



**The Corporation of the Township of Brock
Committee of the Whole Agenda**

**Session 5
Monday, April 12, 2021, 8:30 a.m.
Virtual Meeting**

Pages

- 1. Call to Order - 8:30 a.m.**
- 2. Disclosure of Pecuniary Interest and Nature thereof in Closed Session**
- 3. Closed Session**
Recommendation:
That Council move in camera at ____ a.m. pursuant to Sections 239(2)(b) and 239(2)(h) of the Municipal Act, 2001, to discuss matters relating to employees of the Township and information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them.
 - 3.1. To discuss matters personal matters about an identifiable individual, including municipal employees, pursuant to Section 239 (2)(b) of the Municipal Act.
 - 3.2. To discuss information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them
- 4. Rise from Closed Session**
- 5. Call Open Session to Order & Moment of Silence – 10:00 a.m.**
- 6. Disclosure of Pecuniary Interest and Nature thereof**
- 7. Matters from Closed Session**
- 8. Presentations**
 - 8.1. MPAC's 2020 Municipal Partnership Report
Kevin Yaraskavitch, Account Manager
Natasha Dawood, Regional Manager
- 9. Delegations**
 - 9.1. Durham Environmental Advisory Committee
Richard Dickinson

10

9.2.	Outer City Arts Jay Yerema-Weafer	30
	Recommendation: That the lease between Outer City Arts and the Township of Brock be terminated and that residents who donated to the Outer City Arts program be refunded.	
10.	Sub-Committees	
10.1.	Finance Committee	
10.1.1.	Staff Reports	
10.1.1.1.	Report: 2021-FI-06, Annual Building Permit Fee Report - For the 2020 Fiscal Year John Gormaly, CPA, CMA Communication No. 392/21	31
	Recommendation: That the Committee receive report 2021-FI-06 for information.	
10.1.1.2.	Report: 2021-FI-07, Award of RFP-2020-02 Building Our Best Brock Official Plan Review Study Debbie Vandenaeker Communication No. 510/21	35
	Recommendation: That the Committee of the Whole approve staff's recommendation to award the Official Plan Review Study as it is described in RFP-2020-02 to WSP, that the Clerk's Department and CAO be authorized to enter into an agreement based on the submission proposal, and that funding the remainder of the project cost be distributed evenly in the 2022 and 2023 budgets, the details of which will be discussed during the 2022 and 2023 budget deliberations.	
10.1.2.	Consent Agenda	
	Recommendation: That items listed under Section 10.1.2, Finance Consent Agenda, be approved, save and except communication numbers.	

10.1.2.1.	Interest charged on taxes during COVID-19 pandemic Cedric Baker Communication No. 390/21	39
	Recommendation: That communication no. 390 be received for information and filed.	
10.1.2.2.	One Time Doubling of Gas Tax Funds in 2021 AMO Communication No. 463/21	41
	Recommendation: That Communication No. 463/21 be received for information.	
10.1.3.	Items Extracted from Consent Agenda	
10.2.	Operations Committee	
10.2.1.	Staff Reports	
10.2.1.1.	Report: 2021-OP-01 - Tender B2021-PW-02 - Routing, Hot Lance and Seal Various Streets Paul Lagrandeur Communication No. 476/21	43
	Recommendation: That staff report 2021-OP-01, Tender B2021-PW-02 - Routing, Hot Lance and Seal, Various Streets be received; And that staff be authorized to proceed with the recommendation of awarding the tender to Northern Sealants Inc. in the amount of \$30,300.00 plus HST.	
10.2.1.2.	Report: 2021-OP-02 - Tender B2021-PW-03 - One Ton Truck Paul Lagrandeur Communication No. 477/21	45
	Recommendation: That staff report 2021-OP-02, Tender B2021-PW-03 - One Ton Truck be received; And that staff be authorized to proceed with the recommendation of awarding the tender to Jim Wilson Chevrolet in the amount of \$70,000.00 plus HST	

10.2.2.	Consent Agenda	
10.2.3.	Items Extracted from Consent Agenda	
10.3.	Parks, Recreation and Facilities Committee	
10.3.1.	Staff Reports	
10.3.2.	Consent Agenda	
	Recommendation:	
	That the items listed under Section 10.3.2 Parks, Recreation & Facilities Consent Agenda, be approved, save and except communication numbers.	
10.3.2.1.	Beaverton Harbour Advisory Committee - Minutes - February 3, 2021 Communication No. 382/21	47
	Recommendation:	
	That that minutes of the February 3, 2021 Beaverton Harbour Advisory Committee meeting be received for information and approved.	
10.3.2.2.	Non-Profit Sector Review Committee - Minutes - January 6, 2021 Communication No. 453/21	51
	Recommendation:	
	That that minutes of the January 6, 2021 Non-Profit Sector Review Committee meeting be received for information and approved.	
10.3.2.3.	Non-Profit Sector Review Committee - Minutes - February 10, 2021 Communication No. 454/21	54
	Recommendation:	
	That the minutes of the February 10, 2021 Non-Profit Sector Review Committee meeting be received for information and approved.	
10.3.3.	Items Extracted from Consent Agenda	
10.4.	Tourism & Economic Development Committee	
10.4.1.	Staff Reports	
10.4.2.	Consent Agenda	
	Recommendation:	
	That items listed under Section 10.4.2, Tourism & Economic Development Consent Agenda, be approved, save and except communication numbers.	

10.4.2.1.	Brock Economic Development Advisory Committee - Minutes - February 16, 2021 Communication No. 462/21	57
	Recommendation: That the minutes of the February 16, 2021 Brock Economic Development Advisory Committee meeting be received for information and approved.	
10.4.2.2.	Extension and Expansion of the Digital Main Street Program Town of Whitby Communication No. 503/21	61
	Recommendation: That Communication No. 503/21 be received for information.	
10.4.3.	Items Extracted from Consent Agenda	
10.5.	Protection Services Committee	
10.5.1.	Staff Reports	
10.5.1.1.	Report: 2021-PS-04 - Source Protection-Sewage System Maintenance Agreement Richard Ferguson Communication No. 474/21	69
	Recommendation: That the Committee receive Report: 2021-PS-04 and that the Mayor and Clerk be authorized to sign the agreement with the Durham Region Health Department for the administration and inspection of Septic Systems in the Wellhead Protection Zones within the Township of Brock	
10.5.1.2.	Report: 2021-PS-05 - Parks By-law Number 1977- 2006-PP - No Fishing Sarah Beauregard-Jones Communication No. 475/21	78
	Recommendation: That Report: 2021-PS-05 be received and that By- law Number 1977-2006-PP, as amended be amended to prohibit fishing from public docks and boat launch ramps unless written approval is provided from the Municipal Clerk and that the amending By-law come forward for consideration.	

10.5.1.3.	Report: 2021-PS-06 - 2021 Fire Department Q1 Responses Rick Harrison Communication No. 505/21 Recommendation: That staff Report 2021-PS-06 Fire Department responses be received.	82
10.5.2.	Consent Agenda Recommendation: That items listed under Section 10.5.2, Protection Services Consent Agenda, be approved, save and except communication numbers.	
10.5.2.1.	Durham Regional Police Services Board - New Collective Agreements for Sworn and Civilian Members of the Durham Regional Police Services Communication No. 415/21 Recommendation: That Communication No. 415 be received for information.	85
10.5.2.2.	C.P. Railway Traffic Information and Data Arising from Resolution C-028-21 Municipality of Clarington Communication No. 423/21 Recommendation: That Communication No. 423/21 be received for information.	86
10.5.2.3.	Request for an Interim Cap on Gas Plan and Greenhouse Gas Pollution and the Development and Implementation of a Plan to Phase-Out-Gas-Fire Electricity Generation Town of Ajax Communication No. 430/21 Recommendation: That Communication No. 430 be received for information.	88
10.5.2.4.	Unflood Ontario: Call to Action Resolution Durham Region Legislative Services Communication No. 441/21	89

Recommendation:

That Communication No. 441/21 be received for information.

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|-----------|---|----|
| 10.5.2.5. | Highlights from the March 23, 2021 Meeting
Durham Regional Police Services Board
Communication No. 445/21 | 91 |
|-----------|---|----|

Recommendation:

That Communication No. 445/21 be received for information.

- | | | |
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| 10.5.2.6. | Motion to add Pharmacies in Durham Region to the
Government of Ontario's Pilot Project to Deliver the
AstraZeneca Vaccine
Durham Region Legislative Services
Communication No. 451/21 | 92 |
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Recommendation:

That Communication No. 451 be received for information.

- | | | |
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| 10.5.2.7. | 2021 Climate Change Update and Corporate
Climate Change Action Plan (2021-A-3)
Durham Region Legislative Services
Communication No. 452/21 | 94 |
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Recommendation:

That Communication No. 452 be received for information.

- | | | |
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| 10.5.2.8. | Covid-19 Vaccination Distribution Task Force
General Rick Hillier
Communication No. 456/21 | 162 |
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Recommendation:

That Communication No. 456 be received for information.

- | | | |
|-----------|---|-----|
| 10.5.2.9. | Community Funding Priorities
Durham Region Social Services
Communication No. 480/21 | 169 |
|-----------|---|-----|

Recommendation:

That Communication No. 480 be received for information

10.5.2.10.	Cormorant Shooting Exclusion Mark-Andre Simard Communication No. 487/21	171
	Recommendation: That the request as contained within Communication No. 487 be approved.	
10.5.2.11.	Interoffice Memorandum - The Nourish & Develop Foundation (TNDF) Mobile Food Market Deena Hunt Communication No. 508/21	173
	Recommendation: That Committee approve the Mobile Food Market project subject to the Nourish and Develop Foundation meeting the requirements as contained within Communication No. 508.	
10.5.3.	Items Extracted from Consent Agenda	
10.6.	General Government Committee	
10.6.1.	Staff Reports	
10.6.1.1.	Report: 2021-GG-03 - Human Resources Ingrid Svelnis Communication No. 511/21	175
	Recommendation: That Committee receive Report 2021-GG-03 for information.	
10.6.1.2.	Report: 2021-GG-04 - Committee Continuation Ingrid Svelnis Communication No. 512/21	178
	Recommendation: That Committee receive report 2021-GG-04 and that the advisory committees of Council continue to meet as scheduled.	
10.6.2.	Consent Agenda	
	Recommendation: That items listed under Section 10.6.2, General Government Consent Agenda, be approved, save and except communication numbers.	
10.6.2.1.	Land Parcel Purchase Alyson Kea Communication No. 482/21	180

Recommendation:

That committee refer communication number 582 to staff for a report.

- 10.6.2.2. Review of Health and Safety Policy 183
Stefanie Stickwood
Communication No. 485/21

Recommendation:

That the Mayor and CAO be authorized to sign the Health and Safety Policy as contained within Communication No. 485/21

- 10.6.2.3. Proclamation Request - April 24, 2021 - Human Values Day 185
Communication No. 499/21

Recommendation:

That April 24th be proclaimed as Human Values.

- 10.6.2.4. McFeeters Drain 189
Ron & Kelly Jarvis
Communication No. 507/21

Recommendation:

That Communication No. 507 be received for information, and that staff provide an explanation of the Provincial Drainage Legislation and process.

10.6.3. Items Extracted from Consent Agenda

11. Other Business

11.1. COVID-19 Update

12. Public Questions and Clarifications

13. Closed Session (if required)

14. Adjournment

Recommendation:

That we do now adjourn at

Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - presentation
Copies to:	

MPAC Update Township of Brock

Kevin Yaraskavitch, Account Manager, Municipal and Stakeholder Relations
Natasha Dawood, Regional Manager, Municipal and Stakeholder Relations

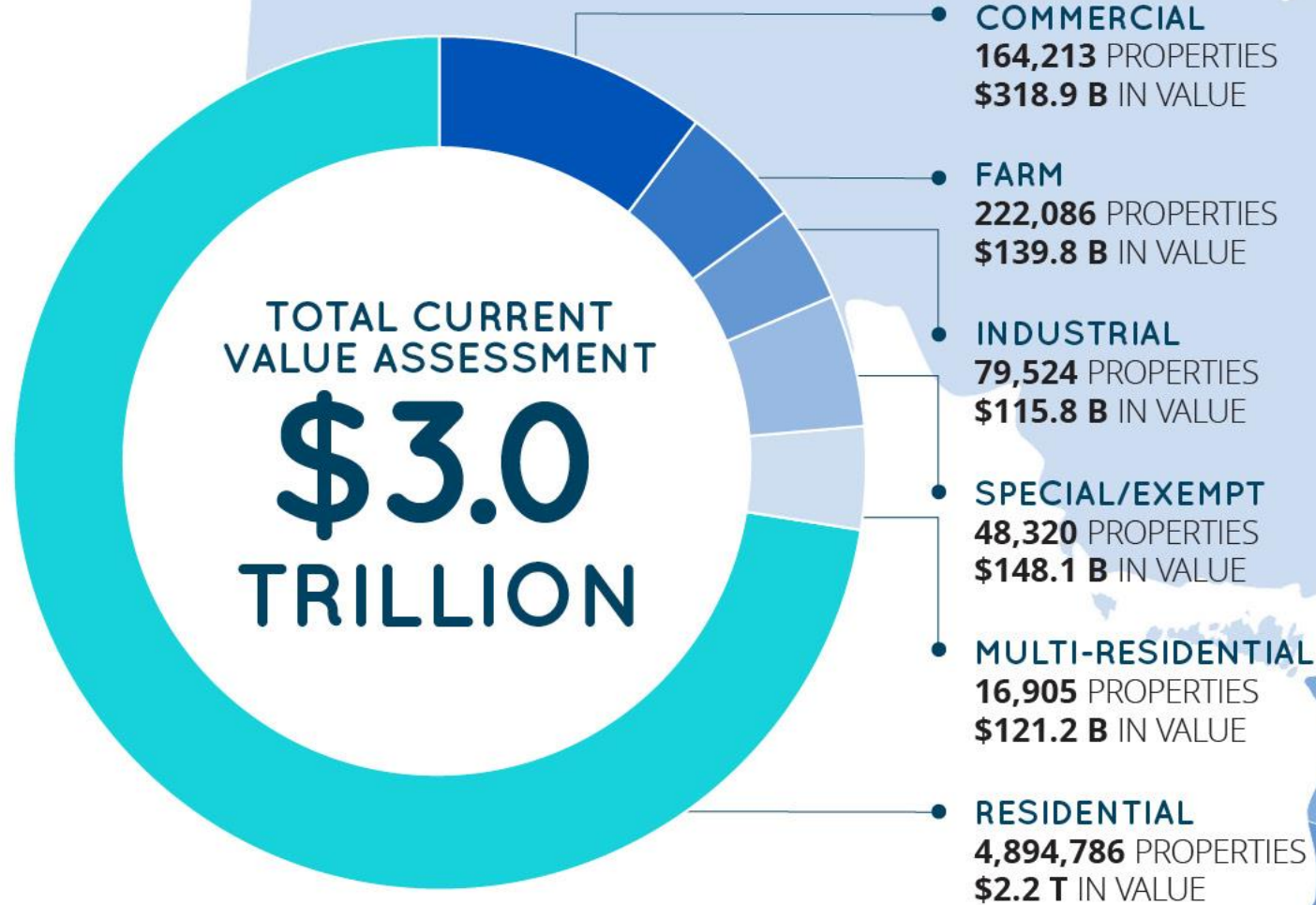
April 12, 2021



Our Ontario property
database is one of the
most complex in the world
and has data on over

5 MILLION
PROPERTIES






90%
of Ontario's more than
5.4 million properties are
classified as residential.

*As of December 1, 2020

Township of Brock: Your Assessment Base

Property Class	Total Assessed Value (2021 Tax Year)	Percent Change % from 2020 to 2021 Tax Year	Percentage Of Total Portfolio for 2021 Tax Year
Residential	1,725,592,392	4.9%	72.5%
Multi-Residential	18,103,400	-3.1%	0.8%
New Multi-Residential	5,479,000	272.7%	0.2%
Commercial	76,501,331	0.8%	3.2%
Parking Lot	626,000	0.0%	0.0%
Commercial (New Construction)	5,290,900	-3.8%	0.2%
Industrial	16,973,600	4.9%	0.7%
Industrial (New Construction)	6,312,200	-0.5%	0.3%
Pipeline	5,253,000	3.4%	0.2%
Farm	405,491,086	-1.7%	17.0%
Managed Forests	7,899,600	7.7%	0.3%
PIL - Residential	1,105,400	13.9%	0.0%
PIL - Commercial	11,323,700	-5.5%	0.5%
Exempt	93,232,800	-2.4%	3.9%
TOTAL	2,379,184,409	3.3%	100.0%



We work closely with municipalities and property owners to capture changes by reviewing building permits and plans, conducting property inspections and responding to inquiries from property owners.

A person wearing a white shirt is holding a tablet computer. In the background, a large screen displays various financial charts and data. A blue text box is overlaid on the right side of the image.

We are constantly monitoring
real estate market activity,
analyzing sales, financial statements
and other market data to ensure our
records are up to date.



THE NEXT PROVINCE-WIDE ASSESSMENT UPDATE

PROPERTY ASSESSMENT UPDATE

Property values
continue to be based
on the market at:

JANUARY 1, 2016

which is our current
valuation date.

2020 MUNICIPAL PARTNERSHIPS REPORT



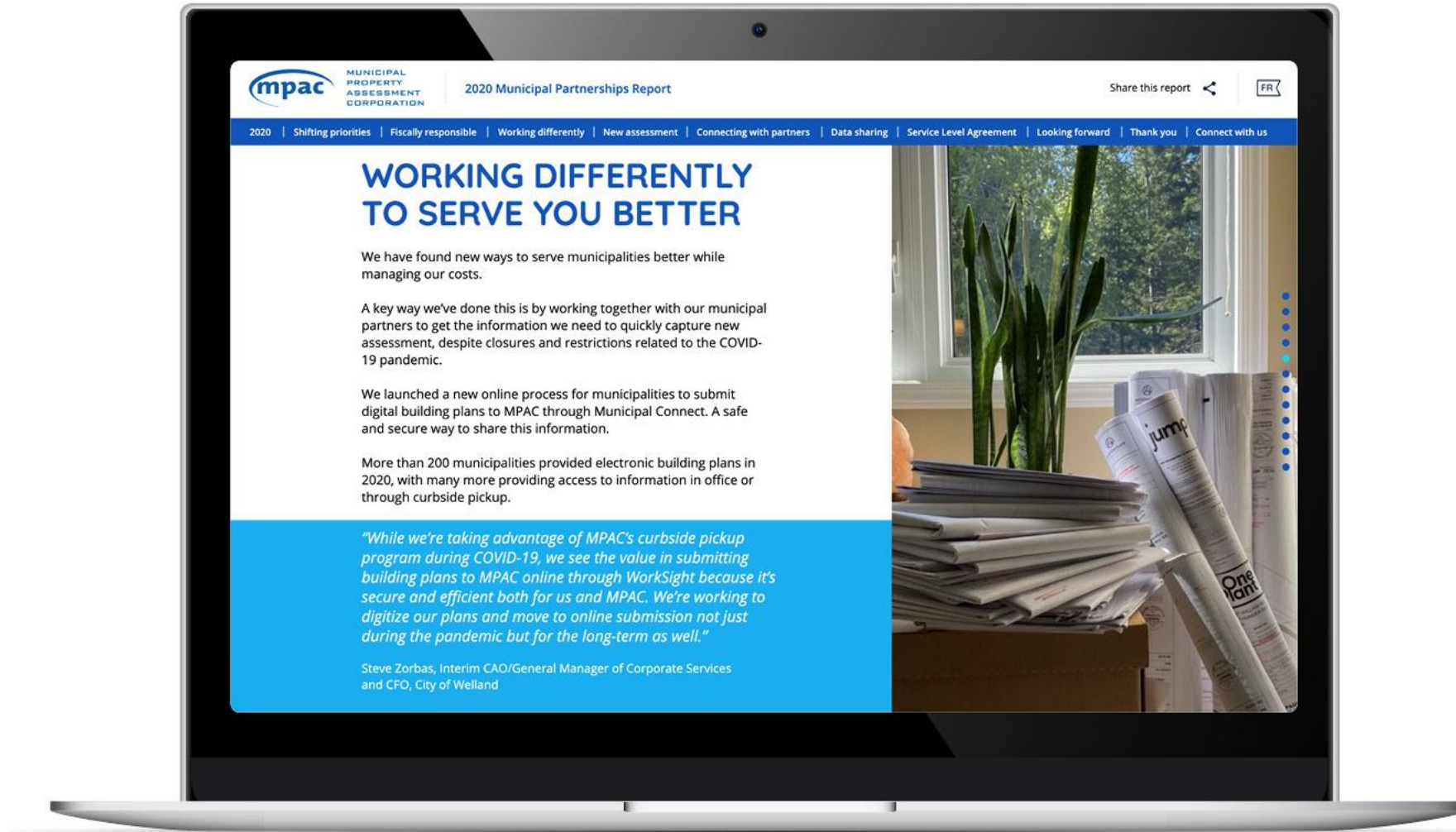
MUNICIPAL
PROPERTY
ASSESSMENT
CORPORATION



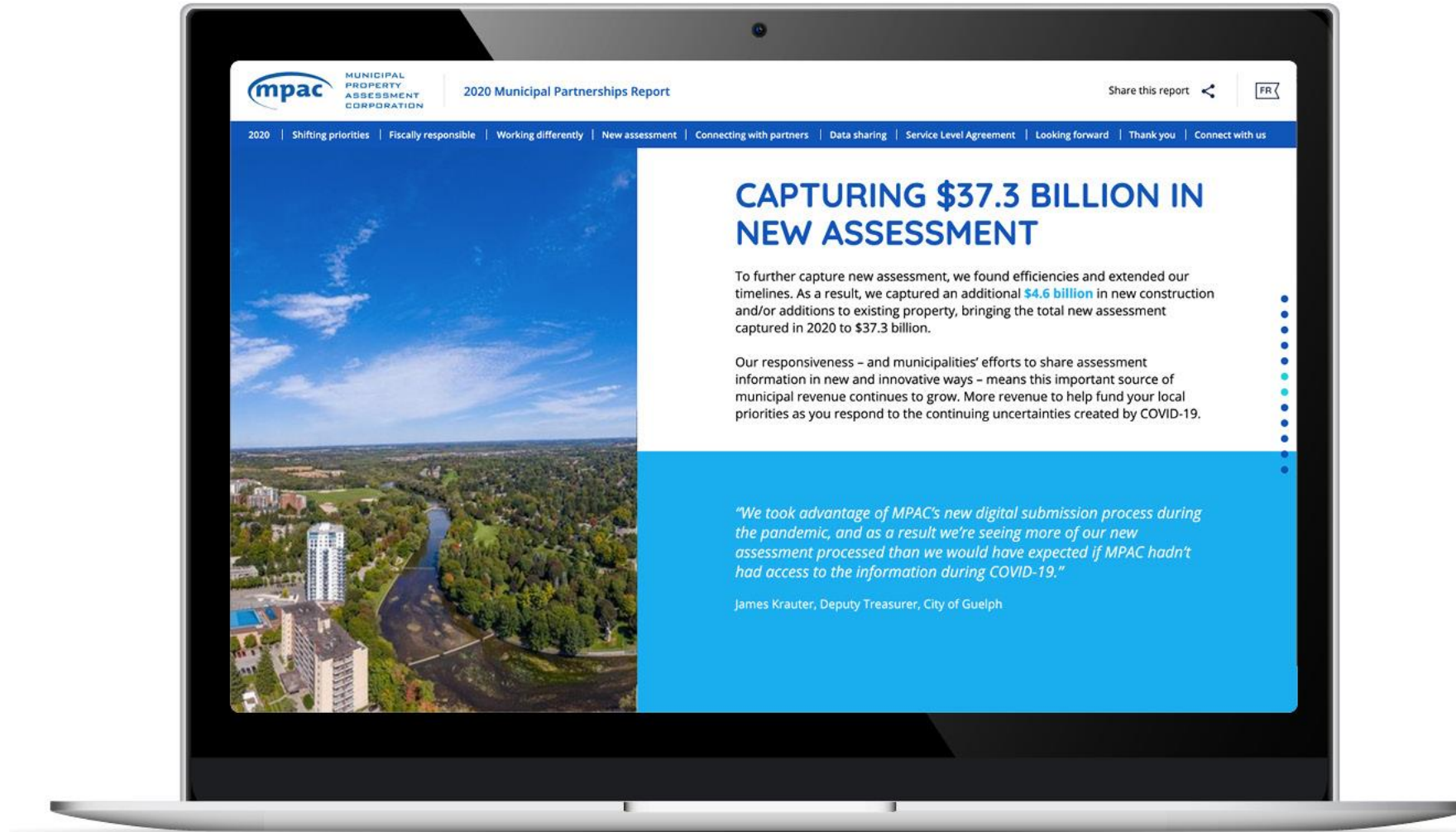
SHIFTING PRIORITIES TO MEET YOUR NEEDS



WORKING DIFFERENTLY TO SERVE YOU BETTER



CAPTURING \$37.3 BILLION IN NEW ASSESSMENT

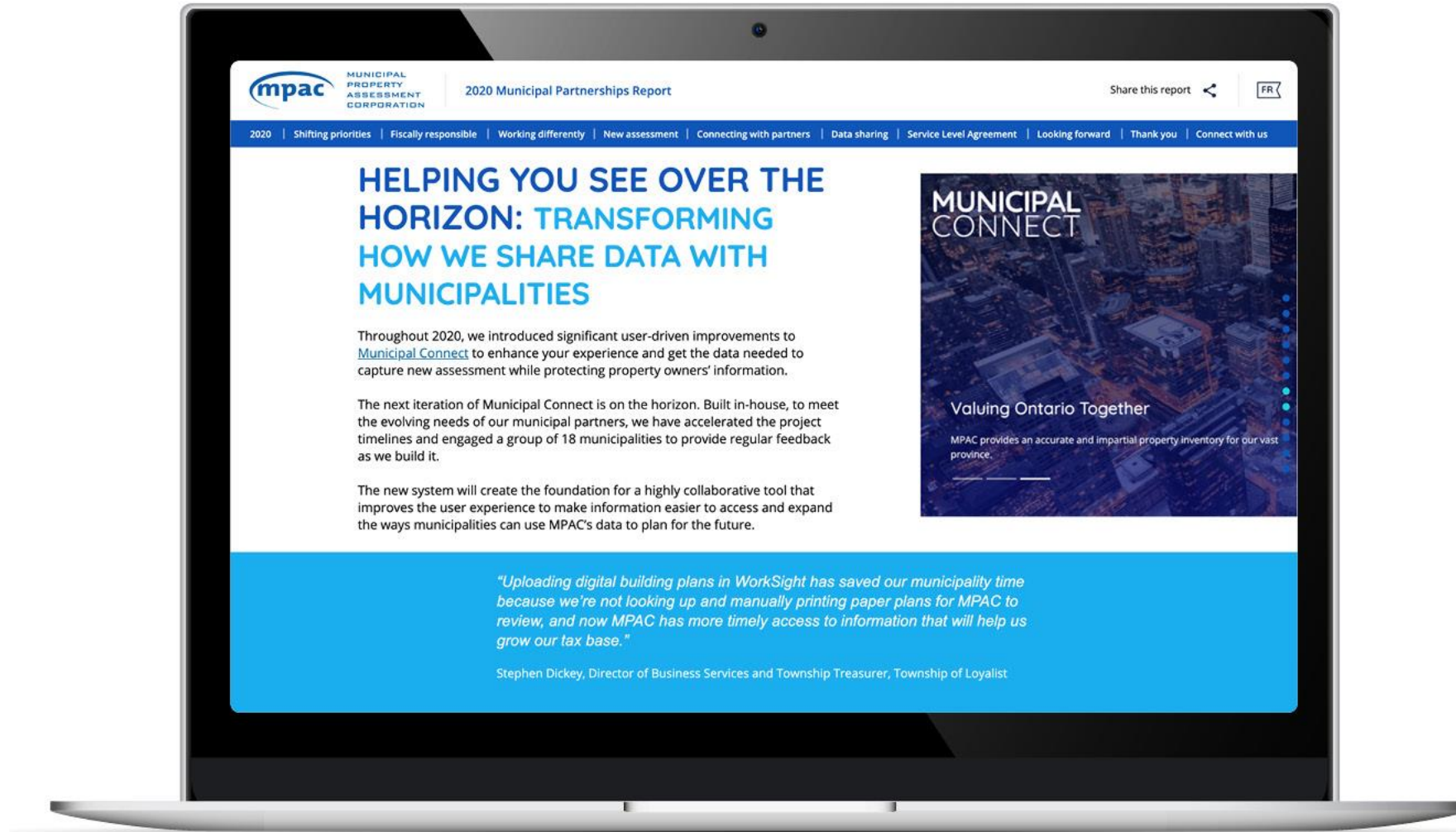


Township of Brock – New Assessment

- New Assessment: \$72 Million
- Forecasted Assessment: \$69 Million
- Percent of Forecast: 104.4%



HELPING YOU SEE OVER THE HORIZON



About MyProperty



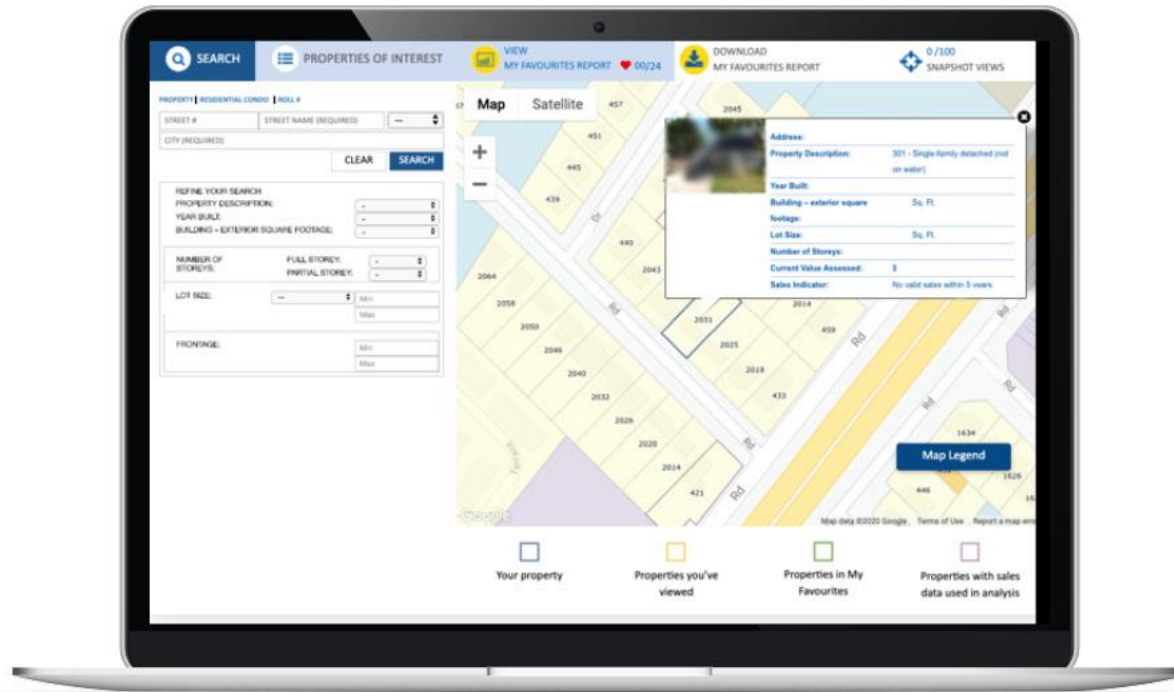
View **property info** and **compare** to other assessments in your neighbourhood



View details that explain **how we assessed** the property



Review steps to file a **Request for Reconsideration** online



RESPONDING TO RFRS THAT CITE COVID-19

Property values continue to be based on the legislated valuation date of **January 1, 2016**.

Any influence the COVID-19 may have on property values was not in effect on that date.



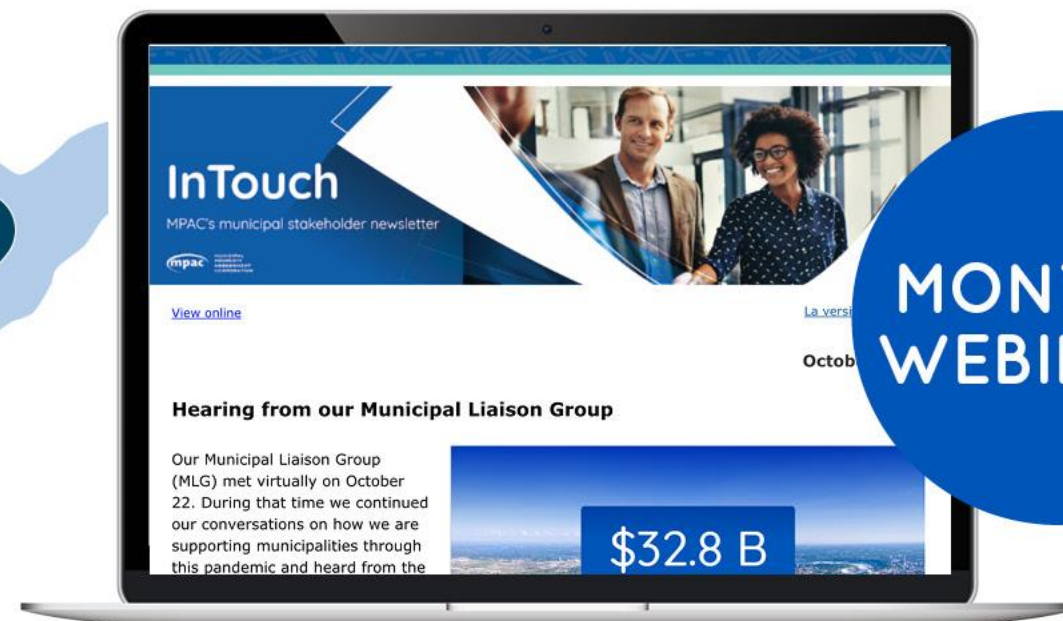
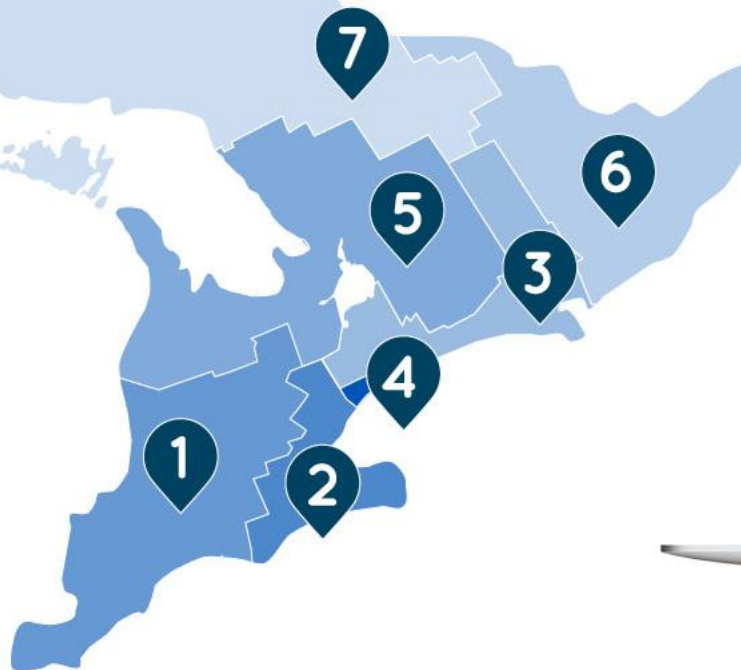
HOW WE SUPPORT OUR MUNICIPAL PARTNERS

We're **committed** to
understanding and shaping
our priorities based on
**FEEDBACK AND INPUT
FROM MUNICIPALITIES.**



Our municipal and stakeholder relations teams live and work in your communities and **we're here to help.**

Go to **mpac.ca/municipalities** to find your local Account Manager



**MONTHLY
WEBINARS**

Zone 3

Regional Manager Natasha Dawood

Account Manager Kevin Yaraskavitch

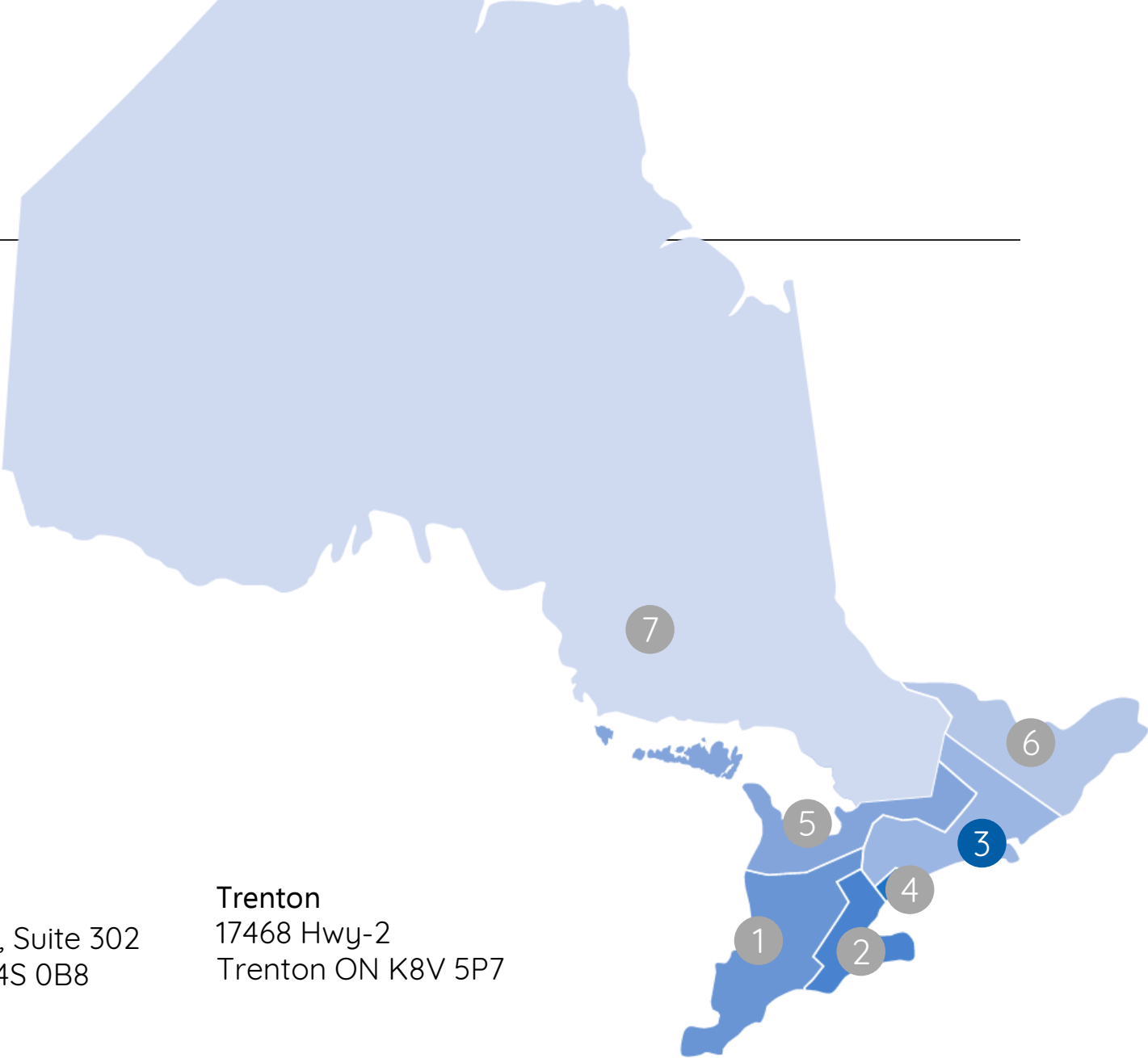
Account Support Coordinator Janice Kahler

Local Offices

Durham
1340 Pickering Parkway, Suite 101
Pickering ON L1V 0C4

Richmond Hill
100 Via Renzo Drive, Suite 302
Richmond Hill ON L4S 0B8

Trenton
17468 Hwy-2
Trenton ON K8V 5P7





MUNICIPAL
PROPERTY
ASSESSMENT
CORPORATION



500/21

Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - Deputation
Copies to:	

April 6, 2021

VIA EMAIL ONLY

OUTER CITY ARTS

275 Cameron Street E
Cannington ON. L0E 1E0
705 341 3241

Township of Brock

1 Cameron Street,
Cannington ON L0E 1E0
Phone: (705) 432-5233

Re: Outer City Arts Inc. Proposed Termination of Lease Agreement

Property Address: 38 Laidlaw Street South, Cannington ON L0E 1E0

To the members of Brock Township Council and staff,

We hope everyone is staying safe during this public health emergency. Unfortunately, the Board of Directors for Outer City Arts Inc. (OCA) have been forced to make an exceedingly difficult decision to abandon the dream of establishing an Arts Centre in North Durham at this time.

We have determined that continued operations are economically infeasible because of the imposed restrictions caused by the ongoing Coronavirus pandemic. Therefore, this letter proposes a plan to terminate the lease (the "Lease") currently between the Township of Brock ("Landlord") and Outer City Arts Inc. ("Tenant") for the premises at 38 Laidlaw Street South, Cannington ON L0E 1E0 (the "Premises").

The recent uptick in Coronavirus transmissions has led to the undeniable conclusion that this will be a long recovery for any businesses who are similarly doing next to nothing during this pandemic due to the contagious nature of the virus. This unforeseeable event was entirely outside of OCA's control, which created a frustration of purpose and impracticability of performance. Neither party could have prevented this situation through any exercise of due diligence, therefore, we believe this constitutes a "force majeure" and respectfully ask for consent to terminate our lease.

Additionally, OCA currently plans to dissolve the non-profit corporation by fall 2021.

We hope to hear from Brock Township regarding this issue following our deputation currently scheduled for April 12, 2021.

Kindest regards,

Bernie Leroux - OCA Chair

Date:	22/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - FI
Copies to:	



Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From:	John Gormaly, CPA, CMA
Position:	Interim Director of Finance/Treasurer
Title / Subject:	Annual Building Permit Fee Report – For the 2020 Fiscal Year
Date of Report:	March 22, 2021
Date of Meeting:	April 12, 2021
Report No:	2021-FI-06

1.0 Strategic Goal/Priority

Compliance mandate

2.0 Issue / Origin

Transparency

3.0 Background

Under Section 7(4) of the Building Code Act as amended and the passing of subsequent amendments and Ontario Regulation 350-06, the Treasurer is required to report annually to Council a summary of Building Permit Fees of the Municipality.

4.0 Analysis

Attachment #1 – Building Permit Fee Report

In 2020 the new residential building permits issued totaled \$371,633, 27% below the prior year \$507,961 (still ahead of 2018 @ \$337,557). The net result of this decreased revenue (due to the windup of a major subdivision project) is a deficit of \$21,502 after reducing the total revenue by the direct and indirect expenses as outlined on attachment 1.

The building permit shortfall \$21,502 at the end of 2020 required a transfer from the Building Department restricted reserve fund in accordance with requirements of the legislation.

During the 2020 year, the Building Department advised Council through the quarterly reports of the status of building permit activity. The total number of permits issued in the year according to report 2021-BPE-01 was

237 compared to 337 in 2019. This represents a 30% decrease in building activity for the 2020 year. Of the permits issued in 2020 72% or 172 were for new dwellings compared to 60.5% or 204 in 2019.

The inspections that are required as part the permitting process, will be ongoing until construction is complete. The funds held in the restricted reserve fund will be used to offset the cost of these inspections in subsequent years.

5.0 Related Policies / Procedures

N/A

6.0 Financial / Budget Assessment

N/A

7.0 Communications

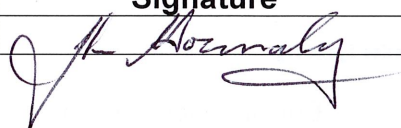
N/A

8.0 Conclusion

This is an information report provided to comply with legislative reporting requirements.

9.0 Recommendation

That the Committee receive this report for information.

Title	Name	Signature	Date
Interim Treasurer	John J. Gormaly, CPA, CMA		Mar 22 / 2024

THE CORPORATION OF THE TOWNSHIP OF BROCK

BUILDING PERMIT FEE - 2020 ANNUAL REPORT

	<u>2020</u>	<u>2019</u>
<u>TOTAL FEES:</u>		
Total fees collected for the period January 1 to December 31 under By-Law Number 2334-2011-PP, of the Township of Brock are as follows:	\$ 371,633	\$ 507,961
<u>INDIRECT COSTS:</u>		
Indirect Costs are deemed to include the costs for support and overhead services to the Building Department of the Township of Brock as follows:		
Total Administration Cost	\$ 24,522	\$ 20,890
Total Enforcement Cost	\$ -	\$ -
Sub-Total - Indirect Costs	\$ 24,522	\$ 20,890
<u>DIRECT COSTS:</u>		
Direct Costs are deemed to include the costs of the Building department of the Township of Brock for the processing of building permit applications, the review of building plans, conducting inspections and building-related enforcement duties.		
Total Administration Cost	\$ 141,916	\$ 118,338
Total Enforcement Cost	\$ 226,697	\$ 189,034
Sub-Total - Direct Costs	\$ 368,613	\$ 307,372
Grand Total Indirect and Direct Costs	\$ 393,135	\$ 328,262
Revenues over costs as of December 31	\$ (21,502)	\$ 179,699
<u>STATEMENT OF RESERVES:</u>		
Building Department Reserve Funds to December 31:		
Capital for Equipment Replacement	\$ 42,627	\$ 37,259
Building Department (Fees in excess of costs)	\$ 340,914	\$ 359,765

THE CORPORATION OF THE TOWNSHIP OF BROCK

BUILDING PERMIT FEE - 2020 ANNUAL REPORT

INDIRECT COSTS

	<u>2020</u>	<u>2019</u>
ADMIN BUILDING (less Capital)	130,499	104,099
OFFICE SUPPLIES	27,545	29,357
EQUIPMENT LEASE (photocopier)	-	3,767
POSTAGE	21,238	20,378
COURIER	771	1,149
INTERNET	7,947	1,408
	<u>188,000</u>	<u>160,158</u>

STAFFING

	<u>2020</u>	<u>2019</u>
TREASURY	4	4
BUILDING	3	3
FIRE	2	2
CANINE	3	3
WORKS	5	5
PLANNING/COA	2	2
CLERKS	<u>4</u>	<u>4</u>
	<u>23</u>	<u>23</u>

2020 BUILDING DEPT SHARE INDIRECT COSTS = 3/20 X	\$187,999.73	=	<u>\$24,521.70</u>
2019 BUILDING DEPT SHARE INDIRECT COSTS = 3/23 X	\$160,158.03	=	<u>\$20,890.18</u>

DIRECT COSTS

	<u>2020</u>	<u>2019</u>
BUILDING DEPT. (less Capital)	368,613	307,372
Enforcement 61.5%	226,697	189,034
Administration 38.5%	141,916	118,338
 BUILDING DEPT. CAPITAL R/F	 <u>\$42,627</u>	 <u>\$37,259</u>
 BUILDING FEES R/F	 <u>\$340,914</u>	 <u>\$359,765</u>



Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - FI
Copies to:	

Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From:	Debbie Vandenaeker
Position:	Planner
Title / Subject:	Award of RFP-2020-02 Building Our Best Brock Official Plan Review Study
Date of Report:	April 1, 2021
Date of Meeting:	April 12, 2021
Report No:	2021-FI-07

1.0 Strategic Goal/Priority

To provide Council with a summary of the proposals received in response to RFP-2020-02 and a recommendation for approval to award the work to WSP.

2.0 Issue / Origin

The Township of Brock's Official Plan (OP) was last updated in 2006. As a matter of provincial legislation, lower-tier municipal Official Plans must conform to all applicable Provincial Policy and their upper-tier Official Plans. To bring Brock's OP into conformity, a comprehensive review and update is required.

3.0 Background

Land use planning affects almost every aspect of life in Ontario. It helps decide where in our communities homes and factories should be built; where parks and schools should be located; and where essential services should be provided. Land use planning means managing our land and resources. It helps each community to set goals about how it will grow and develop and to

work out ways of reaching those goals while keeping important social, economic and environmental concerns in mind. It balances the interests of individual property owners with the wider interests and objectives of the whole community. Good planning leads to orderly growth and the efficient provision of services. It touches all of us and helps us to have the kind of community we want (Ministry of Municipal Affairs and Housing, Official Plan Citizen's Guide).

The Official Plan is the tool that implements the Township's vision, goals and policy preferences. It guides all policy decisions in all areas of life that can be impacted at the municipal government level. Brock is facing unprecedented growth created from a variety of factors that needs clear, modern, creative and visionary guidance to ensure we grow in a way that creates healthy and complete communities for our residents.

An Official Plan that is not current on policies and development trends leaves the Township vulnerable to only being able to react to development proposals instead of cohesively planning healthy communities. On November 23, 2020 the Township of Brock passed Interim Control By-law 2994-2020 relating to supportive housing and modular construction. This Interim Control By-law requires a comprehensive housing study to adequately address the housing policy issues in the Township of Brock. The ICBL study offers an excellent opportunity for Brock to incorporate this work into the larger policy framework of the OP update. By strategically incorporating this work into the Official Plan review study, Brock can realize significant time, resource and cost savings while updating this crucial guidance document.

The Region of Durham is undertaking their Municipal Comprehensive Review project entitled Envision Durham. They have a provincial compliance date of 2022 to submit their draft plan for provincial approval. Brock's OP process has been coordinated to take advantage of the most recent, and therefore accurate, forecasting work being done to address residential and employment growth in the Region.

4.0 Analysis

Three firms submitted proposals to undertake the OP Review Study. Each proposal was scored based on the Scoring Table provided in the RFP as follows:

Understanding and Approach:	20 points
Similar Work Experience:	15 points
Project Team:	20 points
Price:	25 points

Two of the proposals scored very well, with the chosen proposal scoring 94 out of 100.

The evaluation of this proposal shows the following:

- an excellent understanding of the project scope and structure laid out in the RFP,

- the ability to meet the Module 2 Housing Strategy deadline of fall 2020,
- excellent similar experience that will serve this process well,
- a project team that has excellent credentials, exceptional similar project experience, members that are housing policy specialists and members that are well known land economists also working as part of the Regional MCR process, and
- the lowest price proposed of the three (lower by just over \$2000).

Planning staff are confident and excited to work with WSP's assembled project team to create a modern, applicable, visionary and guiding Official Plan for the Township.

5.0 Related Policies / Procedures

It is expected that this process will identify other policy documents that will be needed to support the Township in the future. Additionally, it is anticipated that a comprehensive zoning by-law review will be well-positioned to take place following the approval of the updated OP as our zoning by-law is 42 years old and does not reflect many of the more recent policy initiatives from the Province.

6.0 Financial / Budget Assessment

WSP's price to undertake this work is \$185,355.00. The 2021 budget has allocated \$110,000.00 to this process.

As the project will take 3 fiscal years to complete, it is suggested that \$45,000 be set aside in the 2022 budget and \$45,000 be allocated in the 2023 budget to be discussed in future budget deliberations with the assumption of continuing to fund from Development Charges reserves. This provides a contingency of \$14,645.00 (approximately 8%) for this project.

7.0 Communications

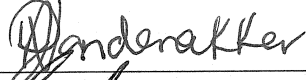
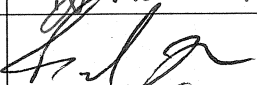
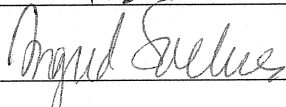
N/A

8.0 Conclusion

WSP was the strongest candidate proposal of the three received. Their project team includes housing policy specialists and proven land economists, they have excellent similar project experience, the workplan is well thought-out and meets proposed deadlines, and their price is appropriate. They are well-positioned and resourced to undertake Brock's Official Plan Review Study.

9.0 Recommendation

That the Committee of the Whole approve staff's recommendation to award the Official Plan Review Study as it is described in RFP-2020-02 to WSP, that the Clerk's Department and CAO be authorized to enter into an agreement based on the submitted proposal, and that funding the remainder of the project cost be distributed evenly in the 2022 and 2023 budgets, the details of which will be discussed during the 2022 and 2023 budget deliberations.

Title	Name	Signature	Date
Planner	Debbie Vandenakker		04/01/21
Chief Building Official	Richard A. Ferguson, CBCO		04/01/21
Chief Administrative Officer	Ingrid Svelnis		04/01/21

From: [cedric](#)
To: [Maralee Drake](#)
Subject: Re: New Response Completed for Request to Speak to Council
Date: March 9, 2021 7:03:36 PM
Attachments: [image001.png](#)

Date:	19/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - FI
Copies to:	

Good morning Maralee,

I would like to ask council why in the middle of a global pandemic, with policies in place for rent forgiveness etc and interest rates basically zero are residents being charged 15% interest on past due tax, not only this but interest is added every month so we pay interest on interest which probably equates closer to 20%, this is unacceptable when for over 30 years i have paid my property tax in advance so surely brock township actually owes me a lot in interest , thank you

Regards,

Cedric Baker.

On 3/8/2021 5:16 AM, Maralee Drake wrote:

Good Morning Cedric,

Thank you for your submission.

May I ask the subject you wish to speak to Council about? That will help us in booking the deputation.

Kind regards,
 Maralee



[Maralee Drake](#)

Clerk's Assistant

The Corporation of the Township of Brock

1 Cameron Street East, P.O. Box 10

Cannington, Ontario, L0E 1E0

Tel: 705-432-2355 ext. 236 | Toll Free: 1-866-223-7668 | Fax: 705-357-2898

maralee.drake@brock.ca | townshipofbrock.ca | choosebrock.ca

From: noreply@townshipofbrock.ca <noreply@townshipofbrock.ca>

Sent: March 7, 2021 7:54 AM

To: Brock Clerks <clerks@brock.ca>; Becky Jamieson <Becky.Jamieson@brock.ca>

Subject: New Response Completed for Request to Speak to Council

From: [Crystal Doucette](#)
To: cedricbaker@hotmail.com
Cc: [Maralee Drake](#); [Becky Jamieson](#)
Subject: Property tax and interest
Date: March 18, 2021 4:04:04 PM
Attachments: [image004.png](#)
[image005.png](#)

Hello Mr. Baker

I have been forwarded some correspondence from our website with a concern for the charging of interest on past due taxes. I tried to contact you by phone a couple times with no success so I'm hoping the following information can explain this further.

Property taxes are billed to residents in the Township of Brock as a lower tier municipality. Each property is billed a Regional tax, a Municipal tax and an Education tax. The Township of Brock has to submit the levy requirements to these bodies on specified due date consistent with our Municipal due dates. These levies are paid in full to these bodies on their due dates regardless of whether the residents have paid their taxes or not. In the spring of 2020 some extensions were given from these bodies for the 2nd levy installment of the year. Therefore we were able to offer our residents a waiver of penalty/interest for the months May, June and July. These extensions have ended and therefore taxes are due on their prescribed due dates as usual. The Township of Brock did offer a penalty relief program last fall to residents on an application based program where certain requirement had to be met and the deadline was October 31, 2020.

We started charging penalty again in August of 2020 to be consistent with the rest of Durham Region and beyond. Most other Municipalities in Durham starting charging again in July where we did not until August.

Penalty/interest is mandated under the Municipal Act so that it is applied consistently and fairly across the board. We do not charge interest on interest. Penalty is charged on the current years taxes outstanding and interest is charged on any previous years taxes at the same rate of 1.25%/month.

I hope this explains how the Municipality has taken part in some Covid relief programs. If you have any further questions please don't hesitate to contact me directly.

Thank you.



[Crystal Doucette](#)
Tax Collector
The Corporation of the Township of Brock
Tel: 705-432-2355, Ext. 226
crystal.doucette@brock.ca | townshipofbrock.ca | choosebrock.ca

From: [Deena Hunt](#)
To: [Maralee Drake](#)
Subject: FW: One-Time Doubling of Gas Tax Funds in 2021
Date: March 29, 2021 9:14:56 AM

Date:	29/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - FI
Copies to:	

[Deena Hunt](#)

Deputy Clerk

The Corporation of the Township of Brock

1 Cameron Street East, P.O. Box 10

Cannington, Ontario, L0E 1E0

Tel: 705-432-2355, Ext. 237 | Toll Free: 1-866-223-7668 | Fax: 705-432-3487

Deena.Hunt@brock.ca | townshipofbrock.ca | choosebrock.ca

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From: AMO Communications <Communicate@amo.on.ca>

Sent: March 26, 2021 12:24 PM

To: Deena Hunt <Deena.Hunt@brock.ca>

Subject: One-Time Doubling of Gas Tax Funds in 2021

AMO Policy Update not displaying correctly? [View the online version](#)
 Add Communicate@amo.on.ca to your safe list

March 26, 2021

One-Time Doubling of Gas Tax Funds in 2021

Pending approval of [Bill C-25](#), the federal government's [announcement](#) that it will top-up the federal Gas Tax Fund with a one-time transfer of \$2.2 billion is welcome [news](#). As with the previous top-up in 2019, AMO will not be taking an administration fee. You can find your community's allocation for 2021 [here](#). All funds are to be used in accordance with your [current agreement](#) with AMO for the transfer of federal Gas Tax funds. We will update you as soon as we receive confirmation on the timing of these payments.

Contact: Chris VanDooren, Program Manager, cvandooren@amo.on.ca, 416-971-9856 ext. 410.

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.

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Association of Municipalities of Ontario
200 University Ave. Suite 801, Toronto ON Canada M5H 3C6
To unsubscribe, please [click here](#)



Date:	31/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - OP
Copies to:	

Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From:	Paul Lagrandeur
Position:	Director of Public Works
Title / Subject:	Tender B2021-PW-02 – Routing, Hot Lance and Seal Various Streets
Date of Report:	March 30, 2021
Date of Meeting:	April 12, 2021
Report No:	2021-OP-01

1.0 Strategic Goal/Priority

To secure the services of a contractor for the purpose of routing, hot lance and sealing on various streets within the municipality.

2.0 Issue / Origin

N/A

3.0 Background

As part of our ongoing road maintenance program, the municipality tenders each year for the purpose of routing, hot lance and sealing various streets within the municipality. The tender for this service was prepared by staff and distributed to seven (7) contractors and posted on the municipal website. The closing date of the tender was 2:00 p.m. on Thursday, March 11, 2021. The Interim Treasurer, Director of Public Works and Public Works Coordinator opened the tenders shortly after the closing date/time.

4.0 Analysis

The tender results are itemized in the table below:

Tender Summary		
No.	Bidder	Amount (excluding HST)
1	Upper Canada Road Services Inc.	\$41,250.00
2	2228977 Ontario Inc. o/a RanN Maintenance	\$44,850.00
3	Neptune Security Services	\$45,000.00
4	Roadmaster Road Construction & Sealing Ltd.	\$35,550.00
5	Northern Contracting & Maintenance	\$33,450.00
6	Northern Sealants Inc.	\$30,300.00

There was one bid submitted late which was not considered.

The tenders outlined in the above noted summary were reviewed by the Director of Public Works and were found to generally satisfy the requirements set out in the tender documents. The bid provided by Northern Sealants Inc. was the low bid and was determined to meet the tender requirements.

5.0 Related Policies / Procedures

N/A

6.0 Financial / Budget Assessment

The 2021 Operating Budget includes an amount of \$70,000.00 in Hard Top Maintenance for External Equipment, which includes our Durapatcher rental, a portion of the line marking requirements as well as the routing and sealing.

The low bid submitted by Northern Sealants Inc. falls within the budgeted amount and satisfies requirements set out in the tender document.

7.0 Communications

N/A

8.0 Conclusion

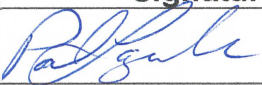

On the basis of the foregoing review, staff recommend the award of the tender to Northern Sealants Inc. as the tender submitted meets specifications outlined in the tender and is within the budgeted amount set out in the 2021 Operating Budget.

9.0 Recommendation

On the basis of the foregoing review, it is recommended:

THAT staff report 2021-OP-01, Tender B2021-PW-02 - Routing, Hot Lance and Seal be received;

AND THAT staff be authorized to proceed with the recommendation of awarding the tender to Northern Sealants Inc. in the amount of \$30,300.00 plus HST.

Title	Name	Signature	Date
Director of Public Works	Paul Lagrandeur		Mar 30/21
Interim Chief Administrative Officer	Ingrid Svelnis		Mar 30/21



Date:	31/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	Null
Notes:	COW - OP
Copies to:	

Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From:	Paul Lagrandeur
Position:	Director of Public Works
Title / Subject:	Tender B2021-PW-03 – One Ton Truck
Date of Report:	March 30, 2021
Date of Meeting:	April 12, 2021
Report No:	2021-OP-02

1.0 Strategic Goal/Priority

To secure a new one ton truck with extended cab and dump box as outlined in the 2021 Capital Budget while adhering to the procurement by-law and keeping within the budgetary amount allocated.

2.0 Issue / Origin

N/A

3.0 Background

The 2021 Capital Budget included a new one ton truck with extended cab and dump box. The tender for this vehicle was prepared by staff and distributed to sixteen (16) dealers and posted on the municipal website. The closing date of the tender was 2:00 p.m. on Thursday, March 18, 2021. The Interim Treasurer, Director of Public Works and Public Works Coordinator opened the tenders shortly after the closing date/time.

4.0 Analysis

The tender results are itemized in the table below:

Tender Summary		
No.	Bidder	Amount (excluding HST)
1	Finch Chevrolet Cadillac Buick GMC	\$72,000.00
2	Fraser Durham	\$73,487.99
3	Jim Wilson Chevrolet	\$70,000.00
4	Williamson's Uxbridge	\$75,707.75

The tenders were reviewed by the Director of Public Works and were found to generally satisfy the requirements set out in the tender documents. The bid provided by Jim Wilson Chevrolet was the low bid and was determined to meet the tender requirements in both equipment and overall serviceability.

5.0 Related Policies / Procedures

N/A

6.0 Financial / Budget Assessment

The 2021 Capital Budget includes \$70,000.00 for the purchase of a new one ton truck with extended cab and dump box.

The low bid submitted meets the budgeted amount and satisfies requirements set out in the tender document.

7.0 Communications

N/A

8.0 Conclusion

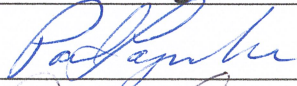
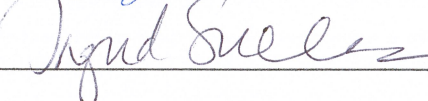
On the basis of the foregoing review, staff recommend the award of the tender to Jim Wilson Chevrolet as the tender submitted meets specifications outlined in the tender and is within the budgeted amount set out in the 2021 Capital Budget.

9.0 Recommendation

On the basis of the foregoing review, it is recommended:

THAT staff report 2021-OP-02, Tender B2021-PW-03 – One Ton Truck be received;

AND THAT staff be authorized to proceed with the recommendation of awarding the tender to Jim Wilson Chevrolet in the amount of \$70,000.00 plus HST.

Title	Name	Signature	Date
Director of Public Works	Paul Lagrandeur		Mar 30/21
Interim Chief Administrative Officer	Ingrid Svelnis		March 30/21

Date:	18/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PRF
Copies to:	



Beaverton Harbour Advisory Committee

Date: Wednesday, February 03, 2021

Time: 2:30 p.m.

Location: Electronic Meeting via Microsoft Teams

Minutes

Present: Christine Dukelow, Ryan Lloyd, Councillor Claire Doble, Councillor Cria Pettingill, Ralph Davidson, Paul Nelson, Randy Straeten, Paula Warder

Staff Present: Maralee Drake, Clerk's Assistant, Paul Lagrandeur, Director of Public Works

1. Call to Order

The Clerk's Assistant called the meeting to order at 2:34 p.m. and reviewed meeting procedures.

Members of the committee provided brief introductions of themselves.

2. Appointment of Chair and Vice Chair

Moved by Cria Pettingill that Christine Dukelow be appointed as Chair.

MOTION CARRIED

Moved by Paul Nelson that Randy Straeten be appointed as Vice Chair.

MOTION CARRIED

3. Disclosure of Pecuniary Interest

The committee discussed requirements of disclosing pecuniary interest and were advised the onus is on the committee member to disclose any conflicts of interest, and that staff cannot direct any member to disclose a conflict and that should a member of the public have a concern they may bring the issue forward with the Municipal Clerk.

4. Confirmation of Minutes

None

5. Hearing of Deputations

None

6. General Items

This document is available in alternate formats upon request.

Please contact the Clerk's Department at 705-432-2355.

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1) Terms of Reference

The Clerk's Assistant reviewed the Terms of Reference for the Beaverton Harbour Advisory Committee (BHAC).

2) Revised Meeting Schedule

Moved by Claire Doble to approve the revised BHAC Meeting Schedule for 2021.

MOTION CARRIED

3) Review of Documents

The committee discussed the optimal way in which to review the documents and requests that have been forwarded to the committee by Council, and determined the most efficient way to provide recommendations will be to create an overarching mandate and vision for the Harbour, and then to make recommendations based on that plan.

Moved by Claire Doble that the BHAC Committee discuss a vision for the harbour at the initial meetings prior to moving forward with providing recommendations for council.

MOTION CARRIED

Mr. Davidson requested follow up on a water quality studies that have been completed in the past. The Director of Public Works advised that the water quality study was completed as part of the ReWilding project and that those documents will be included in the next agenda package for the committee's consideration.

- a) Skywoman Deputation – Council April 15, 2019
- b) Rewilding Deputation – Council – February 4, 2019
- c) Harbour Survey – 2019
- d) Naturalizing Berm
- e) Breakwall Northern Spit Deputation – COW – January 11, 2021
- f) Pedestrian Bridge – Council – June 3, 2019
- g) Harbour Parking

4) Skywoman Recommendations & Next Steps

Discussion occurred regarding the status of the Skywoman project. The committee enquired if the Skywoman project was formally approved by Council to which the Clerk's Assistant advised she would follow up.

5) Next Steps

During roundtable discussion the committee noted the following areas as points of focus and consideration for discussions on harbour improvements:

- Re-directing attraction from the businesses on Highway 12 to downtown Beaverton
- Water quality
- Connect the downtown to the waterfront - walkability
- Heavy use during peak of summer for the splash pad and lake and winter for ice fishing
- Permanent washroom/changeroom facilities
- Increased seating, potential concert area

- Issues with facilities being vandalized
- The need for projects and additions to the harbour to be integrated cohesively
- Incorporating a Master Plan for the harbour into a Strategic Plan for the community
- Potential Federal Harbour Divestiture
- Available infrastructure
- Inclusion of fairgrounds and parking as part of harbour
- Importance of consulting with parties of interest including: Durham Region Economic Development, Planning Departments, Recreation Departments, Boathouse owners, yacht club members, community groups, organizations that use the fairgrounds, Lake Simcoe Region Conservation Authority
- Using the harbour as a point of attraction and destination point
- Evaluating harbours in other municipalities
- Utilizing the harbour as a means for bringing income to the Township
- The Durham Region Water pumping station
- Potential investors
- Improving upon existing projects and infrastructure already in place
- Creation of transient boat slips, and charging for their use
- Regular review of maintenance standards and basic upkeep (paint, garbage cans, location of portable washrooms etc.)
- Creation of an attractive and clean waterfront – potential berm to retain added sand

Chair Christine Dukelow asked committee members to bring forward value statements of what they wish to see for the harbour to the next meeting.

Chair Christine Dukelow requested that at the next meeting, committee members come prepared to discuss their varying qualifications and experiences that would be beneficial to working on this project.

Committee members enquired if an external organization should be retained for a professional review of the harbour and development of a plan. The Director of Public Works advised that professional studies are very expensive, and the mandate of the committee is to provide feedback on the projects that have been assigned by Council, and that previous studies should be used as a basis for the development off a Harbour mandate and vision. The Clerk's Assistant noted that any recommendations made need to be approved by Council before they will be implemented.

Ryan Lloyd noted that there are small projects and items that can be taken care of immediately and that a master plan for the harbour could be integrated into the Official Plan for the Township.

Councillor Pettingill volunteered to research any plans that are in place for the harbour at Fenelon Falls.

7. Other Items & Inquiries

1) New Business

Mr. Davidson advised that the Beaverton Horticultural Society has requested permission from Council to update the existing flower beds at the harbour as part of their centennial project for 2022, noting the beds plan to be used for a community garden.

2) Next Meeting – March 3, 2021

8. Adjournment

Moved by Paul Nelson to adjourn the meeting at 4:08 p.m.

MOTION CARRIED

Date:	29/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PRF
Copies to:	



Not-For-Profit Sector Review Committee

Due to the current COVID-19 Pandemic and the need to implement social distancing, the Municipal Administration Building is closed to the public and no residents will be permitted to attend this meeting in person. Members of the Township of Brock Not-For-Profit Sector Review Committee will be participating electronically in the meeting. Those wishing to view the meeting via virtual means, or those wishing to participate as a delegate, may register in advance of the meeting by noon on the business day prior to the date of the meeting by emailing clerks@townshipofbrock.ca. Those wishing to submit written correspondence with respect to the items on the agenda may do so by emailing clerks@townshipofbrock.ca.

Date: Wednesday, January 06, 2021

Time: 6:30 p.m.

Location: Electronic Meeting via Microsoft Teams

Minutes

Present: Andrea Klimpel, Angela Canavan, Paul Pascoal, Paul South, Ted Shepard, Ward 3 Councillor Walter Schummer, Ward 4 Councillor Cria Pettingill

Staff: Alicia Bagshaw – Recreation & Leisure Coordinator, Becky Jamieson - Clerk (recording the minutes)

1. Call to Order

The Municipal Clerk Becky Jamieson called the meeting to order at 6:35 p.m.

2. Disclosure of Pecuniary Interests and Nature Thereof

There were no disclosures of pecuniary interests.

3. Appointment of Chair & Vice-Chair

Motion

Moved by Paul Pascoal, that Councillor Walter Schummer be appointed Chair of the Not-For-Profit Sector Review Committee.

Motion Carried.

Motion

Moved by Councillor Schummer, that Angela Canavan be appointed Vice-Chair of the Not-For-Profit Sector Review Committee.

Motion Carried.

4. Confirmation of Minutes

A) November 11, 2020

Motion

Moved by Paul Pascal, that that the minutes of the November 11, 2020 meeting of the Not-For-Profit Sector be approved.

Motion Carried.

5. Delegations/Presentations – None

6. General Items

A) Initial Survey

The Committee agreed that this was more of a base survey to develop a directory of the organizations. The Committee requested that additional categories be added including seniors, arts, and other.

The Committee agreed that only basic information should be requested, and the more detailed information can be collected/asked when the other survey is done.

Chair Schummer requested that all changes be submitted to staff by the end of the week so that it can be posted and promoted through the website, social media and newspaper.

The Committee agreed that they would like to have as much information as possible by February 1, 2021.

B) Dedicated Website Page

The Committee reviewed the draft website page.

C) Promotional Video

The Committee reviewed the draft promotional video. The Committee made a number of suggestions and recommendations to which staff would try to incorporate.

D) Next Steps

The Committee agreed to start thinking about what other information the Committee would like to know about the organizations and to begin submitting draft survey questions to staff for discussion at the next meeting.

7. Other Business

A) Next Meeting Date – February 3 at 6:30 p.m.

The Committee agreed that the next meeting would be scheduled for February 3, 2021 at 6:30 p.m.

8. Adjournment

Motion

Moved by Ted Shepard, that the Committee adjourn at 7:28 p.m.

Motion Carried.

Date:	29/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PRF
Copies to:	



Not-For-Profit Sector Review Committee

Due to the current COVID-19 Pandemic and the need to implement social distancing, the Municipal Administration Building is closed to the public and no residents will be permitted to attend this meeting in person. Members of the Township of Brock Not-For-Profit Sector Review Committee will be participating electronically in the meeting. Those wishing to view the meeting via virtual means, or those wishing to participate as a delegate, may register in advance of the meeting by noon on the business day prior to the date of the meeting by emailing clerks@townshipofbrock.ca. Those wishing to submit written correspondence with respect to the items on the agenda may do so by emailing clerks@townshipofbrock.ca.

Date: Wednesday, February 10, 2021

Time: 5:30 p.m.

Location: Electronic Meeting via Microsoft Teams

Minutes

Present: Andrea Klimpel, Angela Canavan, Paul Pascoal, Ted Shepard, Ward 3 Councillor Walter Schummer, Ward 4 Councillor Cria Pettingill

Absent: Paul South

Staff: Alicia Bagshaw – Recreation & Leisure Coordinator, Becky Jamieson - Clerk (recording the minutes)

1. Call to Order

Chair Schummer called the meeting to order at 5:32 p.m.

2. Disclosure of Pecuniary Interests and Nature Thereof

There were no disclosures of pecuniary interest.

3. Confirmation of Minutes

A) January 6, 2021

Motion

Moved by Angela Canavan, that that the minutes of the January 6, 2021 meeting of the Not-For-Profit Sector be approved.

Motion Carried.

4. Delegations/Presentations – None

There were no delegations or presentations.

5. General Items

A) Organization Directory Responses

This document is available in alternate formats upon request.

Please contact the Clerk's Department at 705-432-2355.

a. Next steps

Chair Schummer inquired if staff have reached out individually to organization's who have not yet responded, to which the Clerk advised not but that she would have a staff do that over the next weeks.

The Committee noted that some organizations are not meeting frequently so it may take some time for organizations to fill this form out and get the directory developed.

Councillor Pettingill noted that the Horticultural Society is not on and inquired if she should reach out to groups not on the list to have them fill out the directory form to which the Committee agreed.

Mr. Shepard noted that he will reach out to the Beaverton and Sunderland Lions Club as they are not on the preliminary list.

The Committee agreed to push the directory by reaching out to groups not on the list and requested that staff provide a weekly update of the list to the group.

B) Dedicated Website Page

The Clerk inquired if there are any changes the Committee would like to the website and was advised not.

C) Draft Survey

The Clerk provided an overview of the survey.

Councillor Pettingill noted that she is an advocate for one on one surveys.

Ms. Klimpel inquired if we should do the survey than have a follow up call with them to gather additional information, etc. if required.

Chair Schummer noted that one organizational representative may not feel comfortable responding to the Committee on behalf of the organization and may want to discuss it with the organization first.

Councillor Pettingill noted that you will obtain more information through an in-person interview.

Mr. Pascoal noted that the Committee needs to start with a simple survey as if it is too large people may feel overwhelmed. He noted that following a simple survey, a follow up phone conversation may be appropriate.

Ms. Klimpel inquired if a focus group would work to identify common interests and needs. She noted that a survey could be done first followed by a focus group.

Ms. Canavan inquired how much time was spent on the BR+E Tourism survey, to which Councillor Pettingill noted the in-depth survey was 45 minutes -1 hour in person.

Councillor Schummer noted having someone on the phone for an hour is not always well received and if the Committee decides to call organizations, it should be noted that the conversation may take an hour.

Mr. Pascoal noted that the value is in building long term relationships and that takes time.

The Clerk noted that the group did discuss doing an incentive to invite the groups to fill out the survey. She noted a free advertisement in the paper or workshop are potential options.

Chair Schummer noted that one question he added was asking if groups would be interested in attending a NPSRC meeting to present and discuss issues with them.

Mr. Pascoal noted that in his organization they invite a group or individual each meeting to do a 5 minute presentation on their successes and share their stories.

Chair Schummer noted that a series of questions could be included requesting people to rank 1-10 that would develop some statistics.

Ms. Klimpel noted that the benefit of the survey can do a snapshot that can be provided back to the community (quantifiable data).

The Committee noted that when the survey goes out, a preamble will need to be included that highlights why the survey is being done and what is hoped to be accomplished from gathering the information.

D) Next Steps

The Committee agreed to send additional questions for the survey to staff and to note as to what questions should be included in the survey and then what be saved in the in-person interviews.

6. Other Business

A) Next Meeting Date – March 3, 2021 at 6:30 p.m.

The Committee agreed that the next meeting would be scheduled for March 3, 2021 at 6:30 p.m.

7. Adjournment

Motion

Moved by Ted Shepard, that the Committee adjourn at 6:32 p.m.

Motion Carried.



Date:	29/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	Null
Notes:	COW - EDT
Copies to:	

Brock Economic Development Advisory Committee

Due to the current COVID-19 Pandemic and the need to implement social distancing, the Municipal Administration Building is closed to the public and no residents will be permitted to attend this meeting in person. Members of the Township of Brock Economic Development Advisory Committee will be participating electronically in the meeting. Those wishing to view the meeting via virtual means, or those wishing to participate as a delegate, may register in advance of the meeting by noon on the business day prior to the date of the meeting by emailing clerks@townshipofbrock.ca. Those wishing to submit written correspondence with respect to the items on the agenda may do so by emailing clerks@townshipofbrock.ca.

Date: Tuesday, February 16, 2021

Time: 6:30 p.m.

Location: Electronic Meeting via Microsoft Teams

Minutes

Present: Peter Prust, Colleen Davidson, Brian McGregor, Jordan Mount, David Rhead, Jane Trollope, Deputy Mayor Ted Smith

Absent: Rebecca Jeschke, Carole Roberts

Staff: Glen McFarlene, Rural Economic Development Specialist, Durham Region, Stacey Jibb, Manager, Agriculture & Rural Economic Development, Durham Region, Carolyn Puterbough, OMAFRA, Dean Hustwick, CAO, Becky Jamieson - Clerk (recording the minutes)

1. Call to Order

The Municipal Clerk called the meeting to order at 6:35 p.m.

Introductions of staff and EDAC members occurred.

2. Appointment of Chair & Vice-Chair

Motion

Moved by David Rhead, that appoint of chair and vice-chair be deferred to next meeting.

Motion Carried.

The Committee requested that staff act as the chair of the meeting this evening.

3. Hearing of Deputations

There were no deputations.

4. General Items

- 1) Review Terms of Reference, Mandate and Code of Conduct

The Clerk provided an overview of the Terms of Reference and mandate of the Committee.

- 2) Review of Previously Completed Economic Development Projects & Initiatives (Report 2020-CO-40)

Ms. Jibb advised that there are several supporting documents for the Committee's review and recommended that Committee members review Report 2020-CO-40 which highlights all the economic development initiatives/projects that have been completed since 2012.

Mr. Rhead suggested that Brock's Big Bite be added to the list of projects as it was originally led by BEDAC.

- 3) Overview of Supporting Economic Development Materials

Ms. Jibb provided an overview of supporting economic development materials:

1. Vibrant North Durham Plan & Action Plan

- 5-year economic development plan for north Durham to guide economic development for Brock, Uxbridge & Scugog and a specific Action Plan for Brock
- Have been a few roadblocks updating the plan but hoping to get it updated this year. The Committee will be involved in the update on the plan.

Ms. Prust advised that the plan was a result of a lot of great work. He noted that the Committee has a year and half before this term is up and suggested that the Committee does not try to recreate the wheel but use the documents that have been previously developed to guide the committee and Council in regard to Economic Development in Brock.

2. Building Statistics in the Township of Brock for 2020

- Snapshot of all the building development that occurred in the Township in 2020.
- Highlights the growth that Brock is seeing from a residential perspective.

3. Brock Business Listing by Industry

- Data is from the 2019 business count; it is outdated as no business count was done in 2020 due to COVID, however, it provides a good snapshot of the overall business community in Brock

4. North Durham by the Numbers

5. Summary of Documents re. Township of Brock

6. Brock Economic Development Report

7. Brock Community Tourism Plan

- Guiding document for the BTAC but because there is such an overlap of economic development and tourism it was important that Committee be aware of this plan.

8. Beaverton First Impressions Community Exchange (FICE) Program

5. Other Items & Inquiries

- 1) New Business
 - 2021 Workplan Discussion

The Committee discussed what motivated them to apply for the Committee. The following were points that were made:

- Ensure resources from SLCFDC are being promoted to the Township of Brock community;
- Ensure that there are appropriate resources for the next business generation;
- Brock has a lot potential tourism and retail-wise;
- Want to ensure storefronts are not sitting empty;
- To support economic development and rural development within Brock;
- Promote/develop a shop local campaign;
- To support and help businesses transition to the new way (i.e. e-commerce, etc.);
- Want to help attract people to the Township;
- To ensure we are taking advantage of the building boom in Brock;
- Economic development is a very broad topic; and
- To address eliminating the perspective of North Durham vs. South Durham and the imaginary border of Highway 7.

Mr. McGregor inquired if there is any money in the budget for Shop Local Campaign to which the Clerk noted that the same budget for BEDAC for 2019 has been put in the budget for 2021. She noted that some of those funds are generally allocated to initiatives (business tour, forum, etc.) that are unlikely to occur in 2021 due to COVID-19 and those funds could be reallocated accordingly.

Mr. McGregor inquired if there is any funding through OMAFRA for communities. Ms. Puterborough advised that the Rural Economic Development (RED) noting that the first intake has closed, and a second intake is expected this fall. Mr. Hustwick advised that the Township had discussions with the Region on submitting an application during intake one but have decided to defer it to the second intake to allow more time to get input and put forth a strong application.

The Committee discussed the need to develop a workplan. Ms. Davidson, Mr. Prust and Mr. Rhead agreed to sit on a sub-committee to develop a draft workplan.

Mr. Rhead suggested that a contact list be circulated to the group to which the Clerk advised that as long as we have the Committee's consent, the list can be circulated.

- 2) Next Meeting Date – March 16, 2021

The Committee agreed that the next meeting would be March 16, 2021 at 6:30 p.m.

6. Adjournment

Motion

Moved by Ted Smith, that the Committee adjourn at 8:01 p.m.

Motion Carried.

Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - EDT
Copies to:	

March 12, 2021

Via Email:

The Honourable Mélanie Joly
 Minister of Economic Development and Official Languages
melanie.joly@parl.gc.ca

The Honourable Mary Ng
 Minister of Small Business, Export Promotion and International Trade
Mary.Ng@parl.gc.ca

Re: Extension and Expansion of the Digital Main Street Program

Please be advised that at a meeting held on March 8, 2021, the Council of the Town of Whitby adopted the following as Resolution # 71-021:

Whereas the expansion of the Digital Main Street (DMS) program in 2020 has been a critical support in helping businesses adopt new technology during the COVID-19 pandemic; and,

Whereas the Digital Main Street Program in Whitby is administered by the Business Advisory Centre Durham (BACD) and the Downtown Whitby Business Improvement Area (BIA); and,

Whereas these new DMS programs have helped both nurture new technology based businesses in our region and provided virtual hands on support and solutions for businesses to access new customers while managing new COVID-19 health and safety measures; and,

Whereas the DMS base program has served 435 businesses across the region including 121 in the Town of Whitby, and the DMS ShopHERE program has served 585 businesses across the region including 107 in the Town of Whitby; and,

Whereas current funding for the DMS program ends in March 2021; and,

Whereas our small business community faces ongoing barriers to technology adoption and lack of resources to implement these technologies that are necessary to remain competitive in light of COVID-19 impacts to their business; and,

Whereas Canada's economy will rely on entrepreneurs in both the technology and the main street business sectors to drive economic recovery, job creation and economic growth; and,

Whereas the DMS program can continue providing virtual hands on support to small business to accelerate the adoption of new technology solutions that keep our businesses competitive.

Therefore be it resolved that:

1. The Town of Whitby, in partnership with the Downtown Whitby BIA, and the Business Advisory Centre Durham, call on the provincial and federal governments to:
 - Work to renew and expand funding to the Digital Main Street Program as soon as possible to help our businesses adopt new technologies to support their digital transformation and adapt their business model due to COVID-19;
 - Explore opportunities to provide additional support to our main street business sector in adopting digital technologies and future proofing their business models; and,
 - Support Canada's technology sector to develop and bring to market new technologies that can support businesses in Canada and globally to adapt to the new business realities following the impacts of COVID-19 to both Business-to-Consumer (B2C) and Business-to-Business (B2B) business models.

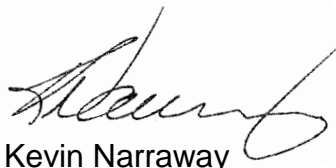
Further be it resolved that:

2. The Mayor on behalf of Council be directed to write a letter, jointly with the Downtown Whitby BIA, and the Business Advisory Centre Durham, advocating for the extension and expansion of the Digital Main Street Program to the Federal Minister of Economic Development and Official Languages and Minister of Small Business, Export Promotion and International Trade; and,
3. The Town Clerk be directed to send a copy of the letter and resolution, once approved, to:
 - Ryan Turnbull, Member of Parliament for Whitby
 - Lorne Coe, Member of Provincial Parliament for Whitby

- Durham Regional Council
- Members of the Ajax, Brock, Clarington, Oshawa, Pickering, Scugog, and Uxbridge Councils
- Federation of Canadian Municipalities (FCM)
- Association of Municipalities of Ontario (AMO)
- Ontario Big City Mayor's Caucus (OBCM)
- Mayors and Regional Chairs of Ontario (MARCO)
- GTHA Mayors and Chairs
- Ontario Chamber of Commerce (OCC)
- Whitby Chamber of Commerce
- 1855 Whitby
- Durham Economic Recovery Taskforce

Enclosed within, please find a letter from Mayor Mitchell on behalf of Council, the Downtown Whitby BIA, and the Business Advisory Centre Durham, advocating for the extension and expansion of the Digital Main Street Program.

Should you require further information, please do not hesitate to contact Sarah Klein, Director of Strategic Initiatives at 905-430-4338.



Kevin Narraway
Manager of Legislative Services/Deputy Clerk

Encl: Letter from Mayor Mitchell on behalf of Council, the Downtown Whitby BIA, and the Business Advisory Centre Durham

Copy: C. Harris, Town Clerk

Lorne Coe, M.P.P. - lorne.coe@pc.ola.org

Ryan Turnbull, M.P. ryan.turnbull@parl.gc.ca

Ralph Walton, Regional Clerk, Region of Durham - clerks@durham.ca

Brian Bridgeman, Commissioner of Planning and Economic Development Region of Durham - planning@durham.ca (Durham Economic Recovery Taskforce)

Federation of Canadian Municipalities - info@fcm.ca

Association of Municipalities of Ontario - amo@amo.on.ca

Dennis Croft, Chief Executive Officer, 1855 Whitby - denniscroft@1855Whitby.com

Natalie Prychitko, Chief Executive Officer, Whitby Chamber of Commerce
Natalie@whitbychamber.org

Mayor Cam Guthrie, Chair, Ontario Big City Mayor's Caucus (OBCM) - mayor@guelp.ca

Karen Redman, Chair Mayors and Regional Chairs of Ontario (MARCO) - kredman@regionofwaterloo.ca

Ontario Chamber of Commerce (OCC) - louiedipalma@occ.ca

N. Cooper, Director of Legislative and Information Services, Town of Ajax - clerks@ajax.ca

B. Jamieson, Clerk, Township of Brock - bjamieson@townshipofbrock.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

L. Fleury, Acting Clerk, Township of Scugog - lfleury@scugog.ca

D. Leroux, Clerk, Township of Uxbridge - dleroux@town.uxbridge.on.ca

Durham Regional Chair John Henry, Regional Municipality of Durham - chair@durham.ca

Regional Chair Gary Carr, Regional Municipality of Halton - gary.carr@halton.ca

Regional Chair Nando Iannicca, Regional Municipality of Peel - nando.iannicca@peelregion.ca

Regional Chair Wayne Emmerson, Regional Municipality of York - emmerson@york.ca

Mayor Shaun Collier, Town of Ajax - shaun.collier@ajax.ca

Mayor Tom Mrakas Town of Aurora - tmrakas@aurora.ca

Mayor Patrick Brown, City of Brampton - Patrick.Brown@brampton.ca

Mayor John Grant, Township of Brock - jgrant@townshipofbrock.ca

Mayor Marianne Meed Ward, City of Burlington - mayor@burlington.ca

Mayor Allan Thompson, Town of Caledon - allan.thompson@caledon.ca

Mayor Adrian Foster, Municipality of Clarington - mayor@clarington.net

Mayor Virginia Hackson, Town of East Gwillimbury - vhackson@eastgwillimbury.ca

Mayor Margaret Quirk, Town of Georgina - mquirk@georgina.ca

Mayor Rick Bonnette, Town of Halton Hills - mayor@haltonhills.ca

Mayor Fred Eisenberger, City of Hamilton - mayor@hamilton.ca

Mayor Steve Pellegrini, Township of King - spellegrini@king.ca

Mayor Frank Scarpitti, City of Markham - mayorscarpitti@markham.ca

Mayor Gordon Krantz, Town of Milton - executiveservices@milton.ca

Mayor Bonnie Crombie, City of Mississauga - mayor@mississauga.ca

Mayor John Taylor, Town of Newmarket - jtaylor@newmarket.ca

Mayor Rob Burton, Town of Oakville - mayor@oakville.ca

Mayor Dan Carter, City of Oshawa - mayor@oshawa.ca

Mayor Dave Ryan, City of Pickering - mayor@pickering.ca

Mayor David Barrow, City of Richmond Hill - dave.barrow@richmondhill.ca

Mayor Bobbie Drew, Township of Scugog - bdrew@scugog.ca

Mayor John Tory, City of Toronto - mayor_tory@toronto.ca

Mayor Dave Barton, Township of Uxbridge - dbarton@uxbridge.ca
Mayor Maurizio Bevilacqua, City of Vaughan - maurizio.bevilacqua@vaughan.ca
Mayor Iain Lovatt, Town of Whitchurch-Stouffville - mayor@townofws.ca



**Town of Whitby
Office of the Mayor**
575 Rossland Road East
Whitby, ON L1N 2M8
whitby.ca

Don Mitchell
Mayor
905.430.4300 x2203
mayor@whitby.ca



March 23, 2021

The Hon. Mélanie Joly
Minister of Economic Development and Official Languages
House of Commons
Ottawa, Ontario K1A 0A6

The Hon. Mary Ng
Minister of Small Business, Export Promotion and International Trade
House of Commons
Ottawa, Ontario K1A 0A6

Re: Digital Main Street Program

Ministers,

On March 1st, 2021, Town of Whitby Council passed the enclosed resolution calling for the Federal government to expand funding for the Digital Main Street (DMS) program to support future proofing and digital adoption for local business.

The Town of Whitby's fundamental priority throughout the COVID-19 pandemic has both been to protect the health and safety of our residents, employers and employees; and to support our business community through its struggles with the economic impacts of COVID-19 public health measures.

The Town of Whitby, the Business Advisory Centre of Durham, and the Downtown Whitby Business Improvement Area have worked collaboratively to engage our business community and ensure they are receiving the support they need during this challenging time. The need for digital transformation of business models has been accelerated by the COVID-19 pandemic, not just in our retail and main street business sectors but also in our manufacturing and more traditional industries. The Town of Whitby welcomed the development of the DMS ShopHERE program in 2020, and the previous expansion of the DMS program across the province. These programs have been great supports for the local business community as it transformed their business model in light of the impacts of the pandemic and the acceleration of digital sales and servicing.

The expansion of the Digital Main Street (DMS) program in 2020 to include the DMS Future Proof components including DMS Labs, Transformation Teams and Community Collaboration projects administered has been a critical support in helping businesses adopt new technology during the COVID-19 pandemic. The support by the Federal government was announced in June 2020 with \$50M in funding from the Federal Economic Development Agency for Southern Ontario to support Ontario businesses to go digital. These new DMS programs have provided much needed virtual hands-on support and solutions for businesses to access new customers while managing COVID-19 health and safety measures.

With current funding for the DMS program coming to an end in 2021, our small business community faces ongoing barriers to technology adoption. Without the continuation of the DMS program, our business community will lack the necessary resources to implement technological advancements that are necessary for them to remain competitive during and after the COVID-19 pandemic. Canada's economy will rely on entrepreneurs in the technology, manufacturing and main street business sectors to drive economic recovery, job creation and economic growth. With your continued support, the DMS program can continue providing virtual hands-on support to small business to accelerate the adoption of new technology solutions that keep our businesses competitive.

At the March 1st Whitby Town Council meeting the enclosed resolution was passed, calling on the Federal government to:

- Work to renew and expand funding to the Digital Main Street Program as soon as possible to help our businesses adopt new technologies to support their digital transformation and adapt their business model due to COVID-19;
- Explore opportunities to provide additional support to our main street business sector in adopting digital technologies and future proofing their business models; and
- Support Canada's technology sector to develop and bring to market new technologies that can support businesses in Canada and globally to adapt to the new business realities following the impacts of COVID-19 to both Business-to-Consumer (B2C) and Business-to-Business (B2B) business models.

As we move through the pandemic, please know that the Town of Whitby, the Business Advisory Centre of Durham, and the Downtown Whitby Business Improvement Area will continue to seek opportunities to work with you to help local residents and businesses.

Programs like Digital Main Street support our local business community in both sustaining their business in the short term and looking towards the future and ensuring Canadian businesses remain competitive globally. DMS has seen extensive use across the region including 435 businesses supported by the Digital Service Squad, and 585 businesses enrolled in the ShopHERE program.

Thank you in advance. If you have any questions, please feel free to contact Paul Pirri, Senior Manager Economic Development, Town of Whitby at pirrip@whitby.ca or (905) 424 9346. It would be a pleasure to hear from you.

Sincerely,



Don Mitchell
Mayor



Paul Pirri
Senior Manager
Economic Development



Teresa Shaver
Executive Director
BACD



Karey Anne Large
Executive Director
Downtown Whitby BIA

Copy:

Chris Harris, Town Clerk
Ryan Turnbull, Member of Parliament for Whitby
Lorne Coe, Member of Provincial Parliament for Whitby
Durham Regional Council
Members of the Ajax, Brock, Clarington, Oshawa, Pickering, Scugog, and
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Ontario Big City Mayor's Caucus (OBCM)
Mayors and Regional Chairs of Ontario (MARCO)
GTHA Mayors and Chairs
Ontario Chamber of Commerce (OCC)
Whitby Chamber of Commerce
1855 Whitby
Durham Economic Recovery Taskforce

Date:	30/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	



Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From:	Richard Ferguson
Position:	Chief Building Official
Title / Subject:	Source Protection-Sewage System Maintenance Agreement
Date of Report:	March 29, 2021
Date of Meeting:	April 12, 2021
Report No:	2021-PS-04

1.0 Strategic Goal/Priority

To enter into an agreement for the purpose of delegating to the Region of Durham the enforcement of certain responsibilities under the Building Code Act and Building Code to carry out the Mandatory Maintenance Inspection Program as set out in Division C, subsection 1.10.2.3(2)(b) of the Ontario Building Code.

2.0 Issue / Origin

The Region of Durham Health Department as the Township's septic system approval authority contacted the Chief Building Official to inform of their desire to enter into an agreement to inspect septic systems that fall within an identified Source Water Protection Area.

3.0 Background

The Building Code Act and Building Code require that Municipalities conduct inspections on certain septic systems within their boundaries. There are two main categories that effect the Township of Brock, those systems that fall within 100m of Lake Simcoe or it's tributaries and those that fall within a Source Water Protection Area (Wellhead Protection Area). This proposed agreement covers septic systems that are within a Source Water Protection Area (Wellhead Protection Area).

The areas in question for the Township of Brock are those areas that surround the municipal wells located in Cannington and Sunderland. In total the Health Department is expecting that 20 properties will be affected by this inspection program.

4.0 Analysis

The inspection program is a municipal requirement of the Act and Regulation and therefore we must ensure that the inspections are completed. Inspections are required on a five-year cycle; this proposed agreement is for the 2021 year only and will affect approx. 20 properties. The Health Department is not proposing to charge a fee for these inspections and the inspections are a visual inspection only.

5.0 Related Policies / Procedures

See attached agreement.

6.0 Financial / Budget Assessment

There is no fee being proposed, therefore no financial impact to the Township or our residents.

7.0 Communications

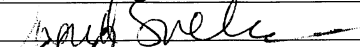
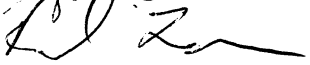
The Health Unit is proposing that they will contact all the effected landowners and advise them of the required inspection.

8.0 Conclusion

The mandate from the Province is that municipalities shall conduct these inspections in accordance with the Building Code Act and the Ontario Building Code. Durham Region Health is proposing to administer the program and conduct these inspections at no cost to the Township or our residents and they require this agreement to move forward.

9.0 Recommendation

Recommend that Council authorize the Clerk and Mayor to sign the Agreement with Durham Region Health for the administration and inspections of Septic Systems in the Wellhead Protection Zones within the Township of Brock.

Title	Name	Signature	Date
CAO	Ingrid Svelnis		March 30 / 2021
Chief Building Official	Richard A. Ferguson, CBCO		Mar 30/21

SOURCE PROTECTION ON-SITE SEWAGE SYSTEM MAINTENANCE INSPECTION PROGRAM AGREEMENT

This AGREEMENT made this ____ day of _____, 2021 (“Effective Date”)

BETWEEN:

THE REGIONAL MUNICIPALITY OF DURHAM
(hereinafter referred to as the “Region”)

- and -

THE CORPORATION OF BROCK
(hereinafter referred to as the “Municipality”)

WHEREAS subsection 6.2(1) of the *Building Code Act, 1992*, S.O. 1992, c.23 as amended, (the “Act”) provides that the council of an upper-tier municipality and of one or more municipalities in the upper-tier municipality may enter into an agreement for the enforcement by the upper-tier municipality of the provisions of the Act and Ontario Regulation 332/12 Building Code (hereinafter the “Building Code”) related to sewage systems in the municipalities and for charging the municipalities the whole or part of the cost;

AND WHEREAS the Region and the Municipality wish to enter into an agreement for the purpose of delegating to the Region the enforcement of certain responsibilities under the Act and Building Code to carry out the Mandatory Maintenance Inspection Program as set out in Division C, subsection 1.10.2.3(2)(b) of the Building Code.

NOW THEREFORE, in consideration of the mutual covenants herein contained, the receipt and sufficiency of which is acknowledged, the parties hereto agree as follows:

ARTICLE ONE DEFINITIONS

Section 1.01 - Definitions

In this Agreement,

- (i) “Building Code” means Ontario Regulation 332/12 made under the *Building Code Act, 1992*, S.O. 1992, c.23, as amended or replaced;
- (ii) “Qualified Inspector” means an inspector appointed under subsection 6.2(3) of the Act;
- (iii) “Sewage System” means,
 - (a) a chemical toilet, an incinerating toilet, a recirculating toilet, a self-contained portable toilet and all forms of privy including portable privy, a pail privy, a privy vault and a composting toilet system,
 - (b) a greywater system,
 - (c) a cesspool,
 - (d) a leaching bed system, or
 - (e) a system that requires or uses a holding tank for the retention of hauled sewage at the site where it is produced before its collection by a hauled sewage system,

where these,

- a) have a design capacity of 10,000 litres per day or less,
- b) have, in total, a design capacity of 10,000 litres per day or less,
- c) where more than one of these are located on a lot or parcel of land, and

- d) are located wholly within the boundaries of the lot or parcel of land on which is located the building or buildings they serve.
- (iv) “source protection area” means a drinking water source protection area established by the *Clean Water Act, 2006*, S.O. 2006, c.22 or by its regulations or as otherwise defined by the Building Code.
- (v) “vulnerable area” means,
 - (a) a significant groundwater recharge area,
 - (b) a highly vulnerable aquifer,
 - (c) a surface water intake protection zone, or
 - (d) a wellhead protection area
 or as otherwise defined by the Building Code.

ARTICLE TWO APPLICATION

Section 2.01 – Application

This Agreement shall be applicable to all Sewage Systems within the Municipality that are required to be inspected under the mandatory maintenance inspection program, and are in whole or in part within a vulnerable area that is located in a source protection area where establishment, operation and maintenance of a Sewage System is or would be a significant drinking water threat, pursuant to Division C, subsection 1.10.2.3(2)(b) of the Building Code.

Section 2.02 – Duties

The Region’s Health Department shall faithfully carry out the Region’s duties hereunder in accordance with the Act and the Building Code in force from time to time, this Agreement and any other legislation contemplated hereunder.

ARTICLE THREE SERVICES OF THE HEALTH DEPARTMENT

Section 3.01-Services

The Region, through the Region’s Health Department, shall conduct a maintenance inspection for private on-site Sewage Systems within the Municipality. The purpose of the mandatory maintenance inspection is to determine whether the private on-site Sewage System is in compliance with the operation and maintenance requirements outlined in the Building Code. The Region’s Health Department shall provide the following services:

- (i) inspect all properties within the Municipality as identified by the Region to determine compliance with the Act and Building Code for the enforcement of the mandatory maintenance inspection program;
- (ii) review all pertinent documents to assess compliance with all applicable legislation, policies and guidelines relating to the mandatory on-site sewage systems maintenance inspection program;
- (iii) attend meetings of Municipal Council and its committees to discuss matters relating to the mandatory on-site sewage system maintenance inspection program;
- (iv) as an agent for the Municipality, maintain adequate records of all documents and other materials used in performing the duties required under this Agreement, where such records will be maintained in accordance with the Region’s Record Retention Policy as contained in the Region’s by-laws;
- (v) upon reasonable notice by the Municipality, provide reasonable access to the Municipality of all records kept under subsection 3.01(iv) above;
- (vi) consult with various groups regarding compliance with provisions relating to

the mandatory on-site sewage system maintenance inspection program;

- (vii) respond to inquiries made by any person under the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c. M.56 as amended, or through any other legal channel;
- (viii) identify malfunctioning Sewage Systems, undertake compliance counselling and preparation of reports for abatement action as they relate to existing Sewage Systems;
- (ix) issue orders under the Act relating to Sewage Systems;
- (x) prepare documentation necessary for prosecution activities relating to Sewage Systems under the Act and the Building Code and administer enforcement proceedings relating to Sewage Systems pursuant to the *Provincial Offences Act*, R.S.O. 1990, c. P.33;
- (xi) provide all forms necessary for the administration of this Agreement;
- (xii) attend all enforcement proceedings as required. Notwithstanding sections ix–xi, the Municipality is responsible for dissemination of information; and,
- (xiii) provide an annual report of the results of the inspections to the Municipality and the Region's Works Department.

The Parties agree that where location information for a private on-site Sewage System on a property subject to this Agreement is not provided to the Region, either by the homeowner or the Municipality, the Region will undertake best efforts to carry out the inspection. The Parties agree that the Region will not be liable for incomplete inspections on these properties.

Section 3.02 – Sewage System Management Agreement Not Included

Nothing in this Agreement provides for the provision by the Region's Health Department of any services related to other responsibilities or other related services which may be required for the enforcement of the Act and the Building Code relating to Sewage Systems.

Section 3.03 - Collection of Fees

Fees for the inspections of Sewage Systems covered by this Agreement will not be charged by the Region. Fees may be charged for subsequent inspections if required by the Building Code or the Municipality and the terms of payment shall be agreed to by the Municipality and the Region, if and when required.

ARTICLE FOUR INSPECTORS

Section 4.01 – Qualifications of Inspectors

The Region agrees that only personnel meeting the following qualifications shall be employed as an inspector for the purposes of this Agreement:

- (i) a person qualified to be employed as a full time certified Public Health Inspector (CPHI(C)); and
- (ii) a person qualified as a sewage systems inspector prescribed by the Building Code.

ARTICLE FIVE INDEMNIFICATION AND INSURANCE

Section 5.01 - Indemnification

The Municipality shall indemnify, defend and save harmless the Region acting as a body corporate and all its successor corporations and entities, their past, present and future elected and appointed officials, officers, representatives, employees, servants, agents and their respective successors, assigns, heirs and administrators against all claims, demands, losses, costs, damages, actions, suits or proceedings by whomsoever made, brought or prosecuted in any manner, based upon, arising out of, related to, occasioned by or attributable to work carried out under this Agreement, provided such claims are not caused by negligent acts or omissions of the Region's Health Department employees appointed pursuant to this Agreement, including authorized agents and contractors for whom the Region is in law responsible.

Section 5.02 - Insurance

For the term of this Agreement, the Region will, at its expense, maintain a policy of commercial general liability insurance providing coverage for a limit of not less than five million (\$5,000,000.00) dollars for each occurrence of a claim of liability against the Region, its officers, employees, servants and agents relating to services provided by the Region under this Agreement.

ARTICLE SIX TERM AND TERMINATION

Section 6.01 - Term

This Agreement shall continue in force commencing as of the Effective Date and ending December 31, 2021.

Section 6.02 – General Termination

Either Party may terminate this Agreement upon 90 days written notice.

Section 6.03 – Records on Termination

In the event of the termination of this Agreement or where a Municipality does not renew or enter into a subsequent Agreement for the provision of the services, the Region's Health Department shall provide to the Municipality with all records kept under subsection 3.01(iv),(viii),(xiii) except subsections (ii), (vi),(vii), (ix), (x), and (xii).

ARTICLE SEVEN MISCELLANEOUS

Section 7.01 - Preamble

The preamble hereto shall be deemed to form an integral part hereof.

Section 7.02 - Gender

Whenever the singular form is used in this Agreement and when required by the context, the same shall include the plural, the plural shall include the singular and the masculine gender shall include the feminine and neutral genders.

Section 7.03 - Amendments

This Agreement shall not be changed, modified, terminated or discharged in whole or in part except by instrument in writing signed by the parties hereto, or their respective successors or permitted assigns.

Section 7.04 – Assignment

This Agreement shall not be assignable by either Party hereto without the written consent of the other Party being first obtained.

Section 7.05 - Notices

Any notice, report or other communication required or permitted to be given hereunder shall be in writing unless some other method of giving such notice, report or other communication is expressly accepted by the party to whom it is given and shall be given by being delivered or mailed to the following addresses of the parties respectively:

(i) To the Region:

The Regional Municipality of Durham
Health Department
605 Rossland Rd. E
Whitby, Ontario L1N 6A3

Attention: Medical Officer of Health

(ii) To the Municipality:

The Township of Brock
1 Cameron Street East
PO Box 10
Cannington ON L0E 1E0

Attention: Chief Administrative Officer

Any notice, report or other written communication, if delivered, shall be deemed to have been given or made on the date on which it was delivered to any employee of such party, or if mailed, postage prepaid, shall be deemed to have been given or made on the third business day following the date on which it was mailed (unless at the time of mailing or within forty-eight hours thereof there shall be a strike, interruption or lock-out in the Canadian postal service, in which case service shall be by way of delivery only). Either party may, at any time, give notice in writing to the other party of the change of its address for the purpose of this section 7.05.

Section 7.06 - Headings

The section headings hereof have been inserted for the convenience of reference only and shall not be construed to affect the meaning, construction or effect of this Agreement.

Section 7.07 – Binding Effect and Enurement

This Agreement shall be binding upon and enure to the benefit of the parties hereto, their respective heirs, executors, administrators and successors (including successors brought about by municipal reorganization or restructuring), and to the extent permitted hereunder, their permitted assigns.

Section 7.08 - Waiver

No party will be deemed to have waived the exercise of any right that it holds under this Agreement unless such waiver is made in writing. No waiver made with respect to any instance involving the exercise of any other instance will be deemed to be a waiver with respect to any other instance involving the exercise of the right of with respect to any other such right.

[Intentionally Left Blank – Signatures to Follow]

IN WITNESS WHEREOF the parties have executed this Agreement as of the Effective Date.

THE REGIONAL MUNICIPALITY OF DURHAM

Per: _____
Dr. Robert Kyle, Commissioner
and Medical Officer of Health

TOWNSHIP OF BROCK

Per: _____
John Grant, Mayor

Per: _____
Deena Hunt, Deputy Clerk

Date:	30/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	



Corporation of the Township of Brock

Staff Report to the Committee of the Whole

From:	Sarah Beauregard-Jones
Position:	By-Law Enforcement / Animal Control Supervisor
Title / Subject:	Parks By-law Number 1977-2006-PP – No Fishing
Date of Report:	March 29, 2021
Date of Meeting:	April 12, 2021
Report No:	2021-PS-05

1.0 Strategic Goal/Priority

To ensure the health and safety of the public who use and enjoy municipal parks.

2.0 Issue / Origin

In July of 2020, By-law Number 1977-2006-PP, as amended (Parks By-Law) was amended to include the prohibition of fires and the use of BBQ's in Township Parks without the permission of the Fire Chief. The reason for the change was due to an increased level of incidents involving fires and the use of BBQ's in parks and beaches, causing safety issues and conflicts for all park users and staff. Observations by By-Law staff over the summer and fall season also found an increase in conflicts between those fishing and other park users causing an increase in health and safety issues, including but not limited to measures implemented due to Covid-19 related to social distancing.

3.0 Background

By-law Number 1977-2006-PP, as amended, is a By-Law to regulate and control the use of Parks and Park Buildings under the jurisdiction of the Township of Brock.

The By-law does not prohibit fishing from public docks or boat launch ramps. The practice of fishing from public docks and boat launch ramps is becoming more common and presents safety risks to the public including obstructions or impediments for persons docking or launching vessels in the harbour. As a result, staff recommend that the by-law be amended to prohibit fishing from public docks and boat launch ramps in parks. The Municipal Clerk, Fire Chief and Director of Public Works have all been consulted and concur with the recommendation.

Attachment No. 1 is a draft by-law to incorporate the recommendation. The amendments contained within the by-law are as follows:

Insert the following definitions in Section 1:

“Fish” means fishing for, catching or attempting to catch fish by any method; and,

“Township Dock” means any structure located on lands owned or under the control of the Township and used as a dock or boat launching or recovery area together with all adjacent and underlying lands related thereto.

Insert a prohibition on fishing within Section 3.

It should also be noted that the amendment does not specifically prohibit fishing from the north or south harbour pier.

The amendments would increase the safety of the public and will prevent any obstructions or impediments for persons using any publicly owned dock or boat launch for the purpose of which they are designed. The amendment would still permit an individual to obtain approval from the Municipal Clerk for special events.

4.0 Analysis

5.0 Related Policies / Procedures

N/A

6.0 Financial / Budget Assessment


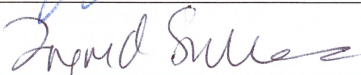
There will be minimal financial impact aside from signage to reflect the applicable by-law on “No Fishing” signs.

7.0 Communications

Communication will be made through the Township’s communication channels, including but not limited to the Township’s website, social media and local news.

8.0 Recommendation

Staff recommend that By-law Number 1977-2006-PP, as amended be amended to prohibit fishing from public docks and boat launch ramps unless written approval is provided from the Municipal Clerk and that the amending bylaw come forward for consideration.

Title	Name	Signature	Date
Supervisor By-Law Enforcement/Animal Control	Sarah Beauregard-Jones		March 29, 2021
Chief Administrative Officer	Ingrid Svelnis		March 30 / 2021

THE CORPORATION OF THE TOWNSHIP OF BROCK

BY-LAW NUMBER 3033-2021

BEING A BY-LAW TO AMEND BY-LAW NUMBER 1977-2006-PP, BEING A BY-LAW TO REGULATE AND CONTROL THE USE OF PARKS AND PARK BUILDINGS UNDER THE JURISDICTION OF THE TOWNSHIP OF BROCK

WHEREAS Council deems it appropriate to amend By-law Number 1977-2006-PP to prohibit fishing from public docks and boat launch ramps and has the authority to do so;

NOW THEREFORE BE IT ENACTED by the Council of the Corporation of the Township of Brock as follows:

1. THAT Section 1 of By-law Number 1977-2006-PP is amended by inserting the following clauses which shall read as follows and that the remaining subclauses of Section 1 be re-lettered:
 - a) "Fish" means fishing for, catching, or attempting to catch fish by any method; and,
 - b) "Township Dock" means any structure located on lands owned or under the control of the Township of Brock and used as a dock or boat launch or recovery area together with all adjacent and underlying lands related thereto;
2. THAT Section 3 of By-law Number 1977-2006-PP is amended by inserting the following clauses which shall read as follows:
 - "z) fish from a Township Dock unless written approval is received from the Municipal Clerk."
3. THAT this By-law shall come into force and effect upon the date of its passage.

THIS BY-LAW READ A FIRST, SECOND AND THIRD TIME THIS 26th DAY OF APRIL, A.D., 2021.

Mayor
John Grant

Deputy Clerk
Deena Hunt



Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From:	Rick Harrison
Position:	Fire Chief
Title / Subject:	2021 Fire Department Q1 Responses
Date of Report:	April 5, 2021
Date of Meeting:	April 12, 2021
Report No:	2021-PS-06

1.0 Strategic Goal/Priority

To provide the citizens of Brock Township a safe, progressive, innovative and proactive Fire Department. Through a unified forward-thinking organization, we will create commitment to excellence through professionalism, honesty, integrity and respect for our customers and each other.

2.0 Issue / Origin

The Fire Chief is responsible for preparing and presenting quarterly and annual reports of all fire department responses to Council.

3.0 Background

As per Ontario regulations, fire departments are required to report all fire department responses to the Office of the Fire Marshal (OFM) for statistical record keeping. The OFM's reporting system breaks down the responses into several categories', dependent on the type of response incident tended to by the fire department.

4.0 Analysis

Definitions:

Code 1-3 Property fires/explosions: fires related to structures, vehicles, brush/grass, combustion explosions.

Code 11-13 Overpressure rupture/explosion (no fire): steam boilers, hot water, gas pipe rupture, bomb or dynamite.

Code 21-29 Pre-fire conditions/no fire: overheated mechanical devices, engines, brakes, pot on the stove, lightning, toaster, fireworks.

Code 31-39 False fire calls: alarm activations caused by malfunction, accidental, malicious, prank, human perceived emergency.

Code 37-39 CO false calls: perceived CO emergency, equipment malfunction.

Code 41-59 Public hazard: Gas leak, chemical spill, power lines down, CO incident with CO present.

Code 60-69 Rescue: Vehicle extrication, building collapse, water rescue, ice rescue, motor vehicle collision/accident, industrial accident, elevator mishap, trench/confined space/high-low angle rescue.

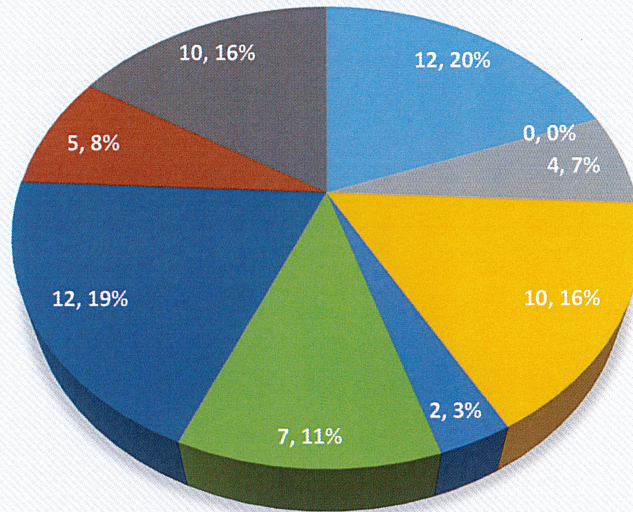
Code 70-89 Medical/resuscitator call: all various types of medical emergencies.

91-99 Other response: Assisting police/other agencies, other public services or incidents that do not match other type codes.

2020 - 2021 1st Quarter Comparison Chart

OFM Code	Incident Type	2020 Q1	2021 Q1
1-3	Property fires/explosions	3	12
11-13	Overpressure rupture/explosions (no fire)	0	0
21-29	Pre-fire conditions (no fire)	4	4
31-39	False fire calls	4	10
37-38	CO False calls	9	2
41-59	Public hazards	6	7
60-69	Rescue	13	12
70-89	Medical/resuscitator call	12	5
91-99	Other response	5	10
	Total	56	62

2021 OFM Incident Data-Q1



- Property fires/explosions
- Pre fire conditions/no fire
- CO false calls
- Rescue
- Other response
- Overpressure rupture/explosion (no fire)
- False Fire calls
- Public Hazard
- Medical/resuscitator call

5.0 Related Policies / Procedures

Fire Department Establishing & Regulating Bylaw

6.0 Financial / Budget Assessment

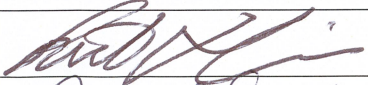
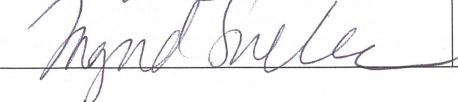
No financial or budget implications.

7.0 Communications

None.

8.0 Conclusion

That staff Report 2021-PS-06 Fire Department Responses be received.

Title	Name	Signature	Date
Fire Chief	Rick Harrison		April 7, 2021
Chief Administrative Officer	Ingrid Svelnis		April 7, 2021



DURHAM REGIONAL POLICE SERVICES BOARD

B. Drew, Chair * G. Cubitt, Vice-Chair
K. Ashe, Member * P. Barnes, Member
S. DeBoer, Member * K. Fisher, Member * J. Henry, Member

Date:	24/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

March 23, 2020

New Collective Agreements for Sworn and Civilian Members of the Durham Regional Police Service

The Durham Regional Police Services Board and the Durham Regional Police Association are pleased to announce that a settlement has been reached to renew the collective agreements that expired on December 31, 2019. The new agreements are for five years, from 2020-2024.

“We are very pleased that we have been able to negotiate a settlement with the Association, which will provide compensation increases to our members similar to their comparators in the Province, and provide cost certainty to the Board for the next four budget years,” stated Board Chair, Bobbie Drew. “We were also able to identify areas where we can find savings in the future. This agreement is reasonable and fair to both employees and taxpayers.”

“The DRPA was able to obtain meaningful increases to pay and benefits for all members, sworn and civilian, and we negotiated positive changes to the terms and conditions of work of our members,” said Colin Goodwin, President of the DPRA. “The Association is pleased with the outcomes of this round of bargaining.”

The salaries of members will increase by 10.9% over five years. The pay structure will be adjusted for constables below the rank of 1st class constable who join the DRPS after January 1, 2022, and for members newly assigned to the Specialty Units such as Robbery and Homicide beginning in 2023. A new premium will also be paid to police officers performing frontline duties, in recognition of the critical work these officers perform.

The Durham Regional Police Services Board is the civilian governing body of the Police Service. Its responsibilities include establishing objectives for policing in consultation with the Chief of the Police, setting policies for the effective management of the Police Service, and hiring and monitoring the performance of the Chief of Police. The Board consists of seven members, three appointed by the Province of Ontario and four chosen by Regional Council.

605 Rossland Road East, Box 911, Whitby, ON L1N 0B8
 Phone: 905-579-1520, Ext. 4307 * Fax: 905-721-4249
 Email: alongo@drps.ca



Date:	24/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	PS
Copies to:	

If this information is required in an alternate format, please contact the Accessibility Co-Ordinator at 905-623-3379 ext. 2131

March 23, 2021

Jennifer R. Benedict, Manager Public Works – Eastern Region
 Canadian Pacific Railway
 Via Email: Jennifer.Benedict@cpr.ca

Dear Ms. Benedict:

Re: C.P. Railway Traffic Information and Data Arising from Resolution #C-028-21

File Number: PG.25.06

At a meeting held on March 22, 2021, the Council of the Municipality of Clarington approved the following Resolution #PD-092-21:

That the following resolution from Brian Bridgeman, Commissioner of Planning and Economic Development, regarding C.P. Railway Traffic Information and Data Arising from Resolution #C-028-21, be endorsed by the Municipality of Clarington:

Whereas sound is considered by the Environmental Protection Act to be a contaminant which causes negative effects on human health;

Whereas the Provincial Policy Statement (PPS) states that planning for land uses in the vicinity of rail facilities should be undertaken in a manner that ensures that rail facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other;

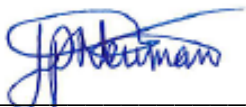
Whereas the PPS also directs municipalities to avoid land use patterns and development which may cause environmental or public health and safety concerns;

Whereas, Environmental Noise Assessment Studies, prepared in accordance with Ministry of Environment, Conservation and Parks guidelines require accurate and up-to date data to accurately assess the impacts of railway noise on new development and identify appropriate mitigation measures;

Now therefore, be it resolved that the Region of Durham is requesting that CP Rail reconsider its decision to cease providing railway traffic information to the noise consultants; and

That a copy of this motion be forwarded to CP Rail; the area municipalities; the Association of Municipalities Ontario (AMO); and the Federation of Canadian Municipalities (FCM).

Yours truly,



John Paul Newman
Deputy Clerk

JPN/lp

- c. Association of Municipalities Ontario
Federation of Canadian Municipalities
Brian Bridgeman, Commissioner of Planning and Economic Development,
Region of Durham
Susan Cassel, City Clerk, City of Pickering
Nicole Cooper, Director of Legislative & Information Services, Town of Ajax
Christopher Harris, Town Clerk, Town of Whitby
Becky Jamieson, Clerk, Township of Brock
Debbie Leroux, Director of Legislative Services/Clerk, Township of Uxbridge
Mary Medeiros, City Clerk, City of Oshawa
Director of Corporate Services/Clerk, Township of Scugog
Ralph Walton, Regional Clerk, The Regional Municipality of Durham
Cheryl Bandel, Deputy Regional Clerk, Regional Municipality of Durham
R. Windle, Director of Planning and Development Services



Date:	25/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

TOWN OF AJAX
 65 Harwood Avenue South
 Ajax ON L1S 3S9
www.ajax.ca

Becky Jamieson
 Municipal Clerk
 Township of Brock
 1 Cameron St. E., P.O. Box 10
 Cannington, ON L0E 1E0
clerks@townshipofbrock.ca

DELIVERED BY EMAIL

March 25, 2021

RE: Request for an Interim Cap on Gas Plant and Greenhouse Gas Pollution and the Development and Implementation of a Plan to Phase-Out-Gas-Fired Electricity Generation

Thank you for your correspondence to the Town of Ajax dated February 25, 2021, regarding the above noted matter. Please be advised that a copy of your correspondence was presented to and endorsed by the Council of the Town of Ajax at its meeting held on March 22, 2021.

Sincerely,

Alexander Harras
 Manager, Legislative Services/Deputy Clerk
 905-619-2529 ext. 3342
alexander.harras@ajax.ca



**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

March 24, 2021

Honourable Jeff Yurek
Minister, Environment, Conservation and Parks
5th Floor
777 Bay St.
Toronto, ON
M7A 2J3

Date:	25/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

Dear Honourable Jeff Yurek:

RE: Unflood Ontario: Call to Action Resolution, Our File: C00

Council of the Region of Durham, at its meeting held on March 24, 2021, adopted the following recommendations of the Finance & Administration Committee:

That the Region of Durham join the Unflood Ontario Network and commit to the following:

- Having the Region of Durham listed in the Unflood Ontario "About Us" section under the following wording: "Our Network: The following groups and individuals are working together to "unflood" Ontario by educating and engaging the public about the impact of floods and the multiple benefits of Natural Infrastructure";
- Using the Region's communications channels to promote and share, where feasible, Unflood Ontario communications content (eg. the videos, reports, social media messaging, etc.) starting on April 19th (the launch date); and
- Exploring with Unflood Ontario any collaboration opportunities to promote Natural Infrastructure;

Acknowledging Unflood Ontario will:

- Provide the Region with a communications schedule and timely access to content to ensure the Region has sufficient time to plan and distribute Unflood Ontario content in a way that best assists the Region;
- Work with the Region to meet any communications special needs and/or opportunities; and
- Help the Region further its goals related to flood reduction and Natural Infrastructure.

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/sg

- c: Ministry of Natural Resources and Forestry
 - N. Cooper, Clerk, Town of Ajax
 - B. Jamieson, Clerk, Township of Brock
 - J. Gallagher, Clerk, Municipality of Clarington
 - M. Medeiros, Clerk, City of Oshawa
 - S. Cassel, Clerk, City of Pickering
 - L. Fleury, Acting Clerk, Township of Scugog
 - D. Leroux, Clerk, Township of Uxbridge
 - C. Harris, Clerk, Town of Whitby
 - I. McVey, Manager of Sustainability
 - S. Austin, Director of Corporate Initiatives
 - E. Baxter-Trahair, CAO



Durham Regional Police Services Board

Date:	25/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

Highlights

...from the March 23, 2021 meeting

Community Survey Results

The Board released the results of the recent survey that was gathering information to shape the Board's draft Action Plan to Enhance Trust and Confidence in Policing in Durham Region. The survey was conducted via random telephone calls, an open online community survey and an internal DRPS member survey.

When it comes to what residents consider to be the most important issue related to trust and confidence in the police, results from the online community and telephone surveys found similarities. Residents saw the need for increased community presence, outreach, and visibility. They both see a need for measures to build public trust internally through accountability and externally by having police being more approachable, while dealing with all community members in a fair manner.

When asked about the importance of four police priorities, improving communications with the community was the highest rated by members (87%), telephone (93%) and online participants (90%). Residents from the online and telephone surveys highly rated the need to improve the budget process by engaging the community, followed by strengthening diversity and anti-racism policy and to lesser extent involving the community in recruitment, promotion, and policy review.

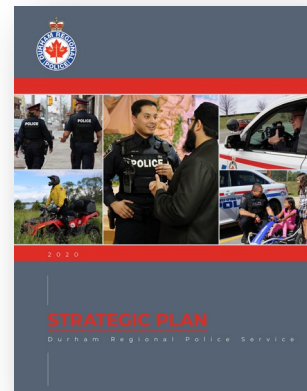
On the importance of police initiatives, there was a convergence of opinion with all three samples. They all placed strong importance on mental health areas including strengthening the response to mental health calls by expanding the mobile crisis response team to ensure appropriate coverage for the entire Region, pursuing a policy of call diversion, and ensuring that mental health training for Members is prioritized.

The Board's Strategic Planning and Policy Committee will be meeting on March 31 to finalize the Action Plan.

Strategic Plan Update

An overview of DRPS's actions taken in the first complete year of the Strategic Plan shows that many areas are on target and others are in the process of being addressed. It was noted that the COVID-19 pandemic has caused delays in progress towards some of the plan's objectives.

A scorecard was provided in the report to illustrate the progress with each of the strategic goals. Some notable achievements include the goal to attract a skilled workforce that reflects the community. The scorecard showed that 63% of applicants were from under-represented groups, which is better than the target set at 35%. Another highlight comes from the collaborative project of Durham Connect, where 100% of the cases in 2020 saw a reduction in risk for the subject individual.



Chief Rollauer was asked about plans for more foot and bike patrols in the coming months as the weather improves. He stated that our Community Safety Plans within each Division address patrols including bike paths and waterfront areas, and while staffing can make this difficult at times, community presence is a priority.

For further information about the Police Services Board, contact Exec. Assistant Anita Longo at (905) 579 1520 ext. 4307.



The Regional
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of Durham

Corporate Services
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Legislative Services

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Fax: 905-668-9963

durham.ca

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

March 25, 2021

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

Dear Premier Ford:

**RE: Motion to add Pharmacies in Durham Region to the
Government of Ontario's Pilot Project to Deliver the
AstraZeneca Vaccine, Our File: P00**

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

"Whereas the Biden administration is finalizing plans to send 1.5 million doses of the AstraZeneca COVID-19 vaccine to Canada as a loan;

And whereas according to the Government of Canada's Covid-19 tracker, at approximately 10:00 AM on March 24, 2021, 4,327,334 doses had been administered. In addition, 3,688,286 of Canadians have received at least one dose of an approved COVID-19 vaccine. 639,048 Canadians are fully vaccinated against COVID-19, having received both required doses;

And whereas according to the Government of Ontario, 325 pharmacy sites, including Shoppers Drug Mart, Rexall and independent pharmacies, offer the AstraZeneca vaccine to eligible Ontarians 60-65 in Toronto, Windsor-Essex, and Kingston, Frontenac, Lennox & Addington;

And whereas ensuring that Durham Region residents have local access to vaccines is crucial to mitigating the spread of COVID-19;

Therefore be it resolved that:

Pharmacies in Durham Region be added to the Government of Ontario's pilot project immediately; and

Date:	29/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

That a copy of this motion be sent to the Premier of Ontario, the Minister of Health, Ontario Opposition Leaders, Durham Region MPPs and all eight local municipal Councils.”

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/ks

c: Christine Elliot, Minister of Health
Erin O’Toole, Conservative Party of Canada
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)
Nicole Cooper, Clerk, Town of Ajax
Becky Jamieson, Clerk, Township of Brock
June Gallagher, Clerk, Municipality of Clarington
Mary Medeiros, City Clerk, City of Oshawa
Susan Cassel, Clerk, City of Pickering
Leigh Fleury, Acting Clerk, Township of Scugog
Debbie Leroux, Clerk, Township of Uxbridge
Chris Harris, Clerk, Town of Whitby



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durham.ca

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

March 25, 2021

The Honourable Jeff Yurek
Minister, Environment, Conservation and Parks
College Park 5th Flr
777 Bay St.
Toronto, ON M7A 2J3

Dear Honourable Sir:

**RE: 2021 Climate Change Update and Corporate Climate
Change Action Plan (2021-A-3), Our File: C00**

Council of the Region of Durham, at its meeting held on March 24, 2021, adopted the following recommendations of the Finance & Administration Committee:

- “A) That Regional Council approve new short, medium, and long-term targets to reduce corporate greenhouse gas (GHG) emissions, namely:
- 20 per cent GHG emissions reduction by 2025, below 2019 levels,
 - 40 per cent GHG emissions reduction by 2030, below 2019 levels,
 - 100 per cent GHG emissions reduction by 2045, below 2019 levels;
- B) That Regional Council approve the Durham Region Corporate Climate Action Plan which identifies how climate change considerations will be embedded across all elements of Regional business, included as Attachment #1 to Report #2021-A-3, and as outlined in Report #2021-A-3;
- C) That Regional Council endorse 2025, 2030 and 2050 community GHG emissions targets, as outlined in Report #2021-A-3, as follows:
- 10 per cent GHG emissions reduction by 2025, below 2019 levels,
 - 30 per cent GHG emissions reduction by 2030, below 2019 levels,

Date:	29/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

- 100 per cent GHG emissions reduction by 2050, below 2019 levels; and
- D) That a copy of Report #2021-A-3 and the Durham Region Corporate Climate Action Plan be sent to local area municipalities, the Ministry of Environment, Conservation and Parks, the Ministry of Energy Northern Development and Mines, Infrastructure Canada, Environment and Climate Change Canada, the Federation of Canadian Municipalities, and the Association of Municipalities of Ontario (AMO)."

Please find enclosed a copy of Report #2021-A-3 and the Durham Region Corporate Climate Action Plan for your information.

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/ks

Attachments

- c: The Honourable Greg Rickford, Ministry of Energy, North Development and Mines
The Honourable Catherine McKenna, Minister of Infrastructure and Communities
The Honourable Jonathan Wilkinson, Minister of Environment and Climate Change
Carole Saab, CEO, Federation of Canadian Municipalities (FCM)
Brian Rosborough, Executive Director, Association of Municipalities of Ontario
Nicole Cooper, Clerk, Town of Ajax
Becky Jamieson, Clerk, Township of Brock
June Gallagher, Clerk, Municipality of Clarington
Mary Medeiros, Clerk, City of Oshawa
Susan Cassel, Clerk, City of Pickering
Leigh Fleury, Acting Clerk, Township of Scugog
Debbie Leroux, Clerk, Township of Uxbridge
Chris Harris, Clerk, Town of Whitby



The Regional Municipality of Durham Report

To: Finance and Administration Committee
From: Chief Administrative Officer
Report: #2021-A-3
Date: March 9, 2021

Subject:

2021 Climate Change Update and Corporate Climate Action Plan

Recommendation:

That the Finance and Administration Committee recommends to Regional Council that it:

- A) Approve new short, medium, and long-term targets to reduce corporate greenhouse gas (GHG) emissions, namely:
- 20 per cent GHG emissions reduction by 2025, below 2019 levels,
 - 40 per cent GHG emissions reduction by 2030, below 2019 levels,
 - 100 per cent GHG emissions reduction by 2045, below 2019 levels.
- B) Approve the Durham Region Corporate Climate Action Plan which identifies how climate change considerations will be embedded across all elements of Regional business, included as Attachment #1, and as outlined in this report;
- C) Endorse 2025, 2030 and 2050 community GHG emissions targets, as outlined in this report;
- 10 per cent GHG emissions reduction by 2025, below 2019 levels,
 - 30 per cent GHG emissions reduction by 2030, below 2019 levels,
 - 100 per cent GHG emissions reduction by 2050, below 2019 levels.
- D) That a copy of this report and the Durham Region Corporate Climate Action Plan be sent to local area municipalities, the Ministry of Environment, Conservation and Parks, the Ministry of Energy Northern Development and Mines, Infrastructure Canada, Environment and Climate Change Canada, the Federation of Canadian Municipalities, and the Association of Municipalities of Ontario (AMO).

Report:**1. Purpose**

- 1.1 This report presents the Corporate Climate Action Plan (the Plan) for consideration and adoption. The Plan responds to Regional Council's declaration of a climate emergency in January 2020 and provides the framework required for Durham Region to reduce GHG emissions associated with Regional corporate operations.
- 1.2 The report includes:
- a. Updates for Regional Council on the results of the 2019 corporate GHG inventory, and progress in implementing the Region's corporate climate change initiatives since the 2018-2019 Climate Change Update Report to Council (Report #2019-A-34);
 - b. Recommended new short, medium, and long-term GHG emissions reduction targets for the Region of Durham's corporate operations;
 - c. A proposed Corporate Climate Action Plan, which identifies how climate change considerations will be embedded across all elements of Regional business;
 - d. Updates for Regional Council on the results of the 2018 community GHG inventory, and progress in implementing the Region's community climate change initiatives since the 2018-2019 Climate Change Update Report to Council; and
 - e. Recommended updates to short, medium, and long-term community GHG emissions reduction targets for the Region of Durham.

2. Background

- 2.1 Climate change is an unprecedented global social, economic, and environmental challenge. It poses a serious threat to quality of life, jobs and the physical and natural assets upon which Durham Region residents depend. There is broad scientific consensus that human induced GHG emissions in our atmosphere are on track to surpass critical thresholds and pose a significant risk to human well-being. If GHG emissions are not reduced soon, communities around the world are expected to be impacted by more floods, windstorms, heat waves, and wildfires which will erode social systems, impact natural resources, damage communities and ecosystems, and limit our ability to respond and recover.
- 2.2 Analysis conducted in 2019 as part of Durham's Future Climate Study indicates that Durham Region will not be immune to these climate impacts. Temperatures in Durham Region have already increased between 1 to 2°C since the middle of the

20th century and, under a “business as usual” trajectory, the warming trend is projected to continue. By the 2050’s, average annual temperatures are projected to rise by an estimated 3°C in Durham Region over mid-20th century levels, leading to a dramatic increase in extreme heat and precipitation events which will exacerbate existing health risks for vulnerable residents. Without mitigation measures, these conditions may disrupt critical infrastructure systems leading to economic impacts. Expected economic and environmental impacts underscore the urgency to address GHG emissions in Durham Region as part of the collective global effort to address the climate crisis.

- 2.3 Although current climate trends are alarming, there is great economic opportunity in advancing expeditiously towards a low-carbon future, including job creation, cost savings, air quality improvements, and more comfortable and durable buildings and infrastructure. Modelling conducted as part of the Durham Community Energy Plan’s low carbon pathway to 2050 indicated upwards of \$20 billion in cumulative energy cost savings from reduced energy consumption, and 210,000 direct person years of employment generated as a result of low carbon investments.¹

3. Previous Reports and Decisions

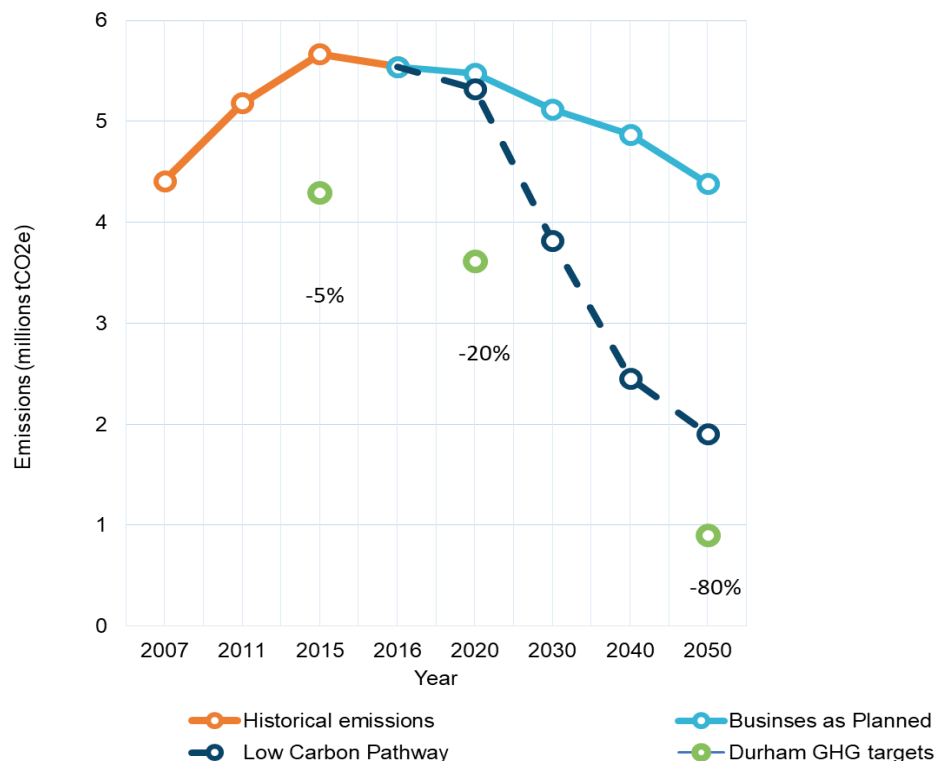
- 3.1 Regional Council declared a climate emergency in January 2020 for the purposes of naming, framing, and deepening our commitment to protecting our economy, our ecosystems, and our communities from climate change. This declaration was a key decision point in more than a decade of Regional Council decisions supporting the need to focus on climate action as a critical priority guiding Regional policy, investment, and operations.
- 3.2 In 2009, Regional Council:
- a. Unanimously adopted the position that: “Scientific evidence overwhelmingly supports the conclusion that human activities are fundamentally altering the conditions for life on earth. Climate change and associated global warming is recognized as a severe threat to global systems with the potential for catastrophic outcomes” (Report #2009-J-37); and,
 - b. Directed that corporate climate change initiatives be integrated into the Region’s Businesses Planning and Budgets, Asset Management, and Risk Management programs, processes, and reporting requirements.
- 3.3 In 2010, Regional Council adopted community GHG emission reduction targets consistent with the Intergovernmental Panel on Climate Change (IPCC) consensus on levels of decarbonization necessary to limit global warming to below 2°C and prevent catastrophic climate change (Report #2010-J-24):

¹ Durham Region (2019). *Durham Community Energy Plan*. Page 3. Available online: <https://www.durham.ca/en/citystudio/resources/Durham-Community-Energy-Plan-Part-1.pdf>

- 5 per cent below 2007 levels by 2015,
- 20 per cent below 2007 levels by 2020,
- 80 per cent below 2007 levels by 2050.

- 3.4 In 2011, Regional Council approved both the implementation of annual Climate Change Update reporting and a corporate climate change operational protocol to ensure a robust, repeatable, consistent, and verifiable corporate carbon footprint (2007 baseline) and the ongoing monitoring of climate change and the carbon implications of Regional programs, plans, and initiatives (Report #2011-J-26).
- 3.5 In 2012, Regional Council endorsed the Durham Community Climate Change Local Action Plan (LAP) (Report #2012-J-32) which established a long-term vision of “Durham Region is a carbon-neutral, sustainable, prosperous and resilient community with a high quality of life” and a mission to “work with our community to develop and advocate innovative policies, strategies and actions that address the threat of climate change.”
- 3.6 Implementation of programs outlined in the LAP was limited, as evidenced by Figure 1 showing the trend of community wide GHG emissions to 2016 against the targets adopted by Regional-Council in 2010 (shown as green dots).

Figure 1 - Durham Community-wide GHG emissions (Historical & Future Projections)



- 3.7 In 2014, Regional Council approved the Region's first Climate Five-year Adaptation Plan, subsequently updated through the Business Planning Cycle, including Asset Management Planning (Report #2014-J-1).
- 3.8 In 2016, Regional Council approved the Durham Community Climate Adaptation Plan which included 18 proposed programs across seven theme areas to address resilience to climate impacts (Report #2016-COW-103).
- 3.9 In 2019, Regional Council approved:
 - a. the Durham Community Energy Plan, which included a modelled Low Carbon Pathway based on the implementation of six priority programs (Report #2019-A-19). These two plans replaced the 2012 LAP as the guiding documents for community climate action in Durham Region, and;
 - b. the Region's Asset Management Policy, which commits to consideration of climate adaptation and mitigation as a key aspect of Asset Management Planning (Report #2019-COW-16).
- 3.10 In February 2020 Council directed staff to develop a Low Carbon Fleet Strategy, (Notice of Motion 9.1) as part of the Corporate Climate Action Plan.
- 3.11 In June 2020 Regional Council approved an investment plan for the \$5 million Climate Mitigation and Environmental Initiatives reserve fund, (Report #2020-A-14), as well as a proposed conceptual program design for the Durham Home Energy Savings Program (D-HESP) (Report #2020-A-12).

4. Corporate Energy and Emissions Update

- 4.1 Durham Region has taken concrete steps to reduce corporate GHG emissions since the last Climate Change Update Report was presented to Council in November 2019. Key initiatives of note include:
 - a. Investment in electric buses – As part of an electric bus pilot project Durham Region Transition (DRT) is developing specifications for battery electric buses and charging infrastructure, together with key project components such as training, re-tooling, software, and performance monitoring, all of which are essential steps to support the procurement of the vehicles in 2021 and to prepare for their launch in 2022. DRT staff plan to complete a full electric vehicle feasibility study in 2021 that addresses the facility infrastructure requirements, operating and financial impacts to transition to a fully electric vehicle fleet, including a multi-year vehicle acquisition plan.
 - b. Durham Regional Police Service – Successfully piloted hybrid pursuit vehicles in 2019 and have been procuring hybrid vehicles every year since.
 - c. Electric vehicle (EV) charging infrastructure – As part of a collaborative funding application with Whitby, Clarington, Ajax and Oshawa PUC Networks, the Region has been conditionally approved for \$160,000 in funding from

Natural Resources Canada (NRCan) for the installation of 32 Level 2 EV charging stations across 9 Regional facilities. Installation is expected to be complete by the end of 2021, enabling charging of electric vehicles in public spaces and community based GHG emissions reductions.² These new EV charging stations are in addition to the six EV chargers previously installed at Headquarters and one at DRT East.

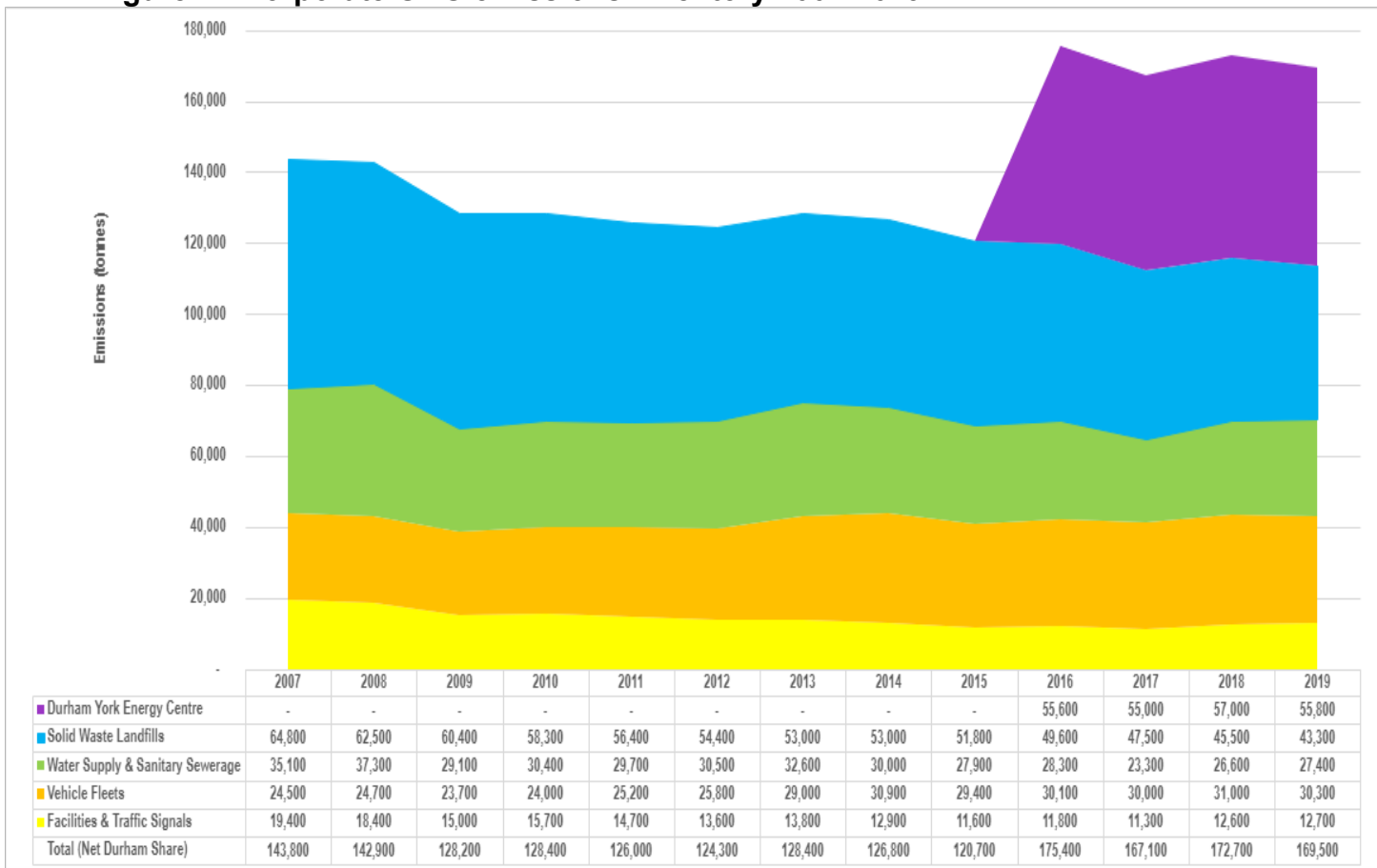
- d. Blackstock landfill mining pilot project - Mining at the Blackstock landfill was completed in January 2019, with final restoration including grading, planting and habitat creation completed in fall 2020. A total of approximately 30,000 metres cubed of waste was removed from the site (Report #2020-INFO-9). With the removal of waste from the site, the landfill GHG emissions from 2020 onward are now assumed to be zero.
- e. Facilities retrofits – 155 King St, Oshawa (DRLHC Seniors Building) – A comprehensive building envelope upgrade combined with low carbon mechanical systems is projected to reduce electricity consumption by 62 per cent. The retrofit is projected to reduce natural gas consumption by 80 per cent, resulting in GHG emissions reductions of 137 tonnes of CO₂e per year.
- f. New facilities – Works Department’s Design Construction and Asset Management (DCAM) Group completed preliminary low carbon designs on four new facilities that are planned to be delivered over the coming years:
 - Beaverton supportive housing project – this new facility is being planned to operate without fossil fuels which would be the first of its kind in the Regional portfolio. A high-performance envelope combined with high efficiency heating and cooling equipment and other interventions mean that this building is projected to operate at close to 20 per cent above Ontario Building Code (OBC) energy requirements. Staff are exploring opportunities for a rooftop solar PV system at the site which would produce close to 20 per cent of annual building energy needs.
 - Region of Durham Paramedic Services Station and Training Facility in Seaton – this facility is being designed with a geothermal heating and cooling system, as well as efficient ventilation, lighting and above-OBC levels of insulation. It is projected that the building’s energy consumption will be reduced by 36 per cent and GHG emissions by 71 per cent as compared to a similar building built to the OBC energy requirements. Staff are exploring the potential for rooftop solar PV generation which would further reduce energy demand and GHG emissions.
 - Clarington Police Complex (CPC) Phase 2 (two buildings) - CPC Phase 2 is being designed with a highly efficient building envelope, low carbon

² Total NRCan funding under the contribution agreement is \$296,408 for 60 EV charging stations across all co-applicant locations.

heating and cooling systems (including geothermal) and rooftop solar PV electricity generation. At a minimum, the design-based case specifications are required to meet OBC; however, design components were improved where possible. It is projected that these buildings will reduce energy consumption by approximately 35 per cent, GHG emissions by 70-80 per cent and energy costs by 55 per cent as compared to OBC minimum required performance.

- 4.2 Many of these investments are supported by capital funding available through the Region's Climate Mitigation and Environmental Initiatives Reserve Fund, as well as leveraged funding from senior government sources, as outlined in Attachment #2 and #3.
- 4.3 An update of the Corporate GHG Inventory is provided in Figure 2. This graph provides historical corporate GHG emissions grouped by sector, noting the tonnes of carbon dioxide equivalent (tCO₂e) for 2007 to 2019. The preliminary 2019 data will serve as the baseline for evaluating future progress towards proposed corporate GHG emissions targets.

Figure 2 - Corporate GHG emissions inventory 2007-2019

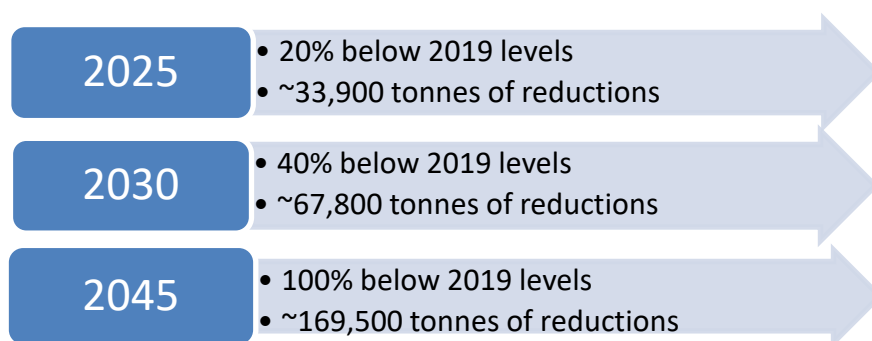


- 4.4 Overall, the corporation has made substantial progress with GHG reductions in key areas. From 2007 to 2015, the Region decreased GHG corporate emissions by 25,600 tCO₂e or 15.9 per cent, due to energy and fossil fuel avoidance as well as the provincial phase out of coal-powered plants in 2013-2014, which reduced corporate-wide electricity-related emission intensity.
- 4.5 With Durham York Energy Centre (DYEC) operations beginning in 2016, net corporate GHG emissions rose by 53,700 tCO₂e. However, it is critical to note that DYEC operations largely eliminated long-haul waste trucking to and disposal in distant landfill sites outside of the Region. The related emissions avoidance and reductions are not reflected in the corporate GHG inventory due to the chosen calculation methodology, including contracted third-party fleet and landfill emissions for managing Region-generated waste are not included in the Region's corporate GHG footprint. Further, landfills are not required to calculate and report on GHG emissions under the Ontario GHG reporting program. A lifecycle analysis completed by the Region estimates a net GHG reduction benefit associated with DYEC as compared to the landfill disposal alternative (see Attachment #4). Nonetheless, waste management operations present a long-term challenge for corporate decarbonization that will require innovative solutions.

5. Recommended Corporate GHG reduction targets

- 5.1 As part of Council's climate emergency declaration, staff were directed to establish recommended short-term, medium-term, and long-term GHG reduction targets for the Regional corporation that position Durham Region as a leader in the effort to reduce GHG emissions.
- 5.2 While emissions from Regional operations are a small percentage of overall GHG emissions in Durham Region (estimated at approximately three per cent of total), Regional capital investment and service provision plays a critical role in influencing community wide GHG emissions. Leading by example is necessary to set the pace, spur innovation, and catalyze community action. The Plan includes a long-term corporate target to achieve net zero emissions reductions by 2045. This target aligns with the federal government target as well as leading public and private sector organizations.
- 5.3 Figure 3 identifies the short- and medium-term targets that the Region would need to meet to stay on a trajectory to achieve the net zero by 2045 target. Numerical values are subject to change over time.

Figure 3 - Durham Region Corporate GHG emissions reduction targets



5.4 In support of this recommended reduction pathway, Regional staff have identified and are investigating potential short-term GHG emissions reduction opportunities to support achievement of the proposed 2025 target as outlined in Figure 4.

Figure 4 - Potential Short-term Corporate GHG Reduction Priorities to 2025

Operating Area	GHG Reduction Initiative(s)	Potential GHG reduction impact by 2025
Solid Waste	Internal utilization of renewable natural gas generation from anaerobic digestion and other Regional processes (e.g. sanitary sewerage)	0-7,500 tCO ₂ e
Solid Waste	Landfill biocover pilot	12,000 tCO ₂ e
Facilities	Deep energy retrofits of existing DRLHC buildings in corporate portfolio (155 King St., Oshawa, 850 Green St. Whitby, 655 Harwood Ave., Ajax, 315 Colborne St., Whitby, and 1910 Faylee Cres., Pickering)	1,000-2,000 tCO ₂ e
Fleet – Four Fleet Groups including Paramedics, Police, Transit, and Works	Pursue battery electric and hybrid electric vehicles for all corporate-owned fleets, where operationally feasible. With an estimated baseline of approximately 28,500 tCO ₂ e in 2019, this target represents a 7% to 14% GHG reduction by 2025.	2,000-4,000 tCO ₂ e
Total		15,000– 25,500 tCO₂e
GHG emissions reduction target		33,900 tCO₂e
% of target		44% to 75%

- 5.5 Assuming successful implementation of these potential opportunities, the Region will have achieved between 44 to 75 per cent of its 2025 target. The above initiatives as well as additional GHG emissions reduction opportunities will be identified through subsequent asset level decarbonization studies and be coordinated as part of the Annual Business Planning and Budget Cycle and Asset Management Plan and be subject to approval as part of the annual Business Plans and Budgets.

6. Corporate Climate Action Plan

- 6.1 The Corporate Climate Action Plan proposes a comprehensive approach to reducing GHG emissions from the Region's corporate operations.

- 6.2 As identified by the IPCC, significant action and investment are required in the next 10 years. The next five years are critical to putting Durham Region on the path to meet GHG emissions reduction targets. The Plan identifies a total of five priority actions for the next five years (2021-2025) that can be embedded into Regional operations:

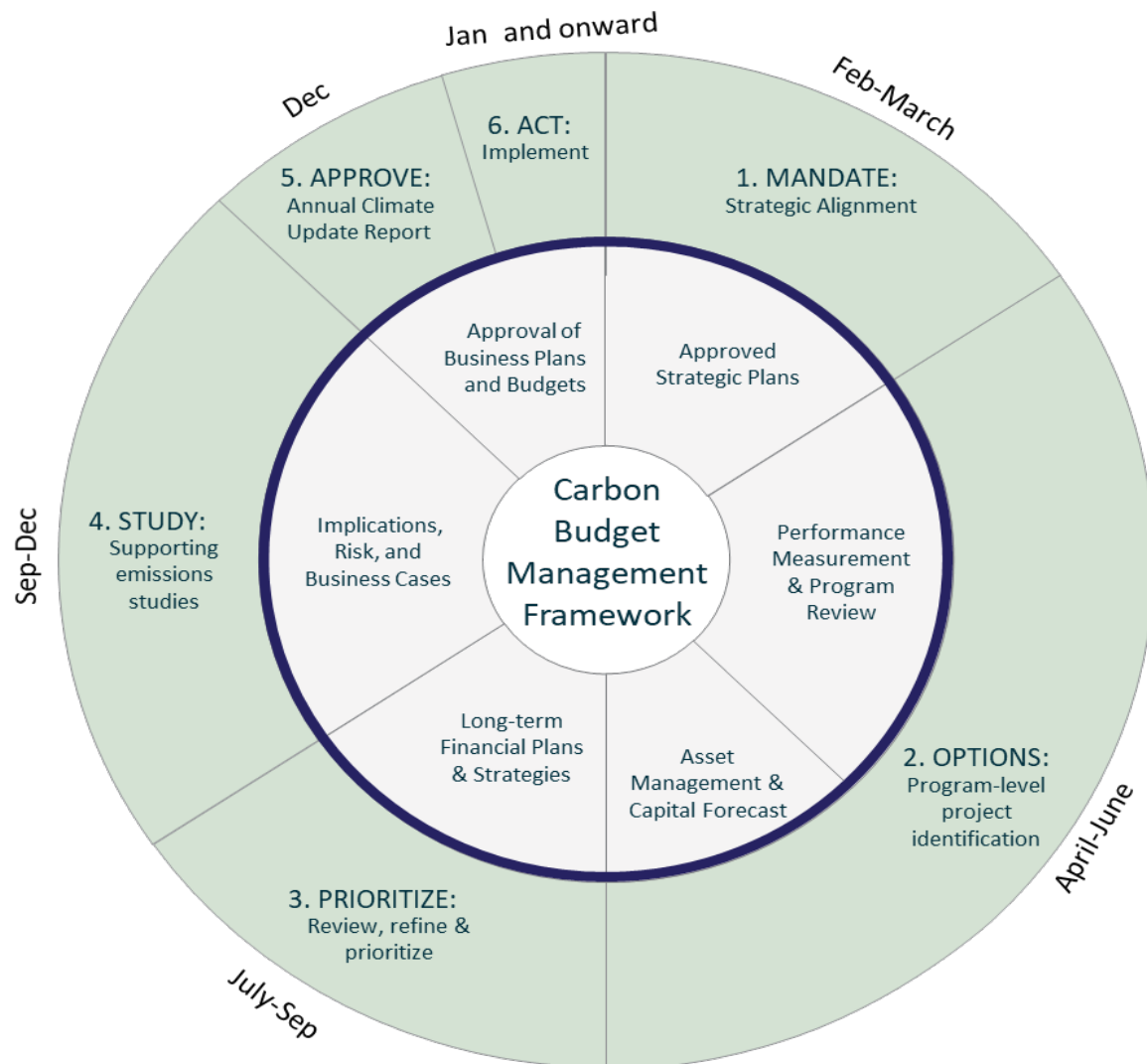
- a. Establish a carbon budget management framework that formalizes climate lens in capital investment planning and forecasting, and robust annual monitoring and reporting of progress against Council-approved targets.
- b. Implement a strategic governance framework to further build corporate capacity, align priorities, and share accountability in meeting the Region's targets.
- c. Continue to improve asset portfolio standards and policies in facilities and fleet to support systemic decarbonization; pursue viable pacesetter pilot projects across corporate GHG sectors to close the gap to near and mid-term corporate GHG targets (see Figure 4 above for examples).
- d. Continue to leverage senior government funding and consider innovative financing and risk management approaches as part of a corporate climate financing strategy, once related five-year operational and 10-year capital and operational plans are developed, assessed, and costed. Attachment #3 provides an overview of recently leveraged funding.
- e. As part of the revitalization of the Durham Strategic Energy Alliance (DSEA), lead the creation of a Corporate Energy Managers community of practice to share successes and lessons learned across Durham-based organizations with a low carbon or net zero mandate. Corporately, Regional staff can learn about local best practices, showcase successes, and potentially collaborate on green technologies.

- 6.3 The CCAP provides a framework for addressing climate mitigation and GHG reductions. Future iterations of the Plan will also integrate corporate climate

adaptation and resilience as part of a renewal of the Corporate Climate Adaptation Plan.

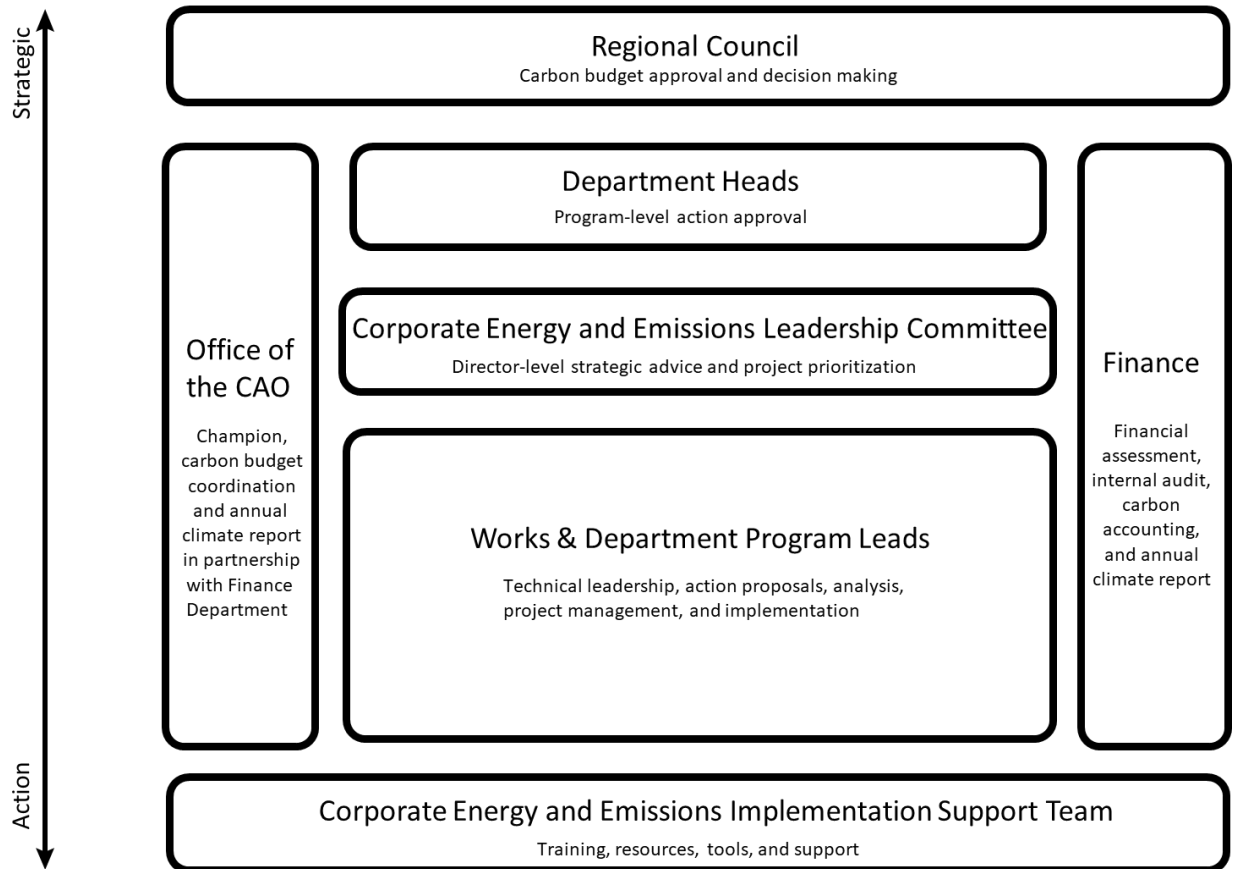
- 6.4 The Plan, provided in Attachment #1, includes the following key procedural elements:
- Corporate GHG emissions reduction targets outlined above in Section 0.
 - Carbon Budget Management Framework, designed to integrate with the annual business planning and budget cycle, as outlined in Figure 5 below and described in more detail in the attached Plan. While the carbon budget management framework is positioned as an annual process, it is recognized that most projects will likely require multiple years to plan, study, procure, design, and implement and therefore that realized emissions reductions will increase over time.

Figure 5 - Proposed Durham Carbon Budget Management Framework



- c. The governance structure of the Carbon Budget Management Framework including roles and responsibilities for Regional staff and Council, is outlined in Figure 6 below. Additional Regional staff resources will likely be required to fully implement the proposed governance structure, including technical expertise in Works department to manage low carbon facilities retrofits and fleet electrification infrastructure integration.

Figure 6 - Carbon Budget Implementation Governance Structure



6.5 In addition to these procedural and governance elements, the Plan provides recommendations on the decarbonization pathway for the Region's fleet and facilities portfolios, including:

- a. Solid Waste – Building on the success of the 2018-2019 Blackstock Landfill mining project (see Section 4.1d) implement innovative landfill bio-cover pilot on the closed Oshawa landfill. Staff will continue to investigate the potential to utilize RNG as part of the Region's natural gas purchases as a strategy for achieving material GHG emission reductions in Regional facilities. The investigation will consider RNG volumes, enabling framework, regulatory approval, associated agreements, financial implications and will be the subjective of future Council reports. Furthermore, staff will investigate opportunities to influence emissions related to contracted third party emissions associated with waste haulage.

- b. Facility retrofits – Prioritize deep energy retrofits for facilities with major equipment reaching end of life before 2030 and strive to carry out each action. Aligning with a corporate net zero trajectory would require an average of three to four deep energy retrofits of existing facilities per year, starting in late 2022 (with feasibility studies and design work starting in 2021). Noting that not every facility can accommodate deep retrofits due to inherent limitations, each facility will require an investigation and associated design phase prior to implementation. Project management capacity and expertise within the Works Department Design, Construction and Asset Management (DCAM) Group will be expanded to coordinate and deliver portfolio-wide deep retrofits at a pace required to align with the corporate net zero trajectory.
 - c. Facilities new builds – Finalize the Durham Building Standard, which incorporates recent experience with the design of energy efficient new corporate buildings (see Section 4.1f), and provides updated construction standards to align with corporate carbon reduction commitments and Regional Council approvals.
 - d. Fleet – Given an average estimated 10-year fleet vehicle lifespan, achieve substantial emissions reductions to 2025 and 2030 by shifting annual vehicle procurement (both new and replacement) towards low and zero carbon options, with a focus on fleet electrification, where operationally feasible. In direct support of the Region’s climate commitments, Durham Region fleets will adopt low-carbon mobility solutions, deploy supporting infrastructure in facilities including necessary building system upgrades and modernize fleets with a goal of moving towards 75 per cent of annual average unmodified light duty vehicle purchases being zero carbon or hybrid between 2022-2025, and 100 per cent between 2026-2030. For the Region’s medium and heavy-duty fleets, including DRT’s bus fleet, timelines for electrification require further analysis with a focus on understanding necessary facility infrastructure requirements and operating impacts.
 - e. Water Supply and Sanitary Sewerage Infrastructure – In 2021, the Environmental Services Branch within the Works Department will initiate a study to develop climate action strategies for the Regional water supply and sanitary sewerage systems. These strategies, once developed, will provide a more comprehensive roadmap for GHG emissions management.
- 6.6 The Plan provides direction for the development of a Climate Financing Strategy which will position the Plan’s funding needs in the Region’s ten-year capital forecast. It also seeks to mitigate impacts to the tax base and user rates through pursuit of and advocacy for external funding from senior levels of government and other public and private sector sources.
- 6.7 Finally, the Plan provides direction for the development of a Region-wide Corporate Energy Managers community of practice, as part of a broader Durham Strategic Energy Alliance (DSEA), to encourage knowledge sharing and

collaboration with public and private sector organizations in the Region with a shared decarbonization commitment.

7. Durham Community Energy Plan Update - Implementation Update

7.1 Durham Region has taken concrete steps to drive implementation of the Durham Community Energy Plan (DCEP) since the last Climate Change Update report was presented to Council in November 2019. Key initiatives include:

7.2 Durham Home Energy Savings Program D-HESP (Community Deep Retrofit Program)

- a. Durham Community Energy Plan's Low Carbon Pathway called for retrofits of nearly all the residential, commercial, and institutional buildings in the Region between 2020-2050. The Pathway calls for a focus on deep, whole-building retrofits that deliver 40-50 per cent energy savings.
- b. In 2020, staff developed a conceptual program design for D-HESP which relies on partnerships with local energy utilities, lending institutions, and contractors to deliver a one-stop-shop service platform for homeowners, as outlined in [Report #2020-A-12](#).
- c. In July 2020, the Region applied to the Green Municipal Fund (GMF) for support of program start-up and the initial four years of operations to 2025. In January 2021, the Region received a conditional notification of almost \$1.9 million in grant funding for program administration and \$1.5 million in funding for a loan loss reserve fund to support private sector lending by lending institutions. Staff are negotiating a funding agreement with the GMF, and other necessary agreements with local utilities, lending institutions and other partners to enable program launch in 2021.
- d. This program is anticipated to support more than 1,000 home energy retrofits by 2025 and establish the program architecture to enable scale-up to commercial and institutional building sub-sectors over time.

7.3 E-Mission Electric Vehicle Joint Venture

- a. The Durham Community Energy Plan's Low Carbon Pathway called for a joint strategy between the Region, area municipalities, and utilities to support electric vehicle uptake, including coordinated infrastructure investments, educational activities, and municipal policies relating to charging stations and incentives.
- b. Throughout 2020, Regional staff worked with local municipalities and utilities on two successful rounds of funding applications to NRCan's Zero Emissions Vehicle Incentive Program (ZEVIP).
- c. ZEVIP Round 1 funding will support the installation of 60 publicly available charging stations across the Region, 32 of which are on Regional property.

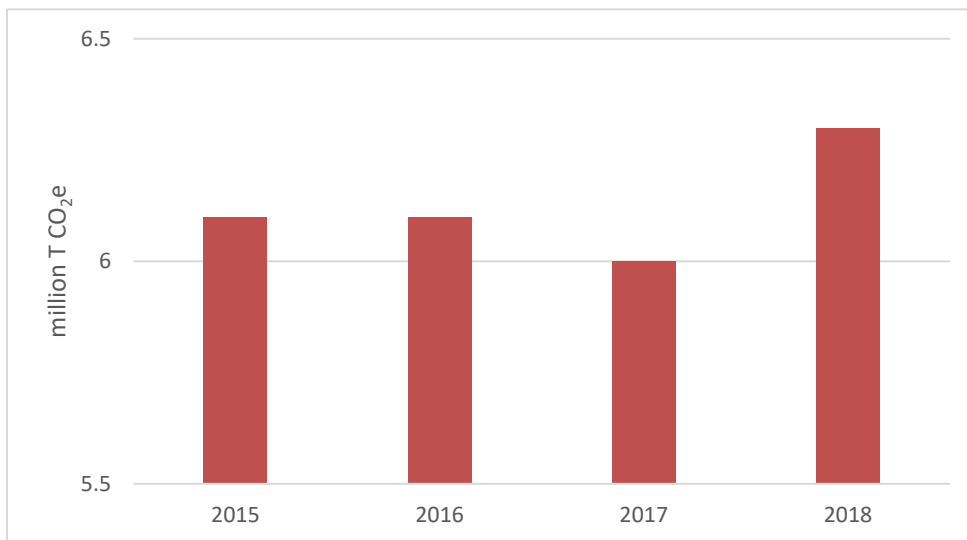
These stations will be installed through 2021 (See Attachment #2 for more details).

- d. ZEVIP Round 3 funding will support the implementation of an education and awareness campaign in collaboration with Oshawa Power and Utilities Corporation (OPUC) and Elexicon Energy. The campaign will include a branded web platform, mobile EV test drive events, and partnerships with local auto dealers to mobilize awareness of EV options for residents.

8. Community GHG Inventory Update

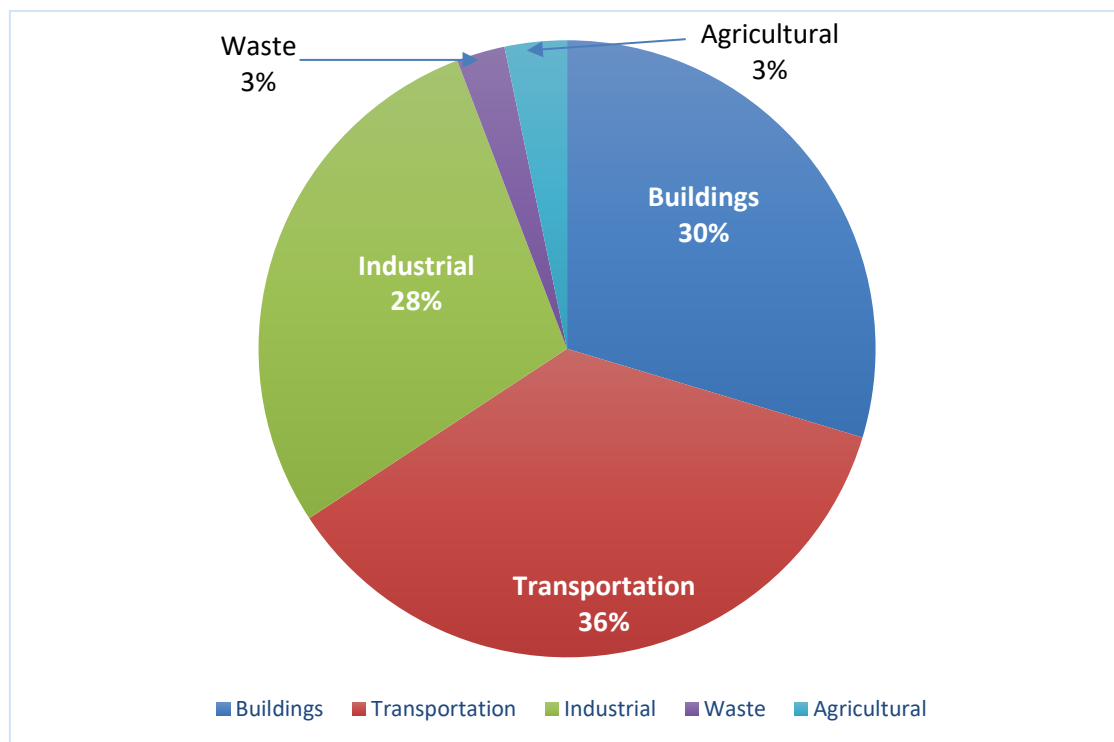
- 8.1 The Atmospheric Fund (TAF) has developed a GHG emissions inventory for the Greater Toronto and Hamilton area, with data at the single-tier and upper-tier municipal level. The most recent version of this inventory, covering 2018 community wide emissions, shows Durham Region emitted 6.3 megatonnes of CO₂e, which represents approximately 5 per cent increase over 2017 levels, largely due to increased energy consumption (natural gas and electricity) (See Figure 7 below).
- 8.2 Note that TAF GTHA inventory data is not directly comparable to the low carbon pathway (Figure 1 in this report) as it includes industrial emissions associated with St. Mary's Cement Facility in Bowmanville which alone was responsible for 1.5 M tCO₂e in 2018.

Figure 7 - Durham Region Community GHG Emissions 2015 - 2018



- 8.3 As shown in Figure 8, the largest sources of community GHG emissions are transportation and buildings, both of which increased between 2017 and 2018, even when normalized for population growth and weather.

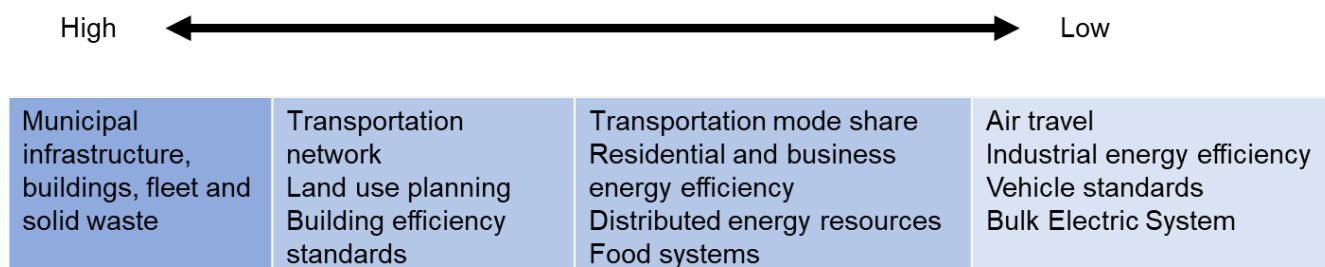
Figure 8 - 2018 Durham Community GHG emissions by sector



9. Proposed Updated Community GHG Reduction Targets

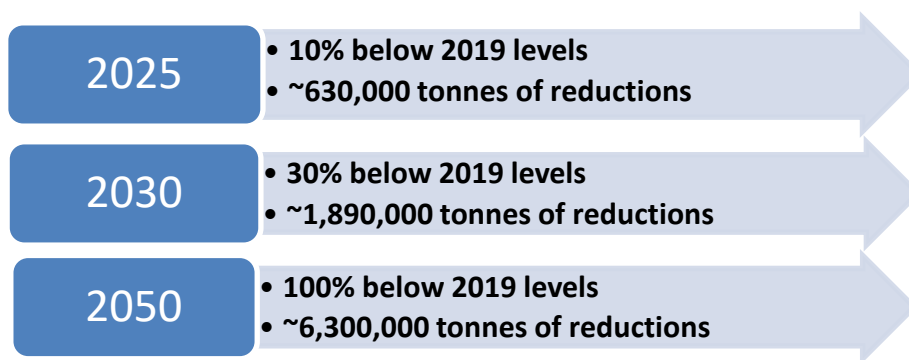
- 9.1 The Regional Municipality of Durham does not directly control emissions beyond its own operations, but has influence through its role in land use planning (e.g. Regional Official Plan) through the provision of infrastructure (e.g. transit, solid waste, etc.), and through community mobilization initiatives developed in partnership with local area municipalities, and energy utilities (e.g. tree planting, building energy retrofits, etc.) (See Figure 9 below). As part of a broad community mobilization strategy it is recommended that Regional Council continue to set community targets, monitor GHG emissions regularly, and communicate those results to the community. This is consistent with municipal actions across much of the country and responds to the IPCC's call for action.

Figure 9 - Regional Corporate Influence over GHG Emissions



- 9.2 Durham's current community GHG reduction targets, referenced in Section 3.3, were set prior to the Paris Agreement and the release of the IPCC's Special Report on Global Warming of 1.5°C. Furthermore, the recently passed Canadian Net Zero Emissions Accountability Act legally binds the federal government to a process to achieve net zero emissions by 2050.
- 9.3 As directed by Regional Council's climate emergency declaration and presented in Figure 10, community GHG emission reduction targets are recommended to be aligned the Region's corporate targets and those set by senior levels of government.³ It is recognized that meeting these community targets will require sustained policy and investment by all levels of government and community stakeholders, including residents, businesses, large industry, and broader public sector entities.

Figure 10 - Proposed Revision to Community-wide GHG emissions reduction targets



10. Next Steps and Reporting

- 10.1 Over the next five years, Regional staff will advance projects aligned with the Corporate Climate Action Plan (CCAP), the DCEP, and the Energy CDM Plan (2020-2024). To lead the way, staff will bring reports to relevant committees on the five-year priority projects, as required.
- 10.2 In addition to individual project reports, staff will provide an annual update on the CCAP and DCEP that includes:
- Annual corporate and community GHG inventories;
 - An assessment of how the Region is tracking towards community and corporate targets;
 - An update on the identified corporate and community implementation priorities;

³ The Government of Ontario has established a target to reduce emissions by 30 per cent below 2005 levels by 2030. The Federal Government has established a legislated target of net zero emissions by 2050.

- d. Recommendations to advance additional identified priorities to close the gap to the 2025 corporate and community GHG reduction targets; and
 - e. Budget, staffing, resource pressures and challenges. Any associated funding/budget considerations will be brought forward as part of the annual business planning and budget process.
- 10.3 Detailed estimates of financial resources required to implement the GHG targets are being developed. Specific projects to address the corporate GHG reduction targets are being identified as part of the Region's five year operating and ten-year capital forecast. Finance staff will continue to develop a financing strategy for Council's consideration as part of the annual business planning and budget process, that continues to leverage available senior government funding and considers innovative financing and risk management approaches aligned with affordability, operational, and environmental objectives.
- 10.4 A full review and update of the CCAP, including the guiding principles, GHG emission reduction targets, and priority actions will be completed in 2025. At the same time, the Durham Community Energy Plan (DCEP) and Durham Community Climate Adaptation Plan will be reviewed with a view to merging the three action plans into one comprehensive document.
- 10.5 [Durham's climate change website](https://durham.ca/ClimateChange) (durham.ca/ClimateChange) will link to updated documents as they are approved. Where possible, relevant data will be made available through the Region's Open Data portal to ensure transparency of information.

11. Consultation

- 11.1 The Corporate Climate Action Plan was developed over a 10-month process with input from Regional staff from the CAO's Office, Works, Finance, Planning and Economic Development, Health and Social Services departments, as well as Durham Region Transit, and Durham Regional Police and Paramedic Service.
- 11.2 Staff made four presentations throughout the latter half of 2020 to the Works, Finance, Corporate Services and Social Services departmental leadership teams.
- 11.3 Staff from the Office of the CAO and Finance Department met regularly through Q1 2021 to identify and operationalize opportunities to align the carbon budget management framework with the annual business planning and budget process to ensure efficiency and integration for business units across the corporation.

12. Relationship to Strategic Plan

- 12.1 This report addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Goal 1 - Environmental Sustainability
 - Priority 1.1: Accelerate the adoption of green technologies and clean energy solutions through strategic partnerships and investment;

- Priority 1.4: Demonstrate leadership in sustainability and addressing climate change;
- Priority 1.5: Expand sustainable and active transportation.

13. Conclusion

- 13.1 In response to Regional Council's 2020 declaration of a climate emergency, this report provides recommended responses in the form of:
- a. GHG emissions reduction targets for the Regional corporation that position it as a leader in the community-wide effort to mitigate climate change;
 - b. A Corporate Climate Action Plan that identifies how climate change considerations will be embedded across all elements of Regional business;
 - c. Near-term implementation priorities for the next five years to support achievement of the proposed 2025 corporate GHG reduction target; and
 - d. Updated community targets, based on the modelling conducted for the DCEP, and aligned with federal government's recently legislated net zero by 2050 commitment.
- 13.2 For additional information, contact: Ian McVey, Manager, Sustainability, at 905-668-7711, extension 3803.

14. Attachments

Attachment #1: Durham Region Corporate Climate Action Plan

Attachment #2: Climate Initiatives Investment Update

Attachment #3: External funding confirmed by the Region between Nov 2019-February 2021 to enhance Climate Projects

Attachment #4: Realized Benefits of the Durham York Energy Centre and Government Positions Supporting Energy-from-Waste

Respectfully submitted,

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Attachment #1

Durham Region Corporate Action Plan

Presented as a second document.

Attachment #2

Summary of Climate Mitigation and Environmental Initiatives Reserve Fund

Project	Details	Proposed Investment
Corporate high-performance new buildings	Incremental additional investment to meet net zero energy performance in new corporate facilities	Project Allocation \$2,250,000
Seaton RDPS Station	Proposed installation of a geothermal system with an estimated incremental cost of \$745,000 and installation of solar panels at a cost of \$162,000 over the base design.	\$907,000
Durham Region Police Service Clarington Phase 2 Project	Allocation for envelope and HVAC measures.	\$1,342,700
Remaining funds uncommitted		\$300
Retrofits of existing corporate facilities	Rooftop solar, energy audits, social housing retrofits	Project Allocation \$1,750,000
Social housing project	Focus on DRLHC multi-unit seniors' buildings with opportunity to leverage FCM Social Affordable Housing program funding. Projects in scoping phase include: 850 Green St, 655 Harwood, 315 Colborne, 1910 Faylee.	\$500,000
Landfill biocover pilot project	Development and implementation of a landfill biocover project at the Oshawa landfill.	\$500,000
Remaining funds uncommitted		\$750,000
Community-wide deep energy retrofits of existing community buildings	Launch of Durham Home Energy Savings Program	Project Allocation \$350,000
Durham – Home Energy Saving Program	Leverage funding to secure ~\$1.9m in FCM Green Municipal Fund grant & \$1.5m loan loss reserve fund.	\$350,000
Remaining funds uncommitted		\$0

Project	Details	Proposed Investment
Region-wide nature-based climate solutions program	Enhance tree planting and stewardship programs in partnership with Conservation Authorities and non-profit partners (e.g. Forests Ontario, Highway of Heroes Tree Campaign)	Project Allocation \$500,000
Tree Planting Program	Partnership with 5 Conservation Authorities to expand private land tree planting with a goal of 740,000 trees planted by 2025.	\$439,000
Remaining funds uncommitted		\$61,000
Adaptation studies	Urban flood risk vulnerability assessment and public health climate vulnerability assessment	Project Allocation \$150,000
Adaptation and risk assessment	50% municipal and 50% federal funding through Natural Disaster Mitigation Fund (subject to Federal Government approval)	\$130,000
Remaining Funds Uncommitted		\$20,000
Total Project Budgets Committed		\$4,168,700
Total Project Budgets Uncommitted		\$831,300
Total Funding		\$5,000,000

Attachment #3**External funding confirmed by the Region between November 2019 - February 2021
to enhance Climate Projects**

Project	Funding Source	Funding Details	Funding Amount
Durham Region Transit Electric Bus Pilot	2019 Federal Gas Tax	In November 2019, Durham Region Council committed \$10.1 million in federal gas tax funding towards DRT's first battery electric buses and charging infrastructure.	\$10,100,000
	The Atmospheric Fund (TAF)	In May 2020, TAF awarded \$195,000 over two years for the "Scaling-up to Zero Emission Transit in Durham Region" to support DRT in advancing their electric bus project.	\$195,000
Durham Home Energy Savings Program (D-HESP)	The Atmospheric Fund (TAF)	In February 2020 TAF awarded \$68,000 to support the development of the D-HESP conceptual model, and FCM funding application.	\$68,000
	Federation of Canadian Municipalities' (FCM) Community Efficiency Fund	To support the implementation of the 4-year D-HESP with a loan guarantee up to \$1,500,000 combined with a \$1,889,470 grant for the Durham Home Energy Savings Program.	\$1,889,470
Adaptation and Risk Assessment	Natural Disaster Mitigation Fund	50% municipal and 50% federal funding through Natural Disaster Mitigation Fund.	\$130,000
Purchase and installation of EV Chargers	NRCan's Zero Emission Vehicle Infrastructure Program - Round 2	In 2021, the Region applied for eight Level 2 EV Charging Stations to support charging of corporate light-duty fleets.	TBD

Project	Funding Source	Funding Details	Funding Amount
EV Community Marketing Strategy	NRCan's Zero Emission Vehicle Infrastructure Program - Round 3	In 2020, the Region submitted a funding application in partnership with Oshawa PUC and Elexicon Energy to support the development of an EV marketing and awareness campaign.	\$50,000
Purchase and installation of community EV Chargers	NRCan's Zero Emission Vehicle Infrastructure Program - Round 1	In 2021, the Region, together with the Town of Ajax, the Municipality of Clarington, Oshawa PUC, and the Town of Whitby will be installing 60 new EV charging stations across 21 municipally owned and publicly accessible sites, of which 32 are Regional charging stations. Funding represents the Regional portion.	\$160,000
Courtice WPCP IRR Phase 2 Study	CWWF Funding		\$225,000
Energy Manager Incentives across Corporate Projects	2019 IESO - SaveOnEnergy		\$97,111
Energy Manager Incentives across Corporate Projects	2020 IESO - SaveOnEnergy		\$207,193
Total Funding			\$13,121,774

Attachment #4

Realized Benefits of the Durham York Energy Centre and Government Positions Supporting Energy-from-Waste

Sent via mail and email (afoster@clarington.net)

March 19, 2020

Mayor Adrian Foster
Corporation of the Municipality of Clarington
40 Temperance Street
Bowmanville, Ontario L1C 3A6

Dear Mayor Foster:



**The Regional
Municipality of
Durham**

Works Department

605 Rossland Rd. E.
Level 5

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durham.ca

**RE: Realized Benefits of the Durham York Energy Centre and
Government Positions Supporting Energy-from-Waste**

Summary

- The Durham York Energy Centre (DYEC) has positive benefits for climate change.
- Waste disposal at the DYEC results in fewer greenhouse gas (GHG) emissions than landfill at the current DYEC by-pass location.
- Governments and international bodies recognize energy-from-waste (EFW) as a preferred alternative to landfilling wastes.
- Diverting organics from the DYEC will result in a more efficient operation and greater energy generation.
- The numerous benefits of the DYEC for processing the Regional Municipality of Durham's (Region) waste are outlined in the original proposals and approvals for the project. When used appropriately as part of the waste hierarchy: Reduce, Reuse, Recycle, Recover Energy, EFW is recognized internationally as a more climate friendly disposal option for residual waste than landfilling.

For the Regional Municipality of Durham (Region), the DYEC:

- Provides an innovative and responsible long-term solution for managing residential waste within Regional boundaries.
- Follows stringent Ontario Ministry of the Environment,

Conservation and Parks' (MECP) air quality standards and Environmental Compliance Approval limits for stack emissions that are continuously monitored to ensure compliance, with Source Tests taking place twice annually.

- Reduces environmental impacts associated with climate change and supports the Region's call to action under the current climate change emergency.
- Showcases the Region's position as a leader in waste management in North America.

GHG Benefits of the DYEC versus Traditional Landfilling

A comparative lifecycle analysis of landfilling waste versus thermal treatment of waste was completed as part of the original 2009 Environmental Assessment for the DYEC to demonstrate the GHG reductions that could be realized. This analysis has recently been reviewed and updated using actual Regional waste disposal data during the operation of the DYEC for the draft Environmental Screening Report (ESR) published in December 2019.

For the comparison, the landfill used is the one receiving most of the Region's by-pass waste when it cannot be processed at the DYEC due to tonnage restrictions. Based on the high-level analysis, one tonne of Region-landfilled waste results in the release of 19 kilograms (kg) of carbon dioxide equivalents or CO₂e. That same tonne of waste when processed at the DYEC will release 11 kg of CO₂e. This analysis supports the notion that waste processed at the DYEC reduces GHG emissions generated in comparison to traditional landfilling.

Since the landfill receiving site only flares landfill methane (i.e. does not currently have a cogeneration system to make electricity), there are no energy offsets associated with landfilling the Region's waste at this location. Additional CO₂e is released as a result of energy consumed to operate the equipment to place the waste in the landfill, just as energy is consumed to operate the DYEC. However, the DYEC energy use is offset by the electricity generated from the process. When the energy use is converted to CO₂e emissions, the landfill releases an additional 8.6 kg of CO₂e per tonne of waste landfilled. The DYEC offsets or saves 82 kg of CO₂e per tonne of waste processed.

These CO₂e calculations are based on the average carbon dioxide emissions from the Ontario grid, including the carbon-free nuclear and hydro power generation used to meet Ontario's base load demand.

Based on the actual disposal options for the Region's residential waste, the DYEC results in a net off-set of 71 kg of CO₂e for every tonne of waste processed (82 kg off- set from electricity generation – 11 kg generated from waste treatment). Landfilling the waste at an Ontario landfill would result in the release of 27.6 kg of CO₂e per tonne of waste landfilled. Use of the DYEC for waste disposal provides a net climate benefit compared to the status quo.

Economic Stability

The DYEC increases the level of cost certainty experienced by the Region for waste disposal. The Ontario Waste Management Association's (OWMA) 2018 report identified several key points related to the amount of available disposal capacity for Ontario's waste.

- Based on the current landfill capacity depletion rate, Ontario's available landfill capacity is expected to be exhausted in 12 years, by the year 2032. If the United States (U.S.) were to prohibit Ontario waste from crossing the border, Ontario's landfill capacity will be exhausted by 2028.
- Ontario's 805 active public and private sector landfill sites have a remaining capacity of 122 million tonnes. Most of this remaining capacity is in just a small number of large landfill sites, with 82 per cent of remaining capacity held by just 15 landfill sites (both private and public).
- In 2017, Ontario landfills received 8.1 million tonnes of waste, up five per cent from OWMA's 2016 Landfill Report. In addition, 3.5 million tonnes of waste was exported to landfills in the U.S., primarily to Michigan and New York.

While capacity is decreasing, there is continued talk of developing regulations resulting in the requirement for municipal approval for new or expanded landfills into communities, potentially limiting where new sites could be located.

Between decreasing capacity and increased approvals required to develop new capacity, there is likely to be a continued rise in market pricing for long term disposal. The DYEC's contract has provided long-term insulation against changes to market conditions as the Region's tipping fees are determined as part of the contract, while residue disposal is a requirement of the Contractor.

Government Positions Supporting EFW

In recent years, there is increasing government support for EFW facilities. The DYEC allows the Region to support these initiatives.

Province of Ontario: In 2018, [Ontario released the Made-in-Ontario Environment Plan](https://www.ontario.ca/page/made-in-ontario-environment-plan#section-5). A component of this plan is reducing litter and waste in our communities. The province states it is looking for ways to reduce the quantity of waste going to landfill and increase the use of technologies including thermal treatment (<https://www.ontario.ca/page/made-in-ontario-environment-plan#section-5>).

The DYEC continually receives interest from MECP staff, and has been frequently visited by representatives to better understand how policy translates to the facility.

Government of Canada: The [G7 Ocean Plastics Charter](https://www.canada.ca/en/environment-climate-change/services/managing-reducing-waste/international-commitments/ocean-plastics-charter.html), championed by Canada, includes a target to work with industry to ensure plastics are 100 per cent reusable, recyclable, or, where viable alternatives do not exist, recoverable by 2030. Energy recovery from plastics with no viable recycling option is considered better than landfilling. Many plastics cannot be recycled economically, and no recycling market exists for them (<https://www.canada.ca/en/environment-climate-change/services/managing-reducing-waste/international-commitments/ocean-plastics-charter.html>, Action 1).

European Commission: In 2017, communication on the Role of Waste-to-Energy in the Circular Economy from the European Commission stated that disposal in landfills or incineration with no or limited energy recovery was the least favourable options for reducing GHG emissions from waste. [Waste-to-energy](https://ec.europa.eu/environment/waste/waste-to-energy.pdf) is recognized as a preferred alternative to landfilling wastes that do not have viable recycling options (<https://ec.europa.eu/environment/waste/waste-to-energy.pdf>).

Global: From the 2007 Working Group III Contribution to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC):

“Incineration and industrial co-combustion for waste-to-energy provides significant renewable energy benefits and fossil fuel offsets... Because landfills produce CH₄ for decades, incineration, composting and other strategies that reduce landfilled waste are complementary [mitigation measures](#) to landfill gas recovery in the short-to-medium term” (<https://www.ipcc.ch/report/ar4/wg3/>, Chapter 10).

Sincerely,



c. Susan Siopis, P.Eng., Commissioner, Works, The Regional Municipality of Durham

Enclosed (Appendix A – Greenhouse Gas and Energy Calculations)

Appendix A – Greenhouse Gas (GHG) and Energy Calculations

Transportation Emissions

Trucks arrive at the Durham York Energy Centre (DYEC) with loads averaging 34 tonnes per load meaning that 588 trucks would be required to haul an additional 20,000 tonnes of waste. Processing waste at the DYEC will reduce the waste mass and volume and generate ash for disposal. Based on 2018 DYEC ash production and truck counts, 20,000 tonnes of waste will result in the generation of 5,877 tonnes of ash, requiring 163 trucks to transport ash for disposal. There is a net reduction of 425 trucks required for hauling 20,000 tonnes of waste to landfill versus to the DYEC.

The majority of recent DYEC by-passed waste has been shipped to the Twin Creeks Landfill, over 300 kilometres from the DYEC. Based on the calculations in Table 1 below, assuming all materials were to be transported from the DYEC to a remote landfill, approximately 268 tonnes of CO₂ would be avoided.

Table 1: Transportation Emissions of 20,000 tonnes of Waste

Factor	Value
Number of Trucks	425
Distance per trip	600 km
Fuel Economy ¹	39.5 L/100 km
Fuel Required per Year (Number of Trucks*Distance*L/100 km)	100,725 L
Fuel Emission Rate ²	2.66 kg CO ₂ /L diesel fuel
Resulting Emissions (L fuel consumed*kg CO ₂ /L fuel/1000kg per tonne)	268 tonnes CO₂

¹ [Natural Resources Canada:](https://www.nrcan.gc.ca/energy/efficiency/transportation/commercial-vehicles/reports/7607)

<https://www.nrcan.gc.ca/energy/efficiency/transportation/commercial-vehicles/reports/7607>

² [Natural Resources Canada:](https://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/oeef/pdf/transportation/fuel-efficient-technologies/autosmart_factsheet_6_e.pdf)

https://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/oeef/pdf/transportation/fuel-efficient-technologies/autosmart_factsheet_6_e.pdf

Methane Emissions

In addition to the transportation emissions, methane (CH₄) is generated from the landfilling of waste and according to the Intergovernmental Panel on Climate Change (IPCC) has 28 times the global warming potential of CO₂ over a 100-year time horizon.

(https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter08_FINAL.pdf Lifetimes, Radiative Efficiencies and Metric Values Appendix 8.A).

One tonne of waste landfilled generates approximately 170 m³ of landfill gas which is typically 50 per cent methane, although this value can vary between sites and climate regions¹. If 20,000 tonnes of waste per year were landfilled without methane gas capture systems in place, approximately 1,700,000 cubic metres or 942 tonnes of methane would be generated, equivalent to over 26,300 tonnes of CO₂ in addition to the CO₂ in the remainder of the landfill gas. While modern landfills capture and either flare or use the methane to produce electricity, landfill gas capture systems are not capable of intercepting all produced methane. Consistent with the U.S. EPA's 2011 document 'Available and Emerging Technologies for Reducing Greenhouse Gas Emissions from Municipal Solid Waste Landfills' for areas with daily soil cover and active gas collection, 60 per cent methane recovery was assumed for these calculations. With this assumption, approximately 565 tonnes of methane would be captured and converted to CO₂ through flaring or combustion while the remaining 377 tonnes of methane would be released to the atmosphere, equivalent to 10,550 tonnes of CO₂. The combination of these CO₂ emissions is avoided by processing the 20,000 tonnes of waste at the DYEC instead of landfilling.

Energy Generation

An additional benefit of thermal treatment over the remote landfill scenario is that it provides a local source of energy, which generates a greater quantity of energy than a remote landfill. Further, landfills such as Twin Creeks do not capture methane for energy generation, and instead utilize flares for destruction of the landfill gas without energy recovery. Residual waste managed by an EFW facility is better than remote landfill with respect to energy consumption, emissions to air of GHG, acid gases, smog precursors and emissions to water. Annex E-5, the lifecycle analysis completed for the original Environmental Assessment of the DYEC, reviewed the energy offset from landfill and energy from waste scenarios for 250,000 tonnes of waste. Net energy refers to energy that is offset from the grid resulting from the energy produced by the facility, either via combustion in an energy-from-waste facility, or via landfill gas capture and

¹ U.S. EPA. 2005. Landfill Gas Emissions Model (LandGEM) Version 3.02 User's Guide. EPA- 60/R-05/047

combustion, and the recycling of metals recovered from an energy-from-waste facility (also referred to as a virgin material displacement credit). The DYEC in 2018 exported 85,452 MWh of electricity to the Ontario grid, and recovered 3,440 tonnes of ferrous metals, and 408 tonnes of non-ferrous metals.

Using the model and assumptions from Annex E-5 the emissions from processing the current DYEC capacity of 140,000 tonnes of waste per year were estimated and compared between the remote landfill without electricity generation and energy-from-waste disposal options in Table 2. Values which display a negative result are represented as having a positive impact on the environment relative to their comparison. As detailed in the table below, the DYEC results in a net improvement of air emissions compared to landfill on a life-cycle basis as well as greater energy generation.

Table 2: CO₂e Emissions to Air for the Management of 140,000 tonnes per year of Residual Waste by Remote Landfill and Energy-from-Waste (DYEC)

	140,000 tonne scenario					
	Remote Landfill			EFW by DYEC		
	Energy Consumption (GJ/yr)	(tonnes CO ₂ e/year)	(kg CO ₂ e /tonne waste)	GJ/year	(tonnes CO ₂ e/year)	(kg CO ₂ e /tonne waste)
	109096	1212	-8.6	1033988	-11489	-82

40g CO₂e/KWh [based on Ontario grid average, 2017 National Inventory Report](https://www.cerrec.gc.ca/nrg/sttstc/lctrct/rprt/2017cndrnwblpwr/ghgmssn-eng.html)
(<https://www.cerrec.gc.ca/nrg/sttstc/lctrct/rprt/2017cndrnwblpwr/ghgmssn-eng.html>)

Durham Region Corporate Climate Action Plan

DRAFT – February 18, 2021

Executive Summary

The purpose of the Corporate Climate Action Plan (“the Plan”) is to provide a comprehensive approach to reducing greenhouse gas (GHG) emissions from the Region of Durham’s corporate operations. This Plan responds to Regional Council’s declaration of a climate emergency in January 2020.

Worldwide, climate scientists agree that fast rising global temperatures have created a climate crisis. In 2018, the Intergovernmental Panel on Climate Change (IPCC) released [The Special Report on Global Warming of 1.5°C](#) providing scientific evidence for the need to limit global warming to 1.5°C. The IPCC states that this is possible but “would require rapid, far-reaching and unprecedented changes in all aspects of society”. To align with the IPCC and climate science, leading governments (national, subnational, and municipal), corporations, and institutions around the world are targeting deep GHG emissions reductions over the coming decade, with a view to achieving net zero emissions by mid-century or sooner. This Plan establishes corporate GHG emissions reduction targets for Durham Region that aligns with best practice.

As identified by the IPCC, significant action and investment are required in the next 10 years to avoid catastrophic impacts. The next five years are critical to putting Durham Region on the path to meet the Region’s GHG emissions reduction targets. The Plan identifies five priority actions for the next five years (2021-2025) that can be embedded into Regional operations:

1. Incorporate a carbon budget management framework into the Region’s investment planning and forecasting process, and annual monitoring and reporting of progress against Council-approved emissions reduction targets (see Section 7);
2. Formalize a governance framework to build corporate capacity, align priorities, and share accountability in meeting the Region’s targets (see Section 8);
3. Develop zero carbon asset portfolio standards and transition plans in facilities and fleet; pursue pacesetter pilot projects across corporate GHG-emitting sectors to close the gap to short- and medium-term corporate GHG targets (see Section 9);
4. Develop financing strategies for actions emerging from the carbon budget management framework including leveraging external funding and using innovative municipal financing approaches (Section 11); and
5. As part of the re-development of the Durham Strategic Energy Alliance (DSEA), lead the creation of a Corporate Energy Managers community of practice to share successes and lessons learned across Durham-based organizations with a low carbon or net zero mandate (see Section 12).

Staff will provide an annual update on the Plan, including an update of the annual corporate GHG inventory, progress towards mandated carbon budgets, and implementation updates on identified five-year priorities. A full review and update of the Plan, including guiding principles, goals, and GHG emission reduction targets and priority actions will be completed in 2025.

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1. Introduction

The climate science from the Intergovernmental Panel on Climate Change's (IPCC) [The Special Report on Global Warming of 1.5°C](#) is clear: allowing global temperature rise to exceed 1.5°C will disrupt global social, economic and ecological systems, with severe consequences for the most vulnerable populations. The IPCC report states: "Limiting global warming to 1.5°C would require rapid, far-reaching and unprecedented changes in all aspects of society". As a signatory to the 2016 Paris Agreement on Climate Change, the Government of Canada has committed to reaching net zero GHG emissions nation-wide by 2050 and has recently established legally binding legislation to meet rolling 5-year emission reduction targets (starting with Canada's target of reaching 30 per cent below 2005 level by 2030).¹

Analysis conducted as part of [Durham's Future Climate Study](#) indicates that Durham Region will not be immune to climate impacts. Temperatures in Durham Region have already increased between 1 to 2°C since the middle of the 20th century, and under a "business as usual" trajectory, that trend is projected to continue. By the 2050's, average annual temperatures are projected to increase by an estimated 3°C in Durham Region, leading to a dramatic increase in extreme heat and precipitation events. This will exacerbate existing health risks for vulnerable residents and, without adequate mitigating strategies, could disrupt critical infrastructure systems leading to economic impacts. Expected economic and environmental impacts do not end there, amplifying the urgency of reducing GHG emissions.

Although current climate trends are alarming, the good news is that there is great economic opportunity in advancing expeditiously towards a low carbon world, including job creation, cost savings, air quality improvements, and more comfortable and durable buildings and infrastructure. Modelling to 2050 conducted as part of Durham Community Energy Plan (DCEP) indicated that adopting a low carbon pathway would generate upwards of \$20 billion in cumulative energy cost savings from reduced energy consumption, and 210,000 direct person years of employment.²

On January 29, 2020, Durham Regional Council declared a climate emergency, joining a growing global movement calling for urgent action to avert the climate crisis. Major local, Regional, and national governments, corporations, and institutions have likewise made corporate net zero commitments including: Ontario Power Generation, General Motors, Ontario Tech University, and Enbridge Gas. The next five years are critical for monumental change.

The race is on! Let's get started.

¹ [Bill C-12 An Act](#) respecting transparency and accountability in Canada's efforts to achieve net-zero greenhouse gas emissions by the year 2050. First Reading, November 18, 2020. <https://parl.ca/DocumentViewer/en/43-2/bill/C-12/first-reading>

² [Durham Community Energy Plan](#). Available online: <https://www.durham.ca/en/citystudio/resources/Durham-Community-Energy-Plan-Part-1.pdf>

2. Background, Mandate, and Strategic Alignment

Since Regional Council's declaration of a climate emergency in January 2020, and subsequent endorsement of the Region of Durham's Strategic Plan in May 2020, environmental sustainability, and corporate leadership in addressing climate change has been a central part of the Region's mandate. These decisions build on more than a decade of Regional Council decisions supporting the need to focus on climate action as a critical priority, guiding Regional policy, investment, and operations, namely:

- In 2009, Regional Council unanimously adopted the position that: "Scientific evidence overwhelmingly supports the conclusion that human activities are fundamentally altering the conditions for life on earth. Climate change and associated global warming is recognized as a severe threat to global systems with the potential for catastrophic outcomes" and directed the integration of corporate climate change initiatives into the Region's existing Business Planning, Asset Management and Risk Management programs, processes, and reporting requirements.³
- In 2010, Regional Council adopted community GHG emissions reduction targets consistent with the Intergovernmental Panel on Climate Change (IPCC) consensus on levels of decarbonization necessary to limit global warming to below 2°C to prevent catastrophic climate change⁴:
 - 5 per cent below 2007 levels by 2015;
 - 20 per cent below 2007 levels by 2020; and
 - 80 per cent below 2007 levels by 2050.
- In 2011, Regional Council approved both the implementation of annual Climate Change Update reporting and a corporate climate change operational protocol to ensure a robust, repeatable, consistent, and verifiable corporate carbon footprint (2007 baseline) and the ongoing monitoring of climate change and the carbon implications of Regional programs, plans, and initiatives.⁵
- In 2012, Regional Council endorsed the Durham Community Climate Change Local Action Plan (LAP) which established a long-term vision of "Durham Region is a carbon-neutral, sustainable, prosperous and resilient community with a high quality of life" and a mission to "work with our community to develop and advocate innovative policies, strategies and actions that address the threat of climate change."⁶

³Joint Committee Report 2009-J-37

⁴Joint Committee Report 2010-J-24

⁵Joint Committee Report 2011-J-26

⁶Joint Committee Report 2012-J-32

- In 2014, Regional Council approved the Region's first Climate Five-year Adaptation Plan, subsequently updated through the Business Planning Cycle, including Asset Management Planning.⁷
- In 2016, Regional Council approved the Durham Community Climate Adaptation Plan which included 18 proposed programs across seven theme areas to address resilience to climate impacts.⁸
- In 2019, Regional Council approved:
 - the Durham Community Energy Plan, which included a modelled Low Carbon Pathway based on the implementation of six priority programs/⁹ These two plans replaced the 2012 LAP as the guiding documents for community climate action in Durham Region, and;
 - the Region's Asset Management Policy, which commits to consideration of climate adaptation and mitigation as a key aspect of Asset Management Planning.¹⁰
- In February 2020 Council directed staff to develop a Low Carbon Fleet Strategy.
- In June 2020 Regional Council approved an investment plan for the \$5 million Climate Mitigation and Environmental Initiatives reserve fund, as well as a proposed conceptual program design for the Durham Home Energy Savings Program (D-HESP)

The Region of Durham Corporate Climate Action Plan (CCAP) has been developed in accordance with Regional Council's climate emergency declaration which directed staff to prepare a Plan that:

- establishes short-term (2025), medium-term (2030) and long-term (2050) GHG emissions reduction targets for the municipal corporation that position the Region as a leader in the community-wide effort to reduce GHG emissions;
- identifies short-term corporate climate action priorities for the next 4 years (2021-2025) and requirements to support implementation; and
- identifies how climate change considerations can be embedded across all elements of Regional business.

⁷ Joint Committee Report 2014-J-1

⁸ Committee of the Whole Report 2016-COW-103

⁹ Finance and Administration Committee Report 2019-A-19

¹⁰ Committee of the Whole Report 2019-COW-16

3. Corporate GHG Quantification Methodology

Calculating corporate municipal GHG emissions can be complex due to the wide variety of services that the Region delivers. To be relevant, GHG inventories must reflect Regional operations, and the way in which it interacts with the community. GHG emissions are typically categorized into three groups or “scopes”. Scope 1 covers direct emissions from owned or controlled sources, Scope 2 covers indirect emissions from the generation of purchased energy (e.g. electricity) and Scope 3 includes all other indirect sources that occur in an organization’s value chain.

Scope 1	Scope 2	Scope 3
Facility fuel combustion Vehicle fleets Fugitive emissions	Purchased electricity	Purchased goods and services Business travel Employee commuting

The Region has been tracking scope 1 and 2 corporate GHG data since 2010 (with 2007 baseline data) using the Climate Change Operational Protocol which outlines how corporate GHG emissions are to be calculated and reported in a consistent manner. The Council-approved Protocol was developed based on the International Local Government GHG Emissions Analysis Protocol (IEAP) and uses the financial control approach as the basis for determining which emissions are in and out of scope. The Protocol is scheduled to be updated to reflect changes and advancements.

The protocol includes all elements of the Region’s operations over which it has ownership as well as leased facilities’ billed energy consumption and fuel for leased vehicles. Where facilities are jointly owned, the estimations for Durham’s portion of GHG emissions are included. The following sources of emissions are within the scope of the Region’s GHG inventory:

Building Emissions: Includes energy consumption related GHG emissions from owned and leased facilities where the Region directly pays the utility costs.

Fleet Emissions: Includes energy consumption-related emissions from corporate vehicles owned and operated by Region of Durham Paramedic Services, Durham Regional Police Service, Durham Region Transit, and the Works Department. Fleet emissions do not include contracted fleet services (e.g. waste management). As noted in the Low Carbon Fleet Strategy, the on-road vehicles for 2019 include:

- Police – 451 units or 39.8 per cent of corporate fleet;
- Works – 329 units or 29.0 per cent of corporate fleet;
- Transit – 268 units or 23.7 per cent of corporate fleet; and
- Paramedics – 85 units or 7.5 per cent of corporate fleet.

Traffic Signal Emissions: Includes GHG emissions from electricity used to power roadway lights, traffic lights and signals, lane lights, security lights, and miscellaneous lighting throughout the Region consisting of over 400 electricity accounts. This does not include streetlights.

Landfill Emissions: Includes fugitive methane emissions from six closed landfill sites that the Region maintains.

Water Supply and Sanitary Sewerage Emissions: Energy consumption from water supply and sanitary sewerage treatment, pumping and storage operations, and fugitive emissions from wastewater processing and biosolids incineration.

Durham York Energy Centre (DYEC) Emissions: Durham's share of DYEC emissions related to the processing of municipal solid waste.

3.1. Base Year Adjustments

The Region will establish 2019 as the base year for tracking corporate GHG reductions. When a significant change occurs that might confound the tracking of emissions over time, or progress towards goal achievement, then the Region may retroactively recalculate base year emissions. This recalculation may be done for significant changes to the data, inventory boundary, methods, or any other relevant factors. Significant changes that may trigger a base year recalculation include:

- Structural changes to ownership or control (e.g., merger, acquisition, divestiture, or outsourcing and insourcing of emitting activities);
- Changes in status of leased assets (e.g., ending leases or obtaining new leases);
- Changes in calculation methodology or improvement in the accuracy of emission factors or activity data; or
- Discovery of significant errors.

The Region will periodically submit its Corporate GHG inventory and methodology to external third-party review to ensure consistency with best practices.

3.2. Limitations of the Region's current approach

The reported emissions for legacy landfill waste and wastewater processing are subject to a higher degree of uncertainty than those from the consumption of energy. Efforts will be made by staff to review and improve methodologies over time, particularly as the Works department develops GHG reduction strategies for the Region's water supply and sanitary sewerage systems (Section 9.4).

An additional area of improvement is in the Region's reporting of Scope 3 emissions.¹¹ Scope 3 emissions are not included in the Region's corporate annual GHG inventory reporting; however, it is recognized that the Region does have influence over key Scope 3 emissions categories including contracted waste haulage services, and employee commuting. As part of future updates to the Region's corporate GHG accounting protocol and Corporate Climate Action Plan, staff will explore opportunities to include relevant Scope 3 emissions data for key value chain activities and influence reductions.

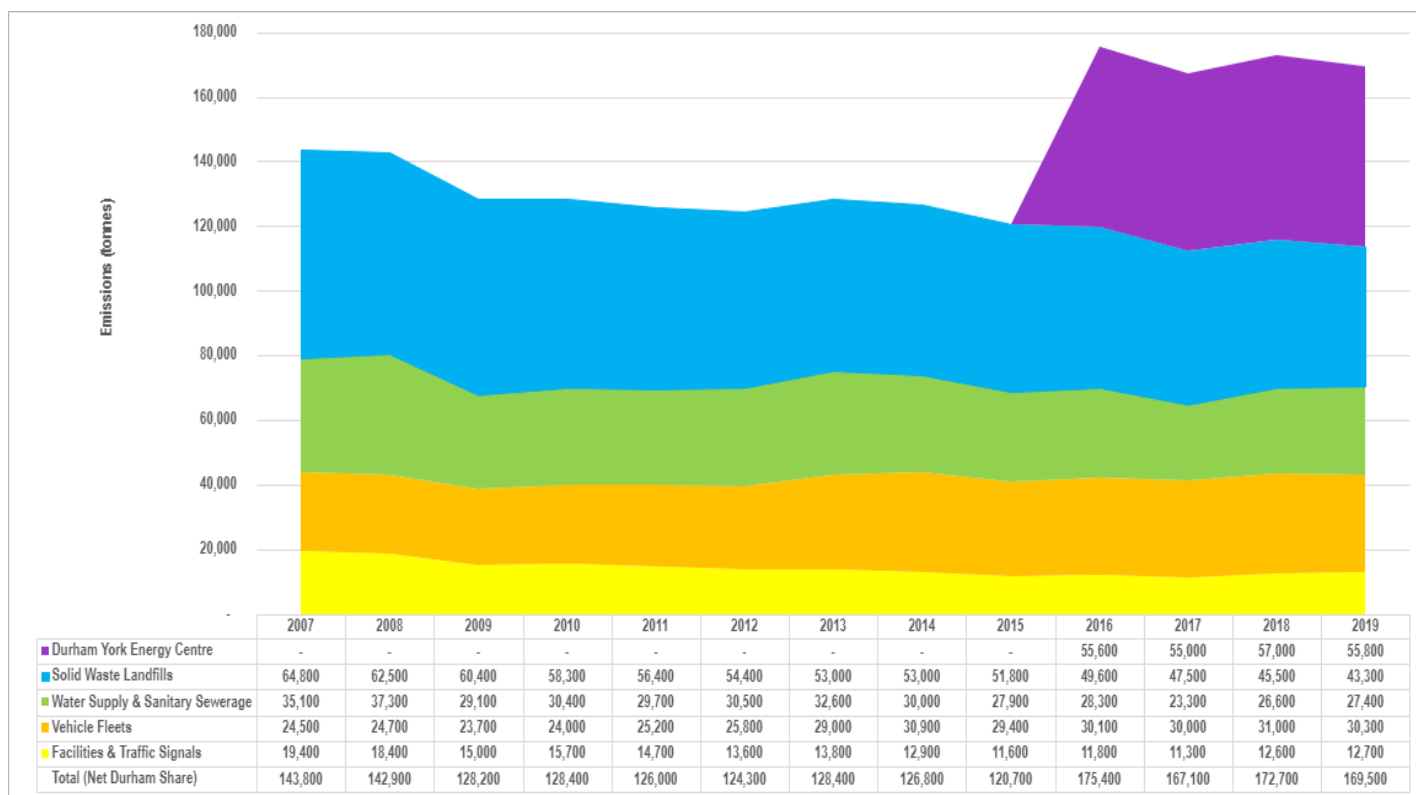
¹¹ Scope 3 emissions occur from sources owned or controlled by other entities in the value chain.

4. Review of the Region's 2019 Corporate GHG Emissions Profile

The corporation has made substantial progress with GHG reductions in key areas. These are illustrated in Figure 2 which displays the Corporate GHG emissions inventory in tonnes of carbon dioxide equivalent (tCO₂e) from 2007 to 2019. In addition to successful initiatives since 2014, which avoided close to 40 million kilowatt hours of electricity (excluding avoidance through peak demand curtailment initiatives) and avoided natural gas usage of approximately 12 million cubic metres, a large proportion of corporate reductions were related to the provincial phase out of coal-powered plants in 2013-2014, which reduced corporate-wide electricity-related emission intensity.

With DYEC operations beginning in 2016, net corporate GHG emissions rose by 53,700 tCO₂e. However, it is critical to note that DYEC operations largely eliminated long-haul waste trucking to and disposal in distant landfill sites outside of the Region. The related emissions avoidance and reductions are not reflected in the corporate GHG inventory due to the approved calculation methodology, including contracted third-party fleet and landfill emissions for managing Region-generated waste are not included in the Region's corporate GHG footprint. Further, landfills are not required to calculate and report on GHG emissions under the Ontario GHG reporting program. A lifecycle analysis completed by the Region confirms a net GHG reduction benefit associated with DYEC as compared to the landfill disposal alternative, as referenced as Attachment #4 in Report #2021-A-3. Nonetheless, waste management operations present a long-term challenge for corporate decarbonization that will require innovative solutions.

Figure 2 - Corporate GHG emissions inventory from 2007 to 2019



5. The Path Forward – Corporate Carbon Budget Management Framework

From 2007 to 2019, corporate GHG emissions have increased by 18 per cent, largely attributable to the operation of DYEC beginning in 2016. Increasing emissions are typical for many growing municipalities. While many GHG reduction projects are underway, the Region's population is projected to double over the coming decades, leading to increased demand for services and supporting infrastructure (and therefore increased GHG emissions), unless there is a corporate management focus on bending the curve through operating efficiency and low carbon aligned investment across the organization. Responding to the climate emergency declaration requires a leadership focus on an absolute emissions reductions pathway that aligns with scientific evidence regarding the urgency of limiting global temperature rise to less than 1.5°C.

The goal of the Plan is to formalize a corporate carbon budget management framework (the "framework") for the Region to embed climate considerations as part of operational and investment decision-making, enabling concerted efforts to achieve substantial corporate GHG emissions reductions over the coming decades. The framework does not prescribe how the Region will achieve its GHG targets; rather, it describes the mechanisms to identify, quantify, prioritize, and balance climate actions among other Regional priorities.

The framework has four parts:

1. **Emission Reduction Targets:** science-based GHG emissions reduction targets that chart a trajectory to net zero corporate GHG emissions¹²;
2. **Carbon Budget Management Framework:** a process to enable the acceleration of ambitious climate action aligned with the GHG emissions reduction targets, and to provide transparent monitoring and reporting of progress to Council and the public;
3. **Supporting Business Planning Cycle Elements:** key tools, documents, and actions for climate-informed decision-making, aligned with existing business planning processes; and,
4. **Governance Structure:** identification of roles and responsibilities for implementation of the carbon budget management framework.

¹² Net zero emissions means achieving a balance between GHGs put into the atmosphere and those taken out through carbon sequestration activities (e.g. tree planting). This state is also referred to as carbon neutrality.

6. Emission Reduction Targets

Emission reduction targets are developed to establish the level of change necessary to guide GHG reductions. Traditionally, a long-term target was assigned to a single year in the future; however, change can be slow and the urgency to address climate change often only appeared as the target date neared. Since it is the cumulative atmospheric emissions that impact the degree of global warming over a period of years, **immediate actions are more impactful than delayed actions implemented simply to meet an end target.**

Best practices reveal that setting a carbon budget with short-medium and long-term emission targets that align with the science to limit global warming is most effective at reducing and tracking annual emissions. Defining viable pathways and corporate initiatives that reduce emissions continually over time are significant, as early and ongoing progress matters as much as the result.

6.1. Corporate Target and Trajectory

While corporate emissions from Regional operations are a small percentage of overall GHG emissions in Durham Region (estimated at approximately three per cent of total), leading by example is critical to set the pace, spur innovation, and catalyze community action. Given the urgency conveyed in Regional Council’s climate emergency declaration, the Region will establish a long-term corporate target of 100 per cent emissions reductions by 2045, five years ahead of the federal government’s target of net zero nationwide by 2050.

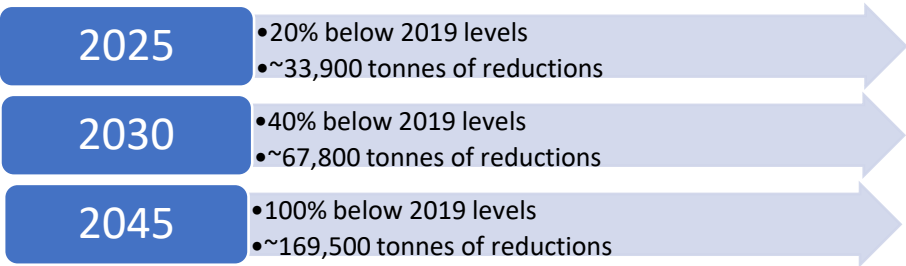
The Region’s corporate GHG emissions reduction targets are consistent with those set by other municipalities that have declared a climate emergency as outlined below.

Table 1 - Municipal Corporate GHG reduction targets

Municipality	Corporate Target
Region of Peel	43% reductions by 2030, relative to 2010 levels.
City of Edmonton	50% reductions by 2030, relative to 2005. Longer-term carbon neutral goal.
City of Vancouver	50% by 2020, relative to 2007.
City of Ottawa	50% by 2030 and 100% by 2040, relative to 2012 levels.
City of Toronto	65% by 2030, net zero by 2050 or sooner.

Five-year targets can be drawn in alignment with the net zero trajectory for 2025 and 2030, as outlined in Figure 3 below. For trending and reporting purposes, 2019 will serve as the baseline.

Figure 3 - Proposed Durham Region Corporate GHG reduction targets



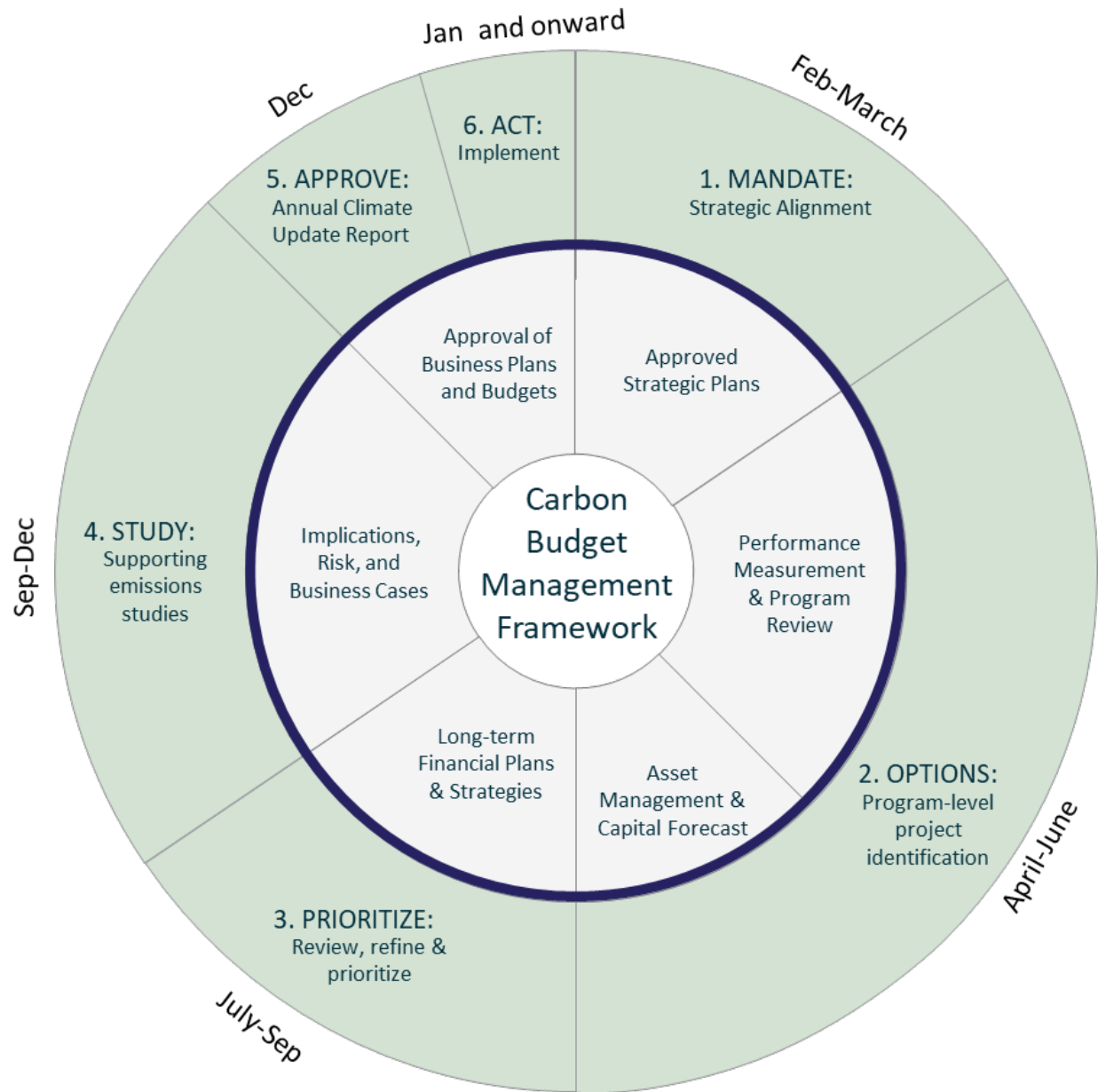
7. Carbon Budget Management Framework

The carbon budget is a management approach akin to setting financial budgets, as it tracks the Region’s annual progress on emissions relative to its targets and identifies carbon surpluses or deficits. Annual carbon budget reporting will also identify five- and ten-year carbon projections relative to future five-year targets and five- and 10-year operations and capital projections. To apply the carbon budget, the Region will establish five-year targets for emissions reductions that are in line with the net zero by 2045 trajectory and develop strategies for meeting those targets. The Region will use the emissions target in each period as a key planning consideration that informs the identification and development of projects and initiatives. The first phase of the carbon budget will run from 2022 to 2025.

While the carbon budget is a relatively new process, it aligns with, and can be incorporated into the Region’s existing Business Planning Cycle, as identified in the Region’s Long-Term Financial Framework. The carbon budget process is organized into six phases, which are intended to integrate into existing elements of the Business Planning Cycle as summarized in Figure 4 on the following page.¹³

¹³ It should be noted that the Region is also undertaking a Business Planning and Budget Review and Modernization Program that may impact the timing and nature of the business planning process. The Carbon Budget process would be updated to reflect any adjustments to the business planning process and budget cycle.

Figure 4 - Illustration of Carbon Budget Management Process



The carbon budget management framework also includes new and existing supporting elements to ensure consistency with the Region’s business planning process. Some of these elements already exist, several require modification to an existing process or tool, and other elements are new. These supporting tools, documents and processes are organized according to their corresponding carbon budget/business planning and budgets phase, which are described below.

The results of the Region’s efforts in each period will be tracked and reported through the Annual Climate Update Report, reported concurrently with the Business Plans and Budgets. Every year the carbon budget will be calculated using carbon accounting data from approved initiatives combined with the Region’s GHG inventory.

7.1. Mandate

Corresponding Business Planning and Budget Phase: Strategic Planning

Timeline: the annual launch of the Business Planning and Budget process

Strategic planning provides clear context and direction for Regional actions and initiatives and initiates the business planning cycle. Business plans and budgets are at the outset focused on prioritizations based on the approved Regional Strategic Plan, various aligned master plans and operational strategies, and the Regional Official Plan.

The framework will embed prioritization of carbon reductions through the:

- Climate Emergency Declaration;
- Carbon Budget Management Framework;
- Region's Strategic Plan; and
- Long-Term Financial Framework.

7.1.1. Climate Emergency Declaration

Status: In place

The Region of Durham declared a climate emergency in January 2020. The declaration mandates the development of a Corporate Climate Action Plan that includes targets, requires the consideration of climate change throughout Region business, and recognizes climate change as a strategic priority.

7.1.2. Carbon Budget Management Framework

Status: In development

The Framework, as detailed in this document, will be operationalized the Region as part of annual business planning and budget processes.

7.1.3. Strategic Plan

Environmental sustainability is the first goal identified in the Durham Region Strategic Plan: 2020-2024, which was endorsed by Regional Council in March 2020.¹⁴ "Goal 1.5: Demonstrated leadership in sustainability and addressing climate change", specifies climate change as a strategic priority for the Region.

¹⁴ Region of Durham. (2020). [Durham Region Strategic Plan 2020-2024](https://durhamregion.maps.arcgis.com/apps/MapSeries/index.html?appid=ebc7238a4b074826b4d012cc193c5d0c). Retrieved from: <https://durhamregion.maps.arcgis.com/apps/MapSeries/index.html?appid=ebc7238a4b074826b4d012cc193c5d0c>

7.1.4. Long-term Financial Framework

Status: In place

Durham has a strong financial and business planning framework in place, placing the Region among a select group of Canadian municipalities that have maintained a Triple A credit rating. Durham's Long-term Financial Planning Framework provides an integrated focus on funding Regional Council's priorities, accommodating growth, and investing in infrastructure and service levels while maintaining stable taxes and user rates. The Financial Framework is guided by the principles of financial flexibility, sustainability, and affordability and highlights the importance of planning for climate change.

7.2. Options Identification

Corresponding Business Planning and Budget Phase: Performance Measurement/Program Review, Asset Management and Capital Forecast

Timeline: April – June

Departmental operational plans are annually assessed at the program level as part of the Business Plans and Budget development process to ensure program-based budgets are tied directly to implementation of the current Council-approved Strategic Plan. Under the carbon budget management framework, programs would also develop multi-year emissions reduction opportunities/options in partnership with the Corporate Climate Change Implementation Team (see Section 8). Annually, programs review and update preliminary operational and capital forecasts and performance measurement during this phase, in close collaboration with asset managers both at the asset class level and corporate asset management. Five-year operational and ten-year capital forecasts including financing strategies are refined on an annual basis through the Business Planning Cycle.

Program areas will be supported by a suite of supporting tools to identify emissions reduction projects, including the following:

7.2.1. Climate Lens and Project-Level Carbon Accounting

Status: To be developed

In the early phases of project conception in the program review phase, projects can be assessed qualitatively, using simple screening tools or checklists that provide an indication of the GHG impact without quantifiable data.¹⁵ This can be used in preliminary analyses of options, or when not enough information on a project is known to develop a detailed GHG assessment.

¹⁵ Several models can be followed for checklists, including by [Clean Air Partnership](https://www.cleanairpartnership.org/projects/climatelens/), namely Clean Air Partnership. (2020). Climate Lens Tool. Retrieved from: <https://www.cleanairpartnership.org/projects/climatelens/>.

Once further details are conceptualized projects will undergo preliminary quantitative carbon accounting. Project-level carbon accounting worksheets will be provided to Project Managers to support identification of emissions reduction potential from a given initiative, calculated according to the corporate carbon accounting protocols and methods for the project in question. Project Managers will be supported by a newly appointed Carbon Analyst. The Office of the CAO and Finance Department will jointly sponsor training for project managers on carbon accounting and use of the project-level worksheet.

Once the project-level carbon accounting is complete, Regional staff can use existing project initiation documents worksheets to summarize the estimated emissions impact of potential projects. The Region can expand upon existing project initiation documents and processes to include standardized templates for inputting carbon accounting data by sector, climate adaptation and resilience impacts and other information, as required. These forms can also include standardized data by sector for staff to use in analysis, including relevant global warming potential data, emissions factors, and other assumptions.

Project-level carbon accounting data would then be aggregated across all projects in a centralized carbon accounting tool, where GHG impacts of all proposed projects can be summed to evaluate whether projects align with the Carbon Budget. The Carbon Accounting Tool will not be widely used within the Region; rather it is a tool that would be managed by an expert, the Carbon Analyst—an explicit role within the organization that is responsible for aggregating across projects. The Carbon Analyst should also support Regional staff with project-level carbon accounting, where required, to ensure consistency in calculation approaches across the organization. The Analyst will be supported by the Internal Corporate Energy and Emissions Implementation Team.

While there is urgency to implement a carbon budget management framework, it is recognized that it will take time to build capacity on carbon accounting within the organization, develop processes and evolve reporting approaches.

7.2.2. Climate Action Key Performance Indicators (KPIs)

Status: Some in place - to be expanded and formalized

KPIs will be used to track program and department-level progress on emissions reductions, and how well processes are supporting climate-informed decision making. KPIs can be used to evaluate program performance on emissions reductions and identify new opportunities for subsequent Business Planning Cycles. At a minimum, program-level indicators will include

- Asset-level energy and/or emissions intensity; and,
- Program-level total emissions.

Using the sample key performance indicators outlined in **Error! Reference source not found.** below as a starting point, the Office of the CAO will work in collaboration with the Carbon Analyst, the Internal Audit Division of the Finance Department, and an inter-departmental group of relevant technical leads to develop a full suite of carbon key performance indicators which will be incorporated into Strategic Plan dashboard indicators, and tracked and reported on as part of the

Annual Climate Update report to provide transparency and accountability to Regional Council on progress against targets outlined in this plan.

Table 2 – Sample Corporate Climate Action Plan Sample Key Performance Indicators

Category	Indicator
Facilities	1. Number of deep energy retrofits completed (annual and cumulative total)
	2. Cumulative kW of installed solar photovoltaic (PV at Regional facilities (linked to Strategic Plan)
	3. Total annual energy consumption and GHG emissions from Regional facilities (includes both owned and leased)
	4. Number of EV charging stations installed at Regional facilities (annual and cumulative)
Fleet	5. Per cent of annual fleet vehicle procurement that is low carbon – by each Fleet Group, and overall Corporate Fleet (linked to Strategic Plan)
	6. Per cent of on-road hybrid or electric vehicles by Fleet Group and by corporate fleet
	7. Total corporate GHG emissions from Regional fleets (by fleet group)
Category	Indicator
Water Supply and Sanitary Sewerage	8. Total m3 of sanitary sewerage processed per capita
	9. Total m3 of water supply treated per capita
	10. Energy per unit of sanitary sewerage processed (GJ/m3)
	11. Energy per unit of water supply treated (GJ/m3)
	12. Total GHG emissions from water supply and sanitary sewerage services
Waste	13. Carbon metrics for waste will be developed as part of the Long-term Waste Management Plan

7.2.3. Operational Carbon Performance Reviews

Status: Requires modification

Operational reviews are often focused on energy management and monetary savings, although carbon equivalent reductions are also estimated where there is data available (e.g. embedded energy manager programs). Energy management reviews are already occurring at Regional facilities, as prescribed under the Region's Corporate Energy, Conservation and Demand Management Plan. Such performance reviews will formalize review of operational emissions performance compared to mandated targets, in addition to existing energy metrics.

For example, the Region can require that energy audits include explicit requirements for quantifying operational carbon performance and that audits will be performed along with Building Condition Assessments. This information would inform asset management processes for buildings.

7.2.4. Asset Climate-Risk evaluation in Asset Management

Status: In place

Municipalities in Ontario are required by regulation to manage their assets according to a Strategic Asset Management Policy and Asset Management Plan that ensures adequate levels of service.¹⁶ Through longstanding asset management and risk management processes, the Region conducted asset and operational risk and vulnerability assessments for years before they were provincially required. Renewal, rehabilitation, and replacement of assets, informed by asset and risk management planning, provide further opportunity to consider options for low-carbon alternatives.

Climate mitigation and adaptation is prominently identified as one of the Region's goals in its Strategic Asset Management Policy.¹⁷ In the Region's Asset Management Plan, each asset class is to be analyzed from a climate mitigation and adaptation perspective. This information would then be used to inform and prioritize emissions reduction projects.

7.2.5. Carbon Standards for Capital Projects

Status: In development

The Region is currently developing a standard for corporate facilities ("Durham Standard") that will include energy and carbon performance requirements for new construction and major retrofits of existing facilities by the Region, including all corporate buildings. Carbon and energy standards will be developed for other asset classes, including fleet and existing buildings. This offers set standards for replacement of assets with low-carbon options.

7.3. Prioritize

Corresponding Business Planning and Budget Phase: Program-based Business Plans, Budgets and Forecasts and Long-term Financial Plan and Strategies

Timeline: July – September

While options development, timelines, and costing are initially developed in program areas to achieve Strategic Plan objectives within specific programs, corporate-wide project prioritization of GHG reduction initiatives will also be informed through an annual collaborative and cross-departmental director-level strategic conference meetings. Prioritized projects/initiatives are to be considered within subsequent year Business Plans and Budgets, five-year operational forecasts, and ten-year capital forecasts. The prioritization meetings and any follow-ups will occur in the third

¹⁶ Government of Ontario. (2018). O. Re. 588/17: Asset Management Planning for Municipal Infrastructure.

¹⁷ Region of Durham. Strategic Asset Management Policy.

quarter to inform finalization of detailed Business Plans and Budgets. The Framework includes the following mechanisms.

7.3.1. Prioritization Criteria for Evaluating GHG Reduction Projects

Status: Requires modification

The Region's current Business Planning and Budget process relies on program areas to identify key criteria—aligned with the Region's current Council-approved Strategic Plan—to prioritize expenditures within individual Business Plans and Budgets. Strategic goals for each program are embedded within the business plans to ensure transparency on how investments support Strategic Plan implementation.

The Framework will also support cross-program evaluation of GHG reduction options by establishing criteria that includes GHG reduction impact. Criteria can be weighted so that their relative importance across priorities can be incorporated. Budget items, programs and/or initiatives that reduce emissions, can then be assessed for their impact in achieving the criteria. This provides an opportunity to compare initiatives across programs.

The emissions impact (measured as tCO_{2e} relative to business as usual) of a given GHG reduction project will become a criterion, along with other criteria of importance beyond climate mitigation, including those identified in the Region's Strategic Plan (such as cost, impact to community vitality, climate resilience, asset state of good repair, etc.). GHG emissions data for projects/initiatives will come from project-level carbon accounting.

7.3.2. Carbon Budget Analysis

Status: To be developed

The GHG impacts of each project/initiative approved through Business Plans and Budgets will be included in the calculation of the subsequent annual Carbon Budget, which is then evaluated against five-year emissions reduction targets.¹⁸ Program-level data will come from project-level carbon accounting. Similarly, where feasible, projects/initiatives identified in the longer term will be accounted for in long-term financial and carbon forecasts related to operations and capital programs.

The Annual Climate Update Report will report on projected emissions reductions associated with items implemented in the same fiscal year. Because the carbon and financial business plans and budget are concurrent, the carbon budget will be an estimate, and can be subject to revision once further details on project implementation are known. Furthermore, although they are closely related, the Carbon Budget does not replace annual reporting on the Region's corporate GHG inventory, which provides a complete snapshot of the Region's total emissions.

¹⁸ Four years in first iteration of this framework (2022-2025)

7.3.3. Strategic Conference Meetings

Status: To be developed

The Region will convene a series of Director-level strategic conference meetings as a venue to review GHG reduction projects identified within individual departments/programs and preliminary estimates on the carbon budget to assess if any reprioritizations are necessary. The strategic conference meetings will also serve as a means to collaborate across the organization and identify cross-departmental initiatives.

7.4. Study

Corresponding Business Planning and Budget Phase: Implications, Risk, and Business Cases Development

Timeline: September – December

Program and project-level studies are completed to further refine and outline details including technical, environmental, financial, and operational implications, and risks and expenditure requirements, including business case analysis.

Under the Framework, this step will include detailed emissions reduction studies or project-level carbon accounting support to complement existing studies supporting Business Plans and Budgets (including future corporate-wide Property Tax and User Rate Guidelines, and Water and Sewer Rate study). Supporting studies and business case development can also be enhanced to better reflect the financial dimensions of climate change through the climate-informed financial analysis guidelines proposed below.

7.4.1. Climate-Informed Financial Analysis Guidelines

Status: In development

Incorporating climate change considerations into financial analysis better reflects the societal costs of emissions and can help to overcome capital cost barriers of emissions reduction projects compared to a business-as-usual approach. The Region already uses a life-cycle costing approach, which is important to reflect the long-term benefits of emissions reduction actions.

The Office of the CAO will collaborate with staff in the Works and Finance departments to provide organization-wide guidance and training for incorporating climate change considerations into financial analysis for individual projects, including templates, reporting, and analysis of best practices.

7.5. Approval

Corresponding Business Planning and Budget Phase: Approval of Annual Business Plans and Budget

Timeline: December

At this stage, annual detailed Business Plans and Budgets that are informed by the Framework and the Region's Strategic Plan, and in alignment with the Region's Long-Term Financial Framework and annual Council approved Guideline are presented to Regional Council for deliberation and approval. Approval is within the context of specific reporting on targets, GHG reduction initiatives, and progress in meeting mandated targets as part of the Framework. Climate-specific reporting concurrent with the annual Business Plans and Budget approvals will include an Annual Climate Update Report.

7.5.1. Annual Climate Update Report

Status: Requires modification

The Annual Climate Update Report will include prior year corporate GHG inventory reporting compared against the carbon budget, as well as reporting on a broader suite of program-level key performance indicators. The Annual Climate Update report will also include a forward-looking five and ten year carbon forecast that factors in the impact of planned actions relative to the carbon budget.

7.6. Act

Timeline: January onwards

Following the approval of the annual Business Plans and Budget, program areas will implement, manage, and monitor emissions reduction initiatives/projects with support from a cross-departmental Corporate Energy and Emissions Implementation Support team (see Section 8). The implementation of projects/initiatives and their tracking and performance measurement would inform subsequent strategic assessments, (re)prioritizations, and continuous improvement in subsequent years, based on the Strategic Plan.

7.6.1. Innovative Project/Initiative Delivery Mechanisms

Status: To be developed

Innovative programming will be required to achieve deep emissions reductions within financial and other constraints. Staff across the organization will be encouraged to look to new innovative solutions and effective collaborations across departments to achieve emissions reductions. Viable pilot projects are to be encouraged, even if the GHG impact is unclear at the outset. This will require a corporate culture of experimentation based on calculated risk, with willingness to assess and learn from failures through objective evaluation practices. The Region will continue to stay engaged within municipal climate networks to be informed of, and to support new innovative programming.

8. Governance Structure

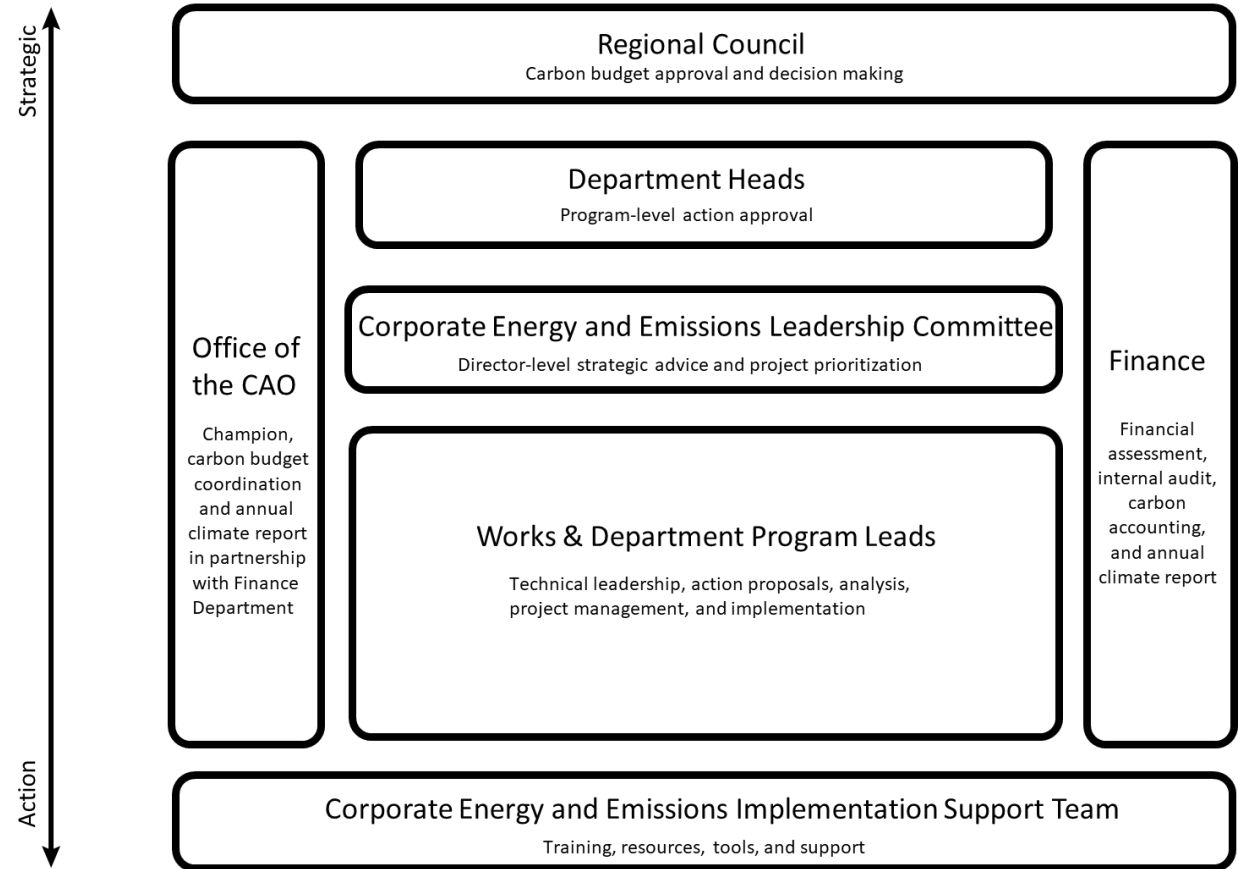
To support the integration of the carbon budget management framework across the organization, a governance structure will be operationalized, building upon recommendations from the Council-approved 2019 - 2024 Energy Conservation and Demand Management Plan. Engagement will be focused on key departments and divisions with responsibility for the design, construction, operation, and financing of emissions generating assets, as outlined in Table 3.

Table 3 - Corporate carbon management – key Departments and Divisions

Department	Division
Office of the CAO	Strategic Initiatives
Finance Department	Financial Planning and Purchasing Budget Planning
Social Services	Business Affairs and Financial Management
Transit	Maintenance Business Services
Works Department	Business Services Environmental Services Waste Management Services

Implementing the Carbon Budget will require the creation or enhancement of existing cross-departmental engagement committees as visualized in Figure 5.

Figure 5 - Carbon Budget Implementation Governance Structure



This structure includes the development of a Director-level Corporate Energy and Emissions Leadership Committee that will host the annual Strategic Conference meetings to review and inform prioritization of potential capital and operational emissions reduction projects, as part of the Business Planning Process. This Committee will also provide an advisory role for implementation of the carbon budget management framework.

A Corporate Energy and Emissions Implementation Support Team consisting of staff across key departments and divisions will facilitate the training, tools, resources, and support to ensure staff have the capacity to implement low-carbon lifecycle solutions. This team will be an evolution of the current Energy Advisory sub-committee, and respond to a recommendation from the Region’s Energy Conservation and Demand Management plan to “Formalize a Corporate Network that Establishes Clear Lines of Authority and Accountability for Energy Management”

Implementing the Carbon Budget will require continuation of existing roles, as well as new or revised roles and responsibilities, including the appointment of a Carbon Analyst. Any new staff requests required to address the scope of climate re-prioritization across the organization will need further assessment with reporting and approvals through 2022 and subsequent annual Business Plans and Budgets.

9. From Concept to Implementation – Strategic Summaries by Operating Area

9.1. Solid Waste

The Region is a leader in municipal waste management, with an annual waste diversion rate consistently above 60 per cent, driven by innovative waste management initiatives. Examples include the DYEC facility which began operations in 2016, and the Blackstock landfill mining project which was completed in 2019 and eliminated GHG emissions from that legacy landfill site. Projected population growth, and the accompanying increase in waste disposal, will create challenges in reducing emissions from the solid waste sector over the medium to long-term.

The Works Department Solid Waste Division is developing a new Long-term Waste Management Plan (Waste Plan) 2021 to 2040 which includes as a guiding principle “Demonstrate leadership in sustainability to address the climate crisis by reducing greenhouse gas emissions from waste management activities”.¹⁹ This Plan is instrumental and timely, given projected population growth over the period to 2040.

Key waste management objectives relating to GHG reductions over the next 20 years include:

- Increase diversion of organic waste from single-family homes (Food and Organic Waste Policy Statement targets 70 per cent), apartments and condominiums (Food and Organic Waste Policy Statement targets 50 per cent); construct and operate a Mixed Waste Pre-sort and Anaerobic Digestion facility to manage organic waste;
- Continue to manage GHG emissions from legacy closed landfills through innovative approaches; and
- Explore ways to mitigate corporate GHG increases associated with the planned increase in DYEC capacity and population growth over the coming decade.

9.1.1. Mixed Waste Pre-sort and Anaerobic Digestion / Renewable Natural Gas

Building on Durham’s history of innovative waste management initiatives, the Region is planning to build a new Mixed Waste Pre-sort and Anaerobic Digestion (AD) Facility which will remove organics, non-combustible material, and recyclables from garbage bags to further increase diversion from disposal and reduce processing requirements and GHGs at DYEC. The facility will be a first-of-its-kind, fully integrated waste management initiative in North America. Anaerobic digestion will be used to convert organic waste (source separated organics from green bin and organics extracted from mixed garbage wastes) to generate biogas which will be upgraded into renewable natural gas (RNG). RNG can be sold or used to reduce facility reliance on conventional (non-renewable) natural gas.

With a currently planned operations date of 2024, preliminary projections indicate the AD facility may generate upwards of 4 million m³ of RNG annually in its initial years of operation, which would

¹⁹ [Long-term waste management strategy](https://www.durham.ca/en/living-here/long-term-waste-management-strategy.aspx) <https://www.durham.ca/en/living-here/long-term-waste-management-strategy.aspx>

have the potential to offset approximately 7,500 tonnes of CO₂e annually through the displacement of facility-based natural gas use. Based on preliminary estimates, assuming household growth and related waste tonnage growth, AD facility RNG production is projected to scale-up to more than 6 million m³ annually towards the end of the initial 20-year facility operating period, which would have the potential to offset more than 10,000 tonnes of CO₂e annually through the displacement of conventional natural gas usage. Assuming sufficient RNG volumes and an enabling framework by Enbridge (subject to regulatory approval) to utilize RNG as part of the Region's natural gas purchases, an RNG strategy for internal utilization is under consideration for achieving material GHG emission reductions in Regional facilities.

Staff continue to investigate the potential to utilize RNG as part of the Region's natural gas purchase as a strategy for achieving material GHG emission reductions in Regional facilities. The investigation considers RNG volumes, enabling framework, regulatory approval, associated agreements, and financial implications and will be the subject of future Council reports.

9.1.2. Legacy Landfill Biocover Pilot

In 2019, legacy landfills were responsible for an estimated 43,300 tCO₂e or 26 per cent of the total 169,500 tonnes CO₂e corporate GHG emissions. Methane emissions from the legacy landfills will continue as the waste slowly decomposes. Since methane is 25 times more potent than carbon dioxide, addressing methane is the fastest and most effective way to reduce GHG emissions.

Building on the success of the 2018-2019 Blackstock Landfill mining pilot project, which is assumed to have eliminated GHG emissions from that legacy landfill site, staff are exploring solutions for the Region's other closed landfill sites. At the largest site in Oshawa, staff are developing a pilot project that will evaluate the potential for an alternative landfill cover system to biologically convert the methane from decomposing waste into carbon dioxide. If 50 per cent of the site's emissions were treated at an 85 per cent efficiency, it would result in an overall decrease in methane emissions of up to 12,000 tCO₂e annually. If the pilot is successful, it has potential to be rolled out to other Regional landfill sites. In total the potential result could be a GHG emissions reduction of approximately 37,000 tCO₂e annually. The landfill biocover pilot, proposed to launch in 2022, is being funded from the Climate Mitigation and Environmental Initiatives Reserve Fund and may be eligible for senior government funding under the Green Municipal Fund, and/or other sources.

9.1.3. Durham York Energy Centre (DYEC)

DYEC plays a central role as an alternative to landfill and a local solution for the processing of residual post-diversion residential waste, and as such has reduced GHG emissions associated with long-haul waste trucking to southwestern Ontario or New York State and methane leakage from distant landfill sites. However, given the Region's GHG quantification methodology (see Section 3) these reduced or avoided emissions are not captured in the corporate inventory. Although, DYEC operations have resulted in an increase in corporate GHG emissions since the start of operations in 2016, it reduces total lifecycle emissions, and is consistent with the corporate climate principles outlined in Section 2.1. While DYEC is generating electricity for the Ontario grid, under the power purchase agreement with the Independent Electricity System Operator (IESO),

the Region is unable to claim the environmental benefits of that electricity generation against its corporate GHG inventory.

In the context of corporate decarbonization, the DYEC will become a strategically more important area of focus over time, particularly as other corporate sources (e.g. facilities, fleet, water/sewer) decline over the coming decade and given short- and long-term capacity increases planned for the facility. While a short-term net zero carbon strategy for DYEC is outside of the scope of this Plan to 2030, Regional staff will:

- As part of any future DYEC capacity increases, and increased electricity generation from the facility, work to retain future carbon credits as an offset against corporate electricity related GHG emissions inventory where financially feasible as part of advocacy and negotiations with relevant provincial government agencies;
- Explore the possibility of using waste heat within other Regional or surrounding facilities, such as the adjacent prosed AD facility, wastewater facilities, etc.;
- Explore opportunities to offset emissions in neighboring facilities through beneficial utilization of waste heat, including participation in district energy systems; and
- Continue to monitor opportunities to reduce or offset emissions through developing technologies including carbon capture and ash utilization.

9.2. Facilities

The Region's Energy Conservation and Demand Management Plan (CDM Plan) has guided energy management in corporate facilities since 2014. As a result of the first CDM Plan, endorsed by Regional Council on June 4, 2014 (Report #2014-J-17), Regional staff implemented a multitude of measures which enhanced energy efficiencies across program areas. These measures significantly improved processes and systems to ensure energy management is a key consideration in day-to-day functions and planning activities. The CDM Plan did not include GHG reduction targets for facilities. While facility emissions declined from 2012 to 2017, they have since increased, partly due to new facilities operations (e.g. new DRT Maintenance Facility in Oshawa and Sunderland RDPS station) and increased natural gas consumption at wastewater facilities (see Section 9.4).

The Region's CDM Plan was updated in May 2019 covering the period to 2024.²⁰ The 2019 to 2024 Plan includes four overarching goals:

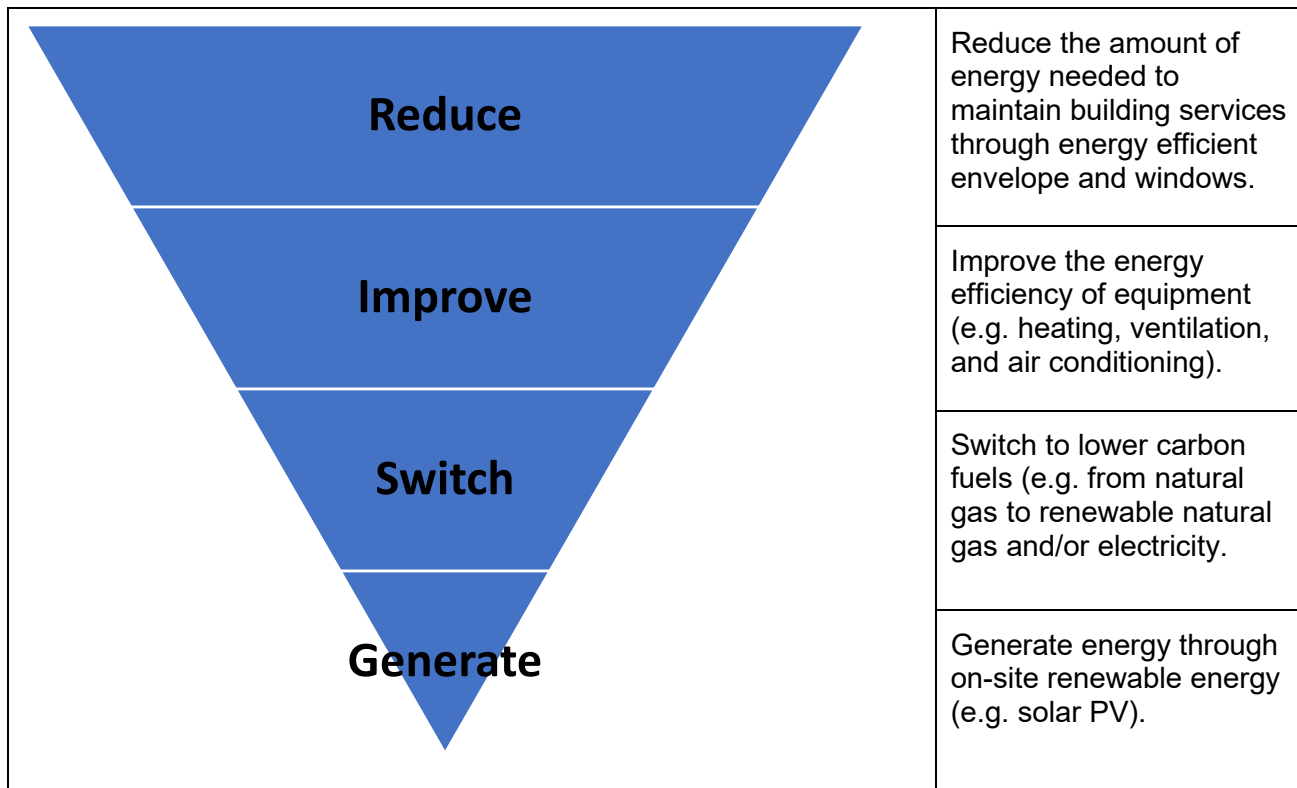
1. Formalize a corporate network that establishes clear lines of authority and accountability for energy management;

²⁰ [Regional Municipality of Durham CDM Plan 2019-2024](https://www.durham.ca/en/living-here/resources/Documents/EnvironmentalStability/Regional-Municipality-of-Durham-CDM-Plan-2019-2024.pdf) <https://www.durham.ca/en/living-here/resources/Documents/EnvironmentalStability/Regional-Municipality-of-Durham-CDM-Plan-2019-2024.pdf>

2. Enhance corporate energy awareness, education, and information sharing;
3. Standardize approaches and continue integration of energy conservation into asset management, business planning and budgets; and
4. Enhance energy monitoring, performance measurement and reporting.

This Corporate Climate Action Plan does not supplant the 2019-2024 CDM Plan, but rather provides additional direction including overarching corporate GHG reduction targets, as well as a focus on undertaking deep energy retrofits and lower carbon new builds in the facilities asset portfolio as described below. To minimize costs associated with the energy transition, this Plan provides high-level direction to utilize a planning and design framework that prioritizes actions that (1) reduce energy use (e.g. behaviour change, envelope improvements), (2) improve the use of energy (e.g. HVAC equipment, lighting), and (3) switch from the use of carbon-intensive fuels to less or zero carbon intensive fuels (e.g. heat pumps). Actions in all three areas are necessary, as well as the need to further investigate the potential to generate local renewable low, or zero-carbon energy. Reducing and improving energy use not only reduces emissions directly, but it also reduces the renewable energy generation needed, especially when accompanied by significant fuel switching. This prioritization framework is summarized in Figure 6.

Figure 6 Prioritization Approach for Facilities Emissions Reductions



9.2.1. Undertake Deep Retrofits of Existing Buildings

Most Regional facilities currently use fossil fuel combustion heating systems. The current practice is to carry out retrofits to a modern standard as equipment reaches end of life. This Plan provides direction to conduct all major asset renewal retrofits to a lower-carbon standard, which will require an updated approach, summarized below:

- Consolidate scheduled retrofits to achieve greater impact with fewer disruptions, prioritizing maximum benefits at a single facility over minor improvements at multiple facilities. For example, conduct all scheduled retrofits at a property in the year of greatest capital expense; and
- Implement fuel switching from fossil fuel combustion systems towards high-efficiency heat pump technologies.

The expected impacts of implementing a lower-carbon standard for retrofits are:

1. Higher up-front capital costs;
2. Reduced life-cycle cost, resulting from better performing, more efficient buildings, as well as avoiding the cost of implementing a second retrofit later to achieve lower-carbon standard;
3. Lower GHG emissions by replacing carbon-intensive fossil fuel with low- or zero carbon electricity;
4. Lower energy use since heat pump technology is much more efficient than the highest efficiency combustion equipment; and
5. Reducing the risk of future cost burden related to retaining carbon-intensive equipment which will become increasingly costly to operate as prices increase for fossil fuels alongside carbon prices, and a limited renewable natural gas (RNG) supply.

Regional staff within the Works Department will work with program areas to create zero carbon transition plans for facilities with major equipment reaching end of life before 2030. Any buildings with major renewal occurring before 2030 should develop a zero-carbon transition plan prior to completion of work. The transition plan should:

1. Present a non-combustion alternative to the asset's current system. Investigate any foreseen challenges to fuel switching (such as electrical infrastructure limits, space constraints, etc.) and develop a plan which overcomes these challenges while aligning with natural renewal cycles where possible to reduce cost and disruption;
2. Conduct a life cycle cost analysis using a consistent template and consistent inputs across the organization considering emissions savings, operational costs, capital costs, equipment life, internal carbon price, and other relevant factors;
3. Consider efficiency and peak demand reduction improvements and on-site renewables that will be implemented alongside fuel switching;
4. Include the cost of conducting zero carbon transition studies in five year operating and ten-year capital plans; and
5. Include retrofits in the five-year operating and ten-year capital forecast submissions.

In the cases where complete electrification is not viable, renewable natural gas (RNG) supply may serve to offset fossil fuel use in the short term.

Retrofits are the most critical strategy in facilities over the next decade, given that new facilities built over the coming decade will make up a small share of the total portfolio in 2030. Aligning with

a corporate net zero trajectory would require an average of three to four deep energy retrofits of existing facilities per year, starting in 2022. Project management capacity and expertise within the Works Department Design, Construction and Asset Management Group (DCAM) will be expanded up to coordinate and deliver portfolio-wide deep retrofits at the pace required to align with the corporate net zero trajectory. **Additional resources required to carry out this plan are currently under investigation and will be identified in future Business Plans and Budgets with recommendations for Regional Council approval.**

9.2.2. Lower Carbon New Builds

Currently, new construction for Region-owned facilities is required to achieve a level of performance comparable to or higher than Leadership in Energy and Environmental Design (LEED) Silver Certification. This standard does not achieve a zero emissions target. LEED does not set GHG intensity targets for building types, and therefore does not enforce the lower-carbon targets necessary to achieve Durham's emission reduction goals.

Through the development of the "Durham Standard" Works Department Design, Construction, and Asset Management (DCAM) team will update construction processes and policies to propose:

- A definition of "lower-carbon" construction that strives towards zero carbon levels of performance using the prioritized framework outlined in Figure 6;
- A requirement to evaluate a lower-carbon design with defined performance targets;
- A standard by which to evaluate the financial feasibility of lower-carbon design, e.g. 20- year lifecycle cost does not increase;
- A process allowing exemptions to be made due to technical feasibility, such as an unavoidably high-temperature requirement for process loads;
- An approvals process enforcing observance of these design and construction requirements and methods;
- A method to identify a lower-carbon target as a project requirement in design/construction procurement documents; and
- A process to regularly identify planned facility construction projects and monitor compliance.

The Region will update associated processes and policies including reviewing and revising the current 10-year capital forecast. Council approval will be required for additional funding for planned and future construction projects. These processes will be implemented and applied to all construction projects in pre-construction or earlier phases.

9.3. Corporate Fleets

The Region is committed to minimizing fleet GHG emissions through efficient operations and incorporating low and zero emissions vehicles into its fleet where operationally feasible. For existing fleet, the Region will continue to implement best management practices, including anti-

idling, light-weighting idle reduction technologies, trip optimization, driver training, downsizing, right-sizing, and fuel switching.

Transitioning the fleet is a corporate priority. Given an average 10-year fleet vehicle lifespan, there is an opportunity to achieve substantial emissions reductions to 2025 and 2030 by shifting annual vehicle procurement (both new and replacement) towards low and zero carbon options.

In direct support of the Region's climate commitments, Durham Region fleets will adopt low-carbon mobility solutions, deploy supporting infrastructure in its facilities and modernize its fleets as follows:

- Target an annual average of 75 per cent of new unmodified light-duty²¹ vehicle purchases will be zero emissions vehicles (ZEVs) or hybrids between 2022-2025;
- Target an annual average of 100 per cent of new unmodified light-duty vehicle purchases will be zero emissions vehicles (ZEVs) or hybrids between 2026-2030, with the priority given to zero emissions vehicles across all fleets where operationally feasible;
- Recognizing that the Region's police and paramedic Fleets require a high degree of operational capability, these fleets will continue to use more environmentally friendly technologies, such as hybrid, in the short-term with a view to exploring and transitioning towards ZEV options as the market develops in the latter half of the decade;
- The transition of the Transit fleet to low carbon options requires extensive planning in considering the facility infrastructure requirements, operational and financial impacts. As such, DRT will continue as planned to procure hybrid and battery electric vehicles for evaluation purposes in 2021/2022 and target to complete a full electric vehicle feasibility study in 2021 that addresses the facility infrastructure requirements, operating and financial impacts to transition to a fully electric vehicle fleet, including a multi-year vehicle acquisition plan. In the interim, DRT will also explore options to reduce and improve energy consumption on existing vehicle systems that reduce emissions (e.g. deployment of transit signal priority, anti-idling technologies);
- Fleet management will be optimized to achieve the targets, including exploring options for heavy duty vehicles, assessing ZEV charging infrastructure needs and applying telematics to analyze vehicle usage and optimize energy consumption and operational planning; and
- While recognizing that contracted fleet (e.g. waste management services) are outside of the scope of the Region's reported corporate GHG emissions, Solid Waste Management division

²¹ Refers to light duty vehicles that do not have any special equipment installed, such as specialized maintenance/repair services. See categories 3 and 4 in [Appendix 1 of Treasury Board Guidance on Fleet Management](https://www.tbs-sct.gc.ca/pol/doc-eng.aspx?id=28288), available here: <https://www.tbs-sct.gc.ca/pol/doc-eng.aspx?id=28288>

staff will explore opportunities to reduce emissions through procurement and contract management as part of the update to the Long-Term Waste Management Plan.

Based on fleet analytics modelling conducted as part of the development of this Plan, a fleet electrification pathway could result in a more than 70 per cent reduction in corporate fleet related emissions, declining from 30,300 tCO₂e in 2019 to approximately 9,100 tCO₂e in 2030. However, facility infrastructure upgrades necessary to enable electrification need to be identified and costed as part of the identification of a viable fleet-wide transition plan.

Each of the four Regional fleet groups (Public Works, Region of Durham Paramedic Services, Durham Region Transit and Durham Regional Police Service) will evaluate unique combinations of low carbon fleet recommendations based on operating needs, availability of models, corporate budgets, vehicle conditions, and necessary upgrades to facilities and infrastructure to create scenarios that meet their operational requirements.

9.4. Water Supply and Sanitary Sewerage Infrastructure

The primary means for utilities to reduce their contributions to climate change is to effectively manage GHG emissions resulting from their operations. In 2021, the Works Department will initiate a study to develop climate action strategies for the Regional infrastructure for the water supply and sanitary sewerage systems. These strategies, once developed, will provide a more comprehensive road map for GHG emissions management, and will incorporate the elements listed below:

- Determination of the appropriate methodology for calculating GHG emissions for each system based on best practices of comparable utilities;
- Determinations of the appropriate GHG emission baseline for tracking progress;
- Identification of the appropriate key performance indicators for each system;
- Identification of priority areas for focus within existing operations and facilities;
- Development of strategies for efficiently minimizing GHG emissions as Regional infrastructure is expanded to accommodate growth; and
- Determination of operational and financial impacts related to each implementation strategy.

10. From Concept to Implementation - Pacesetter Projects for the next 5 years

Corporately, the Region is aligning with the net zero trajectory by 2045. Enhanced technologies and best practices have enabled staff to plan for energy conservation, reducing operating costs, and building better. Table 4 provides a potential pathway of identified short-term GHG emissions reduction opportunities either being considered, planned or underway that support achievement of the proposed 2025 target.

Table 4 - Proposed/Potential Short-term Corporate GHG Reduction Priorities to 2025²²

Regional Operating Area	GHG Reduction Initiative(s)	Potential GHG reduction impact by 2025
Solid Waste	Internal utilization of renewable natural gas generation from anaerobic digestion and other Regional processes.	0-7,500 tCO ₂ e
Solid Waste	Landfill biocover pilot.	12,000 tCO ₂ e
Facilities	Deep energy retrofits of existing buildings in corporate portfolio.	1,000-2,000 tCO ₂ e
Fleet – 4 Fleet Groups including Paramedics, Police, Transit, and Works	Pursue battery electric and hybrid electric vehicles for all corporate-owned fleets, where operationally feasible. With an estimated baseline of approximately 28,500 tCO ₂ e in 2019, this target represents a 7% to 14% GHG reduction by 2025.	2,000-4,000 tCO ₂ e
Total		15,000– 25,500 tCO₂e
GHG emissions reduction target		33,900 tCO₂e
% of target		44% to 75%

Assuming successful implementation of these potential GHG reduction opportunities, the Region will have achieved between 40 to 75 per cent of its 2025 target. The above initiatives as well as additional emissions reduction opportunities will be identified through subsequent asset level decarbonization studies and brought forward for Council approval as part of the Annual Business Planning and Budget Cycle.

11. From Concept to Implementation – Climate Financing Strategy

Through its investment decisions, the Region may either grow in a climate compatible manner, or lock into a high-emission, inefficient or unsustainable path for decades to come. Capital investment for climate action will be critical for success and needs to be aligned and integrated with the Region's Long-Term Financial Plan. Building on Regional Council's 2019 decision to establish a Climate Mitigation and Environmental Initiatives Reserve Fund, climate financing strategies will be needed to outline how the actions of the Plan will be funded. The strategies will position the Plan's funding needs in the Region's ten-year capital forecast, while looking to mitigate impacts to the property tax base and utility rate through pursuit and advocacy for external funding from senior levels of government and other public and private sector sources.

²² All projects/initiatives/program changes beyond 2021 Business Planning approvals are subject to Council approval in subsequent Business Plans and Budgets

As part of the implementation of this Plan, Regional staff will develop a climate financing strategy which will include the following activities:

- Convene internal stakeholders and industry experts to explore potential for innovative climate change financing across key corporate GHG emitting sectors;
- Work with local area municipalities, and GTA-wide partners (e.g. The Atmospheric Fund) to aggregate projects to scale financing and GHG impact;
- Mobilize more funding from senior levels of government, and the Canada Infrastructure Bank, leveraging this Plan as evidence of commitment along with committed capital funding as leverage for match funding requirements;
- Apply an equity and inclusion lens to climate-related investment, given that climate impacts are poised to disproportionately affect low-income and vulnerable residents in the Region;
- Explore innovative financing tools, to support achievement of corporate and community climate GHG goals; and
- Strengthen data collection and reporting on climate-supportive investment by the Region as part of the implementation of the carbon budget management framework.

12. From Concept to Implementation – Durham Strategic Energy Alliance, Corporate Energy Managers Community of Practice

A growing number of public and private sector organizations headquartered, or with significant operations, in the Region are embarking on a shared path towards net zero corporate emissions, including: Ontario Power Generation, General Motors, and Ontario Tech University and others.

These organizations share challenges given similarities in facilities and fleet composition, and organizational hurdles to overcome. As a collective effort within the Region, one of the greatest assets will be the opportunity to share experiences and lessons learned across organizations. A platform to aggregate projects and attract low carbon investment would also be a collective benefit.

As part of the revitalization of the Durham Strategic Energy Alliance (DSEA), the Region will lead the creation of a Corporate Energy Managers community of practice of corporate energy and facilities managers in Durham. The focus will be on large organizations with high energy use, as well as organizations with a shared corporate decarbonization commitment. To ensure a broad range of experience and perspectives, the community of practice will solicit representation from across all sectors.

The community of practice will use the shared experience of seasoned property and environmental managers to help energy managers develop the best possible energy efficiency and GHG emissions reductions tactics and strategies.

Membership in the community of practice will be focused on:

- Energy managers with direct responsibility for managing energy and utilities including electricity, natural gas, vehicle fuels, district energy, and water;
- Facility managers responsible for energy usage in their buildings;
- Environment/sustainability staff that are also responsible for corporate energy usage; and
- Finance staff responsible for utility account management including bill verification, payment, and energy commodity procurement.

The DSEA member organizations will work together to solve collective challenges, realizing the following benefits:

- Reduced energy consumption and utility costs;
- Reduced GHG emissions; and
- Improved investment attractiveness and leverage from public and private sector low and zero carbon financing.

13. Conclusion

The Durham Region Corporate Climate Action Plan responds to Council's declaration of a climate emergency and provides a transparent process for the public to track what their municipal government is doing to reduce GHG emissions from corporate operations. Building on past successes this Plan will contribute towards meeting the Region's corporate target to reduce emissions by 20 per cent by 2025 and 40 per cent by 2030, all over 2019 levels.

Much remains to be done to position Durham to meet its short, medium, and long-term GHG reduction targets. It will require collaboration across departments to develop innovative solutions, and unprecedented action and investment from the Region and senior levels of government to make it happen.

The carbon budget management framework detailed in this plan provides a process for continuous improvement as we strive to meet our corporate objectives. Let's work together to make it happen!

COVID-19 Vaccine Distribution Task Force

General (Ret'd) Rick Hillier
Chair

25 Grosvenor Street
11th Floor
Toronto ON M7A 1Y6

COVID-19VaccineTaskForce@ontario.ca

Groupe d'étude sur la distribution des vaccins contre la COVID-19

Général (à la retraite) Rick Hillier
Président

25, rue Grosvenor
11^e étage
Toronto ON M7A 1Y6

COVID-19VaccineTaskForce@ontario.ca



Date:	29/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

March 26, 2021

I sent my first situation report on December 12, 2020. That was just a few days before vaccines arrived for distribution. Here we are 15 weeks later and over 1,838,000 doses have been administered in Ontario. This is a remarkable achievement made possible by the hard work and leadership in the health sector, municipalities and our First Nations, Inuit and Metis communities.

Incredible progress has been made in the past two weeks. Since the provincial booking system was launched on March 15, 2021, more than 583,000 have been scheduled for first and second doses. The Provincial Vaccine Information Line and the Provincial Booking Line have received more than 205,000 calls. With limited wait times, the system is doing exactly what it was designed to – assist Ontarians in obtaining quick and easy access to a vaccine appointment.

On March 22, 2021 we were able to expand appointments through the booking system to individuals aged 75 and over, ahead of schedule.

In alignment with both the National Advisory Committee on Immunization's latest recommendation to expand the use of the AstraZeneca/COVISHIELD vaccine to people 18 years old and older and Ontario's Ethical Framework, participating pharmacies and primary care settings are now offering vaccination appointments to individuals turning 60 and older in 2021.

In addition to the 327 pharmacies already running, expansion is continuing with approximately 350 pharmacies to be brought on board across the province in the next two weeks and continuing up to 1,500 by the end of April.

Primary care providers will also play an integral role in the rollout. As of March 10, six public health units have received initial AstraZeneca allocation for doctors' offices. This includes Hamilton, Wellington-Dufferin-Guelph, Peterborough, Simcoe Muskoka District, Peel and Toronto. We will continue to expand access through primary care throughout the province as more vaccines are received.

The Premier tasked me with overseeing the development of Ontario's vaccine rollout plan and associated infrastructure. I have been impressed each day with the leadership and dedication shown during my tenure as Chair of the Task Force and I am confident that the province is set to continue to administer more and more vaccines each day until all Ontarians who are eligible and want a vaccine receive one.

Sincerely,

General (Ret'd) Rick Hillier
Chair of the COVID-19 Vaccine Distribution Task Force

COVID-19 Vaccine Distribution Task Force

Update #10

Vaccine Update

- Over **1,838,000** doses administered across the province.
- As of March 23, 2021, Operation Remote Immunity has administered **21,418** doses, including **14,094** first doses and **7,324** second doses.
- Teams have completed clinics offering the first dose of the vaccine to all 31 fly-in First Nation communities and Moosonee and 22 of these communities have completed clinics offering both the first and second dose. Operation Remote Immunity is scheduled to be completed by mid-April.

Pharmacy Roll-out

- Ontario received 194,500 doses of the AstraZeneca vaccine with an expiration date of April 2. This first allocation of AstraZeneca vaccine is available through retail pharmacies (165,000 doses) and primary care settings (29,500 doses). Pharmacies received 500 doses per individual pharmacy to complete by the end of March.
- 327 pharmacies in 3 regions (Toronto, Windsor-Essex, and Kingston). The province continues to expand the delivery channels, with approximately 350 pharmacies to be brought on board across the province in the next two weeks and up to 1,500 by the end of April.
- Pharmacies participating in the pilot program were required to be part of the 2020-2021 Universal Influenza Immunization Program (UIIP), have capacity and readiness for vaccinations and provide opportunity for both chain and independent pharmacy participation.
- On March 16, 2021, the National Advisory Committee on Immunization (NACI) expanded its recommendation for the use of the AstraZeneca/COVISHIELD vaccine to people 18 years old and older. In alignment with NACI's latest recommendation and Ontario's Ethical Framework, as of March 22, participating pharmacies and primary care settings will offer vaccination appointments to individuals turning 60 and older in 2021.

Primary Care Update

- Total allocation to public health units (PHUs) to leverage primary care channel (29,500 doses).
- 6 PHUs have been confirmed and received initial AstraZeneca allocation on March 10th for primary care settings.
 - Hamilton PH
 - Wellington-Dufferin-Guelph PHU
 - Peterborough PHU
 - Simcoe Muskoka and District PHU
 - Peel PH
 - Toronto PH
- PHUs were selected based on need, infection rates and solid partnerships with primary care.
- PHUs will be distributing 15% of the initial AstraZeneca doses to specific doctors' offices during initial phase and primary care providers expected to administer. Go-live was Saturday, March 13.
- Participating primary care providers started contacting their eligible patients directly to book an appointment starting March 10.
- As of March 22, they will be offering vaccination appointments to eligible individuals aged 60 and older.

Mass Immunization Clinics

- Ontario is working with all 34 public health units to plan and implement mass immunization clinics across the province.
- Several mass immunization clinics have begun operating and will continue to open this month, with further ramp up in April.
- Based on plans submitted by the public health units, there is capacity to operate over 336 vaccination sites (hospital, mass immunization clinic, mobile clinic, etc.) by the end of March:
 - Over 183 mass clinics planned to start operations in March (vaccine supply dependent)
 - Maximum feasible planned capacity across all public health units is approximately four million doses for the month of March (depending on supply).
- Rate of vaccine administration will vary based on local considerations and capacity.

Provincial Booking System

- The provincial booking system was launched on Monday, March 15 for individuals who will be turning 80 or older in 2021. Effective March 22, individuals **turning 75 or older in 2021** are eligible to book their appointment at mass immunization clinics.
- We have seen great success since the launch of the provincial online booking system, with more than 583,506 appointments for first and second doses booked by 12 p.m. on March 26. The 2,200 call centre agents supporting the Provincial lines and assisting Ontarians have kept wait times as low as 10 seconds for over 24 hours.
- On March 23, visitors experienced **no wait time** in accessing the booking system.

Community Funding Priorities

Opportunity for Input

Date:	31/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

Background

The COVID-19 pandemic has had a significant impact on our Not-for-Profit and Charitable sectors, while at the same time, we have seen an influx in federal and provincial funding to support vulnerable populations. At the onset of pandemic funding distribution, major funders such as the United Way, Community Foundations of Canada and the Red Cross were identified as the primary organizations to allocate monies to agencies in our communities to further support locally identified needs. The Region of Durham was funded to support vulnerable populations, with a focus on the unsheltered.

During the declared COVID-19 emergency and in an effort to coordinate services, staff from the Region of Durham Social Services Department convened the Durham Region COVID-19 Funders Table. Table members who include representatives from local municipalities and the major funders, agreed that the primary purpose of the group was to make informed and coordinated grant decisions based on the available data.

In August 2020, Table members agreed that working together should have a lifespan beyond COVID-19 and updated their Terms of Reference to reflect a commitment to ongoing collaboration to strengthen the Not-for-Profit and Charitable sectors. As a result, Table members have continued to meet regularly to promote partnerships, share best practices, resources and expertise to help inform funding allocations and create alignment between funds and local needs.

Purpose of Input

One of the Table's deliverables is ongoing analysis of data to identify trends and gaps in funding allocation and to identify community priorities. We are asking you what you would like the Funders Table to know about your local needs to help inform decision-making and funding allocations moving forward.

Better together



Canadian Red Cross

Please follow the link below to complete the survey and provide your feedback on the following questions:

- 1) What trends or gaps in funding has your municipality identified that could help inform the Funders Table as we support the not for profit and charitable organizations in your community?
- 2) Are there any specific community priorities you can identify to help inform the Funders Table in 2021 funding allocations?
- 3) Please indicate which municipality you are providing feedback from:

The results of this short survey will be shared with Table members to assist them in making informed decisions in advance of spring funding opportunities. Thank you for your contribution to this work.

[Click to Complete Survey](#)

From: [Mark André Simard](#)
To: [Brock Clerks](#)
Cc: [Karen Major](#)
Subject: Cormorant Shooting Exclusion
Date: April 1, 2021 10:54:08 AM
Attachments: [Cormorant List 2021.pdf](#)

Date:	01/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

Hi Becky Jamieson, Clerk Brock Township

We have contact Mike Jubb and he stated that we contact you directly with the minor change of including the Johnson Property as part of the Cormorant control program so you may present to Brock council.

From Mark Simard, President Thorah Island Ratepayers Association (TIRA)
Cc Karen Major, Vice President

RE: Cormorant Shooting Exclusion update.

Please find enclosed original letter dated March 9, 2021 from Larry Wickett, Project Coordinator

Note: The new Owners of the Johnson property (southern tip of the Island) has requested that their property be included in the operation for the control of the Cormorants.

Thank you

Mark-André Simard
Associate/Operations Manager



www.huntdesign.ca

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March 09, 2021

To whom it may concern,

The names below are members in good standing of the Ontario Federation of Anglers and Hunters. They are well qualified to undertake protection of property along the south shore of Thorah Island as requested by the Thorah Island Ratepayers Association.

Similar to last year, we are recommending a start date for our spring pre-nest operation to be conducted from April 19 to June 18, 2021. We found our presence into June eliminated the nesting birds along the shoreline sections we operated in.

We have also continued to observe that the conducting the operation in the 3rd and 4th weeks of August to have been very effective in moving the early migrant birds off the Island until the greater September effort could start. This has helped alleviate the horrible conditions at the end of the summer, and helped us operate in much less dirty shore vegetation conditions in September. We are recommending one weekday shoot during the week of August 16 to 19, August 23 to 26. and the week of August 30 to September 02 (because of the late Labour Day this year). Shooting will not occur on Fridays during these weeks.

Timing for the fall operation will be similar to last year - September 07 to November 05, 2021.

We are advising that no shooting will occur on weekends – Saturday and Sunday, and holiday Mondays. We would like to maintain Fridays as possible operation days, (except for the 3 August dates), mainly to move birds off the Center Point in advance of the weekend – for the adjacent property owners.

Larry Wickett, [REDACTED] Beaverton, ON L0K 1A0

Home: [REDACTED]

Outdoor Card – [REDACTED]

Bryan Whyte, [REDACTED] Beaverton, ON L0K 1A0

Home: [REDACTED]

Outdoor Card – [REDACTED]

Scott McKay, [REDACTED] . L4G 4Z9

Home: [REDACTED]

Outdoor Card – [REDACTED]

Daniel McKay, [REDACTED] . L4G 4Z9

Home: [REDACTED]

Outdoor Card – [REDACTED]

Regards,

Larry Wickett

Larry Wickett, Project Coordinator



Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - PS
Copies to:	

TOWNSHIP OF BROCK INTEROFFICE MEMORANDUM

TO: COMMITTEE OF THE WHOLE

FROM: DEENA HUNT, DEPUTY CLERK

SUBJECT: THE NOURISH & DEVELOP FOUNDATION (TNDF) MOBILE FOOD MARKET

DATE: Monday, April 12, 2021

The Nourish & Develop Foundation (TNDF) made a presentation to the Committee of the Whole on January 11, 2021 requesting approval to operate a mobile food market to sell produce and other related items to a targeted audience of those places where the mobility of residents may be a challenge.

The specific locations mentioned include Gillespie Gardens, Maple Glen Apartments, Old Schoolhouse Apartments, schools, seniors' living residences, libraries, churches, and parks.

The Committee, while supportive of the grant application being sought, expressed some concern that there could be an adverse impact on those businesses selling the same products (e.g. grocery stores, farm produce retail outlets, etc.)

Staff have reviewed the Refreshment Vehicle by-law and have determined that the proposal would not fall within the scope of the by-law. Staff are presently reviewing the by-law and will prepare a report in due course.

Notwithstanding, and in order to accommodate TNDF as they have received funding from Agriculture and Agri-Food Canada, it is suggested that the Committee have no objection to the Mobile Food Market Project subject to the following conditions:

1. That TNDF's operation be restricted to the following municipal locations where adequate parking facilities are available:
 - Sunderland Fairgrounds (save and except on Sundays from June through October) to accommodate the farmers' market and September 12 (Sunderland Fair);
 - MacLeod Park (Cannington);
 - Beaverton Fairgrounds;
 - Maple Glen Apartments (Sunderland);
 - Wilfrid Hall; and,
 - Manilla Hall.

2. That TNDF be responsible to ensure that there are no conflicts with other user groups hosting events on municipal property (e.g. agricultural societies, ball associations, hall board activities, etc.)
3. That TNDF not operate their mobile market on road allowances under the jurisdiction of the Province, Region, or the Township nor shall TNDF operate the market within 50 metres of any retail establishment engaged in the sale of similar items.
4. That TNDF shall provide the Township of Brock a certificate of insurance naming the Township of Brock as an additional insured in the amount of \$2,000,000.
5. That TNDF shall obtain the approval of the Region of Durham Health Department and provide suitable fire extinguishers on the vehicle.
6. THAT TNDF shall operate the mobile market in accordance with relevant COVID-19 protocols as established the Region of Durham Health Department from time to time reflective of existing circumstances.
7. That TNDF shall seek separate approvals from the other privately identified locations and meet any of their requirements.

END OF MEMORANDUM



Deena Hunt, Deputy Clerk



Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - GG
Copies to:	

Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From:	Ingrid Svelnis
Position:	Acting CAO
Title/Subject:	Human Resources
Date of Report:	April 06, 2021
Date of Meeting:	April 12, 2021
Report No:	2021-GG-03

1.0 Strategic Goal/Priority

Human Resources Development

2.0 Issue / Origin

Workplace restoration process

3.0 Background

Council, for the Township of Brock, has committed to creating a cohesive and healthy workplace. A number of items have been identified as priorities to Council, and the mandate of the Acting CAO is to ensure these are completed.

4.0 Analysis

1. Performance Reviews

The review (which will become annual) will be initiated to allow for meaningful discussion between managers and their direct staff. The review will focus on identifying future training opportunities, succession planning and to improve dialogue around work performance. Process will roll out during the month of April for those positions. Positions directly reporting to the CAO, will be reviewed using a different format and this review will have a greater focus on challenges, goals setting, etc. in order to establish a benchmark given the short duration of time working together between the Acting CAO and direct reports;

2. Respectful Workplace Policy Review

Is currently underway at the senior management level. Council will also become involved as this policy moves forward. It is anticipated that Council will be in the position to approve by early May 2021.

3. Human Resources Policies

The Senior Management Committee has agreed to review and update current policies and to create new policies where they do not exist. The current goal is to review at least 2 policies per month for the eventual review and adoption by Council;

4. Pay Equity Plan

Currently preparing the RFP to solicit bids from qualified consultants to lead the study. The plan will initially focus on the internal equity within the non bargaining workforce. External equity will also be part of the exercise and further discussion with Council on the results of this study will take place at the conclusion. Expecting timing for release of the RFP is the end of April.

5. Creating opportunities for Council and Staff to work together

Respecting the roles that each has in the corporation. We will be exploring opportunities for staff and Council to work on more project focused discussions. Opportunities such as planning pre-consultations which would involve the Mayor, Chair of Planning and respective Ward Councillor will help to strengthen our relationships as we work closer to better serve the residents of Brock Township;

6. Recruitment of new staff

Currently the Township has openings in three positions (Treasurer, Clerk and Facilities Manager). On-going recruitment has been underway for the Facilities Manager and we hope to hire someone in the very near future.

The Treasurer position is covered by contract and we have time to fill this position this summer.

The Clerk position recruitment will begin in May with the goal to have the Clerk hired and in place by July 2021. The urgency for this recruitment is the need for that person to be in place as the municipalities readies itself for the 2022 election.

Another position will be the Supervisor of Works plus two operator positions.

7. Operational Review Document

Parts of this review is simpler to implement, while other parts of the review should not be implemented until there are future retirements or if positions become available. I expect to report back to Council in-camera on this discussion as it will involve confidential information.

8. Part-time Human Resources position

Council set aside funds in the 2021 budget to hire a part-time HR assistant. Further investigation will commence as to what this position will entail.

5.0 Related Policies / Procedures

6.0 Financial / Budget Assessment

Individual reports will follow to provide greater detail on costing and approval as the work proceeds.


7.0 Communications

As part of the recent messaging from Council related to human resources concerns, the following plan has been identified in priority order, to meet that objective.

8.0 Conclusion

That Council receive this report as information.

9.0 Recommendation

Title	Name	Signature	Date
Chief Administrative Officer (Acting)	Ingrid Svelnis		April 06/2021



Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - GG
Copies to:	

Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From:	Ingrid Svelnis
Position:	Acting CAO
Title / Subject:	Committee Continuation
Date of Report:	April 6, 2021
Date of Meeting:	April 12, 2021
Report No:	2021-GG-04

1.0 Strategic Goal/Priority

Promoting continuous improvement

2.0 Issue / Origin

3.0 Background

Council decided at their March 22nd meeting to place some advisory committees on hold until September of 2021 to allow staff to concentrate on more pressing matters. Council also decided the CAO would be given the power to determine what committees would continue. It my understanding from staff that the two committees that were suggested to be on hold were the Beaverton Harbour Advisory committee and the Brock Environmental Committee.

My recommendation is both committees should continue as their efforts will be beneficial to the work taking place to update the Township's Official Plan.

4.0 Analysis

The Township planner will meet with both committees to help create further focus as it relates to the Official Plan update and what will be required from them over the coming months. It is for this reason that I am suggesting that these committees continue to meet.

5.0 Related Policies / Procedures

None

6.0 Financial / Budget Assessment

There will be no financial impact.

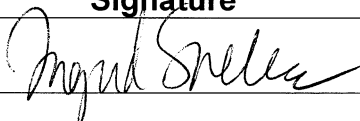
7.0 Communications

Continued distribution of minutes to keep Council aware and continued updates to these committees during the Official Plan update process will keep everyone focused.

8.0 Conclusion

That the Beaverton Harbour Committee and the Brock Environmental Committees continue to meet as required.

9.0 Recommendation

Title	Name	Signature	Date
Chief Administrative Officer	Ingrid Svelnis		April 6/2021

From: [keaja keaja](#)
To: [Brock Clerks](#)
Subject: Land Parcel Purchase
Date: March 30, 2021 3:31:53 PM
Attachments: [To Becky Jamison-Council letter.doc](#)

Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - GG
Copies to:	

Hi Becky

I sent the land purchase proposal to your email as we discussed on Friday. An automatic response came back indicating I should forward any concerns to the general "clerks" email. So I'm doing this on the off chance you will be unable to receive this correspondence through your previously Township mail box.

Thought I would have this letter to you first thing Monday morning but my daughter came home for her birthday and got a little distracted with the visit.

I have attached our letter to council, If you see any concerns or I've missed anything you think I should say please let me know. I tried to be explanatory but short and sweet as I'm sure council meetings are long enough without me adding a 10 page document.

When you get this, could you confirm that you did receive it.

Thank you

Alyson Kea

March 29, 2021

Jerry & Alyson Kea

[REDACTED]

Woodville, ON

To Becky Jamison/Township of Brock Council Members

This letter is in regards to our proposal to council to allow us to purchase a piece of unused surplus land abutting our farm. We own the farm property located at the corner of Thorah sideroad and Concession 5/Regional Road 15 in Beaverton. We have owned this farm since 1989. It was acquired as we needed more land to operate our farm in Brock Township, where our dairy operation has been located for more than 50 years.

Our farm at this location is approximately 100 acres and of completely tiled land for agricultural use. Our property was once a perfect square parcel but now has a corner piece off of it due to a road route changed by the township, resulting in a "s" bend design. In November 1948, the owner of our farm at that time was Fred Goard, and he sold 2.8 acres to Thorah Township for \$300 to allow for the road to be rerouted into the previously stated "s" bend design. The township acquired the whole corner instead of just purchasing enough land to allow for a road variation. In the 32 years that we have owned this farm the corner parcel has not been utilized by the township. To our knowledge the land has not been used in the entire 78 years that the township has owned it, except for a brief period in the early 1950's when the old corner school house had a ball diamond located there.

We have watched this portion of our original farm become a wasted piece of property, left to overgrown vegetation, and to become a regular dumping grounds for peoples garbage, bricks, car parts, discarded construction materials, a rusted baseball backstop and even 2 full size campers.

We are interested in acquiring this 2 acres parcel (approximation), we feel we are uniquely suited due to its proximity to our farm, putting the original parcels back together, and by its abutting nature we are the mostly logical person to be best able to utilize it. During our recent fence row clean out & cumbersome tree removal on our current property we felt that the same attention could be applied to this small neglected parcel, if we owned it.

We are bringing this real estate opportunity to councils attention with the hopes that we can find an equitable way for us to purchase this unused parcel. The purchase of this approximately 2 acre parcel will allow for us to use it to our benefit. And the township would also benefit from this sale, with the initial purchase revenue generated, the annual property tax payments, and the newly aesthetically pleasing beautification of unused piece of land in Brock township.

We realize there are obvious steps to be taken, first and foremost, to ascertain if the township would be wiling to sell this parcel to us.

Thank you for allowing us to bring this proposition to council and we look forward to the opportunity to discuss and work with the Township on this matter.

Regards

Jerry & Alyson Kea



Date:	31/03/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - GG
Copies to:	

Township of Brock Interoffice Memorandum

To: Members of Council

From: Stefanie Stickwood, Health and Safety Secretary

Subject: Review of Health and Safety Policy

Date: Wednesday, March 31, 2021

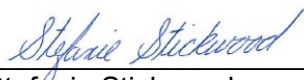
Under the [Occupational Health and Safety Act](#), an employer must prepare and review at least annually, a written occupational health and safety policy, and must develop and maintain a program to implement that policy [clause 25(2)(j)].

Attached is the Health and Safety Policy for the Members of Council to review.

The Acting CAO, Ingrid Svelnis has reviewed, and no changes have been made.

End of Memorandum

Respectfully submitted,


 Stefanie Stickwood
 Administrative Assistant

THE CORPORATION OF THE TOWNSHIP OF BROCK

HEALTH AND SAFETY POLICY STATEMENT

The Corporation of the Township of Brock is vitally interested in the health and safety of its employees. Protection of employees from injury, occupational disease, discrimination, harassment, or violence is a major continuing objective. Council will make every effort to provide a safe, healthy work environment. All managers, supervisors and workers must be dedicated to the continuing objective of minimizing risk of injury and occupational disease and maintaining a positive and healthy workplace.

The Corporation of the Township of Brock, as an employer, is ultimately responsible for worker health and safety. Council shall ensure that every reasonable precaution will be taken for the protection of workers.

Management and supervisors will be held accountable for the health and safety and work environment of workers under their supervision. Supervisors are responsible to ensure that machinery and equipment are safe, that complaints are responded to, and that workers work in compliance with established safe work practices and procedures. Workers must receive adequate training in their specific work tasks to protect their health and safety. Unacceptable conduct will not be tolerated in the workplace, and disciplinary action, if warranted, will be taken as required.

Every worker must protect his or her own health and safety by working in compliance with the applicable law and regulations and with safe work practices and procedures established by the municipality. Workers are responsible to know the Health and Safety Policy, including that of Harassment and Violence and the Discipline Policy, and to abide by the procedures contained therein.

It is in the best interest of all parties to consider health and safety in every activity. Commitment to health and safety must form an integral part of this organization, encompassing Council, management, supervisors and the workers.

Mayor John Grant

Acting C.A.O Ingrid Svelnis

April 27, 2020

Date of Adoption

Date of Review



Walk for Values

A Walk for me, my family and my community!

Celebrating 19 Years of Walk For Values



www.walkforvalues.com

Mayor, Township of Brock

Re: Proclamation Human Values Day on April 24, 2021

Your Worship Mayor John Grant

Date:	05/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - GG
Copies to:	

Global peace and happiness can only be achieved by each one of us embracing the eternal and universal human values of truth, right conduct, peace, love and nonviolence. Human values are those attributes and qualities that are the very heart of humanity, representing the highest expression of the human spirit. While human values are non-denominational and transcend race, gender, nationality, caste, creed, faith and religion; practicing these universal human values can positively transform people and bring peace.

In today's world, we see increased conflict and violence attributable to religious and ethnic divisions; chaos and unrest due to the neglect of these fundamental human values at the individual, family, community, national and international levels. By bringing greater awareness to these human values, we can raise character at all levels. It is a transformation that will bring enrichment to a person's character, harmony in the home, accord in the community, order in the nation and peace in the world.

This increased awareness on the universal human values can be promoted at many levels in the community, seeking cooperation of all community and interfaith groups, educators, health care professionals and the downtrodden people living in remote communities. Many local and national governments have recognized the importance of practicing human values and acknowledged that these values should be highlighted on an on-going basis for everyone's benefit.

May 27, 2010 was a historic day when the Canadian Parliament congratulated the Sathya Sai School of Canada for its efforts in reinforcing values in Canada and around the world. Hon. Michelle Simson, MP, read a Statement by Members of the House of Commons and paid a tribute to the Sathya Sai School of Canada for spreading values by organizing a 'Walk For Values' to spread this important message.

Messages poured from the Prime Minister, Premiers, Governors, Mayors, MPs, MPPs and Councilors to further spread these universal human values. Since 2015, 4 provinces British Columbia, Manitoba, Nova Scotia and Newfoundland and Labrador and over 300 municipalities declared April 24 as Human Values Day. Also various landmarks across Canada like CN Tower, Niagara Falls, Toronto 3D sign, City Hall in Toronto, Hamilton Signature Sign, Mississauga Clock Tower, The Peace Bridge, BC Place in Vancouver, High Level Bridge in Edmonton and City Hall Vancouver all observed Human Values Day on April 24.

Last year we all witnessed challenging within our community and the team of volunteer supported the Daily Bread Food Bank and we were fortunate to collect over 8000KG of necessity food items and this year again we are having Human Values Day food drive and we plan to collect close to 19000KG of food items. With this request I have attached our 2020 proclamations and 2019 land marks lighting summary and we look forward once again The Township of Brock proclaim April 24 as the "Human Values Day".

We propose that we all take the time to reflect on ourselves and observe April 24 every year as "Human Values Day." This proclamation will dedicate a day each year to increasing awareness of Canada's commitment to human values by encouraging citizens to foster a climate that promotes, supports and celebrates "excellence in character" in our schools, businesses, homes and community-based organizations in order to strengthen the families and communities in Canada and around the world. Rekindling human values around the world by Canadian initiative is step forward to achieving universal peace and security on the planet, and harmonious coexistence among different people and cultures.

In addition, if you have any suggestions in bringing the transformation and it will be very much appreciated. Through a separate invitation, we will send to you the calendar of the Walk for Values to be held in nine Cities across Canada.

Thank you in advance.



Walk for Values

A Walk for me, my family and my community!
Celebrating 19 Years of Walk For Values

www.walkforvalues.com



HUMAN VALUES DAY



2019 ~ PROCLAMATIONS PROVINCES

PROVINCE OF MANITOBA | PROVINCE OF BRITISH COLUMBIA | PROVINCE OF NEWFOUNDLAND LABRADOR

MUNICIPALITY

CITY OF BRANTFORD | CITY OF CORNWALL | CITY OF EDMONTON | CITY OF KINGSTON | CITY OF MARKHAM

CITY OF NANAIMO | CITY OF ORILLIA | CITY OF PICKERING | CITY OF PORT ALBERNI | CITY OF STRATFORD

CITY OF OTTAWA | CITY OF TORONTO | DISTRICT OF OAK BAY | MUNICIPALITY OF PORT HOPE

RESORT MUNICIPALITY OF WHISTLER | THE CORPORATION OF THE TOWNSHIP OF BROCK | TOWN OF AJAX

TOWN OF FLATROCK | TOWN OF TORBAY | TOWN OF WASAGA BEACH | TOWN OF WHITBY

TOWNSHIP OF HORNEPAYNE

LANDMARKS OBSERVE HUMAN VALUES DAY



CN TOWER



NIAGARA FALLS



THE PEACE BRIDGE



HAMILTON
SIGNATURE SIGN



TORONTO
CITY HALL TOWERS



MISSISSAUGA
THE CLOCK TOWER



Walk for Values

A Walk for me, my family and my community!
Celebrating 19 Years of Walk For Values
www.walkforvalues.com



SUMMARY OF OUR ORGANIZATION:

What is Walk for Values?

Walk for Values is a walkathon which was started in the town of Malvern, ON., in 2003 by the Parent Council of the Sathya Sai School of Toronto - Canada, an independent elementary school, registered with the Ontario Ministry of Education. The school's thrust is **Education in Human Values**, where the staff, parents, students and volunteers all focus on *integrating human values* into the regular curriculum.

In 2004, this Walk became a national event being conducted annually in the cities of Ottawa, Kingston, Toronto, Saskatoon, Winnipeg, Edmonton, Calgary, and Coquitlam where representatives from Vancouver, Surrey, and Abbotsford join together with the City's Teddy Bear Parade. In 2007, it continued at Dundas Square, in downtown Toronto and in 2007, it also became *international* when it was done in Australia in 5 major cities on a national scale. This is **the little Walk that grew** from just over 3000 walkers in Malvern in 2003 to over 5000 participants in 2010 at Yonge-Dundas Square, the heart of downtown Toronto, growing by the end of 2014 to an annual **international event**. Today this walk has grown to over **40 major cities** across **6 continents** and counting! Since 2013, this Walk is being conducted from the prestigious **Nathan Phillips Square**, at Toronto City Hall.

This Walk is aimed at raising awareness of the importance of practicing **positive values** at helping in the eradication of violence, bullying, drugs, crime, disrespect and greed in our society. The uniqueness of the event is that **it is not a fundraiser**. Rather, each participant resolves to make the community richer **by pledging to practice a value of his or her choice**. In this way, it is a **"walk of love"** aimed at making our city, one citizen at a time, richer in our commitment to human values as a first step towards raising our social conscience.

Mission Statement

"Walk for Values" is a walk designed to raise awareness of *Human Values* and to promote individual and collective responsibility for the progress of humanity, one step at a time.

Vision Statement

A non-monetary, non-denominational event, this unique initiative, based on the five basic universal human values of Truth, Right Conduct, Peace, Love and Non-violence, is part of a global drive to seed human consciousness with timeless affirmations such as hope, kindness, patience and honesty, along with other positive values deemed integral to the sustenance and survival of mankind.

It calls for an honest self-examination from all its participants who identify areas for personal growth and pledge to practice associated values not only for self-transformation but also collectively for social, environmental and global reformation.

The Objective of the "Walk for Values"

The objective of the "Walk for Values" is to give members of the community, participating organisations and students a clearer understanding of the importance of a values-based life. Basic Human Values of truth, right conduct, peace, love and non-violence have been on the decline in our communities and our nations. We can see this in the daily reports in the newspapers, radio and TV news broadcasts. Guns, violence and drugs have infiltrated our streets, our communities and our families. By doing nothing we contribute to the increase of this decline. As responsible citizens, we simply must do something about it. This WALK is an opportunity to fulfil that responsibility in a positive way by raising the awareness of human values in our community.



Walk for Values

A Walk for me, my family and my community!
Celebrating 19 Years of Walk For Values
www.walkforvalues.com



The Values we walk for are Values to live by

TRUTH - honesty, integrity, optimism, excellence

RIGHT CONDUCT - courtesy, gratitude, fairplay, perseverance, determination, responsibility, sacrifice, initiative, leadership, courage, duty, ethics

PEACE - contentment, discipline, humility, patience, satisfaction, self-control, self-confidence, self-respect, understanding, modesty

LOVE - caring, compassion, reverence, forgiveness, generosity, kindness, enthusiasm, tolerance, dedication, devotion, unity

NON-VIOLENCE - gentleness, consideration, moderation, cooperation, brotherhood, equality, cultural respect, social justice

Current Locations, touching the 6 continents ~ North America, South America, Europe, Australia, Asia and Africa.

Canada: Ottawa, Kingston, Toronto, Saskatoon, Winnipeg, Edmonton, Calgary Fort McMurray and Coquitlam. **USA:** New York, Austin, Houston, Dallas, Raleigh, Seattle, Detroit, Ann Arbor, Chicago and Tampa. Mexico **Australia:** Sydney, Melbourne, Adelaide, Canberra, Perth and Brisbane. **India:** Chandigarh, Visakhapatnam New Delhi. **New Zealand:** Auckland. **Malaysia:** Kuala Lumpur **Hong Kong:** The city of Hong Kong. **Europe:** UK. **South America:** Suriname **Africa:** Hosted in all 13 regions in South Africa, covering 9 locations around the country.

Event Highlights focusing on the 10th to 17th Anniversary of Walk For Values

- It's not a fund raiser, but an event to promote Human Values and Character Development.
- The only major public event that supports & promotes excellence in Character in communities
- Collection of non-perishable food items - **with goal of 10 tons** - on a **National** basis for the Food Banks across Canada
- Conducting a **National Blood Donation** drive in partnership with CBS
- Collecting new and re-usable **clothing** to be distributed to the needy
- Donated **108 Children's' beds to charity** through the agency of 'Furniture Bank'
- Colorful floats, music bands and participation by other local public schools
- Motivational keynote speakers from the various community organizations
- **"Go Green"** was the theme for 2009 and continues as an underlying goal of all events
- Promotion of family values with fun games and prizes for children
- Leaders from the three levels of Government and other community organisations lead the parade
- Ignite Partner of Pan Am Games
- Alliance Partner for Canada 150
- Park cleaning
- Received Proclamation of Human Values Day Across Canada from 4 Provinces and over 300 municipalities across Canada since 2015
- For Human Values Day 2020, we supported Daily Food Bank Drive by collecting and donating over 8000KG of necessity items.

Hosted by the Parent Council - Sathya Sai School of Toronto – Canada , Sathya Sai International Organization, Canada
451 Ellesmere Rd., Toronto, ON., Canada M1R 4E5; T. 416-297-7970; F. 416-297-0945; www.sathyasaischool.ca
Values Without Borders!

March 31/2021

page (1)

507/21

From
Ron + Kelly Jarvis

Date:	06/04/2021
Refer to:	Not Applicable
Meeting Date:	April 12, 2021
Action:	null
Notes:	COW - GG
Copies to:	

Brocktonship
Cannington On

Att Mr John Grant

Re Mcfeeter Drain

At the time the Mcfeeter drain work was done, we Ron + Kelly Jarvis did NOT own the property at 2050 Concession 11 Brock. We purchased the property in Nov 2019, with a title search, There were no liens or any encumbrances on the property.

This ditch will never benefit us.

If anything it is lowering the water table.

Our neighbor had to drill a new well,

We also are in the process of drilling a new well this spring.

We maybe asking for all costs incurred

for this new well from Brocktonship, as Brocktonship stated it was drainage for our land.

We as concerned Taxpayers would like so information on the water table before and after the Mcfeeter ditch draining was put in.

Ronald Jarvis
Kelly Malcolm
Jarvis

Everyone in the neighborhood is very ^{page (2)} upset with Brocktownship counselors, They are belittling themselves and the taxes payers with McFeeters invoice.

We all are asking why? should Tax payers pay for McFeeters till draining outlet ditch? Mr McFeeters knew at the time he purchased the land, he would need a outlet for his cropland.

Why would Brocktownship put the ditch in?

All the chemicals from the Farmers field are going into the creek.

What about protecting our creeks?

We have already contacted our lawyer on this matter and we are willing to stand behind everyone in our neighborhood on this very upsetting matter

Its very disappointing that Brocktownship would spend \$65,913.53 on a drain for McFeeters drainage so a rich farmer gets a good crop

What about the collapsing culverts and all the pot holes on our road that never get fixed.



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

March 23, 2021

Mr. Ronald Earl Jarvis & Ms. Kelly Malcolm Jarvis

[REDACTED]
Cannington, ON
L0E 1E0

Dear Sir/Madam,

Re: McFeeter Drain
Invoice for Completed Works

← This states its
McFeeter Drain invoice

As you many know, the Township of Brock received a petition for drainage works over the above-noted lands in 2012. An engineer was retained to validate the petition and prepare an engineering report recommending certain works to facilitate drainage in this area at the request of the petitioners.

The drainage works have now been completed and the appointed engineer has provided the necessary documentation to provide for the recovery costs from the affected landowners. In this regard, I have enclosed a copy of By-law Number 3024-2021 which includes a schedule of financial assessments to each of the affected property owners.

affected our
water table to go down

The amount applicable to your property as a result of the construction of the drain is \$1,130.74. For those assessments above \$300, the municipality is prepared to arrange a loan payment schedule of a 2 or 5 year plan at 2% interest. Please contact Ms. Crystal Doucette, Tax Collector, at 705-432-2355 ext. 226 or Crystal.Doucette@brock.ca to arrange a loan payment plan or if you would prefer to receive an invoice for the full amount please contacts the Clerks Department.

Should you have any questions with respect to the petition drainage process, please contact the Clerk's Department at clerks@brock.ca or 705-432-2355.

Sincerely,

Becky Jamieson,
Municipal Clerk

Encl.

CC: Treasury Department

THE CORPORATION OF THE TOWNSHIP OF BROCK

BY-LAW NUMBER 3024-2021

BEING A BY-LAW TO PROVIDE FOR THE ACTUAL COST RECOVERY OF THE
MCFEETERS DRAIN IN THE TOWNSHIP OF BROCK IN THE REGIONAL MUNICIPALITY
OF DURHAM

recovery
cost should be
sent to
Mr Mcfeete

WHEREAS the Council of the Township of Brock enacted By-law Number 2426-2012-PW in accordance with the provisions of the Drainage Act (the Act) to provide for the consideration of the McFeeters Drain at an estimated cost of \$163,475.00;

AND WHEREAS the construction of the McFeeters Drain has not been completed and certified complete by the Engineer that prepared the report for the drain;

AND WHEREAS the actual cost for the McFeeters Drain is \$165,913.53;

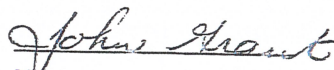
again stated
Mcfeeters Drain

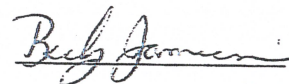
AND WHEREAS Council is of the opinion that the improvement to the area described is desirable;

NOW THEREFORE, the Council of the Corporation of the Township of Brock ENACTS as follows:

1. That the actual cost of the McFeeters Drain shall be levied to the assessed lands and roads in accordance with the provisions of the Engineer's report in By-law 2426-2012-PW which adopted the report;
2. That the actual cost levied shall be reduced by the amount of grant received under Section 85 of the Act and by the amount of allowances granted under the Act in accordance with Section 62(3) of the Act;
3. That the actual cost be levied shall be as outlined in Schedule "A" attached hereto and the amounts shown in Schedule "A" shall be due within 30 days of the date of the invoice for the amount owing unless alternate provisions for payment are made as noted in By-law 2426-2012-PW;
4. This by-law comes shall come into force and effect on the date of its passing and may be cited the "McFeeters Drain Actual Cost Levy Bylaw."

THIS BY-LAW READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS
22nd DAY OF MARCH, 2021.


Mayor
John Grant


Clerk
Becky Jamieson

Did not
own in
Sept 2019

September 17, 2019

SCHEDULE C
Schedule for Actual Cost Bylaw
McFEETERS DRAIN, Brock Township

File No. 02-087

Schedule A								
Con/ Plan	Lot	Roll No. (030-)	Owner	Est. Assmt. Per Court of Rev.	Actual Assessment	1/3 Grant	Allowances	NET
	11	S pt 21	001-030	A. Jarrett	227	230.27		230.27
	11	S pt 21	001-033	D. & J. Chinery	165	167.38		167.38
	11	S pt 21	001-033-50	Brock Township	5,539	5,618.86		5,518.86
F	11	S pt 21	001-034-00 to -82	Darmar Farms Inc, D. McFeeters	22,799	23,127.70	7,709.23	13,218.47
	11	S pt 21	001-035	B. Gillespie	394	399.68		399.68
	11	S pt 21	001-036	B. & M. MacIntyre	381	386.49		386.49
	28	35	001-079	C. & S. Mays	101	102.46		102.46
	28	37	001-080	C. McDonald	101	102.46		102.46
	28	39	001-081	D. Martino	122	123.76		123.76
	28	Pt 3&4	001-081-10	R. Suggitt	122	123.76		123.76
	28	32,pt34	001-099	A. & K. Bouwmeester	101	102.46		102.46
	28	36,pt34	001-101	E. & J. Kennedy	282	286.07		286.07
	28	38	001-102	J. & R. Bennie	202	204.91		204.91
	11	N pt 21	001-116	Nordstrong Properties Ltd	128	129.85		129.85
	11	N pt 21	001-117	Nordstrong Properties Ltd	2,254	2,286.49		2,286.49
	11	N pt 21	001-118	Nordstrong Industries Ltd	342	346.93		346.93
	11	N pt 21&22	001-155	Brock Township	1,563	1,585.53		1,585.53
	11	N pt 22	001-155-20	Region of Durham	2,000	2,028.83		2,028.83
F	11	N pt 22	001-156	A. Dobson	3,500	3,550.45		1,450.45
F	11	N pt 23	001-164	K. Umamoto	54	54.78	18.26	36.52
	28	Pt 3	001-182	1220544 Ontario Ltd.	140	142.02		142.02
	28	Pt 4	001-184	M. & T. Molenaar	140	142.02		142.02
	28	5	001-185	M. Nunn	202	204.91		204.91
	28	6	001-186	A. Hall	202	204.91		204.91
	28	7	001-187	M. Doble	202	204.91		204.91
	11	S pt 21	001-189	L. & D. Sawchuk	268	271.86		271.86
	11	S pt 21	001-190	I. Middleton	350	355.05		355.05
	11	S pt 21	001-191	S. Van Harten, B. Whitcombe	268	271.86		271.86
	10	N pt 21	009-020	K. Richardson	545	552.85		552.85
F	10	N pt 21	009-021	B. Turner & B. Kowalewicz	2,880	2,921.52	973.84	1,947.68
F	10	N pt 21	009-023	A. Simpson & G. Kraupa	1,672	1,696.11	565.37	1,130.74
F	10	N pt 22	009-027	R. & K. Shier	2,323	2,356.49	785.50	1,570.99
	10	N pt 23	009-040	D. McCrossan	743	753.70		753.70
F	11	S pt 20	009-070	D. Li	4,111	4,170.27	1,390.09	2,780.18
	11	S pt 21	009-078	R. Gilker & L. Brown	498	505.17		505.17
F	11	S pt 21	009-079	Darmar Farms Inc	39,465	40,033.97	13,344.66	23,889.31
	11	S pt 21	009-082	Y. Baillargeon-Klugmann	392	397.65		397.65
F	11	S pt 22	009-083	K. Grills	8,687	8,812.24	2,937.41	4,074.83
F	11	N pt 21,22	009-087	D. McFeeters	9,382	9,517.25	3,172.42	4,444.83
F	11	Pt 23	009-089	R., H. & R. Vale	3,392	3,440.90	1,146.97	2,293.93
	11	N pt 21,22	009-280-50	Ontario Hydro	8,176	8,293.87		8,193.87
	11	N pt 21,22	009-280-50	Special Assessment	4,885	5,037.12		5,037.12
Total Assessments on Lands:				131,300	131,245.77	32,043.75	11,000	88,202.02
		Laidlaw Street	Brock Township	7,512	7,620.30			7,620.30
		Sideroad 18	Brock Township	411	416.93			416.93
		St. John Street	Brock Township	303	307.37			307.37
		Peace Street	Brock Township	1,608	1,631.18			1,631.18
		Shedden Street	Brock Township	1,914	1,941.59			1,941.59
		Concession Road 11	Brock Township	18,633	18,901.69			18,901.69
		Jolliff Street (Not open)	Brock Township	1,691	1,715.38			1,715.38
		Mary Street (Not open)	Brock Township	2,103	2,133.32			2,133.32
Total Assessments on Roads:				32,175	34,667.76	0.00	0	34,667.76
TOTAL ASSESSMENTS ON McFEETERS DRAIN				163,475	165,913.53	32,043.75	11,000	122,869.78
Notes:								
1	Eligibility for the 1/3 grant is confirmed at the time the final cost is levied.							
2	Actual assessment is levied to the owner of the parcel at the time the final cost is levied.							

Att #

Ron+Kelly Jarvis's name
is not on this list of names

WJ