



## **The Regional Municipality of Durham**

### **Works Committee Agenda**

Council Chambers  
Regional Headquarters Building  
605 Rossland Road East, Whitby

**Wednesday, April 7, 2021**

**9:30 AM**

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Please note: In an effort to help mitigate the spread of COVID-19, and to generally comply with the directions from the Government of Ontario, it is requested in the strongest terms that Members participate in the meeting electronically. Regional Headquarters is closed to the public, all members of the public may view the Committee meeting via live streaming, instead of attending the meeting in person. If you wish to register as a delegate regarding an agenda item, you may register in advance of the meeting by noon on the day prior to the meeting by emailing [delegations@durham.ca](mailto:delegations@durham.ca) and will be provided with the details to delegate electronically.

**1. Roll Call**

**2. Declarations of Interest**

**3. Adoption of Minutes**

A) Works Committee meeting – March 3, 2021

Pages 4 - 11

**4. Statutory Public Meetings**

There are no statutory public meetings

**5. Delegations**

There are no delegations

**6. Presentations**

There are no presentations

## 7. Waste

### 7.1 Correspondence

### 7.2 Reports

There are no Waste Reports to be considered.

## 8. Works

### 8.1 Correspondence

- A) Correspondence received from the City of Oshawa, dated February 24, 2021, re: Engine Brake Noise from Heavy Vehicles 12 - 18

Recommendation: Refer to staff for a response

- B) Correspondence received from the Municipality of Clarington, dated March 3, 2021, re: the Adelaide Avenue Extension 19 - 20

Recommendation: Refer to staff for a response

- C) Memorandum from Susan Siopis, Commissioner of Works, dated April 7, 2021, re: Municipal Benchmarking Canada Report (2019 data) – Waste Management 21 - 22

Recommendation: Receive for Information

### 8.2 Reports

- A) Servicing Agreement with 2103386 Ontario Inc., Including Cost Sharing in Accordance with the Region Share Policy, for the Extension and Oversizing of a Sanitary Sewer in the Municipality of Clarington (2021-W-13) 23 - 28

- B) Standardization of the Integrated Access Control and Intrusion Security Platform for All Regional Facilities and Approval of Unbudgeted Capital Work (2021-W-14) 29 - 34

- C) Standardization and Sole Source Supply of the Opticom Emergency Vehicle Pre-emption Equipment from Global Traffic Technologies (2021-W-15) 35 - 38

- D) Amendments to Gross Vehicle Weight – Bridges By-Law #42-2019 (2021-W-16) 39 - 46

- E) Planned Sanitary Sewer and Watermain Construction on Thornton Road North from Conlin Road West to the Northwood Employment Lands and Notice of Petition, in the City of Oshawa (2021-W-17)

47 - 51

**9. Advisory Committee Resolutions**

There are no advisory committee resolutions to be considered

**10. Confidential Matters**

There are no confidential matters to be considered

**11. Other Business**

**12. Date of Next Meeting**

Wednesday, May 5, 2021 at 9:30 AM

**13. Adjournment**

Notice regarding collection, use and disclosure of personal information:

Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will become part of the public record. This also includes oral submissions at meetings. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.

## **The Regional Municipality of Durham**

### **MINUTES**

#### **WORKS COMMITTEE**

**Wednesday, March 3, 2021**

A regular meeting of the Works Committee was held on Wednesday, March 3, 2021 in Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:30 AM. Electronic participation was offered for this meeting.

#### **1. Roll Call**

Present: Councillor Mitchell, Chair  
Councillor Marimpietri, Vice-Chair  
Councillor Barton  
Councillor Crawford  
Councillor McLean  
Councillor John Neal  
Councillor Smith  
Regional Chair Henry  
**\*all members of the Committee participated electronically**

Also  
Present: Councillor Dies  
Councillor Mulcahy  
Councillor Schummer  
Councillor Wotten

Absent: None

Staff  
Present: E. Baxter-Trahair, Chief Administrative Officer  
G. Anello, Director of Waste Management  
J. Demanuele, Director of Business Services, Works Department  
J. Hunt, Regional Solicitor/Director of Legal Services, Corporate Services – Legal Services  
R. Jagannathan, Director of Transportation and Field Services  
J. Paquette, Manager (Works), Corporate Communications  
J. Presta, Director of Environmental Services  
R. Inacio, Systems Support Specialist, Corporate Services – IT  
S. Siopis, Commissioner of Works  
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services  
R. Walton, Regional Clerk/Director of Legislative Services  
S. Glover, Committee Clerk, Corporate Services – Legislative Services

**2. Declarations of Interest**

There were no declarations of interest.

**3. Adoption of Minutes**

Moved by Councillor Barton, Seconded by Councillor McLean,  
(27) That the minutes of the regular Works Committee meeting held on  
Wednesday, February 3, 2021, be adopted.

CARRIED

**4. Statutory Public Meetings**

There were no statutory public meetings.

**5. Delegations**

There were no delegations.

**6. Presentations**

There were no presentations.

**7. Waste**

**7.1 Correspondence**

**A) Correspondence from Call2Recycle Canada, Inc. dated February 11, 2021, re:  
Leader in Sustainability Award – Durham Region**

G. Anello provided remarks regarding the Leader in Sustainability Award that the Region received and stated that 5,566 kilograms of batteries were recycled last year. He recognized Peter Viega, Manager, Waste Management, Angelo Novis, Supervisor, Solid Waste, Stephen Laird, Waste Technician, and Carol Slaughter, Waste Technician, who were involved in the program.

Moved by Councillor Marimpietri, Seconded by Councillor Smith,  
(28) That the correspondence from Call2Recycle Canada, Inc. dated February 11, 2021, re: Leader in Sustainability Award – Durham Region be received for information.

CARRIED

**B) Correspondence from the Municipality of Clarington dated February 19, 2021, re:  
Correspondence from Wendy Bracken and Linda Gasser Regarding Durham  
Region's Plan to Potentially Use Bottom Ash from the Durham/York Incinerator in  
a Road Reconstruction Pilot Project in Clarington**

Moved by Councillor McLean, Seconded by Councillor John Neal,

- (29) That the correspondence from the Municipality of Clarington dated February 19, 2021, re: Correspondence from Wendy Bracken and Linda Gasser Regarding Durham Region's Plan to Potentially Use Bottom Ash from the Durham/York Incinerator in a Road Reconstruction Pilot Project in Clarington be referred to staff for a response.

CARRIED

- C) Correspondence from the Municipality of Clarington dated February 22, 2021, re: Air Quality Monitoring
- 

Moved by Councillor McLean, Seconded by Councillor John Neal,

- (30) That the correspondence from the Municipality of Clarington dated February 22, 2021, re: Air Quality Monitoring be referred to staff for a response.

CARRIED

## 7.2 Reports

- A) Municipality of Clarington Resolution #GG-029-21 Regarding Energy from Waste-Waste Management Advisory Committee (EFW-WMAC) Terms of Reference (2021-WR-4)
- 

Report #2021-WR-4 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor McLean, Seconded by Councillor Barton,

- (31) That we recommend to Council:

- A) That the motion (#GG-029-21) from the Municipality of Clarington to amend the Terms of Reference for the Energy from Waste-Waste Management Advisory Committee such that the Committee's recommendations go to Regional Council instead of the Regional Municipality of Durham's Works Committee not be approved; and
- B) That the Municipality of Clarington be notified of Regional Council's decision.

CARRIED

- B) Durham York Energy Centre Operations – Long-Term Sampling System Update (2021-WR-5)
- 

Report #2021-WR-5 from S. Siopis, Commissioner of Works, was received.

G. Anello provided an overview of the operations and reporting of the Long-Term Sampling System at the Durham York Energy Centre (DYEC).

Staff responded to questions from the Committee regarding different variables that might affect the air quality readings on a daily basis; whether St. Mary's

Cement has made any upgrades on their facility to reduce air pollution, and what standards they are held compared to the standards the DYEC is held to; and when the AMESA tests results will be made available to the public.

In response to a question from the Committee with regards to whether the Municipality of Clarington will be made aware of Report #2021-WR-5 of the Commissioner of Works, staff advised that they would summarize the information and forward it to them directly.

Moved by Councillor Smith, Seconded by Councillor Crawford,  
(32) That we recommend to Council:

That Report #2021-WR-5 of the Commissioner of Works be received for information.

CARRIED

## **8. Works**

### **8.1 Correspondence**

#### **A) Correspondence from the Town of Ajax dated February 24, 2021, re: Gas-Fired Electricity**

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Councillor Crawford advised that the following resolution came out of a presentation from the Ontario Clean Air Alliance organization that appeared before the Durham Region Roundtable on Climate Change (DRRCC) Committee on January 15, 2021, and she felt it was important that the Town of Ajax put forward a motion to support it.

Concerns were raised regarding the elimination of gas-fired power plants and the sole reliance on solar and wind power without a full review of those systems as a replacement for gas-fired power plants.

Moved by Councillor Marimpietri, Seconded by Councillor Crawford,  
(33) That we recommend to Council:

- A) That the correspondence from the Town of Ajax dated February 24, 2021, re: Gas-Fired Electricity be received for information;

And further that:

- B) That the concerns of the Town of Ajax regarding the projected increase in greenhouse gas emissions be endorsed and that the Province be requested to review all options to avoid any increase in greenhouse gas emissions.

CARRIED ON THE FOLLOWING  
RECORDED VOTE:

Yes

No

Councillor Barton  
Councillor Crawford  
Regional Chair Henry  
Councillor Marimpietri  
Councillor McLean  
Councillor John Neal  
Councillor Smith  
Councillor Mitchell, Chair

None

Members Absent: None

Declarations of Interest: None

8.2 Reports

A) The Regional Municipality of Durham's Drinking Water Systems 2020 Summary Report (2021-W-11)

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Report #2021-W-11 from S. Siopis, Commissioner of Works, was received.

Staff provided clarification regarding the compliance issue noted in the Town of Sunderland; and the staff process after a resident has reported a chemical taste in their drinking water.

Moved by Councillor Barton, Seconded by Councillor McLean,  
(34) That we recommend to Council:

- A) That the 2020 Summary Report for the Regional Municipality of Durham Drinking Water Systems be received for information;
- B) That receipt of Report #2021-W-11 of the Commissioner of Works be confirmed by resolution of Regional Council; and
- C) That a copy of this resolution be forwarded to the Ontario Ministry of the Environment, Conservation and Parks' York-Durham District Office to indicate the conditions of Schedule 22 of Ontario Regulation 170/03 have been fulfilled.

CARRIED

9. **Advisory Committee Resolutions**

There were no advisory committee resolutions to be considered.

10. **Confidential Matters**

10.1 Reports



- A) Confidential Report of the Commissioner of Works – Litigation or Potential Litigation, including matters before Administrative Tribunals, affecting the Regional Corporation, with respect to a s. 24 Settlement Agreement under the Expropriations Act, R.S.O. 1990, c. E.26, for Lands Acquired to Facilitate the Reconstruction of Regional Road 2 (Kingston Road), in the City of Pickering (2021-W-12)
- 

Confidential Report #2021-W-12 from S. Siopis, Commissioner of Works, was received.

Moved by Councillor McLean, Seconded by Councillor Barton,  
(35) That we recommend to Council:

That the recommendations contained in Confidential Report #2021-W-12 of the Commissioner of Works be adopted.

CARRIED

## **11. Other Business**

- 11.1 Memorandum from Ralph Walton, Regional Clerk/Director of Legislative Services dated February 25, 2021, re: Resolution adopted by Regional Council at its meeting held on February 24, 2021
- 

Moved by Councillor McLean, Seconded by Councillor Crawford,  
(36) That we recommend to Council:

- A) That the memorandum from Ralph Walton, Regional Clerk/Director of Legislative Services dated February 25, 2021, re: Resolution adopted by Regional Council at its meeting held on February 24, 2021 be received for information;

And further that:

- B) That notwithstanding the current Durham Region Council position supporting the Lake Simcoe option, the Council of the Regional Municipality of Durham requests that, if the Lake Ontario solution is selected in lieu of the Lake Simcoe option, that the Minister of the Environment Conservation and Parks (MECP) Order that ALL environmental benefits and conditions proposed for the UYSS related to the Lake Simcoe option, including best management practices and science for the Great Lakes and consultations with First Nations, be required at the Duffin Water Pollution Control Plant (DWPCP) and that the Province lead the research and study to advance best practices related to nutrient management for the Great Lakes; and

That taxpayers and users in Durham must be protected from any financial implications of this decision including the costs of the accelerated expansion

of the Duffin Creek WPCP due to the addition of this unplanned capacity requirement.

CARRIED AS AMENDED ON A  
RECORDED VOTE  
(See Following Motions)

Moved by Regional Chair Henry, Seconded by Councillor McLean,  
(37) That the main motion (36) of Councillor McLean and Councillor Crawford be amended by adding the words “the Province orders” after the word “if” and before the word “the” in the third line; and by deleting the words “is selected” after the words “Lake Ontario solution”, and replacing the word “that” with the word “then” before the words “the Minister”.

CARRIED

The main motion (36) of Councillor McLean and Councillor Crawford was then put to a vote and CARRIED AS AMENDED ON THE FOLLOWING RECORDED VOTE:

Yes

No

Councillor Barton  
Councillor Crawford  
Regional Chair Henry  
Councillor McLean  
Councillor John Neal  
Councillor Smith  
Councillor Mitchell, Chair

None

Members Absent: Councillor Marimpietri

Declarations of Interest: None

11.2 Jake Brake Signs

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Councillor John Neal requested that staff investigate putting “No Jake Brake” signs on Simcoe Street North in the Hamlet of Columbus, and liaise with staff at the City of Oshawa. S. Siopis advised that staff would review this request.

**12. Date of Next Meeting**

The next regularly scheduled Works Committee meeting will be held on Wednesday, April 7, 2021 at 9:30 AM in Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

**13. Adjournment**

Moved by Councillor John Neal, Seconded by Councillor McLean,  
(38) That the meeting be adjourned.

CARRIED

The meeting adjourned at 10:16 AM

Respectfully submitted,

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D. Mitchell, Chair

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S. Glover, Committee Clerk

File: A-2100

February 24, 2021

**DELIVERED BY EMAIL**

(caroline.mulroney@pc.ola.org)

Hon. Caroline Mulroney  
Minister of Transportation

Re: Engine Brake Noise from Heavy Vehicles

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Oshawa City Council considered the above matter at its meeting of February 22, 2021 and adopted the following recommendation:

“That in accordance with Report CORP-21-04, dated February 3, 2021, concerning Engine Brake Noise from Heavy Vehicles:

1. That the City request the Province of Ontario to enhance the enforcement of deficient muffler systems as part of the province’s commercial vehicle inspection program to mitigate concerns regarding excessive noise from engine retarder brakes;
2. That the Region of Durham be requested to communicate to residents the availability of the courtesy “residential area - avoid engine brake noise” sign program;
3. That Service Oshawa be advised about the Region of Durham’s “residential area – avoid engine brake noise” courtesy signs so that they can advise residents should a complaint be received; and,
4. That a copy of this Report be provided to the Ontario Minister of Transportation, Regional M.P.P.s, the Region of Durham, Durham Region area municipalities, Durham Regional Police Services and the Association of Municipalities of Ontario (A.M.O.).”

.../2

Attached is a copy of staff Report CORP-21-04 concerning Engine Brake Noise from Heavy Vehicles for your information.

Oshawa City Council respectfully requests your consideration of the above noted matters.

If you need further assistance concerning this matter, please contact Tracy Adams, Commissioner, Corporate Services Department at the address listed on Page 1 or by telephone at 905-436-3311.



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Mary Medeiros  
City Clerk

/jl

Attachment

- c. Association of Municipalities of Ontario  
Federation of Canadian Municipalities  
Regional Members of Provincial Parliament  
Durham Area Municipalities  
Regional Municipality of Durham  
Durham Regional Police Services

To: Corporate Services Committee

From: Tracy Adams, Commissioner,  
Corporate Services Department

Report Number: CORP-21-04

Date of Report: February 3, 2021

Date of Meeting: February 8, 2021

Subject: Engine Brake Noise from Heavy Vehicles

File: D-2200

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## **1.0 Purpose**

This report responds to Part 3 to the October 26, 2020 direction of City Council (CORP-20-26):

“That that staff review options to address noises associated with the use of engine retarder brakes on heavy vehicles and report back to the Corporate Services Committee”.

## **2.0 Recommendation**

That the Corporate Services Committee recommend to City Council:

That in accordance with Report CORP-21-04, dated February 3, 2021, concerning Engine Brake Noise from Heavy Vehicles:

1. That the City request the Province of Ontario to enhance the enforcement of deficient muffler systems as part of the province’s commercial vehicle inspection program to mitigate concerns regarding excessive noise from engine retarder brakes;
2. That the Region of Durham be requested to communicate to residents the availability of the courtesy “residential area - avoid engine brake noise” sign program;
3. That Service Oshawa be advised about the Region of Durham’s “residential area – avoid engine brake noise” courtesy signs so that they can advise residents should a complaint be received; and,
4. That a copy of this Report be provided to the Ontario Minister of Transportation, Regional M.P.P.s, the Region of Durham, Durham Region area municipalities,

Durham Regional Police Services and the Association of Municipalities of Ontario (A.M.O.).

### **3.0 Executive Summary**

Not applicable.

### **4.0 Input From Other Sources**

The following City of Oshawa (“City”) departments were consulted during the preparation of this report:

- Legal Services
- Strategic and Business Services – Transportation and Parking Services
- Operations - Fleet

The following municipalities were consulted and/or their by-laws were reviewed during the development of this report:

- Ajax
- Clarington
- Pickering
- Scugog
- Uxbridge
- Whitby

The following other sources were consulted during the development of this report:

- Ministry of Transportation
- Region of Durham Works Department – Traffic Engineering and Operations Division

### **5.0 Analysis**

#### **5.1 Background**

At the October 26, 2020 meeting, City Council directed staff to “review options to address noises associated with the use of engine retarder brakes on heavy vehicles and report back to the Corporate Services Committee” (CORP-20-26). This report responds to the aforementioned Council direction.

##### **5.1.1 Engine Retarder Brakes**

Engine retarder brakes, referred to as “Engine Brakes” or “Jake Brakes”, are a safety feature commonly installed on many large diesel trucks. Upon activation, this braking system opens exhaust valves to the cylinders, right before the compression stroke ends, releasing the compressed gas trapped in the cylinders, and slowing the vehicle. This action reduces vehicle speed without the use of “conventional brakes”. These brakes are typically used when driving in stop-and-go traffic and when driving on downhill grades or around corners. The brakes serve dual purposes as both an additional safety feature and a

tool to reduce the overheating of brakes, which may cause brake failure, and the wear and tear of brake pads.

A higher engine noise is typically emitted for a short period of time (e.g. ten (10) to thirty (30) seconds, depending on the vehicles speed) and vehicles may make a loud “chattering” or “jackhammer” exhaust noise when this braking system is engaged. This noise can be amplified if the vehicle has no muffler or an improper muffling system.

### **5.1.2 Applicable Provincial Regulations**

Excessive noise resulting from the operation of moving vehicles falls under the jurisdiction of the Highway Traffic Act, R.S.O. 1990, c. H.8. (“Highway Traffic Act”) which is enforced by provincially appointed officers (e.g. Durham Regional Police, Ontario Provincial Police, or through the Ministry of Transportation) (see Report CORP-20-26 “Noise By-law 112-82 and Noisy Vehicles”). Staff have previously confirmed that noise emissions from commercial vehicles form part of the Ministry of Transportation’s inspection process.

After undertaking a review of information available, staff are not aware of any provincial legislation or best practices that prohibit the use of engine brakes in Ontario. In fact, the Ministry of Transportation recommends the use of engine braking in certain circumstances, such as long downgrades to avoid overheating brakes, and as a form of backup brake if brakes fail.

### **5.1.3 Region of Durham**

In 2016, the Township of Scugog investigated regulations related to heavy truck engine brakes at two locations on Simcoe Street in Port Perry. Through this investigation, the Region of Durham (“the Region”) conducted a traffic noise study, which noted that noise witnessed was due to the acceleration/deceleration of heavy trucks, squeaky brakes, motorcycles, and car/truck muffler noise; not engine brakes. The Region also noted that signs requesting drivers to avoid the use of engine brakes are not enforceable through by-law or the Highway Traffic Act and are generally ineffective. As such, no signage was posted.

The Region does have courtesy “residential area - avoid engine brake noise” signs that may be used on Regional roads upon request from residents, however there is no regulatory or by-law support associated with the signage and it is not enforceable.

When investigating the possible installation of a permanent courtesy sign, the Region assesses:

- the number of trucks on known truck routes;
- demonstrated evidence of engine brake usage; and,
- proximity to residential areas.

Furthermore, the signs are not considered for placement on downhill grades where engine brakes assist in slowing a vehicle down or where heavy truck restrictions are currently in place.



Oshawa residents may make requests to the Region for the installation of these signs on Regional Roads.

## **5.2 Municipal Scan**

The following Durham Region municipalities were engaged in early 2021 to confirm whether they regulate the use of engine brakes:

**Table 1 Region of Durham Municipal Benchmarking**

<b>Municipality</b>	<b>Regulates the Use of Engine Brakes</b>
Ajax	No
Clarington	No
Pickering	No
Scugog	No
Uxbridge	No
Whitby	No

## **5.3 Complaint History**

Staff undertook a scan of complaints Municipal Law Enforcement and Licensing Services has received that reference the term “brake”.

A total of four (4) complaints referencing “BRAKE” have been received since 2013:

- 2013 – One (1) (Ritson Road South)
- 2017 – One (1) (Wentworth Street East)
- 2018 – One (1) (Park Road North)
- 2020 – One (1) (Waverly Street South)

These complaints were due to incidents happening on private property, not during travel on roadway. No violations were confirmed.

## **5.4 Noise By-law 112-82 and Engine Brake Noise**

Noise By-law 112-82, as amended (“Noise By-law”), is a by-law that prohibits noises likely to disturb the inhabitants of the City. Section 2 f) of the Noise By-law prohibits

“the noise made by the discharge into the open air of the exhaust of any steam engine, stationary internal combustion engine, motor vehicle or motorcycle except through a muffler or other device which effectively prevents loud or explosive noises”.

Despite this prohibition, the sound produced by the use of engine brakes that passes through a properly functioning muffler would not be considered a violation of the City’s Noise By-law as it is considered normal operation of a motor vehicle.

## **5.5 Rationale for Recommendation**

Engine brakes are a safety mechanism and can be necessary when a truck is travelling down an incline or around corners, and to avoid the overheating or excessive wearing of “conventional brakes”. Staff recommend that the Province of Ontario be requested to enhance enforcement for deficient muffler systems to address concerns around excessive and unnecessary noise from engine brakes, given that:

- Engine brakes are an additional safety feature on large vehicles; and,
- Abnormal or excessive noise from engine brake use is often associated with deficient or improper muffler systems.

As per Report CORP-20-26, staff will continue to refer all noise complaints associated with moving vehicles, including those associated with engine brakes, to Durham Regional Police Services.

## **6.0 Financial Implications**

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

## **7.0 Relationship to the Oshawa Strategic Plan**

The recommendations in this report respond to the Oshawa Strategic Plan goal of Accountable Leadership.



Brenda Jeffs, Director,  
Municipal Law Enforcement and Licensing Services



Tracy Adams, Commissioner,  
Corporate Services Department



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

March 3, 2021

Susan Siopis, Commissioner of Works  
Regional Municipality of Durham  
Via Email: [susan.siopis@durham.ca](mailto:susan.siopis@durham.ca)

Dear Ms. Siopis:

**Re:** Adelaide Avenue Extension

**File Number:** PG.25.06

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At a meeting held on March 1, 2021, the Council of the Municipality of Clarington approved the following Resolution #GG-213-21:

Whereas the residents living in the vicinity of Townline Road North have seen traffic increase due to new housing in Oshawa and Clarington;

Whereas the traffic studies for new development, such as 3 Lawson Road recognized that the existing intersection at Adelaide Avenue and Townline Road will continue to operate poorly and the current design is not optimal based on the projected traffic levels;

Whereas the extension of Adelaide Avenue easterly to Trulls Road is within the Region's forecasted budget for 2025;

Whereas as part of the Adelaide extension, Lawson Road will be closed at Townline Road with a cul-de-sac, and a new north-south connection will be constructed between Lawson Road and Adelaide Avenue; and

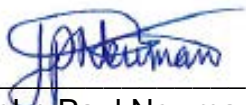
Whereas Clarington Public Works Department while having no objections to the approval of the proposed development at 3 Lawson Road voiced concern regarding the vehicle access and egress onto Townline Road given the existing conditions;

Now Therefore Be It Resolved That Clarington Council is requesting the Region of Durham advance the timing of the Adelaide Avenue East Extension land acquisition, design and construction from Townline Road easterly to Trull's Road

as set out in the Environmental Assessment dated November 2005, to ensure it is in place by or before 2025; and

That this motion be circulated to the City of Oshawa and Durham Region.

Yours truly,

A handwritten signature in blue ink, appearing to read 'J. Newman', is positioned above a horizontal line.

John Paul Newman  
Deputy Clerk

JPN/cm

c: Warren Munro, Commissioner, Development Services, City of Oshawa –  
[wmunro@oshawa.ca](mailto:wmunro@oshawa.ca)  
S. Brake, Director of Public Works



The Regional  
Municipality of  
Durham

Works Department

# Memorandum

**Date:** April 7, 2021

**To:** Regional Chair Henry and Members of Works Committee

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

**Copy:** Elaine Baxter-Trahair, Chief Administrative Officer  
Giuseppe Anello, M.Eng., P.Eng., PMP, Director, Waste  
Management Services

**Subject:** Municipal Benchmarking Canada Report (2019 data) –  
Waste Management

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This memo has been prepared in response to correspondence received at the Works Committee Meeting of February 3, 2021, Agenda Item 8.1 B), regarding the [Canadian Municipal Benchmarking Network](#) (MBN) 2019 data for waste management related to disposal costs and waste diversion rate.

As indicated in the MBN Canada report, the waste management measures are subject to a number of influencing factors that may not make the results directly comparable between municipalities. For example, the disposal measure may reflect just a tipping fee for a municipality that doesn't own or operate a disposal facility as is the case for several municipalities, while in the case of Durham Region, the measure includes the full cost of owning, maintaining, and operating multiple disposal facilities.

For 2019, the Total Cost for Solid Waste Disposal per Tonne shown in the MBN Canada report is in error. There was a change in the solid waste disposal measure definitions that came to our attention only after it was too late to modify the data used for the report. The costs for the post closure landfill liability was included in the reported costs. This cost element had a large swing in the 2019 amount which caused the measure to show as inordinately high. Eliminating this element reduces the cost reported in this measure by approximately \$40 per tonne. Durham Region will correct this measure with MBN Canada at the earliest opportunity.

In addition, this measure includes amortization of Durham Region's share of capital costs of the Durham York Energy Centre. Durham Region has chosen to amortize the assets over a shorter time period than York Region, which causes a higher relative cost for the measure during the amortization period.

With regard to the comment that Durham Region's diversion rate is less than York Region's, and that Durham Region's diversion rate has been declining, it is in fact an industry-wide phenomenon which is due to light-weighting of divertible materials relative to non-divertible materials.

Durham Region consistently has the highest diversion rate in its "Urban Regional Municipalities" category. York Region is also consistently first in its "Large Urban Municipalities" category, but both municipalities are in different categories for a reason. Durham Region has a significantly larger rural population than York Region and this population has the ability to manage their organic wastes on their properties rather than using municipal programs. The rural organic material that is diverted from disposal is not reflected in municipal waste diversion calculations.

In addition, York Region's Green Bin program includes materials such as diapers, incontinence products and pet waste, that are not currently included in Durham Region's program. This added material represents a significant tonnage which Durham Region's planned mixed waste pre-sort and anaerobic digestion facility will allow Durham Region to include in its Green Bin program in the future.

**End of Memo**

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



## The Regional Municipality of Durham Report

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To: Works Committee  
From: Commissioner of Works  
Report: #2021-W-13  
Date: April 7, 2021

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### **Subject:**

Servicing Agreement with 2103386 Ontario Inc., Including Cost Sharing in Accordance with the Region Share Policy, for the Extension and Oversizing of a Sanitary Sewer in the Municipality of Clarington

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### **Recommendations:**

That the Works Committee recommends to Regional Council:

- A) That the Regional Municipality of Durham be authorized to enter into a servicing agreement with 2103386 Ontario Inc. for the construction of a 750 millimetre sanitary sewer, including cost sharing in accordance with the Regional Municipality of Durham's Region Share Policy, in the Municipality of Clarington, at an estimated total project cost of \$5,000,100;
- B) That financing for the servicing agreement be provided from the following sources:

#### **Developer's Cost – Watermain, Sewers and Roadwork**

2103386 Ontario Inc.	\$4,084,200
----------------------	-------------

## **Regional Costs - Sanitary Sewer**

### Previously Approved - Sanitary Sewerage System Funding

Item #61 – Wilmot Creek Sanitary Sewer Ruddell Road to King Avenue, Newcastle (Project ID: D1822)

Residential Development Charge Fund	\$677,766
Commercial Development Charge Fund	\$45,795
User Revenue Development Charge Fund	\$192,339
<b>Total Regional Costs – Sanitary Sewer</b>	<b><u>\$915,900</u></b>
<b>Total Project Costs – Watermain, Sewers and Roadwork</b>	<b><u>\$5,000,100</u></b>

## **Report:**

### **1. Purpose**

- 1.1 The purpose of this report is to seek approval to enter into a servicing agreement with 2103386 Ontario Inc., including cost sharing in accordance with the Regional Municipality of Durham (Region) Share Policy related to the construction of a sanitary sewer located within a Regional easement, in the Municipality of Clarington (Clarington), as shown on Attachment #1.

### **2. Background**

- 2.1 2103386 Ontario Inc. is proposing to develop their property, located at the north-west quadrant of Regional Highway 2 and Ruddell Road in Newcastle, in Clarington. The Developer is proposing a 489-unit subdivision, known as the Foster Creek West subdivision, which requires the extension of a sanitary sewer within a Regional easement.
- 2.2 The Region requested that the size of the new sanitary sewer be increased to accommodate the future development of adjacent lands.



### **3. Previous Reports and Decisions**

- 3.1 There are no previous reports or decisions associated with this development application or the sanitary sewer extension required to service the residential subdivision.

### **4. Regional Infrastructure**

- 4.1 To service the 2103386 Ontario Inc. property, the Region requires that a 750 millimetre (mm) sanitary sewer be constructed within a Regional easement, as shown on Attachment #1. The sanitary sewer will service the Foster Creek West subdivision and has been sized to accommodate the future development of adjacent lands.
- 4.2 The Region's Share Policy generally states that the developer is responsible to pay for the construction of all Regional infrastructure needed to service their lands. The Region is responsible for the balance of the costs, including the oversizing of pipes. In this case, 2103386 Ontario Inc. would be responsible to pay 100 per cent of the cost to construct a 300 mm sanitary sewer within a Regional easement, which is the minimum size required by the development. The Region would be responsible to pay for the cost of oversizing the sanitary sewer to a 750 mm diameter.
- 4.3 All other requirements of the Regional servicing agreement will be in place, including the posting of a letter of credit for 100 per cent of the cost of the works, Regional inspection requirements and the two-year infrastructure maintenance period.

### **5. Financial Implications**

- 5.1 The cost of the work, including engineering, contingencies and tax, is estimated as follows:

#### **Developer's Cost – Watermain, Sewers and Roadwork**

2103386 Ontario Inc.	\$4,084,200
----------------------	-------------

## **Regional Costs - Sanitary Sewer**

### Previously Approved - Sanitary Sewerage System Funding

Item #61 – Wilmot Creek Sanitary Sewer Ruddell Road to King Avenue, Newcastle (Project ID: D1822)

Residential Development Charge Fund	\$677,766
Commercial Development Charge Fund	\$45,795
User Revenue Development Charge Fund	\$192,339
<b>Total Regional Costs – Sanitary Sewer</b>	<b><u>\$915,900</u></b>
<b>Total Project Costs – Watermain, Sewers and Roadwork</b>	<b><u>\$5,000,100</u></b>

## **6. Relationship to Strategic Plan**

- 6.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Community Vitality Goal 2.1: Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing.
  - b. Service Excellence Goal 5.1: Optimize resources and partnerships to deliver exceptional quality services and value.

## **7. Conclusion**

- 7.1 It is recommended that the Regional Municipality of Durham enter into a servicing agreement with 2103386 Ontario Inc. containing the foregoing provisions.
- 7.2 This report has been reviewed by the Finance Department and the Commissioner of Finance concurs with the financial recommendation.
- 7.3 For additional information, please contact Jeff Almeida, Development Approvals Supervisor, at 905-668-7711, extension 3721.

**8. Attachments**

Attachment #1: Location Plan – Foster Creek West – Sanitary Trunk Sewer

Respectfully submitted,

**Original signed by:**

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Susan Siopis, P.Eng.  
Commissioner of Works

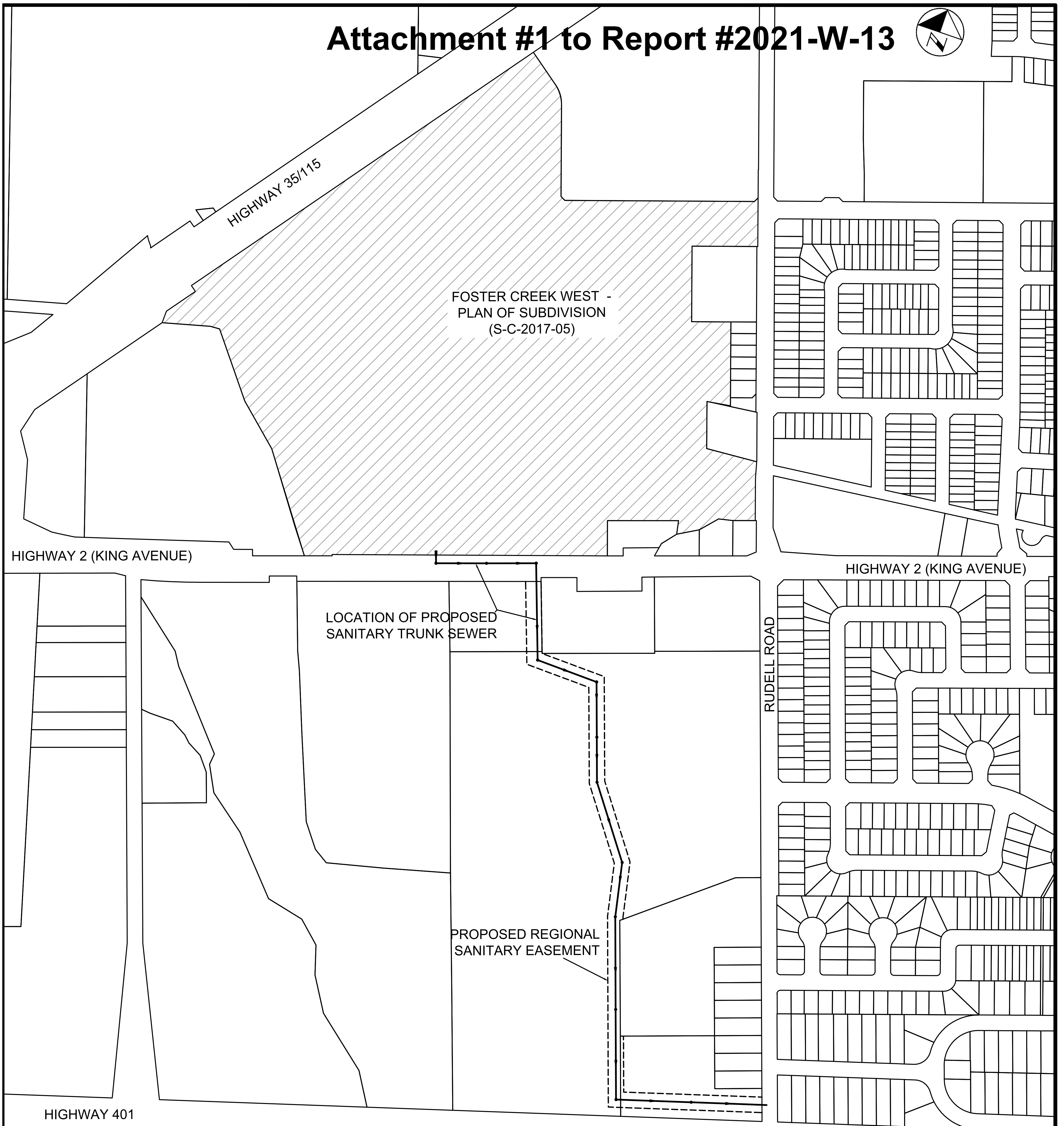
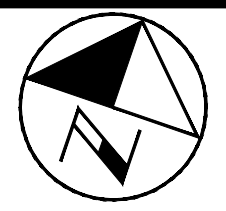
Recommended for Presentation to Committee

**Original signed by:**

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Elaine C. Baxter-Trahair  
Chief Administrative Officer

# Attachment #1 to Report #2021-W-13

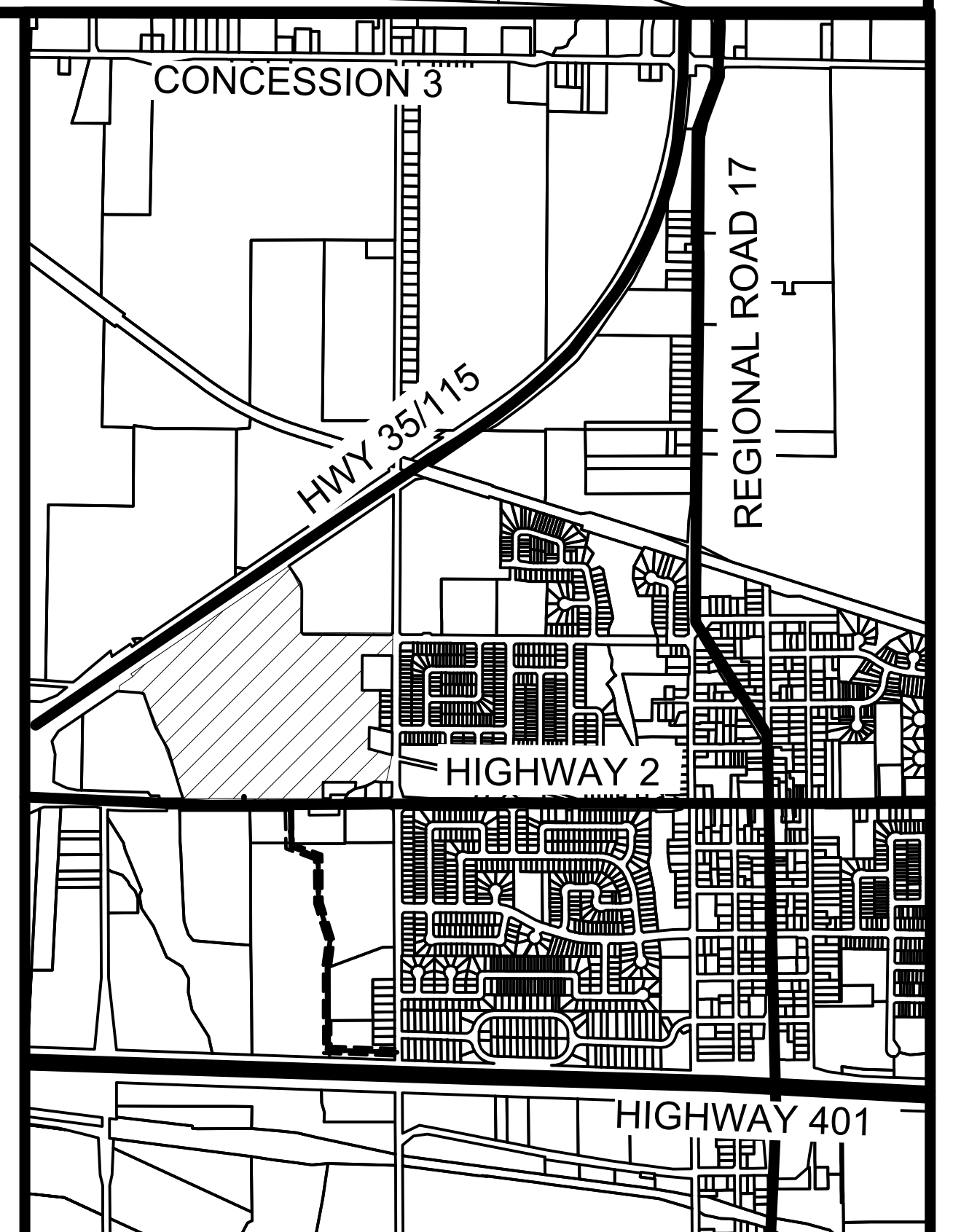


## Attachment #1: FOSTER CREEK WEST - SANITARY TRUNK SEWER



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SCALE 1:2500



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## The Regional Municipality of Durham Report

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To: Works Committee  
From: Commissioner of Works  
Report: #2021-W-14  
Date: April 7, 2021

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### Subject:

Standardization of the Integrated Access Control and Intrusion Security Platform for All Regional Facilities and Approval of Unbudgeted Capital Work

---

### Recommendations:

That the Works Committee recommends to Regional Council:

- A) That Integrated Controls Technology Integrated Access Control and Intrusion platform be adopted as the new security hardware standard for all Regional Facilities, excluding Durham Regional Local Housing Corporation Facilities, Long-Term Care Facilities and Durham Regional Police Services Facilities;
- B) That unbudgeted capital work in the amount of \$120,000 be approved to advance the upgrade of security hardware at Regional Headquarters, with financing for this work to be reallocated from the following approved Capital Projects:

South Accessible Parking Lot (Project ID G2019)	\$57,000
Sidewalk Redesign at the North East Parking Garage	
Entrance Access (Project ID G2104)	<u>\$63,000</u>
<b>Total Financing</b>	<b><u>\$120,000</u></b>

- C) That financing for the replacement of the access control and intrusion detection platform in 2022 and 2023 estimated at \$870,000 be included in future year business plans and budgets for the affected facilities; and
  - D) That the Commissioner of Finance be authorized to execute the necessary agreement.
- 

**Report:****1. Purpose**

- 1.1 The purpose of this report is to provide details and seek Regional Municipality of Durham (Region) Council approval to secure Integrated Controls Technology (ICT) as the new integrated access control and intrusion platform.
- 1.2 The ICT Access Control and Intrusion Platform will become the Region's standard for all Regional facilities excluding Durham Regional Local Housing Corporation facilities, Long-Term Care facilities and Durham Regional Police Services facilities. Supply of system hardware components will be procured through competitive processes as required.

**2. Background**

- 2.1 The Works Department's Facilities Maintenance and Operations Division manages and maintains the security for over 150 facilities throughout the Region. The Region currently uses the Verex Integrated Access Control and Intrusion Security System (Verex) supplied by Interlogix across all sites with security. This system controls all access control, intrusion systems and security monitoring of system points, life safety devices, and, in most, cases fire alarm signals. The current Verex system has been in use for over 20 years.
- 2.2 Interlogix, the parent company of Verex that is currently in use at Regional facilities, announced in October 2019 they were no longer manufacturing or supporting the Verex system as of January 2020.
- 2.3 Upon receipt of this announcement, the Region purchased two years' worth of compatible access cards, access fobs and other peripheral equipment in December 2019 to sustain operability until a replacement system could be implemented. Supply was very limited and competitive due to the sudden announcement by Interlogix.

### **3. Standardization and Justification**

#### **Requirement for Standardization**

- 3.1 The existing system is currently operating past the end of its useful life. With support discontinued for this product, replacement of this critical system is necessary. To ensure that all Regional facilities are adequately protected in accordance with industry best practices and to efficiently and effectively manage security across the Region's facilities, a unified access control and intrusion system is required.
- 3.2 A unified access control system allows employees, contractors, and visitors to have approved access to facilities across the Region, throughout multiple facilities, through a single tracked and controlled management system.
- 3.3 Under the proposed system, the Region can take advantage of advanced security features developed over the past 10 years preparing the Region for future enhancements as the security needs change.

#### **Sole Source Justification**

- 3.4 In order to solicit feedback from the market and learn about available technology that can be integrated with existing hardware in the field, market research of the security industry was conducted along with the issuance of a Request for Information (RFI) to gain more information from the industry. Information related to the integration with existing hardware in the field, expansion capabilities, interchangeability of hardware manufacturers to allow for competitive acquisition of readers, door controllers and keypads; system support levels, as well as administration of the access control and intrusion program was collected.
- 3.5 As a result of the information collected through the Region's research, it was determined that ICT was the only manufacturer whose integrated access control and integrated intrusion platform would allow the Region to continue using existing field devices (i.e. card readers, door controllers, point expansion modules, LCD keypads) minimizing transition time and cost, and allow for open competition for replacement field devices moving forward due to the non-proprietary nature of their system.
- 3.6 The ICT platform will accommodate future expansion through the addition of control modules as they are developed, addressing future security requirements as they arise.

## **Installation Method**

- 3.7 ICT uses an open installer certification process that creates a large pool of potential installing contractors, thereby allowing the Region to competitively bid new work. This ensures that procurement is conducted in accordance with existing procurement guidelines requiring a competitive process.

## **4. Financial Implications**

- 4.1 The Region's Purchasing By-Law 16-2020 allows for the negotiation of purchases where there is only one known source of supply. However, standardizing on Integrated Controls Technology, Integrated Access Control and Intrusion products does not preclude a competitive process for acquisition, as there are several vendors who would have the ability to bid.
- 4.2 As per the findings of the Region's market research, ICT has the only access control and intrusion detection system that allows the Region to use existing field devices (i.e. card readers, door controllers, point expansion modules, LCD keypads) minimizing transition time and cost, and allow for open competition for replacement field devices moving forward due to the non-proprietary nature of their system. Standardization to one manufacturer's system will provide continuity across all facilities while allowing the supply and installation of components to be competitively bid.
- 4.3 Section 14.2.2 of the Region's Budget Management Policy requires the approval of the Treasurer, CAO, the applicable Standing Committee and Regional Council where unbudgeted capital expenditures in excess of \$50,000 are to be incurred.
- 4.4 The estimated total project cost to procure and install the ICT platform across all Regional Facilities is approximately \$990,000. This includes the supply and installation of control servers, necessary network infrastructure upgrades, software deployment, training, and building control module replacement.
- 4.5 Advancing the first phase of the project which consists of installing the new ICT Security Server will provide the necessary infrastructure to deploy the new security system within various construction projects scheduled to be completed in 2021. Without this critical portion of the new security infrastructure, the facilities scheduled for completion will not be equipped with a remotely monitored and integrated security system. Additionally, the security control modules removed during this first phase of the project will be used as spare parts to support the



repairs of the old infrastructure until the entire security system is transferred to the new platform.

4.6 In comparison, the cost to replace the Region's current access control and intrusion platform with an alternate enterprise level solution, including necessary network infrastructure upgrades, could cost approximately \$2,107,000 as all existing Verex components would require replacement to ensure compatibility with the new system.

4.7 Deployment of the new system would take place over three years starting in 2021 based on the following breakdown:

- Year 1 – Region Headquarters (including server controls for full Region deployment) - \$120,000
- Year 2 – Health, Social Services, Durham Region Transit, Wastewater Plants and Pumping Stations - \$420,000
- Year 3 – Paramedic Services, Depots, Water Plants and Pumping Stations, Waste Management Facilities - \$450,000

4.8 Financing for the replacement of the access control and intrusion detection platform in 2021 at Regional Headquarters can be provided from the reallocation of funding from the following Capital Projects:

South Accessible Parking Lot (Project ID G2019)	\$57,000
Sidewalk Redesign at the North East Parking Garage Entrance Access (Project ID G2104)	<u>\$63,000</u>
<b>Total Financing</b>	<b><u>\$120,000</u></b>

4.9 The work to reconfigure the south accessible parking lot at Regional Headquarters is complete. The sidewalk redesign work planned for the stairwell access on the north corner of the parking garage is being incorporated into a larger concrete restoration project currently in the design stages.

4.10 Financing for the replacement of the access control and intrusion detection platform in 2022 and 2023 estimated at \$870,000 will be included in future year business plans and budgets.

## **5. Relationship to Strategic Plan**

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

a. Goal 5 – Service Excellence:

- Objective 5.1 Optimize resources and partnerships to deliver exceptional quality services and value.

## **6. Conclusion**

6.1 It is recommended that the Regional Municipality of Durham standardize Integrated Controls Technology (ICT) as the new integrated access control and intrusion platform for all Regional Facilities excluding Durham Regional Local Housing Corporation Facilities, Long-Term Care Facilities and Durham Regional Police Services Facilities.

6.2 It is recommended that financing for the unbudgeted capital work planned for 2021 be provided from reallocating funds from the South Accessible Parking Lot Project (Project ID G2019) and the Sidewalk Redesign at the North East Parking Garage Entrance Access Driveway Project (Project ID G2104).

6.3 This report has been reviewed by the Finance Department.

6.4 For additional information, contact: Robert Adamsz, Manager, Facilities Maintenance and Operations, at 905-668-0250.

Respectfully submitted,

**Original signed by:**

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Susan Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

**Original signed by:**

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Elaine C. Baxter-Trahair  
Chief Administrative Officer



# The Regional Municipality of Durham Report

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To: Works Committee  
From: Commissioner of Works  
Report: #2021-W-15  
Date: April 7, 2021

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**Subject:**

Standardization and Sole Source Supply of the Opticom Emergency Vehicle Pre-emption Equipment from Global Traffic Technologies

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**Recommendations:**

That the Works Committee recommends to Regional Council:

- A) That the Opticom Emergency Vehicle Pre-emption equipment manufactured by Global Traffic Technologies be renewed as the standard for the Regional Municipality of Durham for a period of three (3) years with an option in favour of the Regional Municipality of Durham to extend the standardization on the same terms and conditions for up to an additional two (2) one-year terms;
  - B) That authorization be provided to negotiate and award a sole source contract with Global Traffic Technologies for the provision of the Opticom Emergency Vehicle Pre-emption equipment for a period of up to five (5) years at an annual cost of approximately \$100,000\* to be financed through the 100 per cent recovery of costs from local fire departments; and
  - C) The Commissioner of Finance be authorized to execute the necessary agreement.
-

**Report:****1. Purpose**

1.1 The purpose of this report is to seek Regional Municipality of Durham (Region) Council approval for the:

- Renewal of the adoption of the Opticom Emergency Vehicle Pre-emption (EVP) equipment as the Regional standard for emergency vehicle pre-emption at traffic control signals; and
- Negotiation of a sole source contract with Global Traffic Technologies (Global) for the provision of the Opticom EVP equipment, for a period of up to five years.

1.2 Dollar amounts followed by an asterisk (\*) are excluding all applicable taxes.

**2. Background**

2.1 The Works Department operates and maintains all of the traffic control signals in the Region of which approximately 93 per cent are equipped with EVP equipment. The Region purchases and operates the equipment on behalf of local fire departments who are responsible for all cost associated with the system, including outfitting fire vehicles with infrared transmission equipment. Global's Opticom EVP System has been the system of choice both at the intersection and on the fire vehicles based on functionality, reliability and compatibility.

**3. Standardization and Justification for Sole Source**

3.1 Opticom is the only EVP system that is fully compatible with existing traffic control signals and on-board fire vehicle signal transmission equipment across all local fire departments within the Region. This equipment has been sole sourced since the 1970s. Due to proprietary technology and operational programming, other EVP systems do not meet the required functional specifications to detect the Opticom vehicle signal emitters installed in these vehicles, and do not meet the level of performance requirements at the signalized intersections.

3.2 It is recommended that the traffic control signal related EVP equipment be purchased from Global Traffic Technologies to ensure 100 per cent compatibility.

#### **4. Previous Reports and Decisions**

- 4.1 On April 27, 2016, Regional Council approved Report #2016-W-47 with the following recommendations to Council:
- “That Opticom Emergency Vehicle Preemption equipment, manufactured by Global Traffic Technologies, be adopted as the standard for the Regional Municipality of Durham for five years;
  - That authorization be provided to negotiate and award a sole source contract with Global Traffic Technologies for the provision of Opticom Emergency Vehicle Preemption equipment for a period of up to five years at an annual cost of approximately \$100,000\* to be financed through the 100 per cent recovery of costs from local fire departments; and
  - That the Commissioner of Finance be authorized to execute the necessary agreement.”

#### **5. Financial Implications**

- 5.1 Item 1.1 in Appendix C of the Purchasing By-law 16-2020 permits that in cases where the goods and services can only be supplied by a particular supplier and no reasonable alternative or substitute goods or services exist to ensure compatibility with existing goods, or to maintain specialized goods that must be maintained by the manufacturer of those goods or their representative, the acquisition of goods and services can be made through a negotiation process.
- 5.2 Funding for the installation of traffic control signal related EVP equipment is provided through a cost recovery process agreed upon by each local fire department. Local fire departments are invoiced for the full cost of capital and ongoing maintenance associated with the EVP system.

#### **6. Relationship to Strategic Plan**

- 6.1 This report aligns with and addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Community Vitality Goal #2.2: Enhance community safety and well-being.
  - b. Service Excellence Goal #5.1: Optimize resources and partnerships to deliver exceptional quality services and value.

**7. Conclusion**

- 7.1 It is recommended that the Regional Municipality of Durham standardize the procurement of the Opticom Emergency Vehicle Pre-emption equipment and negotiate a sole source purchasing agreement with Global Traffic Technologies for a period of up to three (3) years with an option in favour of the Region to extend the Agreement on the same terms and conditions for an additional two (2) one-year terms.
- 7.2 This report has been reviewed by the Finance Department and the Commissioner of Finance concurs with the financial recommendations.
- 7.3 For additional information, contact: Steven Kemp, Manager, Traffic Engineering and Operations, at 905-668-7711, extension 4701.

Respectfully submitted,

**Original signed by:**

---

Susan Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

**Original signed by:**

---

Elaine C. Baxter-Trahair  
Chief Administrative Officer

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



# The Regional Municipality of Durham Report

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To: Works Committee  
From: Commissioner of Works  
Report: #2021-W-16  
Date: April 7, 2021

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**Subject:**

Amendments to Gross Vehicle Weight – Bridges By-Law #42-2019

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**Recommendations:**

That the Works Committee recommends to Regional Council:

- A) That Corporate Services – Legal Services be directed to prepare an amending by-law to amend By-Law #42-2019, generally in the form included as Attachment #1 to this report, for submission to Regional Council for passage; and
  - B) That staff be authorized to take all steps required and necessary to give effect to the amendments contemplated to By-Law #42-2019 as indicated in the form included as Attachment #1.
- 

**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to amend Gross Vehicle Weight – Bridges By-Law #42-2019.

**2. Background**

- 2.1 The Gross Vehicle Weight – Bridges By-Law #42-2019 was amended on March 25, 2020, limiting the gross vehicle weights (loads) of vehicles passing over two of the 118 bridges on Regional Municipality of Durham (Region) roads: the Simcoe

Street (Regional Road 2) CPR Overpass, south of Olive Avenue; and the Beaver River Bridge on Simcoe Street (Regional Road 15) located just west of Highway 12.

- 2.2 Beaver River Bridge on Simcoe Street (Regional Road 15), located just west of Highway 12, was recently repaired and no longer requires load restrictions.
- 2.3 Additionally, a recent structural evaluation has identified the Nonquon River Bridge on Reach Street (Regional Road 8), located just west of Highway 12, for load restriction.
- 2.4 Pursuant to Ontario Regulation 103/97 of the Highway Traffic Act, any load limit by-law recommendations have to be signed and sealed by two professional engineers. Two professional engineers of Ontario have examined Regional bridges which are currently posted with load restrictions and have submitted load limit by-law recommendations. A copy of the professional engineers' approvals is included as Attachment #2.

### **3. Discussion**

- 3.1 The following amendments to Gross Vehicle Weight – Bridges By-Law #42-2019 are proposed, for which authority is being sought pursuant to this report:
  - a. A deletion from Schedule 'A' is required to remove the Beaver River Bridge (Site ID 015003) on Regional Road 15, 0.05 kilometre (km) west of Highway 12, in the Township of Brock (Attachment #3). The updated Schedule 'A' of the proposed by-law is provided with Attachment #1.
  - b. An addition to Schedule 'A' is required to include the Nonquon River Bridge (Site ID 008006) on Regional Road 8, 0.45 km west of Highway 12, in the Township of Scugog (Attachment #4). The updated Schedule 'A' of the proposed by-law is provided with Attachment #1.
- 3.2 With respect to the Nonquon River Bridge on Reach Street (Regional Road 8), a recent structural evaluation indicated that the bridge does not have adequate strength to support full traffic loads. As a result, repairs were completed to strengthen the bridge to withstand the weight of the Region's snow removal fleet, however, a load restriction remains necessary. It is noted that the replacement of this bridge is in the approved 2021 budget.



**4. Conclusion**

- 4.1 The proposed amendment to the Gross Vehicle Weight – Bridges By-Law #42-2019 reflects the outcomes of the detailed evaluation / repair works completed on the Beaver River Bridge and the Nonquon River Bridge.
- 4.2 This report has been reviewed by the Legislative Services and Legal Services Divisions of the Corporate Services Department.

**5. Attachments**

- Attachment #1: Amendments to Gross Vehicle Weight – Bridges By-Law #42-2019
- Attachment #2: Copy of Professional Engineers' of Ontario Approval
- Attachment #3: Location Map of the Beaver River Bridge, Township of Brock
- Attachment #4: Location Map of the Nonquon River Bridge, Township of Scugog

Respectfully submitted,

**Original signed by:**

---

Susan Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

**Original signed by:**

---

Elaine C. Baxter-Trahair  
Chief Administrative Officer

**By-law Number \*\*-2021**  
**of The Regional Municipality of Durham**

Being a by-law to amend By-law #42-2019 to limit the gross vehicle weight of any vehicle or any class thereof passing over a bridge forming part of the Regional Road system.

Whereas the results of a detailed structural evaluation of one of the bridges within the Regional Road system determined that this bridge did not have adequate capacity to support full traffic loads and it is recommended to limit the gross vehicle weight of any vehicle passing over this bridge.

Now therefore, the Council of The Regional Municipality of Durham hereby enacts as follows:

1. That By-law #42-2019 be amended to repeal Schedule 'A' and replace it with the revised Schedule 'A' attached hereto.

This By-law Read and Passed on the ----<sup>th</sup> day of -----, 2021.

---

J. Henry, Regional Chair and CEO

---

R. Walton, Regional Clerk

Schedule A

Bridges Located on Regional Roads


Regional Structure No.	Name and Location of Bridge	Gross Weight Limit (tonnes)	Year of Construction
002006	Simcoe Street CPR Overpass, Regional Road 2, 0.2 km south of Olive Avenue	Level 1 – 56 Level 2 – 39 Level 3 – 22	1913
008006	Nonquon River Bridge, Regional Road 8, 0.45 km west of Highway 12	Level 1 – 59 Level 2 – 42 Level 3 – 23	1957

THE REGIONAL MUNICIPALITY OF DURHAM

PROPOSED WEIGHT RESTRICTION BY-LAW NO. \_\_\_\_\_

I, D. L. BAXTER, P. ENG., AND M. ZHANG, P. ENG., PROFESSIONAL ENGINEERS OF THE CONSULTING FIRM OF GHD LIMITED HAVE REVIEWED THE RESTRICTION OF THE WEIGHT OF VEHICLES PASSING OVER THE STRUCTURES KNOWN AS STRUCTURE NO. 002006 AND 008006 MORE PARTICULARLY DESCRIBED IN THE PROPOSED BY-LAW. EFFECTIVE THE DATE OF APPROVAL OF THIS BY-LAW, I AGREE WITH THE RECOMMENDED WEIGHT LIMITS AS SET OUT IN THE PROPOSED BY-LAW FOR A PERIOD OF TWO YEARS.

SIGNED:

  
\_\_\_\_\_  
D. L. Baxter, P. Eng.

Stamp



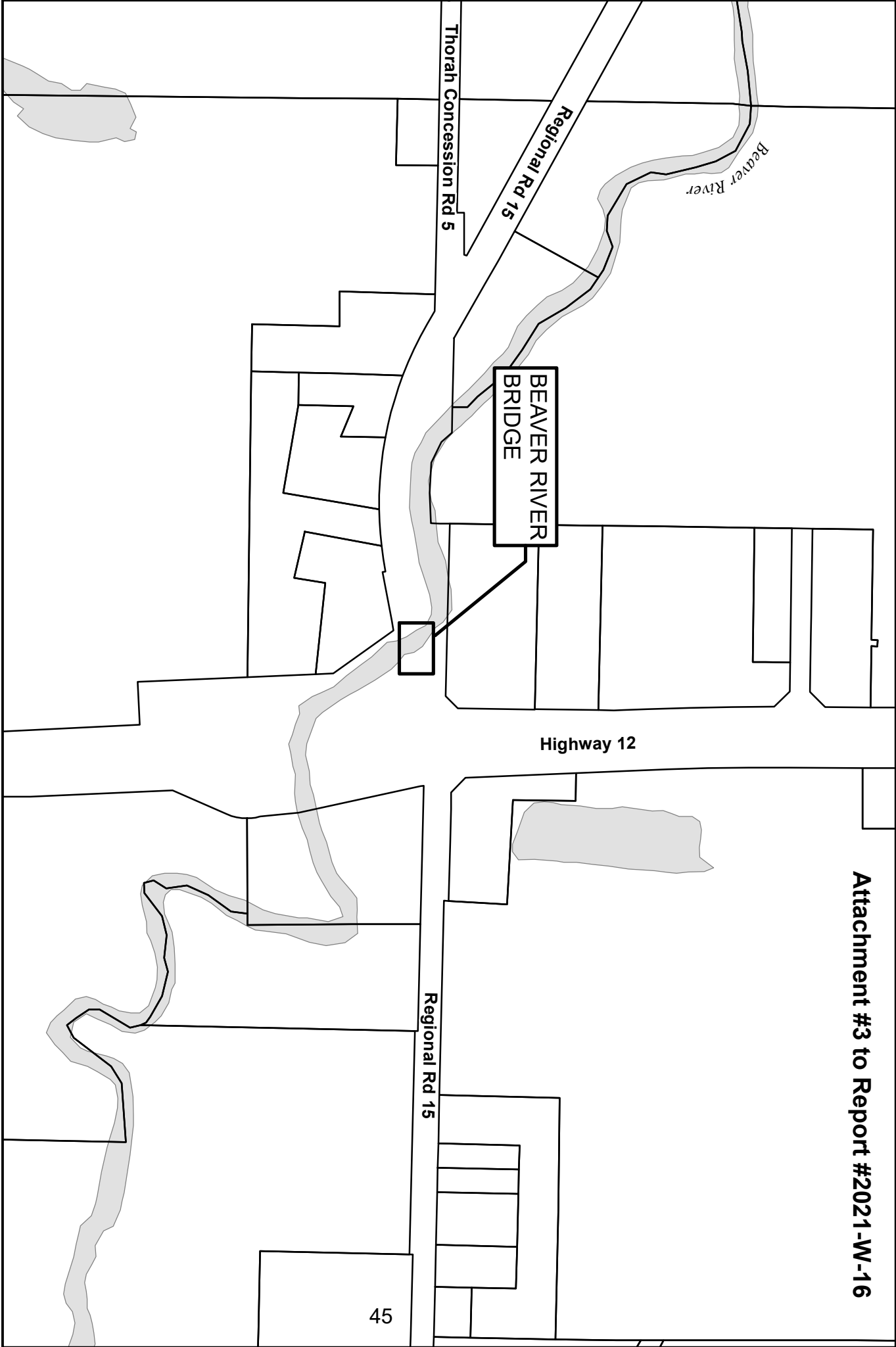


Stamp



DATED:

January 8, 2021



**The Regional Municipality  
of Durham**



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**Attachment #3  
Beaver River Bridge  
Township of Brock**

NONQUON RIVER  
BRIDGE

Reach Street

46

Highway 7 & 12



**The Regional Municipality  
of Durham**

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**Attachment #4**  
**Nonquon River Bridge**  
Township of Scugog



1:5,000

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



# The Regional Municipality of Durham Report

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To: Works Committee  
From: Commissioner of Works  
Report: [#2021-W-17](#)  
Date: April 7, 2021

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**Subject:**

Planned Sanitary Sewer and Watermain Construction on Thornton Road North from Conlin Road West to the Northwood Employment Lands and Notice of Petition, in the City of Oshawa

---

**Recommendation:**

That the Works Committee recommends to Regional Council:

That this report be received for information.

---

**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to inform Works Committee that a project to pre-service employment land will be prioritized in 2022 so that it occurs concurrently with the reconstruction of Thornton Road North from Conlin Road West to the Northwood Employment Lands by the City of Oshawa. The Regional Municipality of Durham (Region) plans to include the extension of the sanitary sewer and watermain with this proposed project as an employment land servicing project prioritized by Regional Council through the adoption of recommendations contained in Committee of Whole Report [#2020-COW-23](#).
- 1.2 The extension of a sanitary sewer and watermain on Thornton Road North will provide the potential for servicing existing residential homes on Bickle Drive and Roselawn Avenue. This includes the Sun Valley Heights Homebuilders Co-

operative Limited (Co-op), which is serviced by a private water supply system. A Notice of a Petition for Regional services is planned to be initiated this year.

## **2. Background**

- 2.1 The City of Oshawa plans to reconstruct Thornton Road North from Conlin Road West to 2475 Thornton Road North following the completion of the Thornton Road North Environmental Assessment. This project will be the first of a multi-phase project that will ultimately include road reconstruction northerly to Winchester Road West (Regional Road 3). The first phase of construction is expected to include a two-lane cross section with street lighting and paved shoulders. The ultimate road configuration is expected to include a four-lane cross section.
- 2.2 Regional Council adopted the recommendations of Committee of the Whole Report [#2020-COW-23](#) which directed staff to prioritize in the appropriate year a number of Regional water supply and sanitary sewerage infrastructure projects, which are to be constructed concurrently with local roads under the control of local area municipalities.
- 2.3 The extension of the watermain and sanitary sewer along Thornton Road North from Conlin Road West to the Northwood Employment Area has been identified as a priority project. In accordance with Council direction, the Region plans to construct a new watermain and sanitary sewer as part of the City of Oshawa's reconstruction of Thornton Road North.
- 2.4 The first phase of reconstruction for Thornton Road North, including the watermain and sanitary sewer extension, is planned to commence in 2022. The detailed project schedule is subject to change depending on funding availability and external factors affecting the road widening, such as property needs, approvals/permits and utility relocations.
- 2.5 The extension of the proposed watermain and sanitary sewer on Thornton Road North would bring servicing to approximately 54 hectares (130 acres) of lands designated as 'Employment Area' in the Region's Official Plan. The project would also service the future Durham Region Transit (DRT) facility which is planned to be located on Thornton Road North at Lot 17, Concession 5, in the City of Oshawa.
- 2.6 The proposed first phase of reconstruction for Thornton Road North and the associated watermain and sanitary sewer extends beyond Bickle Drive and Roselawn Avenue to approximately 1.4 kilometres north of Conlin Road West. Within the residential subdivision on Bickle Drive and Roselawn Avenue there are



17 residences serviced by a private water supply system that is owned and funded by the Co-op and is operated by the Region. The private water system is operating under a Boil Water Advisory. The extension of the proposed watermain and sanitary sewer would provide an opportunity for residents within the existing subdivision including the Co-op to connect to municipal services through a Regional petition process.

### **3. Regional Petition Process**

- 3.1 The petition process is conducted when an area within the urban area boundary is not serviced with watermains and / or sanitary sewers. The petition is conducted in accordance with Ontario Regulation 586/06, Section 9 of the Ontario Municipal Act.
- 3.2 Regional staff will reach out to property owners within the existing subdivision and the Co-op by the Fall of 2021 to initiate the petition process. This will include the 17 residences serviced by the private water supply system and an additional 23 properties within the subdivision that are serviced individually by private wells. Each property owner will be provided with a package that details the limits of the project and the estimated specific costs to each property. Property owners are given four to six weeks to respond. If no response is received within the allotted time, then it is considered a negative response (not in favour). The petition is considered successful if two-thirds of the property owners comprising 50 per cent of the assessed value of the land are in favour. The sufficiency of the petition needs to be certified by the Regional Clerk and the results of the petition would be presented to Regional Council.

### **4. Relationship to Strategic Plan**

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

Goal 3.1 - Economic Prosperity:

- Position Durham Region as the location of choice for business.

Goal 5.1 and 5.2 - Service Excellence:

- Optimize resources and partnerships to deliver exceptional quality services and value; and
- Collaborate for a seamless service experience.

## **5. Conclusion**

- 5.1 The Regional Municipality of Durham plans to install a watermain and sanitary sewer along Thornton Road North in conjunction with the reconstruction of Thornton Road North from Conlin Road West to the Northwood Employment Area, in the City of Oshawa, prioritizing the pre-servicing of these employment lands.
- 5.2 The proposed watermain and sanitary sewer would service the future DRT Facility in addition to approximately 54 hectares (130 acres) of lands designated as 'Employment Area' in the Region's Official Plan and the property owners on Bickle Drive and Roselawn Avenue including the Sun Valley Heights Homebuilders Cooperative Limited, subject to a successful petition.
- 5.3 This report has been reviewed by the Corporate Services Department – Legal Services and the Planning and Economic Development Department.
- 5.4 For additional information, contact: Nathaniel Andres, Project Engineer, at 905-668-7711, extension 3170.

## **6. Attachments**

Attachment #1: Location Map

Respectfully submitted,

### **Original signed by:**

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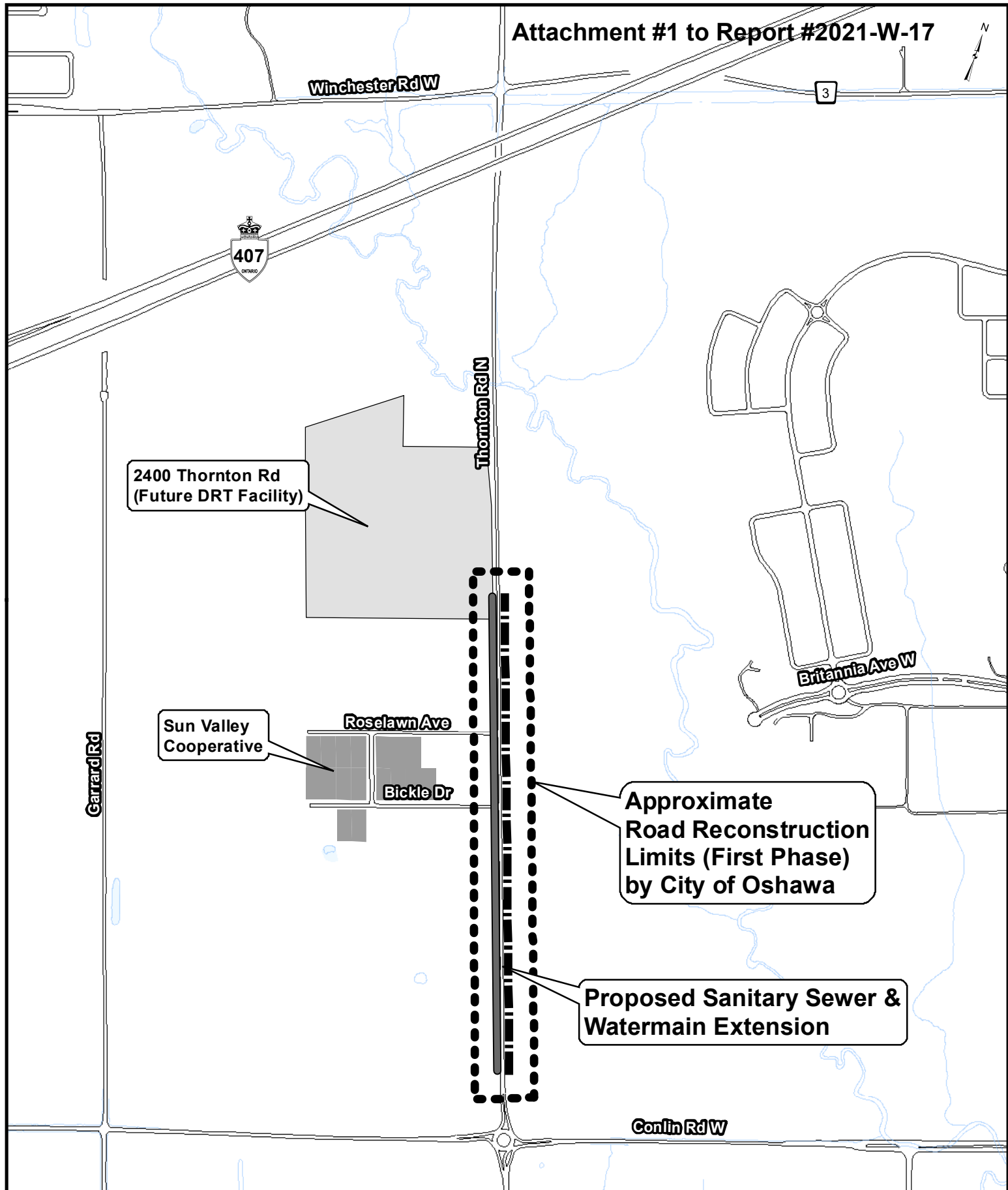
Susan Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

### **Original signed by:**

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Elaine C. Baxter-Trahair  
Chief Administrative Officer

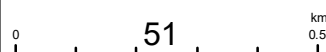


The Regional Municipality of Durham  
Works Department

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

Map Date: February 12, 2021

-  Proposed Sanitary Sewer
-  Proposed Watermain
-  Road Reconstruction Limits



## Location Plan Thornton Road North Watermain and Sanitary Sewer

FIGURE 1