association (OGRA); and Association of Municipalities of Ontario (AMO).



CARRIED _____

DIVISION VOTE

<u>NAME OF MEMBER OF COUNCIL</u>	<u>YEA</u>	<u>NAY</u>
Coun Cross	<u> X </u>	<u> </u>
Coun Maxwell	<u> X </u>	<u> </u>
Coun Olmstead	<u> X </u>	<u> </u>
Coun Shippam	<u> X </u>	<u> </u>
Mayor Pennell	<u> X </u>	<u> </u>



Office of the Clerk-Treasurer
Township of Casey
903303 Hanbury Rd
New Liskeard ON P0J 1P0
Tel: 705-647-5439 Fax: 705-647-6373
Email: admin@casey.ca

May 14th, 2021

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

Fax: 905-985-9914

Your correspondence dated April 28th, 2021 was received by Casey Township Council at their meeting of May 12th, 2021 and the following resolution was passed:

Resolution No. 2021-075

That we, the Council of the Township of Casey do hereby support the Township of Scugog's resolution as follows:

That exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

That exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

That "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to Student Transportation Services (STS) moving common stop to main roadway;

That STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

That Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

That Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

That Province have GPS tracking software to notify parents when children picked up/dropped off, and

That this motion be distributed to the Township of Scugog.
"CARRIED"

Yours truly,

A handwritten signature in black ink, appearing to read "Jordan Kemp". The signature is written in a cursive style with a large, sweeping initial "J".

Jordan Kemp
Clerk-Treasurer
Township of Casey

JMK/lp



COUNCIL RESOLUTION



Res: 2021.13. 36

Wednesday, July 14, 2021

Moved by: ___Drouillard_____

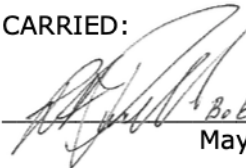
Seconded by: ___Corneil_____

THAT the Council of the Municipality of Dutton Dunwich supports the resolution of the Township of Scugog calling on the Province of Ontario to consider policies to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on municipal roads; and

THAT a copy of this resolution be forwarded to Jeff Yurek, MPP, Karen Vecchio, MP and the Township of Scugog.

Recorded Vote	Yeas	Nays
P. Corneil	_x_	___
A. Drouillard	_x_	___
K. Loveland	_x_	___
M. Hentz	_x_	___
B. Purcell – Mayor	_x_	___

CARRIED:



Bob
Mayor

DEFEATED:

Mayor

[BACK TO TOP](#)

CORPORATION OF THE
TOWNSHIP OF HARLEY

903303 Hanbury Rd.
New Liskeard, ON POJ 1P0
tel: 705-647-5439 fax: 705-647-6373

May 12th, 2021

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

Fax: 905-985-9914

Your correspondence dated April 28th, 2021 was received by Harley Township Council at their meeting of May 11th, 2021 and the following resolution was passed:

Resolution No. 2021-083

That we, the Council of the Township of Harley do hereby support the Township of Scugog's resolution as follows:

That exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

That exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

That "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to Student Transportation Services (STS) moving common stop to main roadway;

That STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

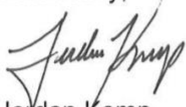
That Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

That Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

That Province have GPS tracking software to notify parents when children picked up/dropped off, and

That this motion be distributed to the Township of Scugog.
"CARRIED"

Yours truly,

A handwritten signature in black ink, appearing to read "Jordan Kemp". The signature is written in a cursive style with a large initial "J".

Jordan Kemp
Clerk-Treasurer
Township of Harley

JMK/lp



CORPORATION OF THE
TOWNSHIP OF KERNS

R.R.#2, 903303 Hanbury Rd.
New Liskeard, ON POJ 1P0
tel: 705-647-5439 fax: 705-647-6373



May 5th, 2021

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

Fax: 905-985-9914

Your correspondence dated April 28th, 2021 was received by Kerns Township Council at their meeting of May 4th, 2021 and the following resolution was passed:

Resolution No. 2021-075

That we, the Council of the Township of Kerns do hereby support the Township of Scugog's resolution as follows:

That exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

That exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

That "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to Student Transportation Services (STS) moving common stop to main roadway;

That STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

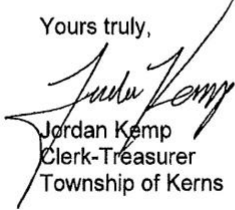
That Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

That Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

That Province have GPS tracking software to notify parents when children picked up/dropped off, and

That this motion be distributed to the Township of Scugog.
"CARRIED"

Yours truly,



Jordan Kemp
Clerk-Treasurer
Township of Kerns

JMK/lp



July 15, 2021

[BACK TO TOP](#)

Via email only

Honorable Doug Ford, Premier of Ontario
Honorable Stephen Lecce, Minister of Education
Honorable Caroline Mulroney, Minister of Transport

Re: School Bus Turnarounds

Please be advised that Council of Loyalist Township, at its meeting held on Monday, June 12, 2021 passed the following resolution:

Resolution - #2021.51.19.

“That the correspondence received from Township of Scugog re: School Bus Turnarounds”, be received and supported.

Should you have any questions, please do not hesitate to contact this office.

Regards,

Cindy

Cindy Handley
Administrative Assistant, Corporate Services
Loyalist Township
Box 70, 263 Main Street
Odessa, ON K0H 2H0 613-386-7351
Ext: 107 chandley@loyalist.ca
www.loyalist.ca

cc: Becky Jamieson, Director of Corporate Services/Municipal Clerk
Association of Municipalities of Ontario (AMO)
Derek Sloan, MP, Hastings – Lennox and Addington
Daryl Kramp, MPP, Hastings – Lennox and Addington



Municipality of Southwest Middlesex

#2021-130

Moved by Councillor McGill

Seconded by Councillor Cowell

THAT the resolution from the Township of Scugog regarding Bus Stops on Dead End Roads be supported and endorsed by the Council of Southwest Middlesex.

At the last regular Council meeting of the Township of Scugog held April 26, 2021, the above captioned matter was discussed and I wish to advise that the following resolution was passed:

That Dead-End Road delegations be received: from parents, video, site www.durhamdeadendroadkids.ca and attached correspondence and;

Whereas Dead-End Road kids (cul-de-sacs, private roads) busing being moved from long-time residential to highspeed (some 80km) common stop pickups; percentage of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point-turns, or back up; kids expected to walk 1-2km twice daily (caregivers 4x) in morning dark, on narrow road shoulders, with no "bus stop ahead" warning signage;

Whereas Parents report employment/housing at risk. Must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities not helped like double amputee who needs stop moved 160ft; parents told it's their "responsibility to get kids to bus safely";

Whereas Parents being told busing policy is schoolboard's, but they say it's STS's, who say it's Governance Committee or Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer policy"; and trustee, governance say cannot change policies, so parents appealing to police, press, & councils re dangers then; oncoming car killed 12-yr-old Cormac and injured sister while waiting at newly relocated bus stop at the base of a hill;

Whereas STS have advised road improvements are responsibility of municipalities, yet municipalities don't own needed land, nor have \$ millions to create 77m bus turnarounds, meanwhile;

Whereas Ontario Transportation Funding is \$1 billion; Jan 27/20 Ministry said they'd improve student transportation, review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing "Student Transportation Advisory Group" to hear STS sector expertise, experience and ideas;

Now therefore be it resolved that the Municipality of Scugog requests:

THAT exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

THAT exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

THAT "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stop to main roadway;
THAT STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;
THAT Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;
THAT Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;
THAT Province have GPS tracking software to notify parents when children picked up/dropped off, and
THAT this motion be distributed to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham MPP Lindsey Park, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, Durham Region, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).

Municipality of Southwest Middlesex Resolution #2021-130

Carried


Deputy Clerk June 1, 2021



DURHAM DEADEND ROAD KIDS:

Will YOU Help Parents give Safer Dead End Road Bus Stops, Keeping Kids Off Highways?

- Durham District School Board (DDSB) says "[DSTS Transportation Policy governs all transportation for the Board.](#)"
- But Durham Student Transportation Service (DSTS) policy says "[A Governance Committee comprised of Trustee and Senior Administration representatives from each Board oversee the activities of the DSTS consortium.](#)"
- Chair of Governance Committee (Scugog Trustee) emailed, "can't change decisions made by DSTS CAO".
- Then DDSB advised they're enacting Ministry of Transportation Policies.
- But when **MTO changed policy to allow buses to back up/do 3 point turns on dead end roads**, DSTS CAO says, these are "guidelines" and "not direction to school boards".
- So parents like Grandfather of 4-Year-Old whose bus stop moved from dead end road to intersection of 80km highway get DSTS letter stating, "[As noted in the DSTS Transportation Policy, the decision of the Governance Committee is final and not subject to further consideration... no further action will be taken on this matter...](#)"
- Scugog Ward 4 Councillor Deborah Kiezebrink & Regional Councillor Wilma Wotten agree, "[It's buck passing... We've been going around in circles.](#)"
- Scugog Mayor Bobbie Drew: "[I'm very disappointed because \(DSTS\) is putting kids in a dangerous situation... the stops they want the kids to go to are not safe](#)".
 - Durham Dead End Road Kids' Website: <https://durhamdeadendroadkids.ca/>
 - Families Tell Story in Video: <https://www.youtube.com/watch?v=pCVNLsUKk>

Ontario Municipalities Endorsing Scugog's Motion: <https://durhamdeadendroadkids.ca/municipal-endorsements>

- | | |
|---|---|
| 1. Township of Addington Highlands | 2. Township of Armour |
| 3. Township of Brock | 4. Municipality of Calvin |
| 5. Township of Casey | 6. Municipality of Dutton Dunwich |
| 7. Township of Harley | 8. Township of Kerns |
| 9. Loyalist Township | 10. Municipality of Southwest-Middlesex |
| 11. Uxbridge also advocating on matter. | |

WEBSITE LINKS TO NEWS STORIES:

'Ticking time-bomb': Dead-End road bus policy sparks safety concerns Sept. 8/21

<https://www.therecord.com/local-oshawa/news/2021/09/08/ticking-time-bomb-dead-end-road-bus-policy-sparks-safety-concerns.html>

MTO tweaks unlikely to reverse Scugog route changes: DSTS Aug 5/21

<https://www.durhamregion.com/news-story/10445254-mto-tweaks-unlikely-to-reverse-scugog-route-changes-dsts/>

No bus stops on Dead-End roads a matter of safety: DSTS. New guidelines from MTO won't change affected stops July 27/21

https://www.thestar.com/local-oshawa/news/2021/07/27/no-bus-stops-on-dead-end-roads-a-matter-of-safety-dsts.html?itm_source=parsely-api
<https://www.durhamregion.com/news-story/10442560-no-bus-stops-on-dead-end-roads-a-matter-of-safety-dsts/>

Child hit by car at new bus stop bottom of hill still in hospital: "Shea has now spent two hundred twelve days in the hospital...She has overcome many broken bones and is recovering from serious neuro-trauma (brain) injuries." Jul 3/21

https://www.gofundme.com/f/support-the-kerin-family?fbclid=IwAR0gBO1KqpyjGYh8UG73Sz37m_UOPUo1-cleHb8xzdyYGevMFXdgufYgHmA

"This could easily come back and bite us here in Brock": Brock councillors call for change to school bus transportation policy May 20/21

<https://www.toronto.com/news-story/10392322--this-could-easily-come-back-and-bite-us-here-in-brock/>

"This is unacceptable situation": Scugog calls for bus policy change May 13/21

<https://www.niagarafallsreview.ca/local-port-pery/news/2021/05/13/this-is-an-unacceptable-situation-scugog-calls-for-bus-policy-change.html>

Scugog wants help with championing Dead End road kids May 6/21

<https://www.niagarafallsreview.ca/local-port-perry/news/2021/05/13/this-is-an-unacceptable-situation-scugog-calls-for-bus-policy-change.html>

Horrific Collision Kills 12-Year-Old Child – His 10-Year-Old Sister Airlifted to Toronto Hospital (bus stop moved from side street to main road base of hill) Dec 2/20

<https://todaysnorthumberland.ca/2020/12/02/horrific-collision-kills-12-year-old-child-his-10-year-old-sister-airlifted-to-toronto-hospital/>

Twenty years after Adam Ranger’s death, family still fighting dangerous drivers: 5-year-old Adam Ranger was killed by a truck that ignored a school bus’ flashing lights Feb 11/20

<https://www.cbc.ca/news/canada/sudbury/adam-ranger-reflections-1.5458486>

“The worst nightmare of your life”: 20 years later Ranger’s legacy lives on Feb 11/20

<https://northernontario.ctvnews.ca/the-worst-nightmare-of-your-life-20-years-later-adam-ranger-s-legacy-lives-on-1.4807473?cache=yes%3FclipId%3D89926>

Canadian School Board (DSTS) Refuses to Move A Bus Stop 160 Feet To Accommodate A Disabled Student Jan 30/20

<https://www.inquisitr.com/5864228/canada-school-bus-stop-disabled-boy/>

School Board (DSTS) Refuses to move bus stop 50 metres to accommodate double amputee student Jan 29/20

<https://toronto.ctvnews.ca/school-board-refuses-to-move-bus-stop-50-metres-to-accommodate-double-amputee-student-1.4789657>

Video: transport blows by stopped school bus on Highway 11 Dec 20/19

<https://www.baytoday.ca/local-news/video-transport-blows-by-stopped-school-bus-on-highway-11-1976725>

Parents seek solution to dangerous Lake of Bays school bus stop: Parent tells council his daughter has had “10 opportunities to be killed” in past year getting off bus on Highway 60 (bus stop moved from Dead End road) Dec 19/19

<https://www.muskokaregion.com/news-story/9780804-parents-seek-solution-to-dangerous-lake-of-bays-school-bus-stop/>

Concerned Peterborough County mom happy “dangerous’ bus stop moved (back to Dead End road from highway) May 11, 2019

<https://www.thepeterboroughexaminer.com/news/peterborough-region/2019/12/01/concerned-peterborough-county-mom-happy-dangerous-bus-stop-moved.html>

Tractor trailer driver charged with careless driving following accident involving school bus (At least 25 children were inside bus when hit on highway, 22 Caesarea children still on highway) Sep 19/18

<https://thereview.ca/2018/09/19/all-children-reported-to-be-safe-following-accident-involving-school-bus/>

It’s official: BC bus stop “wins” award for being worst in North America (dangerous bus stop conditions same for Durham children) Sep 14/18

<https://dailyhive.com/vancouver/vancouver-bus-stop-worst-north-america-2018>

EXCLUSIVE: Durham Region mother pulls daughter out of school to fight “unsafe” bus stop location (moved from Dead End road) Mar 16/18

<https://globalnews.ca/news/4088287/exclusive-durham-region-mother-pulls-daughter-out-of-school-to-fight-unsafe-bus-stop-location/>

Appeal to Durham Transportation in Focus Magazine: Mother Viktoria begs DSTS to pick up kids as bus drives by house instead of 40-minute walk 4 times a day Jan Issue/ 17

<https://durhamdeadendroadkids.ca/dsts-letters-to-parents>

Parents maintain Kawartha Lakes school bus stop is unsafe: Video shot by father shows one vehicle almost not stop for school bus picking up his children on Little Britain Road Jan 19/16

<https://www.youtube.com/watch?v=egjgMMgGntk>

Parents make Video to show Trillium Lakelands District School Board new dangerous bus stop on S-Bend Highway where daughter nearly hit by car: police report filed Jan 8/16

<https://www.toronto.com/news-story/6238564-parents-maintain-kawartha-lakes-school-bus-stop-is-unsafe/>

Mother wins fight to move school bus stop closer to home: Halton District School Board settles case that landed at Ontario Human Rights Tribunal Oct 19/13

<https://www.cbc.ca/news/canada/toronto/mother-wins-fight-to-move-school-bus-stop-closer-to-home-1.2127015>

Young (Huntsville) family faces dangerous walk to bus stop (moved from private road) Oct 2/13


<https://www.toronto.com/news-story/4135525-young-family-faces-dangerous-walk-to-bus-stop/>

For More Information Contact:

Councillor Deborah Kiezebrink (Scugog Ward 4) dkiezebrink@scugog.ca OR Regional Councillor Wilma Wotten wwotten@scugog.ca

November 30, 2021

The Honourable Dominic LeBlanc
Minister of Intergovernmental Affairs, Infrastructure and Communities
180 Kent Street
Suite 1100
Ottawa, Ontario
K1P 0B6

 Corporate Services Department Legislative Services Division	
Date & Time Received:	December 07, 2021 9:15 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Sent via email to Dominic.LebLANC@parl.gc.ca

The Honourable David Piccini
Minister of Environment, Conservation and Parks
College Park 5th Floor, 777 Bay St.
Toronto, ON
M7A 2J3

Sent via email to david.piccini@pc.ola.org

Dear Ministers:

For your information and records, at its regular meeting held on November 16, 2021 the Council of the Town of East Gwillimbury enacted as follows:

WHEREAS the Holland Marsh Polder Phosphorus Recycling Facility is a proposed \$40-million capital project by York Region; and

WHEREAS the Facility will reduce phosphorous runoff into the Holland River and Lake Simcoe by up to 40% and thereby protect the Lake's watershed from algae growth, resulting in better protection for the region's aquatic habitats, increased ecosystem biodiversity and protection of drinking water sources; and

WHEREAS the federal government has announced funding of up to \$16 million for the Facility and York Region has identified funding of up to \$25 million as part of their broader Upper York Sewage Solutions Project; and

WHEREAS further to the June announcement and introduction of the York Region Wastewater Act by the Ontario Minister of the Environment, Conservation and Parks, which, if passed, would put on hold the Environmental Assessment application for the Upper York Sewage Solutions Project.

BE IT THEREFORE RESOLVED THAT the Town of East Gwillimbury respectfully request York Region, the Government of Canada and the Province of Ontario to work collaboratively to move the Holland Marsh Polder Phosphorous Recycling Facility forward notwithstanding the "paused" status of the broader Upper York Sewage Solutions Project, including undertaking an Environmental Assessment for the Phosphorous Reduction Facility commencing in 2021; and

THAT Council direct staff to forward a copy of this resolution to the federal Minister of Infrastructure and Communities; the provincial Minister of the Environment, Conservation and Parks; Lake Simcoe Region Conservation Authority including all MPPs, MPs and municipalities within the Lake Simcoe Watershed.

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

Yours truly,



Tara Lajevardi, Hon.B.A.
Municipal Clerk

cc: Lake Simcoe Region Conservation Authority - admin@lsrca.on.ca
Caroline Mulroney, MPP, York-Simcoe caroline.mulroneyco@pc.ola.org
Doug Downey, MPP, Barrie-Springwater-Oro-Medonte doug.downey@pc.ola.org
Andrea Khanjin, MPP, Barrie Innisfil andrea.khanjin@pc.ola.org
Jill Dunlop, MPP, Simcoe North jill.dunlop@pc.ola.org
Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock laurie.scott@pc.ola.org
Doug Shipley, MP, Barrie-Springwater-Oro-Medonte Doug.Shipley@parl.gc.ca
John Brassard, MP, Barrie Innisfil, john.brassard@parl.gc.ca
Scot Davidson, MP, York-Simcoe Scot.Davidson@parl.gc.ca
Adam Chambers, MP, Simcoe North adam.chambers@parl.gc.ca
Jamie Schmale, MP, Haliburton-Kawartha Lakes-Brock jamie.schmale@parl.gc.ca
Chippewas of Georgina Island - sylvia.mccue@georginaisland.com
Chippewas of Rama First Nation - evelynb@ramafirstnation.ca
Town of Aurora - clerks@aurora.ca
City of Barrie - wendy.cooke@barrie.ca

Town of Bradford West Gwillimbury - info@townofbwg.com
Township of Brock - Fernando.lamanna@brock.ca
Regional Municipality of Durham - clerks@durham.ca
Town of Georgina - info@georgina.ca
Town of Innisfil - clerksoffice@innisfil.ca
City of Kawartha Lakes - clerks@kawarthalakes.ca
Township of King - clerks@king.ca
Town of New Tecumseth - clerk@newtecumseth.ca
Town of Newmarket - clerks@newmarket.ca
City of Orillia - clerks@orillia.ca
Township of Oro-Medonte - yaubichon@oro-medonte.ca
Township of Ramara - ramara@ramara.ca
Township of Scugog - clerks@scugog.ca
County of Simcoe - clerks@simcoe.ca
Town of Whitchurch-Stouffville - clerks@townofws.ca
Township of Uxbridge - info@uxbridge.ca
Municipality of York - regional.clerk@york.ca

Town of East Gwillimbury

19000 Leslie Street, Sharon, Ontario L0G 1V0 | 905-478-4282 | Fax: 905-478-2808

www.eastgwillimbury.ca

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

Regional Municipality of Durham

MINUTES

DURHAM REGION ROUNDTABLE ON CLIMATE CHANGE

November 19, 2021

A regular meeting of the Durham Region Roundtable on Climate Change was held on Friday, November 19, 2021 in the Council Chambers, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 10:04 AM. In accordance with Provincial legislation, electronic participation was permitted for this meeting.

1. Roll Call

Present: D. Hoorweg, Citizen Member, Chair
E. Baxter-Trahair, CAO
P. Cohen, Youth Citizen Member attended the meeting at 10:07 AM
Councillor Crawford, Works Committee attended the meeting at 10:32 AM
C. Desbiens, Citizen Member
Regional Chair Henry
J. Kinniburgh, Citizen Member
Councillor Leahy, Finance & Administration Committee
C. Mee, Citizen Member
R. Plaza, Citizen Member
K. Senyk, Citizen Member
K. Shadwick, Citizen Member
J. Taylor, Citizen Member
M. Vroegh, Citizen Member, Vice-Chair
***all members of the committee participated electronically**

Absent: Councillor Chapman, Health and Social Services Committee
T. Hall, Citizen Member
Councillor Highet, Planning & Economic Development Committee
G. MacPherson, Citizen Member

Staff

Present: S. Austin, Director of Strategic Initiatives, Office of the CAO
R. Inacio, Systems Support Specialist, Corporate Services – IT
M. Kawalec, Climate Change Coordinator, Office of the CAO
I. McVey, Manager of Sustainability, Office of the CAO
J. Sochacki, Superintendent, Facilities Maintenance, Works Department
K. Smith, Committee Clerk, Corporate Services – Legislative Services
L. Fleury, Legislative Officer and Deputy Clerk Pro Tem, Corporate Services – Legislative Services

2. Declarations of Interest

There were no declarations of interest.

3. Adoption of Minutes

Moved by Councillor Leahy, Seconded by J. Kinniburgh,
That the minutes of the regular Durham Region Roundtable on
Climate Change meeting held on October 15, 2021, be adopted.
CARRIED

4. Delegations

There were no delegations.

5. Presentations

A) Ajax Green Development and Environmental Design Guidelines – Cameron Richardson, Supervisor of Environmental Sustainability & Climate Change

Cameron Richardson, Supervisor of Environmental Sustainability & Climate Change provided a PowerPoint presentation regarding Green Development and Environmental Design Guidelines (GDEDG) for the Town of Ajax. A copy of the Green Development and Environmental Design Guidelines (GDEDG) for the Town of Ajax was provided to the Committee before the meeting.

Highlights from the presentation included:

- Background
- Discussion
- GDEDG Steering Committee
- Phase 1
- Phase 2
- Draft GDEDG and Metrics
- Impact Categories
- Metrics
- Next Steps – Phase 2
- Next Steps – Phase 3
- Conclusions

C. Richardson responded to questions from the Committee regarding the proposed incentive design and financial incentive routine review of metrics; how public consultation will be promoted to provide input to the plan; how outreach for consultation will be targeted for youths; and suggestions to implementing a community outreach and engagement team.

B) Dan Hoornweg, Associate Dean and Professor, Faculty of Energy Systems and Nuclear Science, Ontario Tech University, and Ian McVey, Manager of Sustainability, re: Sustainability of the Great Lakes Region [Item 6. B)]

Dan Hoornweg, Associate Dean and Professor, Faculty of Energy Systems and Nuclear Science, Ontario Tech University, and Ian McVey, Manager of Sustainability provided a PowerPoint presentation regarding Sustainability of the Great Lakes Region.

Highlights from the presentation included:

- Global Trends (Climate Change Only One of Several)
- Policy Insights – Sustainable Great Lakes
 - Cumulative Stresses on the Great Lakes
 - Projected Geographical Shift of Human Temperature Niche
 - Bio-Physical Indicators, Great Lakes Region
 - Socio-Economic Indicators, Great Lakes Region
- Sustainability Assessment of Cities within the Great Lakes Region
- Sustainable Development Goals
- Toronto Region at a Fork in the Road
- Welcome to the Anthropocene
- Ontario's GHG Focus Needs to be Transportation
- Toronto (GGH), Canada Bio-Physical Indicators
- Toronto (GGH), Canada Socio-Economic Indicators
- Cities and Regions Now in a League of their Own

D. Hoornweg responded to questions from the Committee regarding the key factors that are deteriorating the great lakes; ways as a Region to obtain sustainable development goals through transportation, building code, and socio-economic factors; and the key indicators showing the great lakes are deteriorating.

The Committee thanked D. Hoornweg for his presentation and stated that the presentation was very valuable and to present it as many times as he can.

C) Ian McVey, Manager of Sustainability, Durham Region re: Climate and Sustainability Program Update

Ian McVey, Manager of Sustainability, provided a PowerPoint presentation regarding a Climate and Sustainability Program Update.

I. McVey provided updates on the following projects:

- Update items
- Corporate Climate Action: Background
- 2025 Carbon Reduction Forecast by Major Initiative(s) – DRAFT
- CCAP Identified: Short-term Corporate GHG Reduction Priorities

- Corporate Climate Action – Next Steps
- Durham Greener Homes Program (program formerly known as D-HESP)
- DCEP Implementation Governance – Context
- DCEP Implementation Governance Taskforce
- DCEP Implementation Governance
- Envision Durham
- Durham Flood Risk Assessment Initiatives
- Examples of Two Flood Risk Assessments
- Region-wide Flooding Website
- Towards a Durham Flood Resilience Strategy
- COP26 – Glasgow Climate Pact – Local Government Perspectives

I. McVey responded to questions from the Committee regarding whether lower density or higher density homes are being pushed by the building and development industry; whether there have been presentations on the greener homes program; key ways to reduce the carbon reduction forecast; and ways to reduce GHG emissions throughout the Region

I. McVey advised he would follow up on ways to reduce GHG emissions through a forum for public, private, or small businesses to come together to share and exchange best practices.

6. Items for Information and Discussion

A) COP26 Glasgow Summit – Discussion of Key Takeaways for Durham Region

A copy of the COP26 Glasgow Summit – Discussion of Key Takeaways for Durham Region was provided to the Committee members prior to the meeting and received.

B) Sustainable Great Lakes – A Regional Assessment of Sustainability in the Binational Great Lakes Megaregion

A copy of the Sustainable Great Lakes – A Regional Assessment of Sustainability in the Binational Great Lakes Megaregion was provided to the Committee members prior to the meeting and received.

C) Sink or Swim – Transforming Canada’s Economy for a Global Low-Carbon Future – Canadian Institute for Climate Choices

A copy of the Sink or Swim – Transforming Canada’s Economy for a Global Low-Carbon Future – Canadian Institute for Climate Choices was provided to the Committee members prior to the meeting and received.

D) The \$2 Trillion Transition – Canada’s Road to Net Zero – RBC Thought Leadership

A copy of the \$2 Trillion Transition – Canada’s Road to Net Zero – RBC Thought Leadership was provided to the Committee members prior to the meeting and received.

E) Ontario Power Generation – The Climate Challengers Podcast Series

A copy of the Ontario Power Generation – The Climate Challengers Podcast Series was provided to the Committee members prior to the meeting and received.

F) The Lancet Countdown on Health and Climate Change – Policy Brief for Canada

A copy of the Lancet Countdown on Health and Climate Change – Policy Brief for Canada was provided to the Committee members prior to the meeting and received.

G) Municipal Energy & Emissions Database (MEED)

A copy of the Municipal Energy & Emissions Database (MEED) was provided to the Committee members prior to the meeting and received.

H) New Green Tech Hub Announced: EaRTH District

A copy of the new Green Tech Hub: EaRTH District was provided to the Committee members prior to the meeting and received.

I) 2022 Durham Region Roundtable on Climate Change (DRRCC) Meeting Schedule

A copy of the 2022 Durham Region Roundtable on Climate Change (DRRCC) Meeting Schedule was provided to the Committee members prior to the meeting and received.

Discussion ensued regarding the frequency of meetings and whether to change to meeting bi-monthly or to meet more frequently. It was the consensus of the Committee to keep the monthly meeting schedule as presented.

Moved by J. Kinniburgh, Seconded by Councillor Crawford,
That the 2022 Durham Region Roundtable on Climate Change Committee (DRRCC) Meeting Schedule, as presented, be approved.

CARRIED

7. Correspondence

There were no communication items to be considered.

8. Other Business

There was no other business to be considered.

9. Date of Next Meeting

The next regular meeting of the Durham Region Roundtable on Climate Change will be held on Friday, January 21, 2022 starting at 10:00 AM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

10. Adjournment

Moved by C. Mee, Seconded by Regional Chair Henry,
That the meeting be adjourned.
CARRIED

The meeting adjourned at 11:57 AM.

D. Hoornweg, Chair, Durham Region
Roundtable on Climate Change

K. Smith, Committee Clerk

The Regional Municipality of Durham

Minutes

Energy From Waste – Waste Management Advisory Committee

Tuesday, November 23, 2021

A meeting of the Energy From Waste – Waste Management Advisory Committee was held on Tuesday, November 23, 2021 in Council Chambers, Regional Headquarters, 605 Rossland Road East, Whitby, at 7:00 PM. Electronic participation was permitted for this meeting.

1. Roll Call

Present: G. Gordon, Whitby, Chair
W. Basztyk, Brock
R. Fleming, Pickering
K. Meydam, Clarington
G. Rocoski, Oshawa
J. Vinson, Clarington

Absent: V. Daram, Ajax
S. Elhajjeh, Clarington
P. Haylock, Clarington, Vice-Chair

Non-Voting Members

Present: A. Burke, Senior Planner, Special Projects, Municipality of Clarington
Councillor Jones, Local Councillor, Municipality of Clarington
L. Kwan, Environmental Specialist, Covanta

Staff

Present: G. Anello, Director of Waste Management Services
R. Inacio, Systems Support Specialist – Information Technology
A. Porteous, Supervisor of Waste Services
N. Prasad, Assistant Secretary to Council, Corporate Services –
Legislative Services

2. Declarations of Interest

There were no declarations of interest.

3. Adoption of Minutes

Moved by G. Rocoski, Seconded by R. Fleming,
That the minutes of the EFW-WMAC meeting held on Tuesday,
September 28, 2021, be adopted.
CARRIED

Moved by G. Rocoski, Seconded by R. Fleming,
That the minutes of the Special EFW-WMAC meeting held on
Thursday, October 14, 2021, be adopted.
CARRIED

4. Announcements

There were no announcements.

5. Presentations

There were no presentations.

6. Delegations

There were no delegations.

7. Correspondence

There were no correspondence items.

8. Administrative Matters

- A) Update by Greg Gordon, EFW-WMAC Chair, and Phil Haylock, EFW-WMAC Vice Chair, regarding the finalization and presentation of the EFW-WMAC 2021 Annual Report for presentation to Durham Region's Works Committee on December 8, and to the Municipality of Clarington's Council on December 13, 2021
-

G. Gordon advised that the EFW-WMAC Annual Report will be presented to the Works Committee on December 8, 2021 and to Clarington Council on December 13, 2021. He inquired whether there were any comments or suggestions from the committee.

Discussion ensued with respect to the importance of increasing education for the public regarding home composting as well as the Ministry of the Environment's Auditor's Report which highlighted recycling and waste management as an issue and organics recycling in multi residential buildings.

G. Gordon advised that the following additions will be made to the Annual Report:

- the Committee will review the Ministry of the Environment's Auditor's Report, specifically the comments on the gaps in waste management reduction and organics reduction; and
- under Summary of Work Done by the Committee, a statement dealing with communicating and outreach on home or community-based organics recycling

B) EFW-WMAC Work Plan – Next Steps

G. Gordon suggested the following go forward action be added to the Work Plan: to partner with the Durham Region Works Department to help focus on the gaps in the Extended Producer Responsibility (EPR) regulation and what the Ministry of the Environment has identified in the Auditor's Report as gaps in waste management organics.

9. Other Business

A) Update by Gioseph Anello, Director, Waste Management Services, the Regional Municipality of Durham, regarding Durham Region's Organics Management Project

G. Anello provided an update regarding Durham Region's Organics Management Project. He advised that staff is currently in the procurement process and have identified three prequalified potential contractors that will be responsible for the Organics Management Project, which includes the mixed waste pre-sort and the anaerobic digestion. He provided an overview of the procurement process and advised that the recommended proponent would be considered at the June 2022 Regional Council meeting.

Staff responded to questions with regards to whether there are other emissions emitted from the project; whether there are ongoing negotiations with the Municipality of Clarington; whether there is a visual aesthetics component to the bid; and when will the project be operational.

B) Update by Gioseph Anello, Director, Waste Management Services, the Regional Municipality of Durham, regarding Extended Producer Responsibility

G. Anello provided an update regarding Extended Producer Responsibility (EPR).

G. Anello advised that Extended Producer Responsibility will transition the Blue Box program for Durham Region in 2024.

He advised that as the material recovery facility will become a stranded asset in 2024, staff will be looking at a procurement process which will require the proponent to operate the facility for a two year period and then lease the property for another five years to get the remaining value out of the equipment and the building.

C) Update by Gioseph Anello, Director, Waste Management Services, the Regional Municipality of Durham, regarding the Durham York Energy Centre

G. Anello provided an update regarding the Durham York Energy Centre (DYEC).

G. Anello advised that the DYEC recently underwent a scheduled minor outage that started on September 25th and ended on October 7th. He advised that as certain components of the DYEC are coming to the end of their life, they have to be inspected and Covanta will be looking to do some major repairs next year.

G. Anello advised that as of the end of October 2021:

- the DYEC processed about 115, 000 tonnes;
- it generated about 84,000 megawatt hours of electrical energy;
- it has recovered 2,600 tonnes of ferrous metal and about 370 tonnes of non-ferrous metals; and
- the Region has had to bypass about 16,000 tonnes of waste to landfill due to the facility being down for maintenance and the capacity of the facility being exceeded due to the high heat value of the waste.

G. Anello further advised that there are no issues with regards to the continuous emissions monitoring and no exceedances have been reported since the last report. The next stack testing is being planned for the last week of November, 2021.

Staff responded to questions with regards to the location of the landfill the waste was diverted to; whether the facility resumed full operation after the October 7th scheduled maintenance; whether or not all AMESA related data (including lab analysis and monthly period sampling) have been retained at the DYEC since the samples of furans and dioxins started to be collected in the fall of 2015, and whether this information is retained at the site and available for the public to view.

Staff also responded to questions regarding whether the lab reports are sent only to Covanta; whether the AMESA samples sent to the lab include all the materials caught in the AMESA sampling train and are used to analyze the total quantity of dioxins and furans; whether there are any parts not analyzed; whether the monthly AMESA sampling collects continuously over all operating conditions and if there are any conditions where it would be turned off; whether the Region has a consultant for AMESA or for AMESA matters; whether there are any contractual agreements relating to the burner operations between Durham York and Covanta that could be impacted should Covanta be acquired by another entity; and whether staff has experienced any supply chain issues with the DYEC.

10. Next Meeting

The next regularly scheduled meeting of the EFW-WMAC will be held on Tuesday, February 22, 2022 in Council Chambers, at 7:00 PM, Regional Headquarters, 605 Rossland Road East, Whitby.

11. Adjournment

Moved by K. Meydam, Seconded by B. Bastyk,
That the meeting be adjourned.
CARRIED

The meeting adjourned at 7:56 PM.

G. Gordon, Chair, Energy from Waste –
Waste Management Advisory Committee

N. Prasad, Assistant Secretary to Council