



The Regional Municipality of Durham

Committee of the Whole Agenda

Council Chambers
Regional Headquarters Building
605 Rossland Road East, Whitby

Wednesday, June 9, 2021

9:30 AM

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 and will be provided with the details to delegate electronically.

1. Roll Call

2. Declarations of Interest

3. Statutory Public Meetings

There are no statutory public meetings

4. Delegations

There are no delegations

5. Presentations

- 5.1 Stella Danos-Papaconstantinou, Commissioner of Social Services and Alan Robins, Director, Housing Services Division, re: At Home in Durham, the Durham Housing Plan 2014-2024 Annual Report (2021-COW-16) [Item 7. F]

- REVISED** 5.2 Ramesh Jagannathan, Director, Transportation and Field Services; **David Dunn, Manager, Rapid Transit Office; Mathieu Goetzke, VP, Planning, Metrolinx; and David Hopper, Consultant Project Manager**, re: Durham Scarborough Bus Rapid Transit Study (2021-COW-12) [Item 7. B]

6. Correspondence

7. Reports

- | | |
|--|-----------|
| A) Durham Region Community Safety and Well-Being Plan (CSWP) - Interim Submission (2021-COW-11) | 4 - 8 |
| B) Durham Scarborough Bus Rapid Transit Study (2021-COW-12) | 9 - 213 |
| C) National Disaster Mitigation Program (NDMP) Intake 6 - Developing Flood Risk Assessment Outputs and Improving Capacity Across Durham Region (2021-COW-13) | 214 - 221 |
| D) Organics Management Solution Update - Request for Prequalification and Initiation of Request for Proposal Process (2021-COW-14) | 222 - 231 |
| E) Standardization and Sole Source Acquisition of Building Systems and Equipment for the Durham Regional Police Service Complex, Phase 2, in the Municipality of Clarington and Authorization Issue Debenture Financing to Facilitate the Award of Tender T-1149-2021 During the Summer Recess of Regional Council (2021-COW-15) | 232 - 244 |
| F) At Home in Durham, the Durham Housing Plan 2014-2024 Annual Report (2021-COW-16) | 245 - 255 |
| G) Next Steps for the Development of a Long-Term Care Home in Seaton, in the City of Pickering (2021-COW-17) | 256 - 262 |
| H) Update on Regional Broadband Program; Authority to Accept Improving Connectivity for Ontario (ICON) or Universal Broadband Fund (UBF) Grant Awards; and Authority to Make Project Commitments During Summer Recess (2021-COW-18) | 263 - 272 |
| I) Provincial Review of the Municipal Code of Conduct (2021-COW-19) | 273 - 279 |
| J) Oral Health Clinic Relocation and Expansion to Meet the Needs of the Ontario Seniors Dental Care Program – Updated Project Approval (2021-COW-20) | 280 - 287 |

8. Confidential Matters

There are no confidential matters to be considered

9. Other Business

10. 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 Report

To: The Committee of the Whole
From: Commissioner of Planning and Economic Development and
Commissioner of Social Services
Report: #2021-COW-11
Date: June 9, 2021

Subject:

Durham Region Community Safety and Well-Being Plan (CSWP) - Interim Submission

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That this report be submitted to the Solicitor General of Ontario as the Region's interim submission on the Community Safety and Well-Being Plan in fulfilment of the July 1, 2021 deadline; and
 - B) That a copy of this report be sent to Durham MPPs, Area Municipalities, Durham Regional Police Service, and the CSWP Steering Committee.
-

Report:

1. Background

- 1.1 In January of 2019, legislative amendments to the Police Services Act mandated communities across the province to develop a Community Safety and Well-Being Plan (CSWP). The province describes community safety and well-being as a place where everyone feels safe, has a sense of belonging, where individuals and families can meet their needs for education, health care, food, housing, income, as well as social and cultural expression.

- 1.2 It is the responsibility of the Region of Durham to develop the CSWP. The original legislated deadline for CSWP completion was January 1, 2021. Shortly after the COVID-19 provincial emergency was declared, the CSWP deadline was suspended by the Province and the Region's work on the project slowed considerably to manage the demands of the pandemic.
- 1.3 On December 24, 2020, the Province announced a new CSWP deadline of July 1, 2021. Given the ongoing demands of the COVID-19 pandemic facing the Region and its CSWP stakeholders, it is simply not possible to deliver a final Plan by the deadline. However, Provincial staff have advised that if an interim submission is made by July 1, this will be acceptable for the purposes of meeting the deadline.
- 1.4 Despite the pandemic, CSWP work has continued and Regional staff are confident that the groundwork has been laid to deliver a meaningful plan to the community in early 2022.

2. CSWP Interim Submission

- 2.1 Further to the information provided in [Report 2019-COW-15](#), [Report 2019-SS-17](#), [Report 2021-INFO-16](#) and durham.ca/cswp, Durham Region has been committed to developing a community led CSWP.
- 2.2 The following demonstrates how Durham Region has met the legislative requirements to date:
 - a. **Establishment of a Steering Committee:** A Committee has been established, consisting of system leaders from across the Region. A list of members can be found in [Report 2021-INFO-16](#). This committee is supported by senior staff from the Health, Social Services and Planning and Economic Development Departments.
 - b. **Area Municipal Involvement:** An area municipal working group has been established to ensure an integrated approach to identifying and addressing local priorities.
 - c. **Data Analysis:** To assist in the identification of local risk factors, the Region relied on several data sources, including:
 - Provincial Risk Driven Tracking Database
 - Statistics Canada

- Heath Department data including [Durham Region Health Neighborhoods](#)
 - Durham Regional Police Services data
 - Paramedic Services data
 - Social Services/Housing data
 - Feedback through a public survey
 - Service provider/stakeholder roundtable
 - Guidance and feedback from the Steering Committee, area municipal working group and internal working groups
- d. **Identification of Preliminary Risk Factors (Pre-COVID-19):** Based on the analysis of data and feedback from stakeholders, the following risk factors were identified:
- Mental Health
 - Substance Use
 - Homelessness & Basic Needs
 - Criminal Involvement
 - Victimization
 - Social Isolation
- e. **Evidence Based Programs & Strategies:** An extensive list of regional programs and strategies have been identified to address the priority risk factors. Currently this inventory consists of over 100 documents and staff are in the process of developing a risk factor specific, searchable database.
- f. **Measurable Outcomes:** To date, the Region has identified the following data points to act as trackable performance measures, to ensure the programs and strategies are effective in addressing the identified risk factors:
- Proportion of calls for service that were mental health related
 - Proportion of calls that resulted in a mental health apprehension
 - Youth diversion rate
 - Crime severity index
 - Property crime rate
 - Violent crime rate
 - Proportion of repeat victims
 - The number of residents actively experiencing homelessness
 - The number of residents actively experiencing chronic homelessness

- The number of emergency department visits for opioid poisonings
- The number of opioid deaths
- Paramedic calls related to suspected opioid overdoses
- The number of infants born with Neonatal Abstinence Syndrome

3. Next Steps

3.1 Work on the CSWP will continue and the following milestones are anticipated by the end of the year:

- Release a new public survey to better understand the shifting priorities of the community, given the impacts of COVID-19 (currently underway).
- Host community open houses with Indigenous peoples, service providers, the public and equity seeking groups (currently underway).
- Seek Council approval and adoption of the final CSWP.
- Post the CSWP on durham.ca within 30 days of adoption.

4. Conclusion

- 4.1 This interim submission demonstrates the Region's commitment to the CSWP. Without the COVID-19 disruption, staff were on track to meet the legislated deadline. To meet our obligations as primary responders to COVID-19, the CSWP is anticipated to be presented to Council for approval in early 2022.
- 4.2 Regional staff remain focused on completing a plan that will capably serve this community while meeting legislative requirements, relying on the relationships that have been carefully cultivated. As such, it is recommended that this report be submitted to the Solicitor General as the Region's interim submission of the CSWP for the July 1, 2021 deadline.

Respectfully submitted,

Original signed by

Stella Danos-Papaconstantinou
Commissioner of Social Services

Original signed by

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

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Works and General Manager of Durham Region Transit
Report: #2021-COW-12
Date: June 9, 2021

Subject:

Durham Scarborough Bus Rapid Transit Study

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That the design as illustrated in Attachment #1 be endorsed as the Preferred Technical Option for Metrolinx to advance the Transit Project Assessment Process (TPAP) for the Durham Scarborough Bus Rapid Transit Study, and that Metrolinx continue to work with:
- i) the City of Oshawa, to explore further opportunities to mitigate the loss of on-street parking through the downtown;
 - ii) the Region and Town of Whitby, to explore possible further refinements through the downtown to reduce potential traffic infiltration and improve transit priority including the evaluation of alternative transit stop locations; and
 - iii) the Region, City of Pickering, Town of Ajax, Town of Whitby and the City of Oshawa, to refine the various design features through the Transit Project Assessment Process and Detailed Design stages to address outstanding area-specific concerns; and
- B) That a copy of this report be circulated to the City of Pickering, Town of Ajax, Town of Whitby, City of Oshawa and Metrolinx.
-

Report:

1. Purpose

- 1.1 Provide a summary and status update on the ongoing Durham Scarborough Bus Rapid Transit (DSBRT) Study, including a summary of consultations completed by Metrolinx to date with the impacted Local Area Municipalities (LAMs); and

- 1.2 Seek Regional Council endorsement of the Preferred Technical Option (Attachment #1) for the implementation of Bus Rapid Transit (BRT) on Highway 2, as the basis for Metrolinx to advance the Transit Project Assessment Process (TPAP) and Detail Design stages of the Study.

2. Process and Timing

- 2.1 Once a Preferred Technical Option is endorsed by Regional Council, the TPAP for the DSBRT study is anticipated to formally begin in July 2021 and be completed by January 2022.
- 2.2 Metrolinx will continue work with the LAMs to address any outstanding concerns and refine the design features accordingly. Public consultation will continue during the TPAP, through Public Information Centre #4, through the previously committed Community Liaison Committees (CLCs) and throughout the Detailed Design stage.
- 2.3 The completed TPAP will allow the Region of Durham to proceed under the Investing in Canada Infrastructure Program (ICIP), to construct the approved and funded Highway 2 median transit segments of: Altona Road to Notion Road in Pickering; Westney Road to Alexander Crossing in Ajax; and Lake Ridge Road to Des Newman Boulevard in Whitby. These segments have an approximate combined Regional and ICIP funding capital cost of \$200 million to advance the median transit segments and as well supporting active transportation elements to a significant scale, as highlighted in the staff presentation to the Transit Executive Committee on June 2, 2021 (Attachment #2).
- 2.4 Upon the completion of the DSBRT TPAP, Metrolinx will be positioned to seek Treasury Board approval for completion of the remaining segments of the DSBRT corridor in the Region of Durham and Toronto. Once funding has been confirmed and schedule established, Metrolinx will provide an update to Regional and LAM Councils.
- 2.5 It is noted that after the TPAP concludes the project segments beyond the ICIP scope of work identified in 2.3 must still be funded before project delivery can occur. This means that any construction of the corridor segments in all downtown “pinch-points” along the BRT are estimated to be at least 5-7 years away and is subject to the Region receiving further funding.

3. Background

- 3.1 In 2008, Metrolinx completed the Regional Transportation Plan entitled ‘The Big Move’ to improve mobility throughout the Greater Toronto and Hamilton Area (GTHA) which set out a 25-year vision for supporting growth in the Region. A new rapid transit line between Downtown Oshawa and Scarborough along the Highway 2- Ellesmere corridor linking Oshawa, Whitby, Ajax and Pickering, to connect with the Scarborough’s Rapid Transit (TTC’s) line at the Scarborough Centre was identified as a Top 15 Priority Project in The Big Move.

- 3.2 The Region's 2010 Long Term Transit Strategy further confirmed the need for a rapid transit corridor in the Highway 2 corridor, connecting to Scarborough Centre via Ellesmere Road. The Metrolinx DSBRT Initial Business Case was also completed in 2010 and concluded that the project would generate significant transportation, environmental and socio-economic benefits.
- 3.3 In 2010, as the first step into DSBRT implementation, through the Quick Win funding program the province provided \$82.3 million to Durham Region to support transit and the introduction of the PULSE BRT service between Oshawa and the University of Toronto Scarborough Campus.
- 3.4 Durham Region Transit (DRT) commenced operations of PULSE along Highway 2 in Durham and Kingston Road and Ellesmere Road in Toronto in June 2013 with high-frequency, high-speed service, with new buses, facilities, and road and traffic improvements, upgraded stops and branded shelters. The Phase 1 improvements (funded through the Quick Win and Public Transit Infrastructure Fund programs) implemented the Highway 2 Transit Priority Measures Environmental Assessment (completed 2012, amended 2014). This resulted in curbside bus only lanes along sections of Highway 2 in Ajax (from Westney Road to Salem Road) and in Pickering (from Steeple Hill to Whites Road; Liverpool Road to Glenanna Road; and Brock Road to Bainbridge Drive).
- 3.5 The current DSBRT Study was financed and initiated by Metrolinx in partnership with the Region of Durham and the City of Toronto in February 2017 with an Initial Business Case completed in Spring 2018. The Study then moved to the next stage of Preliminary Design. Demand for travel along the Highway 2 corridor will continue to increase and a higher capacity form of transit will link communities and employment areas as well as mitigate vehicular congestion.
- 3.6 The DSBRT Study proposes approximately 36 km of dedicated transit infrastructure, connecting Oshawa, Whitby, Ajax, Pickering and Scarborough, building on the success of the existing PULSE transit service. The study is proceeding according to the TPAP framework.
- 3.7 In the broader context, the 2017 Durham Transportation Master Plan highlighted the key action to expand Bus Rapid Transit in the Highway 2 corridor, and in 2018, the Metrolinx 2041 Regional Transportation Plan identified DSBRT as a priority project for the GTHA.

4. Public Information Centres and Revisions to the Preferred Technical Option

- 4.1 Metrolinx has completed extensive consultations on the DSBRT study. This includes three Public Information Centres (PIC's) across Durham Region to introduce and advance design concepts for transit priority along Highway 2 in Durham Region. The consultations and the design revisions proposed by Metrolinx and the results of these consultations are outlined in Attachment #3

PIC #1

- At PIC #1 (June 2019), the Study was introduced. There was strong support for the Study and recognition that transit priority on Highway 2, along with active transportation throughout the corridor was a strategic priority.

PIC #2

- At PIC #2 (November 2019), Metrolinx presented alternative solutions for transit priority along Highway 2 in Durham including a Preferred Technical Option aimed at achieving and balancing transit priority goals with active transportation and other planning criteria.

PIC #3

- Based on public and agency input from PIC #2, design elements were revised and an updated Preferred Technical Option was presented at PIC #3. The PIC commenced in November 2020 and in the interest of broader consultation extended into January 2021.

- 4.2 Metrolinx has continued to actively engage the impacted Local Area Municipalities (LAMs – Pickering, Ajax, Whitby, Oshawa) with opportunities provided for further public input along the way.

5. LAM Engagement on the Preferred Technical Option

- 5.1 Metrolinx staff and DSBRT study consultants have reviewed the staff and Council comments from each of the LAMs on the Preferred Technical Option.
- 5.2 Metrolinx has prepared detailed responses to each municipality and is in active engagement with the LAMs on specific aspects of the Preferred Technical Option. The detailed responses and a summary of the engagement is provided in Attachment #4.

6. Recommended Preferred Technical Options

- 6.1 The Initial Business Case by Metrolinx in 2018 projected significant benefits from the implementation of the DSBRT project:
- 9.5 minutes saved per trip per rider
 - 162 kilotonnes of CO₂ reduction
 - 208 fewer traffic related injuries or deaths
 - \$686 million of economic benefits
 - Benefit cost ratio (BCR) of 1.29 meaning for every dollar spent the project returns \$1.29 worth of benefit

- 85% reduction in average bus delay
- 6.2 Metrolinx will re-assess the benefits of the Preferred Technical Option, in an updated Preliminary Design Business Case, to ensure that the revised design continues to provide good value to the taxpayer. The primary driver for the DSBRT project is to achieve maximum transit priority along the Highway 2 corridor thereby providing a solid benefit cost ratio for the project. At the same time, it is recognized that competing priorities will need to be carefully weighed and examined with input from technical analysis and broader stakeholder engagement as the process continues through to the Detailed Design Stage.
- 6.3 To this effect, Regional staff recommend that Regional Council endorse the DSBRT cross-section designs as illustrated in Attachment #1 (Preferred Technical Option) as the basis for Metrolinx to move forward on the DSBRT Study and advance to the TPAP Stage:

Pickering:

- Altona Road to Notion Road: 6-lane cross-section with median BRT lanes, two general traffic lanes in each direction and active transportation facilities.

Ajax

- Notion Road to Elizabeth Street: 6-lane cross-section with median BRT lanes, two general traffic lanes in each direction and active transportation facilities.
- Elizabeth Street to Rotherglen Road: 5-lane cross-section with median BRT lanes, two general traffic lanes in the eastbound direction and one general traffic lane in the westbound direction.
- Rotherglen Road to Lake Ridge Road: 6-lane cross-section with median BRT lanes and two general traffic lanes in each direction and active transportation facilities.

Whitby:

- Lake Ridge Road to Raglan Street: 6-lane cross-section with median BRT lanes, two general traffic lanes in each direction and active transportation facilities.
- Raglan Street to Cochrane Street: 5-lane cross-section with median BRT lanes, two general traffic lanes in the eastbound direction and one general traffic lane in the westbound direction.
- Cochrane Street to Byron Street: 4-lane cross-section with median BRT lanes and one general traffic lane in each direction.
- Byron Street to Brock Street: 3-lane cross-section with an eastbound median BRT lane, an eastbound general traffic lane and a mixed traffic lane in the westbound direction.
- Brock Street to Garden Street: 4-lane cross-section with median BRT lanes and one general traffic lane in each direction.

- Garden Street to Whitby-Oshawa border: 6-lane cross-section with median BRT lanes, two general traffic lanes in each direction and active transportation facilities.

Oshawa

- Whitby-Oshawa border to Waverly Street: 6-lane cross-section with median BRT lanes, two general traffic lanes in each direction. Active transportation facilities between the Whitby-Oshawa border and Thornton Road.
- Waverly Street to Simcoe Street: 3-lane cross-section on both King Street and Bond Street, with a curbside BRT lane and two general traffic lanes.

- 6.4 As a significant transit priority measure, the Preferred Technical Option will provide for 24 km of dedicated bus-only lanes in Durham Region. This will significantly improve travel times and reliability for transit users as well as providing transportation options for the planned growth in Durham. The Preferred Technical Option would also significantly advance the Region's and LAMs' active transportation goals by providing close to 19 km of off-road active transportation facilities, with new sidewalks proposed throughout the corridor length connecting existing gaps and improving accessibility.
- 6.5 The DSBRT project also presents a unique opportunity to enhance many of the Regional and LAM culverts and bridge structures on the Highway 2 corridor which have structural and hydraulic needs, thereby increasing their climate change resilience. The project would also present opportunities to improve the public realm and liveability features through the heritage areas and downtown locations along the corridor. These will be further explored in the Community Liaison Committees and confirmed at the Detailed Design stage.
- 6.6 There are three broad themes that relate to concerns from stakeholders. There will be opportunities throughout the TPAP and Detailed Design Stages to continue the dialogue related to these concerns and refine the design where appropriate:
- Impacts of the median – it is an established fact and recognized Vision Zero measure that medians reduce serious collisions. To meet projected east/west travel demands, Highway 2 will require widening along the entire corridor from the predominantly four-lane section to a six-lane cross-section, whether the widening is for additional general traffic lanes or bus-only lanes. As best practice in traffic safety, arterial roadways require median installations to prevent the serious T-bone collisions. It is acknowledged that the U-turns required to access the properties may be perceived as an inconvenience, however the protected left-turn phasing at downstream signals will provide for much safer access. Existing operational BRT systems also indicate that this perceived inconvenience lessens as drivers adjust to the protected left-hand turn environment.
 - Loss of on-street parking – it is understood that on-street parking in front of the stores on Highway 2 is an attractive feature to businesses. The DSBRT

Study has explored and continues to explore ways to mitigate loss of on-street parking. Through Whitby downtown, mitigation has been identified through an off-site parking lot. Through Oshawa downtown, further efforts continue to find offsets for the net loss of 14 on-street parking spaces.

- Loss of automobile traffic capacity – through portions of Whitby in and close to the downtown area and through Pickering Village in Ajax, the Preferred Technical Option proposes converting existing mixed traffic lanes to bus-only lanes, causing concerns of potential infiltration to neighbouring local roads. The analysis by Metrolinx concludes the impacts would be manageable. The anticipated reduction in overall automobile trips due to diversion to the more reliable transit service, the many planned short-term and long-term Regional and local road infrastructure projects in the transportation network, and above all, adjustments to travel patterns and behaviours over time, should be recognized as mitigating factors that will alleviate this concern.

7. Conclusion and Next Steps

7.1 It is recommended that the design in Attachment #1 be endorsed as the Preferred Technical Option for Metrolinx to advance the DSBRT TPAP, and that Metrolinx continue to work with:

- the City of Oshawa, to look for further opportunities to mitigate loss of on-street parking through the downtown
- the Region and the Town of Whitby, explore possible further refinements through the downtown to reduce potential traffic infiltration and improve transit priority including the evaluation of alternative transit stop locations; and
- the Region, City of Pickering, Town of Ajax, Town of Whitby and the City of Oshawa, to refine the various design features through the TPAP and Detailed Design stages to address area-specific outstanding matters

7.2 The TPAP which is a formal six-month process for the DSBRT study is anticipated to begin in July 2021 and be completed by January 2022. Public consultation will continue during the TPAP and throughout the Detailed Design Stages.

7.3 The completed TPAP will allow the Region of Durham to proceed to construction on the proposed projects identified as part of the ICIP funding program. This includes the Highway 2 median transit segments of: Altona Road to Notion Road in Pickering; Westney Road to Alexander Crossing in Ajax; and Lake Ridge Road to Des Newman Boulevard in Whitby.

7.4 Upon DSBRT TPAP completion, Metrolinx will seek funding to complete the remaining segments of the corridor and proceed to the Detailed Design stage. Once funding has been confirmed and schedule established, Metrolinx will provide an update to Regional and LAM Councils.

7.5 For inquiries, please contact:

David Dunn, Manager, Rapid Transit Office – david.dunn@durham.ca

Ramesh Jagannathan, Director, Transportation & Field Services –
ramesh.jagannathan@durham.ca

Lorraine Huinink, Director, Rapid Transit and Transit Oriented Development Office –
Lorraine.huinink@durham.ca

8. Attachments

- Attachment #1: Durham Scarborough Bus Rapid Transit - Preferred Technical Option Illustrations, dated May 25, 2021
- Attachment #2: Bus Rapid Transit ICIP Project Schedule Update, dated June 2, 2021
- Attachment #3: Public Information Centre Consultations and Design Revision Summary
- Attachment #4: Comments and Responses from Area Municipalities

Respectfully submitted,

Original signed by

Susan Siopis
Commissioner of Works

Original signed by

William Holmes
General Manager, Durham Region
Transit

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Attachment #1 – Durham Scarborough Bus Rapid Transit Preferred Technical Option Illustrations

Pickering Preferred Technical Option

MAPS



BRT STOPS



ACTIVE TRANSPORTATION



Legend

- Sidewalk
- Cycling
- Multi-Use Path

ROAD LAYOUT



Legend

- General and Mixed Traffic Lanes
- BRT Lane
- Median

Schematic illustrations - not to scale

Pickering Preferred Technical Option – Cross Section

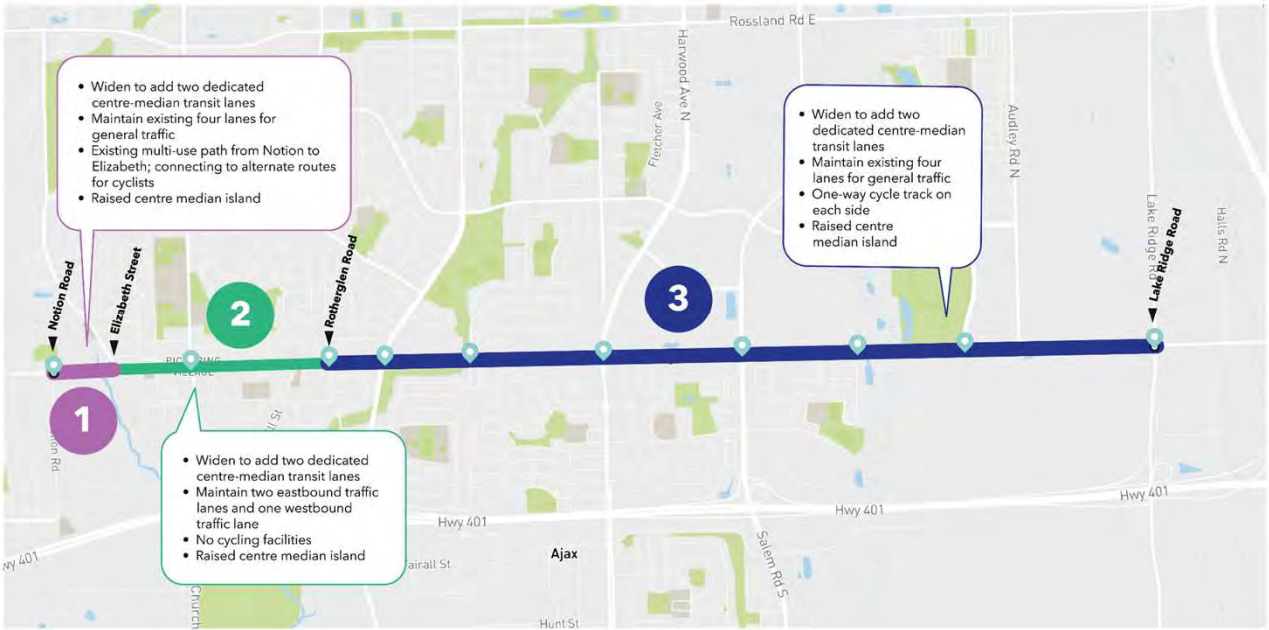
Segment 1 - Altona Road to Notion Road (symmetrical east/west)



Schematic illustrations - not to scale

Ajax Preferred
Technical Option

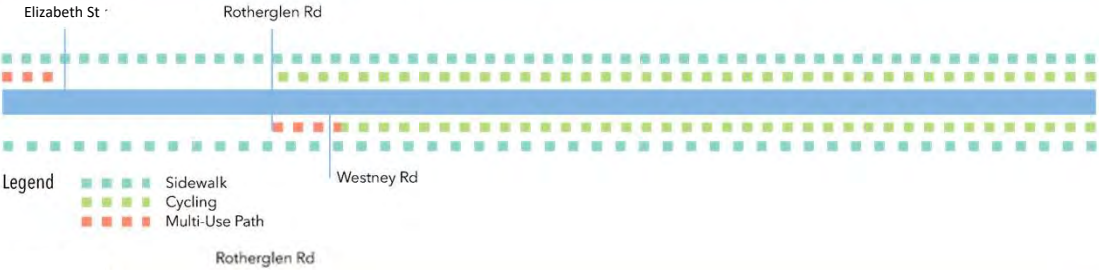
MAPS



BRT STOPS



ACTIVE
TRANSPORTATION



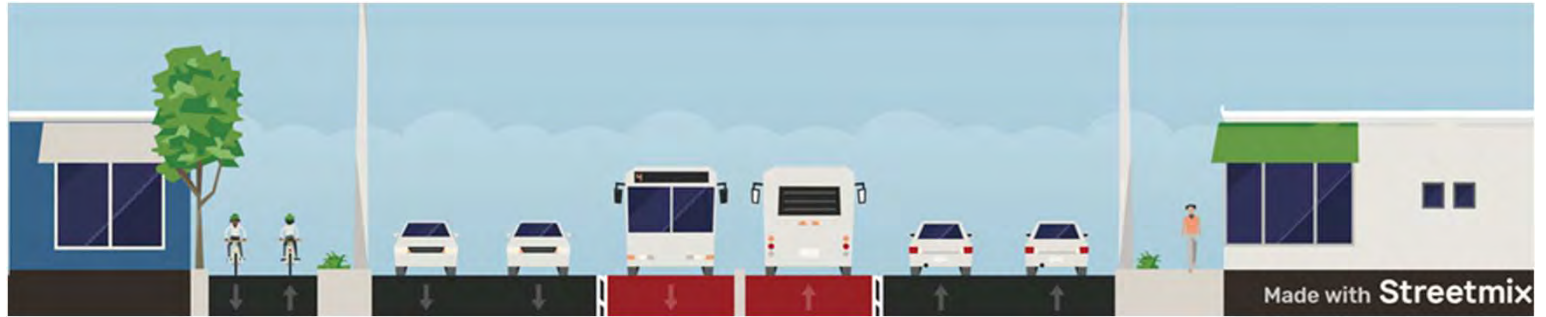
ROAD LAYOUT



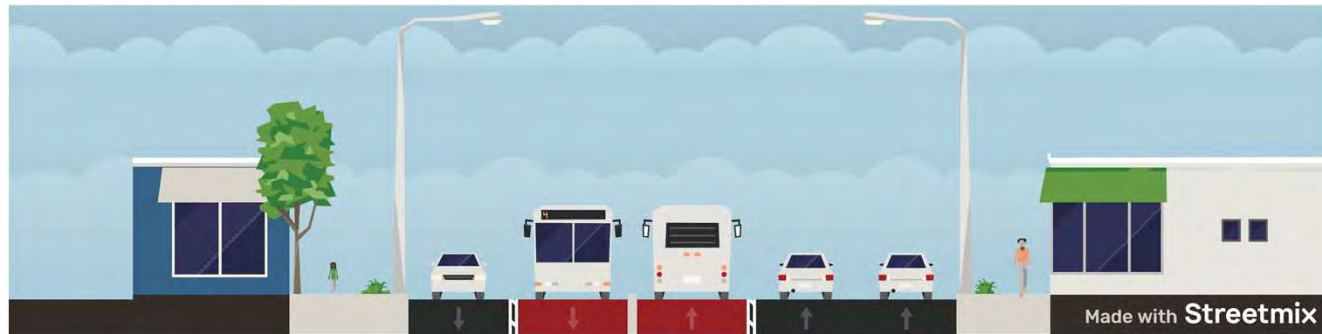
Schematic illustrations - not to scale

Ajax Preferred Technical Option – Cross Sections

Segment 1 - Notion Road to Elizabeth Street (looking eastbound)



Segment 2 Elizabeth Street to Rotherglen Road (looking eastbound)



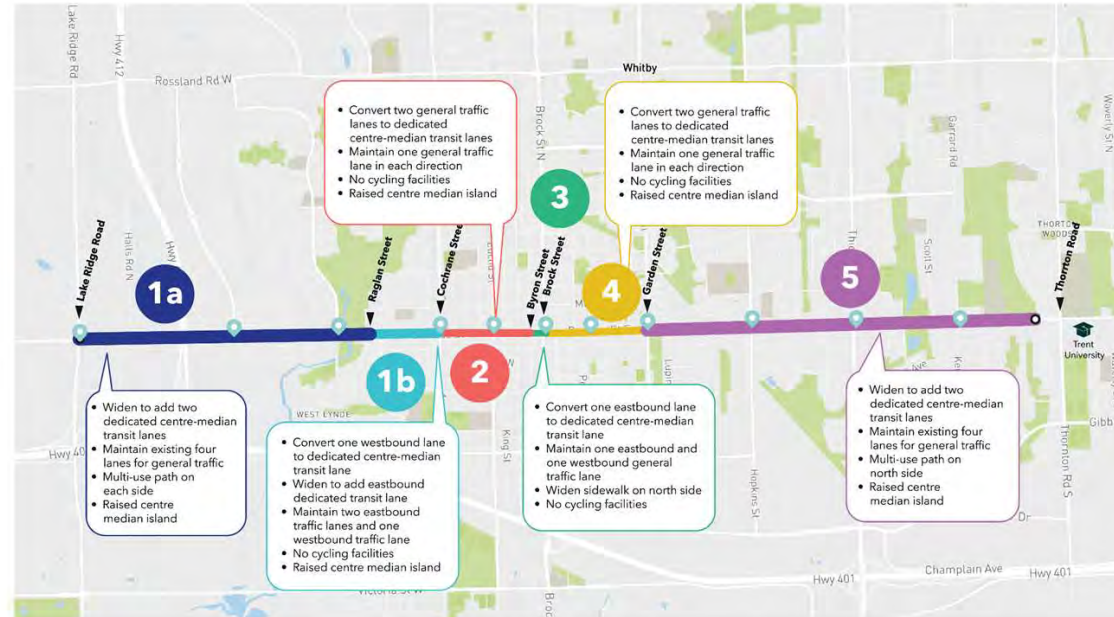
Segment 3 Rotherglen Road to Lake Ridge Road (symmetrical east/west)



Schematic illustrations - not to scale

Whitby Preferred Technical Option

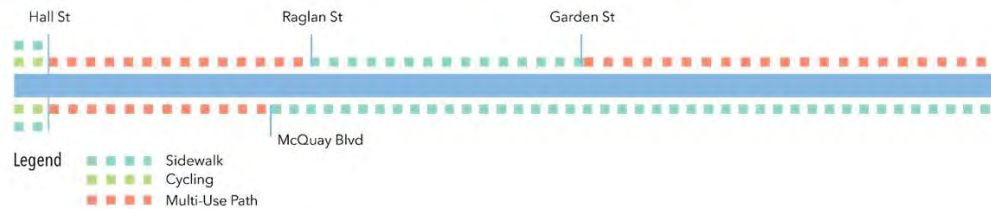
MAPS



BRT STOPS



ACTIVE TRANSPORTATION



ROAD LAYOUT



Schematic illustrations - not to scale

Whitby Preferred Technical Option – Cross Sections

Segment 1a - Lake Ridge Road to Raglan Street (symmetrical east/west)



Segment 1b - Raglan Street to Cochrane Street (looking eastbound)



Segment 2 - Cochrane Street to Byron Street (symmetrical east/west)



Schematic illustrations - not to scale

Whitby Preferred Technical Option – Cross Sections Continued

Segment 3 - Byron Street to Brock Street (looking eastbound)



Segment 4 - Brock Street to Garden Street (symmetrical east/west)



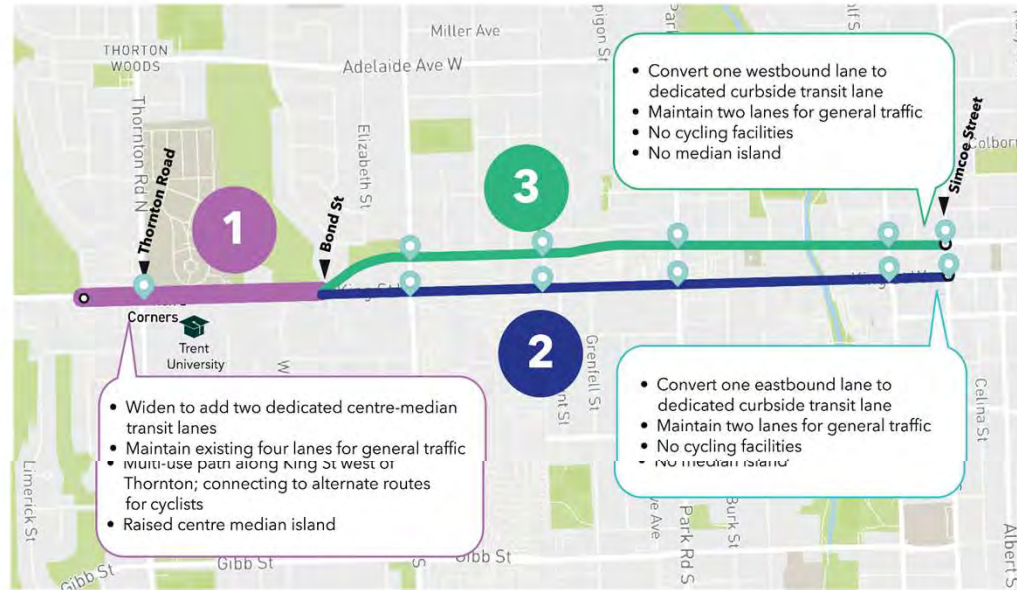
Segment 5 - Garden Street to Whitby/Oshawa Boundary (looking eastbound)



Schematic illustrations - not to scale

Oshawa Preferred Technical Option

MAPS



BRT STOPS



ACTIVE TRANSPORTATION



Legend

- Sidewalk
- Multi-Use Path
- Multi-Use Path

ROAD LAYOUT



Schematic illustrations - not to scale

Oshawa Preferred Technical Option – Cross Sections

Segment 1 - Whitby/Oshawa Boundary to Waverly Street (looking eastbound)



Segment 2 - King Street, Waverly Street to Simcoe Street (looking eastbound)



Segment 3 - Bond Street, Waverly Street to Simcoe Street (looking eastbound)



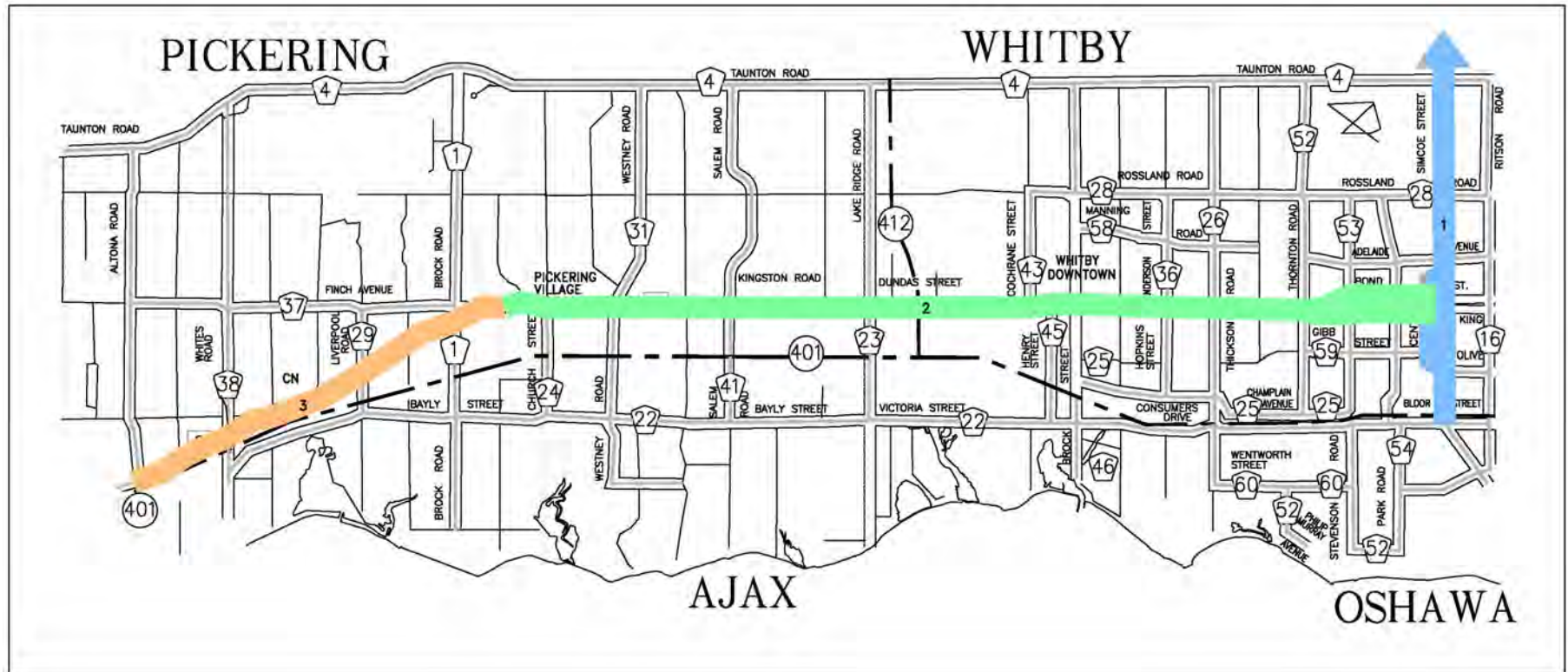
Schematic illustrations - not to scale

Bus Rapid Transit ICIP Project Schedule Update



Transit Executive Committee
June 2, 2021

Investing in Canada Infrastructure Program (ICIP)



1. Simcoe Street Rapid Transit Environmental Assessment (ICIP funding approved).
2. Oshawa, Whitby & Ajax Rapid Transit, Road Works (ICIP funding approved).
3. Pickering Median Transit, Road Works (ICIP funding approved).

Durham-Scarborough BRT TPAP



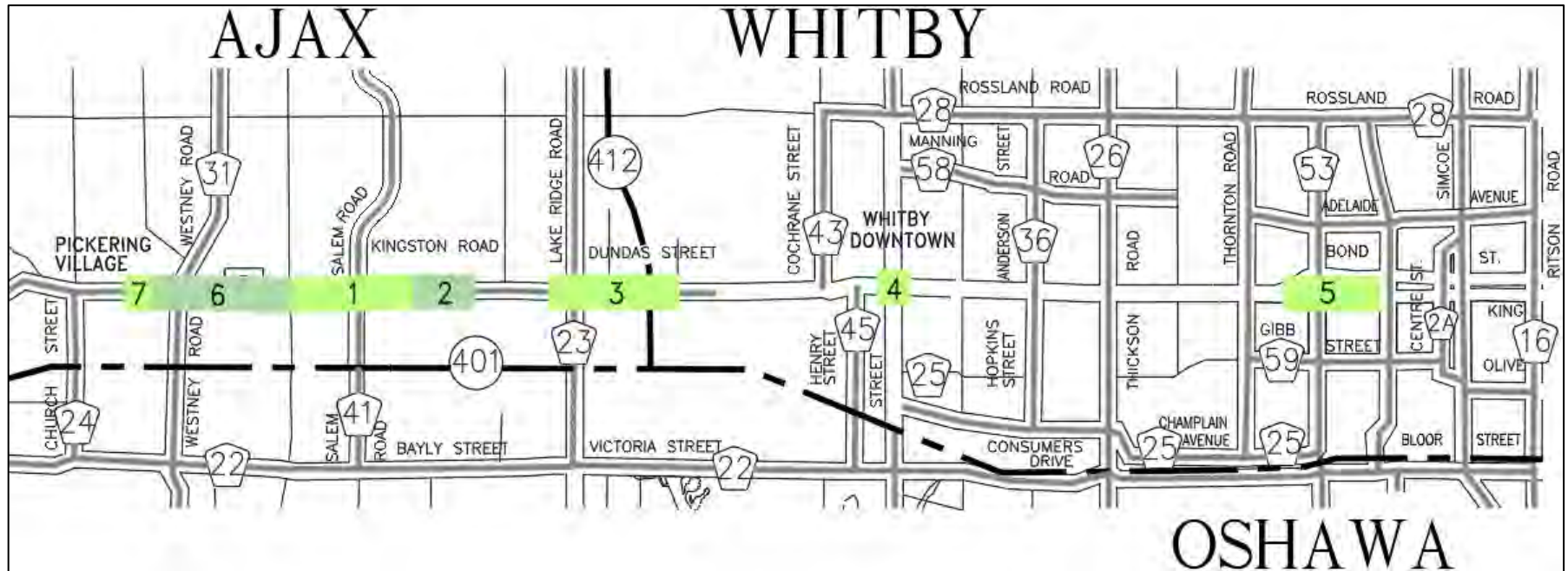
- The Metrolinx led TPAP is in progress for the 36km BRT corridor.
- TPAP Notice of Commencement to be issued in July 2021, with completion in January 2022.
- TPAP completion necessary to allow the Region to advance approved ICIP projects on Highway 2 and meet funding deadline.

Simcoe Street Rapid Transit Environmental Assessment

- EA will evaluate options for rapid transit along the Simcoe corridor.
- \$5 million allocated for the EA and corridor Visioning Study which will commence mid 2021 and is anticipated to conclude late 2024.
- ICIP funding includes \$0.9 million for the design and construction of queue jumps to provide transit priority.



ICIP project list Ajax, Whitby & Oshawa rapid transit



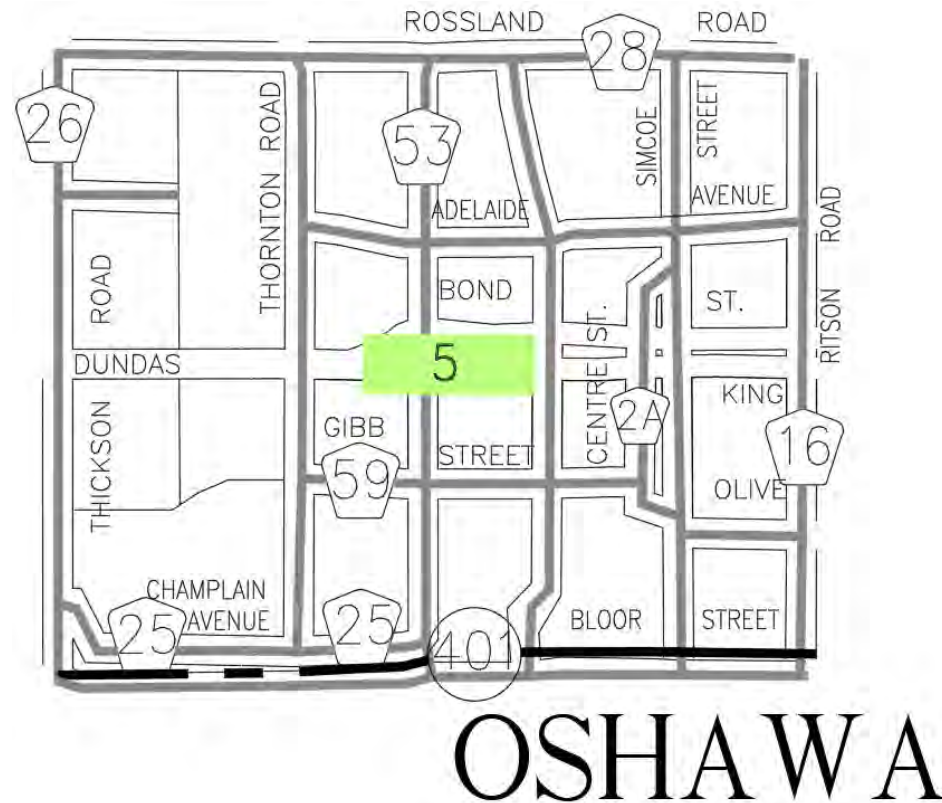
1. Harwood to Galea (Median Transit)
2. Galea to Alexander Crossing (Median Transit)
3. Lake Ridge to Des Newman (Median Transit)
4. Downtown Whitby (Transit Priority Measures)
5. Oshawa (Transit Priority Measures)
6. Westney to Harwood (Median Transit)
7. Pickering Village (Transit Priority Measures)

Segments listed in order of planned sequencing of construction, based on project readiness.

ICIP Scope of Work - Oshawa

ICIP funding includes a budget of \$1.5 million for potential advanced projects on King/Bond. Potential projects such as queue jumps or line painting, will be identified upon completion of the DSBRT TPAP. Works to be tentatively constructed starting in 2024.

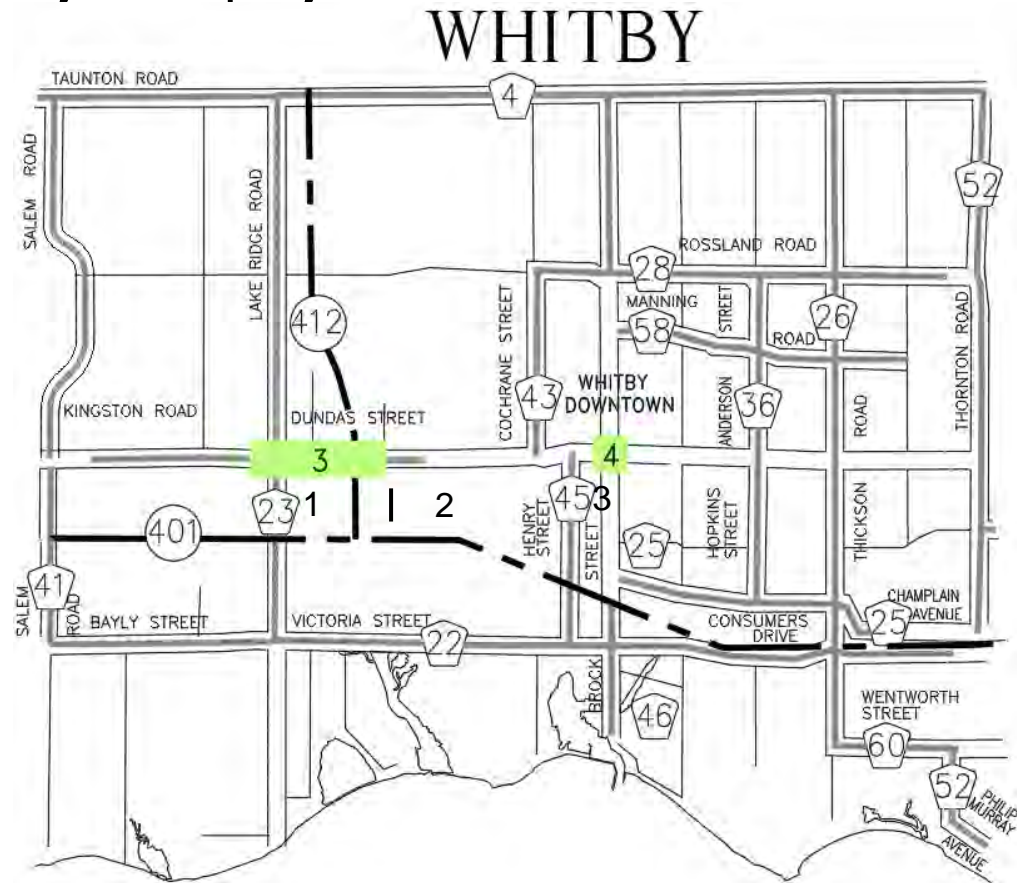
Construction of the TPAP recommended design on King/Bond is subject to additional external funding.



ICIP Scope of Work - Whitby

Two segments proposed with an estimated total cost of \$19 million. Tentative construction start date for median BRT lanes, sidewalks and active transportation facilities. Subject to property acquisition, utility relocations and coordination of adjacent projects.

3. Lake Ridge to Des Newman in 2024
 4. \$150,000 allocated for potential queue jump in downtown Whitby in 2024
- Remaining DSBRT segments including Downtown Whitby are subject to additional external funding.

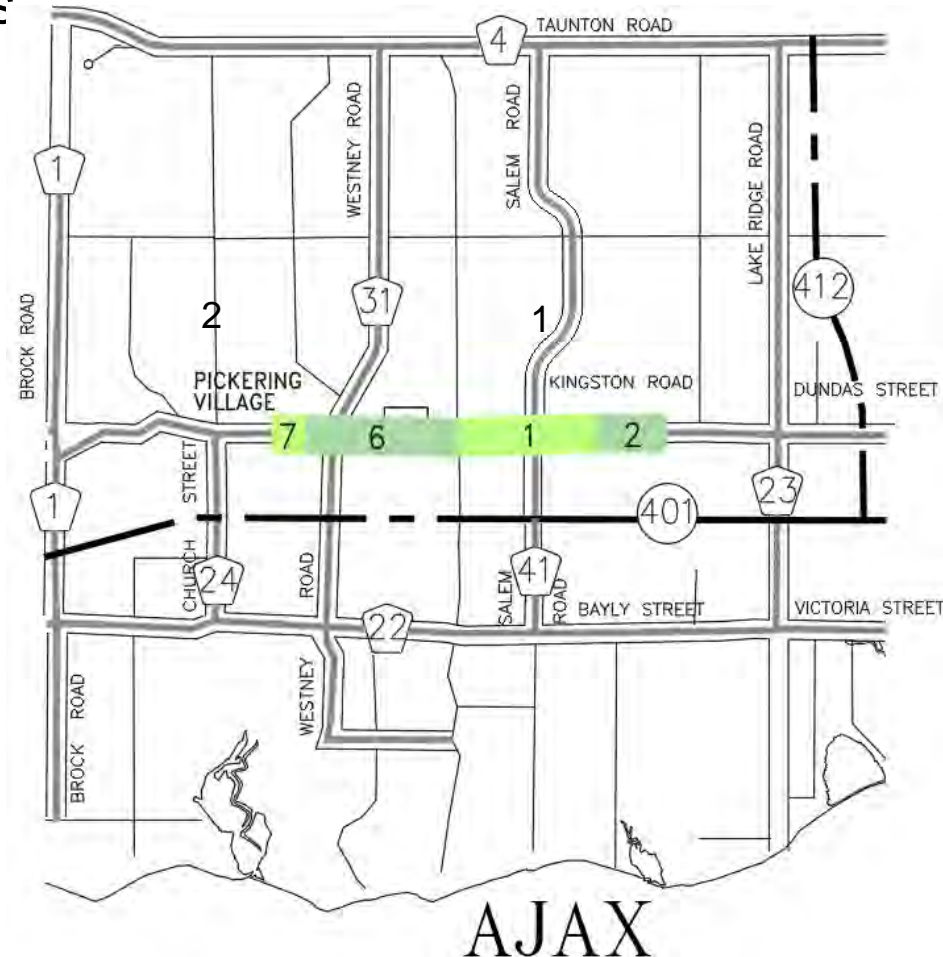


ICIP scope of work - Ajax

Four segments proposed at an estimated total cost of \$39 million. Tentative construction start dates for median BRT lanes, sidewalks and off-road cycle tracks. Subject to property acquisition, utility relocations and coordination of adjacent projects

1. Harwood to Galea in 2022
2. Galea to Alexander
Crossing in 2023
6. Westney to Harwood in 2025
7. Pickering Village potential
queue jump in 2025

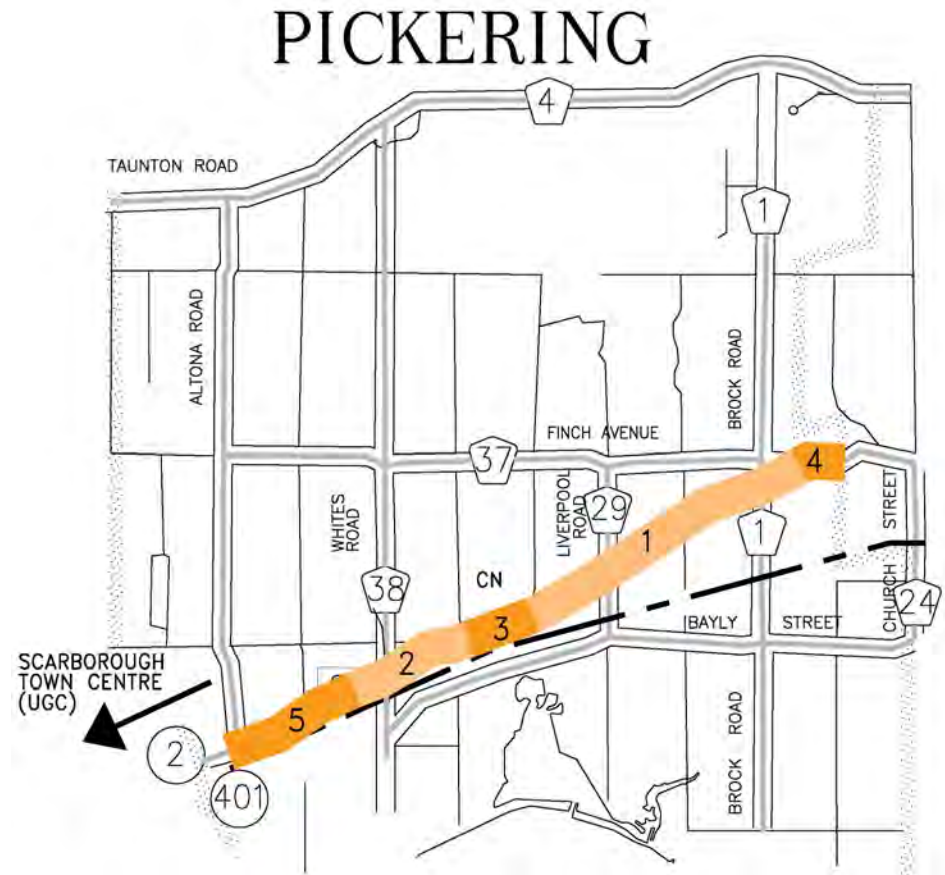
Remaining segments in Pickering Village and east of Alexander Crossing are subject to additional external funding.



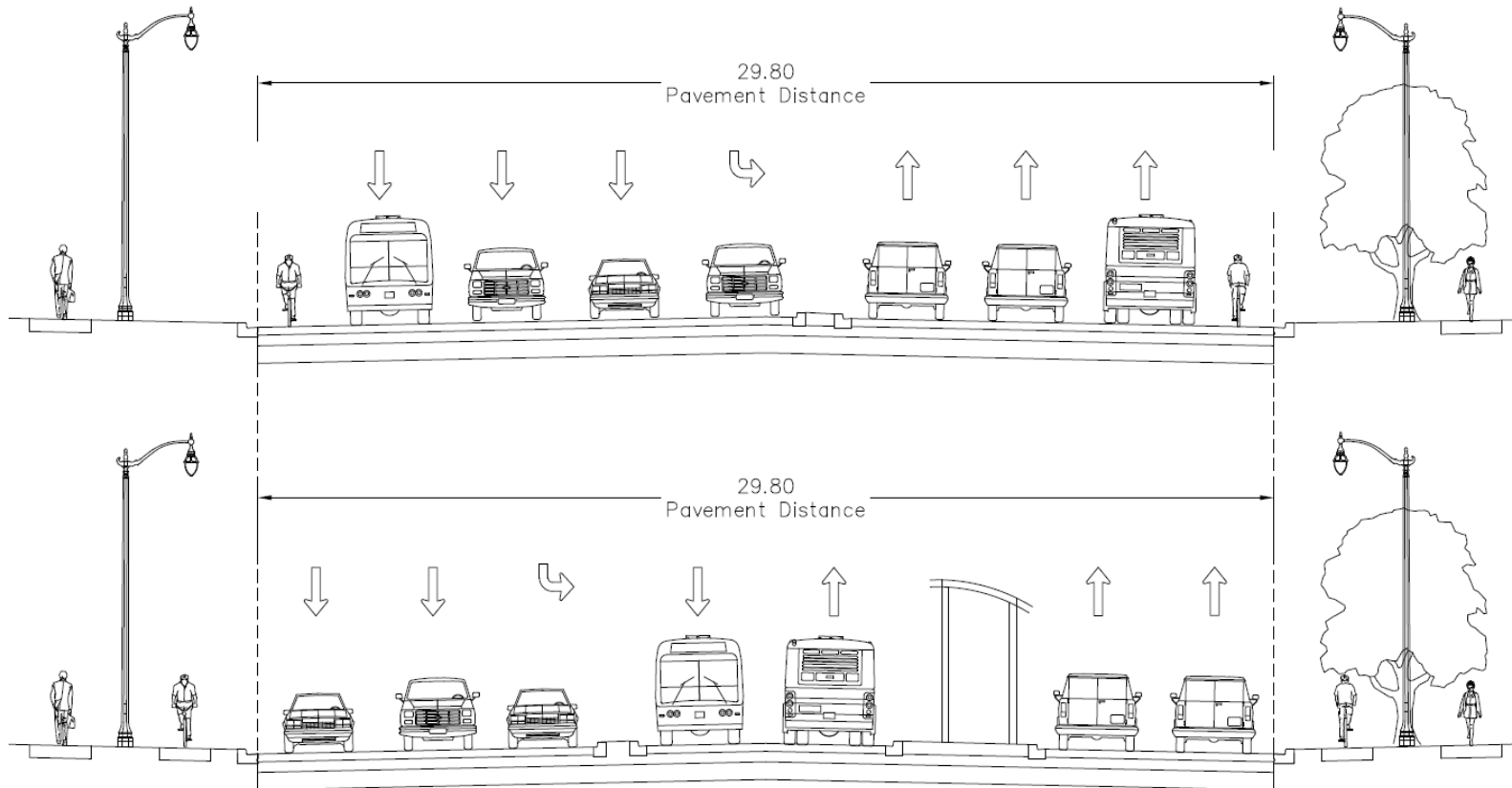
ICIP scope of work - Pickering

Five segments proposed at an estimated total cost of \$126 million. Tentative construction start dates for median transit lanes, sidewalks and off-road cycle tracks. Subject to property acquisition, utility relocations and coordination of adjacent projects.

1. Dixie to Bainbridge in 2022
2. Steeple Hill to Merritton in 2023
3. Merritton to Dixie in 2024
4. Bainbridge to Notion in 2024
5. Altona to Steeple Hill in 2025



Converting existing curbside to median Pickering and Ajax segments



- Outside curbs and utilities have been constructed in their ultimate location through intersections to minimize throw away costs.
- New construction at existing curbside segments consists of: median shelters, signals, red asphalt for bus lanes and off-road bike lanes.

BRT implementation progress

- Prequalified both consultants and contractors to help mitigate quality and delay concerns.
- RFPs issued for detailed design, for four project segments covering 7.3km of proposed BRT lanes.
- Completed R-Plans for first phase of property acquisition, currently preparing appraisals.
- Acquisition letters to property owners, starting summer 2021.



Questions?

Attachment 3 Public Information Centre Consultations and Design Revision Summary

1. Public Information Centres

- 1.1 Metrolinx has completed extensive consultations to date on the DSBRT study, including multiple Public Information Centres (PICs) across Durham Region to introduce and advance design concepts for transit priority along Highway 2 in Durham Region. The three PICs completed in Durham Region were as follows:

Public Information Center	Months/year	Location/Forum	Primary Purpose of Engagement
PIC #1	June 2019	Oshawa Civic Rec Centre, Anderson Collegiate, McLean Centre and Pickering Rec Complex	Introduce the DSBRT Study
PIC #2	November 2019	Oshawa City Hall, Region of Durham Headquarters, St. George Church and Pickering Town Centre	Seek input to alternative transit solutions and a Preferred Option
PIC #3	November 2020 to January 2021	Virtual Open House through Metrolinx website	Seek input to refinements to the Technically Preferred Option

PIC #1

- 1.2 At PIC #1, the Study was introduced. There was strong support for the Study and recognition that transit priority on Highway 2, along with active transportation throughout the corridor was a strategic priority.

PIC #2

- 1.3 At PIC #2, Metrolinx presented alternative solutions for transit priority along Highway 2 in Durham including a Technically Preferred Option as described below that is aimed at achieving and balancing transit priority goals with active transportation and other planning criteria:

Pickering (7.4 km):

- Altona Road to Rougemount Drive: 4-lane cross-section with transit vehicles in mixed traffic.
- Rougemount Drive to Notion Road: 6-lane cross-section with median Bus Rapid Transit (BRT) lanes and two general traffic lanes in each direction.
- Sidewalk and cycling (i.e. off-road tracks or multi-use path) facilities through the entire segment.

Ajax (6.7 km):

- Notion Road to Rotherglen Road: 4-lane cross-section with curbside BRT lanes and one general traffic lane in each direction.
- Rotherglen Road to Lake Ridge Road: 6-lane cross-section with median (BRT) lanes and two general traffic lanes in each direction.
- Sidewalk facilities through the entire segment. Cycling facilities from Notion Road to West Duffins Creek and Rotherglen Road to Lake Ridge Road.

Whitby (7.5 km):

- Lake Ridge Road to Cochrane Street: 6-lane cross-section with median BRT lanes and two general traffic lanes in each direction.
- Cochrane Street to Garden Street: 4-lane cross-section with curbside BRT lanes and one general traffic lane in each direction.
- Garden Street to Whitby-Oshawa border: 6-lane cross-section with median BRT lanes and two general traffic lanes in each direction.
- Sidewalk facilities from Lake Ridge Road to Whitby-Oshawa border; and cycling facilities on the segments west of Cochrane Street and east of Garden Street.

Oshawa (2.8 km):

- Whitby-Oshawa border to Waverly Street: 6-lane cross-section with median BRT lanes and two general traffic lanes in each direction.
- Waverly Street to McMillan Drive: 4-lane cross-section on King Street with one westbound (contra-flow) BRT lane, one eastbound BRT lane and two general traffic lanes.

- McMillian Drive to Simcoe Street: 3-lane cross-section on King Street with one westbound (contra-flow) BRT lane, one eastbound BRT lane and one general traffic lane.
- Sidewalk facilities through the entire segment. Cycling facilities on the segment from the Whitby-Oshawa border to Thornton Road.

PIC #3

- 1.4 Based on public and agency input from PIC #2, the design elements of the Preferred Option were revised and a Preferred Design was presented at PIC #3. The major revisions included:

Pickering:

- Altona Road to Rougemount Drive: revised to a 6-lane cross-section with median BRT lanes, in order to provide transit priority through to Rougemount Drive BRT lanes were added to the cross-section.

Ajax:

- Elizabeth Street to Rotherglen Road: revised to a 5-lane cross-section with median BRT lanes, one general traffic lane in the westbound direction and two general traffic lanes in the eastbound direction; the revision was in response to concerns about infiltration to local streets and the eastbound traffic congestion levels in the pm peak period.

Whitby:

- Cochrane Street to Byron Street: revised to a 4-lane cross-section with median BRT lanes and one general traffic lane in each direction. To improve transit travel times and reliability the design was revised from curbside BRT to median BRT.
- Byron Street to Green Street: revised to a Transit Mall, 2-lane cross-section with median BRT lanes. Design includes new widened sidewalks on the north and south boulevards. Based on Town Council direction and a subsequent design charrette, the Transit Mall option was developed to provide transit priority, enhance walkability, improve pedestrian safety and improve accessibility.
- Green to Garden Street: revised to a 4-lane cross-section with median BRT lanes and one general traffic lane in each direction. To improve transit travel times and transit reliability, the design was revised from curbside BRT to median BRT.

- The existing municipal parking lot at the corner of Elm Street and Byron Street is proposed to be expanded to offset all the parking spots removed on Dundas Street.

Oshawa:

- Waverly Street to Simcoe Street: revised to a 3-lane cross-section with one curbside BRT lane and two general traffic lanes on both King Street and Bond Street, in response to operational and safety concerns with the contraflow option. The proposed design was revised to curbside BRT on both King Street and Bond Street.

- 1.5 Metrolinx has continued to actively engage the impacted Local Area Municipalities (LAMs – i.e. Pickering, Ajax, Whitby, Oshawa) with opportunities provided for further public input along the way.
- 1.6 At present, Metrolinx is in active engagement with the LAMs on specific aspects of the Preferred Design.

2. LAM Engagement on the Preferred Option

- 2.1 Metrolinx staff and the DSBRT study consultants have reviewed the staff and/or Council comments received from each of the LAMs on the Preferred Design and have prepared detailed responses (see Attachment #1). Following is a summary:

Pickering:

- City staff have requested to be engaged in the urban design of the transit stops and in the examination of opportunities for landscaping, in order to allow effective redevelopment along the corridor and to ensure the stops are of highest quality to create a more comfortable waiting environment and greater ridership. Metrolinx has advised that the architectural report and drawings and streetscape demonstration plans will be circulated for review later this spring for feedback, and has noted that these elements will be advanced and confirmed in detail design with further opportunities provided for feedback from the City.

Ajax:

- Town Council has requested that as the detailed design progresses for the proposed Pickering Village section, Metrolinx continue to consult with Town staff and local Councillors on acquisitions and widening plans to ensure that the design maintains the integrity of the area. Metrolinx has committed to ongoing consultations during the design with both Town staff and Council, along with consultation with key stakeholders through Community Liaison Committees (CLCs).

- Town Council has requested that Metrolinx reflect the historical significance and place making opportunities of Pickering Village through: the protection, conservation and restoration of historical properties, design of features such as bus shelters, gateway features and the Duffins Creek bridge, and the enhancement of existing and new public amenities in conjunction with the Town's Recreation Master Plan. Metrolinx has acknowledged this in the Environmental Project Report.

Whitby:

- Town Council has requested that Metrolinx continue to further engage the community for public feedback on the proposal. In response, Metrolinx mailed out advertisements to all Whitby residents and hosted a virtual live public event on May 20, 2021.
- Town Council has requested that their staff continue to meet with Metrolinx and Regional staff to discuss the alternatives and comments received to date and report back to Town Council.
- Metrolinx met with the Region of Durham and Whitby staff continue to collaborate to discuss the analysis undertaken on Option 1 presented in Whitby staff report PW 12-21.
- Town Council has requested that Metrolinx assess and present to the public a Town staff alternative that includes a 2-lane mixed traffic cross section through the downtown core with wider sidewalks and flexible boulevards.
- Metrolinx continues to carry out the analysis that has been requested and is confident that further design revisions to the Preferred Technical Option can be accommodated at the TPAP and detailed design stages if warranted.

Oshawa

- City Council objects to the proposed median from the Oshawa-Whitby boundary to Waverly Street South due the impact of left-turn prohibitions into private properties, and also objects to the 6-lane cross-section in this stretch. The City only supports the curb lane option. It has been noted by Metrolinx that the proposed raised centre median increases safety for general traffic by moving all left turns to signalized intersections. General traffic will be able to make U-turns (both eastbound and westbound) at Thornton Road and eastbound at Waverly Street to access driveways on the north and south sides of King Street West. Under the Region's Vision Zero initiative, even without the BRT, mid-block left turn movements would be prohibited to eliminate the severe T-bone collisions associated. Instead, vehicles would be able to make a safer U-turn movement on a

protected phase at a signalized intersection. With centre-running BRT, the U-turn movement is easier to make than without centre-running transit lanes. In addition, a westbound left turn lane at Waverly has been added to the drawings.

- City staff/council do not support any loss of on-street parking due to the DSBRT project. The Preferred Design would result in a loss of 23 parking spaces along King Street and another 20 spaces along Bond Street. Revisions have been made since to the design to minimize the number of parking being displaced. Specifically, the revisions through the downtown core have reinstated all 20 spots on Bond Street and 9 of the 23 spots on King Street, therefore reducing the total number of displaced spots to 14. The potential for a new parking lot has also been identified on the corner of Simcoe and Bond for an additional 11 parking spots, together with 3 new additional spots in the north boulevard of King Street, thereby reducing the net lost parking to zero. City staff have noted some potential concerns with the locations and feasibility of these 14 'offsetting' spots. Metrolinx has offered to continue to work with City staff to further review these and other potential locations for displaced parking from King Street.
 - It is the City's expectation that Metrolinx and Durham Region will develop a comprehensive communication plan to engage both residents and businesses via direct mailout to the City's satisfaction.
 - Metrolinx has worked with City staff to identify an effective outreach and communications plan to facilitate an Oshawa-specific live consultation event online on June 3, 2021.
-

Attachment #4 Comments and Responses from Area Municipalities

Project Name **Durham-Scarborough BRT**
 IBI Project Number **119887**

Client **Metrolinx**
 Project Manager **Lee Caragiale**

Document Reviewed **Civil Design**
 Date Received **10/23/2020**
 Last Updated **3/24/2021**



PARSONS

No.	Comment Date	Commenter	Comment / Question	Page #	Category	IBI / Parsons Response	Action by	Status
1	10/23/2020	N. Zahoor	As this is a major piece of transit infrastructure we are very interested in the urban design of the transit stops and the architectural opportunity they present. This infrastructure will facilitate redevelopment along Kingston Road, but will also form an integral part of the public realm. We strongly encourage the Region to design transit stops to highest quality to create a more comfortable waiting environment, which could lead to greater ridership. For this reason we would appreciate the opportunity to review and comment on the details of the transit stop design.	General	Other	Thank you for your comment. The architectural report and drawings will be circulated for review later this spring . We look forward to your feedback. Note that because this project is in the preliminary design phase, the shelters proposed are conceptual. Most design elements will be confirmed in detail design.	M. Parkhill	Open
2	10/23/2020	N. Zahoor	The opportunities for landscape plantings in the boulevards are very limited near the transit platforms so we are interested in the design to examine opportunities for landscaping.	General	Other	Noted. The streetscape demonstration plans will be circulated for review later this spring.	M. Parkhill	Open
3	10/23/2020	N. Zahoor	We are not sure what the diagonal hatching is meant to illustrate on the plans. Many have a BHR/CHL note that we cannot decipher. Please clarify.	General	Clarity	The orange hatching represents properties identified with existing development applications, while the green hatching represents properties identified as built heritage resources (BHR) and/or cultural heritage landscape (CHL). BHR means: "...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, "structures" does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers." CHL means: "... a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples."	No action.	Resolved
4	10/23/2020	N. Zahoor	With the transit stops being limited by the construction of the BRT platforms in the centre medians how are the curb side stops being serviced or are they being removed?	General	Methodology	Most local stops in Pickering will be served by BRT stops. There are around 5 local stops that are planned to remain. DRT and Durham Region will review local stops during detail design.	A. Chiu	Resolved
5	10/23/2020	N. Zahoor	Cross sections at intervals on all plans would be of assistance.	General	Other	Interval cross-sections of the design will be available once the preferred design is confirmed, which will likely be mid-2021.	A. Chiu	Open
6	10/23/2020	N. Zahoor	The City is currently reviewing a redevelopment proposal for the commercial property on the south side of Kingston Road at Steeple Hill. This potentially could accommodate a large number of residents. Would this warrant the establishment of a dedicated BRT station?	PIK-001	Scope	Thank you for this information. Steeple Hill intersection is about 300 metres from the BRT stop at Whites Road. A BRT stop will not be added at Steeple Hill.	A. Chiu	Resolved

No.	Comment Date	Commenter	Comment / Question	Page #	Category	IBI / Parsons Response	Action by	Status
7	10/23/2020	N. Zahoor	It is unclear why Kingston Road is split at the CN rail crossing. Topography for this area would indicate that an extensive retaining wall would be required at the rear of the properties on Dunbarton Road. A cross section of this area would be very helpful to understand the impacts on the urban design.	PIK-002	Clarity	The gap between the eastbound and westbound lanes is due to the proposed bridge identified through the Highway 2 EA previously completed by Durham Region. The westbound lanes will travel under the new bridge. For further details, please see the attached drawings from the Highway 2 EA Addendum.	A. Chiu	Resolved
8	10/23/2020	N. Zahoor	The intersection of Walnut Lane and Kingston Road may be another opportunity to provide a BRT platform. An environmental assessment is currently underway to extend Walnut Lane to the south and east which will connect with Liverpool Road. This connection is anticipated to encourage additional development of these lands.	PIK-002	Scope	Thank you for this information. Walnut Lane intersection is about 300 metres from the BRT stop at Dixie. A BRT stop will not be added at Walnut Lane. Bus Rapid Transit stops are further apart than local transit stops for faster transit travel times.	A. Chiu	Resolved
9	10/23/2020	N. Zahoor	The sidewalk on the southeast corner of Kingston Road at Valley Farm Road is encroaching onto the private property that is currently subject to a site plan application for a 22 store retirement building. It appears that the configuration of the sidewalk is to avoid the existing electrical switch gears in the boulevard. It is recommended that this infrastructure be buried/relocated to free up space for improvements to the public realm.	PIK-003	Analysis	The design has been revised to avoid property impacts at this development and avoid impacts to the existing hydro boxes.	A. Chiu	Resolved
10	10/23/2020	N. Zahoor	We have noticed that the intersection of Guild Road\Denmar Road and Kingston Road does not reflect the intended traffic signals to be installed at this intersection. This should be revised to reflect the planned signals. The City is currently reviewing a development proposal for a high density residential development at the northwest corner of Guild Road and Kingston Road. We recommend that this intersection also include a BRT transit platform.	PIK-004	Scope	The design has been updated to reflect the traffic signal that will be added at Guild. Guild Road intersection is about 310 meters from the BRT stop at Brock Road. A BRT stop will not be added at Guild Road.	A. Chiu	Resolved

Review Comments Spreadsheet



Review Code:		
Designer:		IBI/Parsons
		Comment
37	City of Pickering	<p>Elizabeth Martelluzzi</p> <p>Due to a recent study by the City of Pickering for the Kingston Road Corridor, along with an active Official Plan Amendment application for Kingston Road, the following properties have been recommended by Heritage Pickering to be listed on the City of Pickering Municipal Heritage Register. Further, we engaged a consultant to assist us with the review. I have attached the report, which ASI may find useful or not.</p> <p>-301 Kingston Road -1 Evelyn Avenue -882-886 Kingston Road (St. Paul's On-the-Hill Church) -401 Kingston Road</p>
		IBI/ParsonsResponse
		Acknowledged. These are identified in our report.
38	City of Pickering	<p>Elizabeth Martelluzzi</p> <p>Further, there is an active Planning Act application on 1294 Kingston Road. The resubmission from the applicant indicates their proposal to move the Old Liverpool House 16 metres south, closer to its original location. This has been approved by Heritage Pickering, however this development has not yet been approved by City Council.</p>
		Acknowledged. This has been added to the report.

Hailey McWilliam

From: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Sent: Monday, March 1, 2021 11:40 AM
To: Martelluzzi, Elizabeth
Cc: Zahoor, Nadeem; Hopper, David; Margaret Parkhill; Hailey McWilliam
Subject: RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Pickering)

Hi Elizabeth,

Thank you for reviewing and confirming. We will keep you informed if there is any updates to the CHAR.

Regards,

Ragavan Thuraisinganathan, P.Eng
Rail & Transit Engineer



625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
Ragavan.Thuraisinganath@parsons.com | (905) 943-0517

www.parsons.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

From: Martelluzzi, Elizabeth <emartelluzzi@pickering.ca>
Sent: Friday, February 26, 2021 4:19 PM
To: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Cc: Zahoor, Nadeem <nzahoor@pickering.ca>; Hopper, David <David.Hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: [EXTERNAL] RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Pickering)

Good Afternoon,

You have included the previous information I provided and I have no further comments at this time.

Please continue to circulate me on updates to this.

Have a good weekend

Elizabeth Martelluzzi B.U.R.PI
Planner II, Heritage | City Development Department
905.420.4660 ext. 2169 | 1.866.683.2760
emartelluzzi@pickering.ca



Your City. Right Now. pickering.ca [\[pickering.ca\]](http://pickering.ca)

[\[pickering.ca\]](http://pickering.ca)[\[instagram.com\]](https://www.instagram.com/pickering)[\[twitter.com\]](https://twitter.com/pickering)[\[facebook.com\]](https://www.facebook.com/pickering)
[\[eneews.pickering.ca\]](https://www.eneews.pickering.ca)



From: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Sent: Thursday, February 4, 2021 5:52 PM
To: Martelluzzi, Elizabeth <emartelluzzi@pickering.ca>
Cc: Zahoor, Nadeem <nzahoor@pickering.ca>; Hopper, David <David.Hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Pickering)

Hi Elizabeth,

Thank you for your comments on the Draft Cultural Heritage Assessment Report for the Durham Scarborough Bus Rapid Transit back in December. A revised draft of this report is now ready for review.

The link below contains the following documents:

[Pickering \[parsons365can-my.sharepoint.com\]](#)

- Draft Cultural Heritage Assessment Report including Appendices A and B
- Comment response sheet

Please review the report and it would be appreciated if you could provide comments by February 24th, 2021.

Regards,

Ragavan Thuraisinganathan, P.Eng
Rail & Transit Engineer



625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
Ragavan.Thuraisinganath@parsons.com | (905) 943-0517

www.parsons.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

From: Martelluzzi, Elizabeth <emartelluzzi@pickering.ca>
Sent: Tuesday, December 22, 2020 4:38 PM
To: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Cc: Zahoor, Nadeem <nzahoor@pickering.ca>
Subject: [EXTERNAL] RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Pickering)

Hello Ragavan,

The following has changed since I last provided information to ASI:

Due to a recent study by the City of Pickering for the Kingston Road Corridor, along with an active Official Plan Amendment application for Kingston Road, the following properties have been recommended by Heritage Pickering to be listed on the City of Pickering Municipal Heritage Register. Further, we engaged a consultant to assist us with the review. I have attached the report, which ASI may find useful or not.

- 301 Kingston Road
- 1 Evelyn Avenue
- 882-886 Kingston Road (St. Paul's On-the-Hill Church)
- 401 Kingston Road

Staff will begin steps to bring the recommendation from Heritage Pickering to Council in the new year.

Further, there is an active Planning Act application on 1294 Kingston Road. The resubmission from the applicant indicates their proposal to move the Old Liverpool House 16 metres south, closer to its original location. This has been approved by Heritage Pickering, however this development has not yet been approved by City Council.

Happy holidays and let me know if you have any questions in the new year.

Elizabeth Martelluzzi [B.U.R.P.I \[b.u.r.p.i\]](#)

Planner II, Heritage | City Development Department

905.420.4660 ext. 2169 | 1.866.683.2760

emartelluzzi@pickering.ca



Your City. Right Now. pickering.ca [\[pickering.ca\]](#)

[\[pickering.ca\]](#) [\[pickering.ca\]](#) [\[instagram.com\]](#)

[\[instagram.com\]](#) [\[twitter.com\]](#) [\[twitter.com\]](#) [\[facebook.com\]](#)

[\[facebook.com\]](#)      [pingstreet](#) [\[enews.pickering.ca\]](#)

From: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>

Sent: Wednesday, November 25, 2020 10:53 AM

To: Martelluzzi, Elizabeth <emartelluzzi@pickering.ca>

Subject: RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Pickering)

Hi Elizabeth,

The City of Pickering has been engaged throughout this project thus far through technical and planning consultation. The 75% technical reports are being circulated now to all municipalities within the corridor.

For the review of these reports, you may compile all your comments/questions and send them to me and I would be able to pass them on to our cultural heritage subconsultant (ASI). Otherwise, if you have any specific content/research related questions, you may contact ASI directly.

Regards,

Ragavan

From: Martelluzzi, Elizabeth <emartelluzzi@pickering.ca>

Sent: Wednesday, November 25, 2020 10:34 AM

To: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>

Subject: [EXTERNAL] RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Pickering)

Hi Ragavan,

Is this the first time the City has been consulted on the cultural heritage aspect of the entirety of the BRT along Kingston road? I am just curious because I have only taken over the position in the past 2 years and I have worked with you on other Metrolinx studies.

Also, if I have questions for the writers of the cultural heritage report, can I contact them? Or are you the best contact?

Thanks in advance!

Elizabeth Martelluzzi [B.U.R.PI \[b.u.r.pl\]](mailto:B.U.R.PI@pickering.ca)
Planner II, Heritage | City Development Department
905.420.4660 ext. 2169 | 1.866.683.2760
emartelluzzi@pickering.ca



Your City. Right Now. pickering.ca [\[pickering.ca\]](http://pickering.ca)

[\[pickering.ca\]](http://pickering.ca) [\[pickering.ca\]](http://pickering.ca) [\[instagram.com\]](https://www.instagram.com/pickering.ca)

[\[instagram.com\]](https://www.instagram.com/pickering.ca) [\[twitter.com\]](https://twitter.com/pickering_ca) [\[twitter.com\]](https://twitter.com/pickering_ca) [\[facebook.com\]](https://www.facebook.com/pickering.ca)

[\[facebook.com\]](https://www.facebook.com/pickering.ca) [f](https://www.facebook.com/pickering.ca) [t](https://www.facebook.com/pickering.ca) [i](https://www.facebook.com/pickering.ca) [e](https://www.facebook.com/pickering.ca) [phgstreet](https://www.facebook.com/pickering.ca) [\[enews.pickering.ca\]](https://www.facebook.com/pickering.ca)

From: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Sent: Wednesday, November 25, 2020 10:04 AM
To: Zahoor, Nadeem <nzahoor@pickering.ca>
Cc: Surti, Niles <nsurti@pickering.ca>; Booker, Scott <sbooker@pickering.ca>; Martelluzzi, Elizabeth <emartelluzzi@pickering.ca>
Subject: RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Pickering)

Hi Nadeem,

Sure, the invite to review has been sent to Elizabeth as well.

Regards,

Ragavan

From: Zahoor, Nadeem <nzahoor@pickering.ca>
Sent: Wednesday, November 25, 2020 9:57 AM
To: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Cc: Surti, Niles <nsurti@pickering.ca>; Booker, Scott <sbooker@pickering.ca>; Martelluzzi, Elizabeth <emartelluzzi@pickering.ca>
Subject: [EXTERNAL] RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Pickering)

Hi Ragavan,

Thank you for sending the information for the City review. Can you please also send the files access to the City's Planning Section for their review and if they have any comments. Please send the files to Elizabeth at emartelluzzi@pickering.ca.

Regards
Nadeem

From: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Sent: Tuesday, November 24, 2020 2:36 PM
To: Zahoor, Nadeem <nzahoor@pickering.ca>

Cc: Darcy Wiltshire <darcy.wiltshire@metrolinx.com>; Sarah Chowdhury <sarah.chowdhury@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Pickering)

Good afternoon Nadeem,

As part of the 75% EPR submission for the DSBRT project, a number of technical reports have been prepared to be incorporated. Please find below the links to these report files for your review. If you can please arrange to have these reports reviewed and any comments provided by December 7th 2020, that would be much appreciated.

[Arborist Report - 75% Sub \[parsons365can-my.sharepoint.com\]](#)

[Archaeology Report - 75% Sub \[parsons365can-my.sharepoint.com\]](#)

[Cultural Heritage Report - 75% Sub \[parsons365can-my.sharepoint.com\]](#)

Please let me know if you have any issues with file access.

Regards,

Ragavan Thuraisinganathan
Rail & Transit



625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
Ragavan.Thuraisinganath@parsons.com | (905) 943-0517

www.parsons.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

'NOTICE: This email message and all attachments transmitted with it may contain privileged and confidential information, and information that is protected by, and proprietary to, Parsons Corporation, and is intended solely for the use of the addressee for the specific purpose set forth in this communication. If the reader of this message is not the intended recipient, you are hereby notified that any reading, dissemination, distribution, copying, or other use of this message or its attachments is strictly prohibited, and you should delete this message and all copies and backups thereof. The recipient may not further distribute or use any of the information contained herein without the express written authorization of the sender. If you have received this message in error, or if you have any questions regarding the use of the proprietary information contained therein, please contact the sender of this message immediately, and the sender will provide you with further instructions.'

Present:

Mayor David Ryan

Councillors:

K. Ashe

M. Brenner

I. Cumming – arrived at 7:07 pm

B. McLean

D. Pickles

Absent:

S. Butt

Also Present:

M. Carpino	- Interim Chief Administrative Officer
K. Bentley	- Director, City Development & CBO
P. Bigioni	- Director, Corporate Services & City Solicitor
B. Duffield	- (Acting) Director, Community Services
J. Eddy	- Director, Human Resources
J. Hagg	- Fire Chief
J. Flowers	- CEO & Director of Libraries, Pickering Public Library
R. Holborn	- Director, Engineering Services
F. Jadoon	- Director, Economic Development & Strategic Projects
S. Karwowski	- Director, Finance & Treasurer
S. Cassel	- City Clerk
C. Rose	- Chief Planner
T. Ryce	- Supervisor, Cultural Services
R. Perera	- (Acting) Committee Coordinator

1. Roll Call

The City Clerk certified that all Members of Council were present, with the exception of Councillor Butt and Councillor Cumming, and noted that all Members present were participating electronically in accordance with By-law 7771/20.

2. Invocation

Mayor Ryan called the meeting to order and led Council in the saying of the Invocation.

3. Indigenous Land Acknowledgment Statement

Mayor Ryan read the Indigenous Land Acknowledgment Statement.

4. Disclosure of Interest

No disclosures of interest were noted.

5. Adoption of Minutes

Resolution # 438/20

Moved by Councillor Brenner
Seconded by Councillor Pickles

Council Minutes, September 28, 2020
Executive Committee Minutes, October 5, 2020
Planning & Development Committee Minutes, October 5, 2020
Special Council Minutes, October 20, 2020

Carried

6. Presentations

There were no presentations.

7. Delegations

- 7.1 John Currie, Honouring Indigenous Peoples (HIP)
Re: First Reading of the Indigenous Land Acknowledgment Statement

John Currie, Honouring Indigenous Peoples (HIP), joined the electronic meeting via audio connection, to present a video on the work undertaken to create the Indigenous Land Acknowledgement Statement. Mr. Currie thanked Members of Council and Staff for the work completed and noted that both Chief LaRocca and he are looking forward to an ongoing relationship between the Mississaugas of Scugog Island First Nation and the City of Pickering.

- 7.2 Mathieu Goetzke, Vice President of Planning, Metrolinx
Kristin Demasi, Senior Advisor, Metrolinx
David Hopper, Consultant Project Manager, Parsons
Re: Update - Durham-Scarborough Bus Rapid Transit (BRT) Preliminary Design

Mathieu Goetzke, Vice President of Planning, Metrolinx, Kristin Demasi, Senior Advisor, Metrolinx, and David Hopper, Consultant Project Manager, Parsons, joined the electronic meeting via audio connection to provide an update on the Durham-Scarborough Bus Rapid Transit (BRT) project.

Mr. Goetzke, Ms. Demasi, and Mr. Hopper referred to a PDF presentation document that was circulated to Members of Council prior to the meeting. Highlights of the presentation included:

- increasing transit reliability and capacity between Downtown Oshawa and Scarborough Town Centre with dedicated bus lanes;
- benefits of the initial business case which include high ridership, travel time saving, and economic benefits for the Region;
- the upcoming public information sessions being held from November 16 to December 18, which would present the preferred design for public feedback;
- improvements to mobility choice, accessibility, bus reliability, active transportation facilities, and streetscape;
- the preferred design for Pickering which includes dedicated center-median transit lanes, four lanes for general traffic, sidewalks and cycle tracks on both sides of the road;
- 49 BRT stop locations with 10 in Pickering; and,
- the project timeline with the Transit Project Assessment Process to commence early 2021 with a proposed completion in the summer of 2021.

A brief question and answer period ensued between Members of Council and Mathieu Goetzke, Kristin Demasi, and David Hopper regarding:

- whether there would be a solution in place for the railway bridge east of Fairport Road and at which point in the project timeline this would be addressed;
- how the impact to ridership levels due to COVID-19 would affect the project;
- whether some parts of the project could be accelerated if there were federal and provincial funding available;
- whether the lands for the underpass bridge had been acquired by Metrolinx and the associated costs to build the underpass bridge; and,
- whether there would be bike lanes along the corridor.

7.3 Carla Carmichael, Ontario Power Generation
Re: Launch of the Centre for Canadian Nuclear Sustainability (CCNS)

Carla Carmichael, Ontario Power Generation, joined the electronic meeting via audio connection to present the Centre for Canadian Nuclear Sustainability that was launched on October 23, 2020.

Ms. Carmichael referred to a PDF presentation document that was circulated to Members of Council prior to the meeting. Highlights of the presentation included:

- the central location of the Centre where the Durham-Centennial College – Pickering Learning Site was previously located, with signage that can be seen from Hwy 401;
- the Centre's mandate and the inclusion of an innovation hub for vendors and community events as well as the stationing of decommissioning staff who would be working on site;
- the foundation pillars of the Centre which include sustainable plans, innovative thought leadership, economic stimulus, and community involvement;
- the focus of the Centre on collaborating and partnering with all levels of the government, industry, and other stakeholders; and,
- upcoming events for the public and stakeholders.

A brief question and answer period ensued between Members of Council and Carla Carmichael regarding:

- steps that would be taken by OPG to attract talent into the City, from across the world, as part of the research and work that will be part of the dismantling process;
- whether OPG would be looking into housing arrangements to accommodate individuals coming to the Centre from outside of the country; and,
- whether the Centre would have a public information component to provide educational opportunities to the community now and once the COVID-19 pandemic has ended.

7.4 Susan deRyk, Interim President and CEO
Sharon Lee, Executive Vice President and Chief Transformation Officer
Lakeridge Health
Re: Lakeridge Health Update

Susan deRyk, Interim President and CEO, Lakeridge Health joined the electronic meeting via audio connection to provide an update on the activities of Lakeridge Health and ongoing efforts to deliver the best patient experience. Ms. deRyk noted that Sharon Lee, Executive Vice President and Chief Transformation Officer, Lakeridge Health, was also present via audio connection to answer questions if required.

Ms. deRyk stated that current projects at Lakeridge Health include collective efforts to respond to COVID-19, continued work to construct the Jerry Coughlan Health and Wellness Center, and the building of a new long-term health care

facility in partnership with the Province, and noted that this work would be prioritized and coordinated through the annual business planning process. She added that Lakeridge Health's key focus in all deliberations, is the continuity in delivering the best possible level of patient care to the community. She noted that they are continuously striving to find the best innovative care and stated that this could involve shifting or refining how and where services are delivered to the community. Ms. deRyk informed Members of Council that the annual business planning which normally occurs in late winter and early spring, would be delayed due to the COVID-19 pandemic, and that the set goals would be applied consistently across the Region. She added that strategies to redesign, innovate, and provide patient care would be underway and noted that the organization's approach to redesigning ambulatory services would be guided by 3 approaches, which include maximizing community care, optimizing the staffing model, and leveraging virtual care capabilities. Ms. deRyk concluded her delegating by noting that Lakeridge Health would continue to work with stakeholders to ensure community well-being.

A brief question and answer period ensued between Members of Council and Susan deRyk regarding:

- whether Lakeridge Health would look into having a pop up COVID-19 testing facility in Pickering;
- what role, if any, Lakeridge Health would play in the COVID-19 testing being offered at local pharmacies;
- update on the progress of the construction of the Jerry Coughlan Health and Wellness Center;
- the review of ambulatory services and assurance that the level of care and service that is currently provided by the Ajax-Pickering Hospital would not be diminished; and,
- the ongoing review of services at Ajax-Pickering Hospital and how they may be delivered differently and the collaboration in this regard with medical staff at the Hospital.

8. Correspondence

- 8.1 Corr. 50-20
Sarah Moore, Acting Manager of Legislative Services/Deputy Clerk
Town of Ajax
Re: Support of Ambulatory Services at Ajax Pickering Hospital

A brief discussion ensued between Members of Council regarding:

- the importance of showing support for the Ajax-Pickering Hospital; and,

- the basis of the Ajax motion in that the consultation process is still underway and the need to understand the sources mentioned in the motion.

Resolution # 439/20

Moved by Councillor Brenner
Seconded by Councillor McLean

That Correspondence 50-20, from Sarah Moore, Acting Manager of Legislative Services/Deputy Clerk, Town of Ajax, dated October 7, 2020, regarding the Support of Ambulatory Services at Ajax Pickering Hospital, be received for information.

Carried

Discussion continued regarding Council's ongoing support for the Hospital and the need to encourage all parties to work collaboratively to ensure ambulatory service delivery would not be diminished.

Resolution # 440/20

Moved by Councillor Brenner
Seconded By Councillor McLean

That the rules of procedure be suspended to allow the introduction of a motion regarding ambulatory services at Ajax-Pickering Hospital.

Carried on a Two-Thirds Vote

Resolution # 441/20

Moved by Councillor Brenner
Seconded by Councillor McLean

Pickering City Council hereby reaffirms their unwavering support for the Ajax-Pickering Hospital and the doctors that provide quality, timely and compassionate care to residents and encourages all parties to work together with the expectation that the Ambulatory Care Unit (ACU) services will be delivered without any diminishment in the City of Pickering.

Carried Unanimously on a Recorded Vote

- 9.1 Director, Corporate Services & City Solicitor, Report CLK 03-20
2021 Committee and Council Meeting Schedule

Council Decision:

1. That the 2021 Committee and Council Meeting Schedule appended as Attachment #1 to Report CLK 03-20 be approved; and,
2. That the appropriate City of Pickering officials be authorized to take the necessary actions as indicated in this report.

- 9.2 Director, Engineering Services, Report ENG 10-20
Amendment to Traffic and Parking By-law 6604/05
- Braeburn Crescent, Annland Street, Paddock Road

Council Decision:

1. That the attached draft by-law be enacted to amend Schedule "2", No Parking, and Schedule "9", Speed Limits, to By-law 6604/05 to provide for the regulation of parking and speed on highways or parts of highways under the jurisdiction of The Corporation of the City of Pickering. The amendment specifically provides for the inclusion of parking restrictions on curves on Braeburn Crescent and on Annland Street, and to reduce the speed limit on Paddock Road from 50 km/h to 40 km/h; and,
2. That the appropriate officials of the City of Pickering be authorized to take the necessary actions as indicated in this report.

Resolution # 442/20

Moved by Councillor Ashe
Seconded by Councillor Cumming

That Report EC 2020-07 of the Executive Committee Meeting held on October 5, 2020 be adopted.

Carried

10. Report PD 2020-07 of the Planning & Development Committee held on October 5, 2020

- 10.1 Director, City Development & CBO, Report PLN 19-20

City Initiated Official Plan Amendment Application: Drinking Water Source Protection

- Conformity to the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan
- Recommended Amendment 36 to the Pickering Official Plan
- Recommended Informational Revision 24 to the Pickering Official Plan
- File: OPA 19-002/P

Council Decision:

1. That Official Plan Amendment Application OPA 19-002/P, initiated by the City of Pickering, to amend existing policies and a schedule and introduce new policies and a schedule to the Pickering Official Plan with regard to the protection of drinking water sources, as set out in Exhibit 'A' to Appendix I to Report PLN 19-20 be approved;
2. That the Draft By-law to adopt Amendment 36 to the Pickering Official Plan, to amend existing policies and a schedule, and introduce new policies and a schedule to the Pickering Official Plan with regard to the protection of drinking water sources, as set out in Appendix I to Report PLN 19-20, be forwarded to Council for enactment, including the changes outlined in the revised pages attached to the Memorandum from the Director, City Development & CBO, dated October 5, 2020;
3. That Council adopt Recommended Informational Revision 24 to the Pickering Official Plan as set out in Appendix II to Report PLN 19-20; and,
4. That the City Clerk forward the Notice of Adoption to the Region of Durham and to each person or public body that provided written or verbal comments at the Open House, the Public Meeting, the Planning & Development Committee or the City Council meetings.

- 10.2 Director, City Development & CBO, Report PLN 20-20
Proposed Telecommunication Tower Installation
Enbridge Gas Distribution Inc.
Installation #69
Part of Lot 17, Concession 4
(west side of Sideline 16, north of Taunton Road)

Council Decision:

That Enbridge Gas Distribution Inc. be advised that City Council does not object to the 29.0 metre high radio telecommunication tower installation proposed to be

located on the west side of Sideline 16, north of Taunton Road, based on the design and other details submitted with this request.

- 10.3 Director, City Development & CBO, Report PLN 21-20
Proposed Telecommunication Tower Installation
Enbridge Gas Distribution Inc.
Installation #70
Part Lot 18, Concession 8, Now Part 3, 40R-13684
(4905 Brock Road)

Council Decision:

That Enbridge Gas Distribution Inc. be advised that City Council does not object to the 27.4 metre high radio telecommunication tower installation proposed to be located at 4905 Brock Road, based on the design and other details submitted with this request.

Resolution # 443/20

Moved by Councillor Ashe
Seconded by Councillor Pickles

That Report PD 2020-07 of the Planning & Development Committee Meeting held on October 5, 2020 be adopted.

Carried

11. Reports – New and Unfinished Business

- 11.1 Interim Chief Administrative Officer, Report CAO 06-20
Minister's Zoning Order Request for Durham Live Lands
- Minister's Zoning Order Development Agreement

Resolution # 444/20

Moved by Councillor McLean
Seconded by Councillor Ashe

1. That Council approve the Minister's Zoning Order Development Agreement, substantially in the form set out in Attachment No. 1 to this report, subject to minor revisions acceptable to the Interim Chief Administrative Officer and the Director, Corporate Services & City Solicitor;

2. That the Mayor and City Clerk be authorized to execute the said agreement on behalf of the City and forward a copy to the Ministry of Municipal Affairs and Housing; and,
3. That the appropriate City of Pickering officials be authorized to take the actions necessary to give effect to this report.

Carried

- 11.2 Fire Chief, Report FIR 02-20
Durham Farm 911 Project
- The Emily Project

Resolution # 445/20

Moved by Councillor Pickles
Seconded by Councillor Brenner

1. That Council adopt the funding agreement set out by the Region of Durham to supply the City of Pickering with \$31,800 to purchase rural address markers for secondary access points to rural properties;
2. That City of Pickering staff provide for the installation and GIS location for each sign requested;
3. That the Mayor and City Clerk be authorized to execute the Durham Farm 911 Funding Agreement as set out in Attachment #2 to Report FIR 02-20; subject to minor revisions as may be required by the Fire Chief and the Director, Corporate Services & City Solicitor; and,
4. That the appropriate City officials be authorized to take the necessary actions as indicated in this report.

Carried

Resolution # 446/20

Moved by Councillor McLean
Seconded By Councillor Brenner

That the rules of procedure be suspended to allow the introduction of a motion regarding the Durham Brewing Company – Application for Manufacturer's Limited Liquor Sales Licence.

Carried on a Two-Thirds Vote

Resolution # 447/20

Moved by Councillor McLean

Seconded by Councillor Cumming

Whereas, during this epidemic, small businesses are suffering financial economic hardships and are looking for ways to mitigate these impacts and to stay in business;

And Whereas, the Durham Brewing Company, a business located at 1885 Clements Road, Units 272, 273 and 274 is owned and operated by a Pickering resident as a craft beer brewery, and is one of those small businesses looking for ways and assistance to promote their manufactured product, and to provide an educational experience for local people and tourists by way of establishing a tasting room;

And Whereas, the Alcohol and Gaming Commission of Ontario (AGCO) allows for tasting rooms by way of a Manufacturer's Limited Liquor Sales Licence that requires a municipal resolution from City of Pickering Council that supports this licence;

And Whereas, this "By The Glass" initiative allows Ontario wineries, breweries and distilleries to consume their products on site;

Now therefore be it resolved:

1. That the City of Pickering supports the application of Durham Brewing Company, located at 1885 Clements Road, Pickering, for a "By The Glass" – Manufacturer's Limited Liquor Sales Licence; and,
2. That the City Clerk be directed to provide written notice to the Alcohol and Gaming Commission of Ontario (AGCO) and the Durham Brewing Company, notifying them of Council's resolution confirming its support.

Carried

12. Motions and Notice of Motions

12.1 Mechanical Harvesting of Eurasian Water-Milfoil Weeds in Frenchman's Bay

Discussion ensued regarding:

- the inability for boaters and emergency services to go into the Frenchman's Bay due to the weeds;
- the efficiency of a mechanical harvester and the urgency of this matter;
- consulting with stakeholders including users of the Bay and upper levels of government for the best solutions to the issue; and,
- clarification on the ownership of the Bay and responsibilities for its maintenance.

Resolution # 448/20

Moved by Councillor Brenner

Seconded by Councillor Ashe

Whereas, Frenchman's Bay is a unique inland body of water that is the jewel of Pickering;

And Whereas, Frenchman's Bay is an essential component of the Nautical Village and provides opportunities for recreational watercraft/sports;

And Whereas, environmental conditions associated with global warming has resulted in conditions that pose a serious risk to Frenchman's Bay through the excessive growth of an invasive aquatic plant known as Eurasian water-milfoil;

And Whereas, the water-milfoil weed not only poses a hazard, impacting boaters if left unchecked, they will choke the water, thus killing the Bay over a short period of time;

And Whereas, a group of stakeholders who use the Bay have reached out to the City through a sub-committee and are prepared to cost share for a minimum of 50% of the capital cost of a mechanical harvester to remove the water-milfoil weeds on a continuous basis, including entering into an Operating Agreement for its operation;

Now Therefore be it resolved that:

1. Staff be directed, through the Interim CAO, to review the regulatory requirements of TRCA, MNRF and DFO for permissions, approvals and permits to remove water-milfoil weeds from Frenchman's Bay and investigate the legal responsibilities for the maintenance of Frenchman's Bay;
2. Staff research the various types of equipment available for the mechanical harvesting of water-milfoil weeds in Frenchman's Bay to determine appropriate project costs;

3. Staff review senior level government grants and consult with potential partners to investigate and identify funding opportunities and/or partners; and,
4. Staff report back to Council in January, 2021 on the status of their findings with a potential work plan for a water-milfoil weed removal program for consideration in the 2021 budget.

Carried Unanimously on a Recorded Vote

13. By-laws

13.1 By-law 7786/20

Being a by-law to amend By-law 6604/05 providing for the regulating of traffic and parking, standing and stopping on highways or parts of highways under the jurisdiction of the City of Pickering and on private and municipal property.

13.2 By-law 7787/20

Being a by-law to adopt Amendment 36 to the Official Plan for the City of Pickering. (OPA19-002/P)

13.4 By-law 7789/20

Being a by-law to establish the travelled road east of Whites Road and south of Durham Regional Road #4, being Part of Lots 27 and 28, Concession 3, as public highway. (**Old Whites Trail**)

Resolution # 449/20

Moved by Councillor Brenner
Seconded by Councillor Cumming

That By-law Nos. 7786/20 through 7789/20 be approved, save and except Item 13.3, By-law 7788/20.

Carried

13.3 By-law 7788/20

Being a By-law to amend Restricted Area (Zoning) By-law 3036, as amended by By-law 6549/05 and By-law 7176/11, to implement the Official Plan of the City of

Pickering, Region of Durham, in Part Lot 17, Concession 1, Now Part of Lots 1, 2 and 3, Plan 40R-11413 in the City of Pickering. (A 03/18)

Resolution # 450/20

Moved by Councillor Brenner
Seconded by Councillor McLean

That By-law 7788/20 be approved, as amended, to include the revised Schedules as presented in the Memorandum from Kyle Bentley, Director, City Development & CBO, dated October 26, 2020.

Carried

14. Other Business

- 14.1 Councillor Brenner raised the matter of retail sale of cannabis in the City of Pickering and inquired about the process that would enable the City to move forward in this regard and whether this was tied to the zoning review currently underway. Paul Bigioni, Director, Corporate Services & City Solicitor, advised Members of Council that he would be bringing forward a report to Council in December seeking approval to opt in and permit the retail sale of cannabis and that he would be collaborating with City development Staff on the matter.

15. Confirmation By-law

By-law Number 7790/20

Councillor McLean, seconded by Councillor Pickles moved for leave to introduce a By-law of the City of Pickering to confirm the proceedings of October 26, 2020.

Carried

16. Adjournment

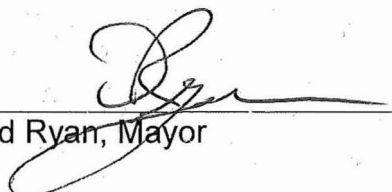
Moved by Councillor Cumming
Seconded by Councillor Ashe

That the meeting be adjourned.

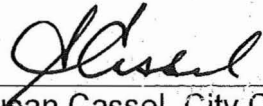
Carried

The meeting adjourned at 8:42 pm.

Dated this 26th of October, 2020.



David Ryan, Mayor



Susan Cassel, City Clerk

Project Name	Durham-Scarborough BRT
IBI Project Number	119887
Client	Metrolinx
Project Manager	Kristin Demasi
Document Reviewed	CPG_DSBRT_C1-001_ROLLPLAN-TOR-001-004, PIK-001-004, AJX-001-003, WHT-001-004, OSH-001
Date Received	10/22/2020
Last Updated	



No.	Comment Date	Commenter	Comment / Question	Stop Location	Category	IBI / Parsons Response	Action by	Status
1	11/27/2020	Town of Ajax Transportation Section	The appropriate cross rides should be provided at all signalized intersections where a Multi-use Path or Cycle Track and Sidewalk combination crosses. The preliminary design currently shows crosswalks.			Agreed, crossrides for East/West active transportation crossings shall be shown in the design; however, the specific intersection treatments for active transportation facilities will only be shown in a set of typical drawings. For North/South active transportation crossings, the required space within the intersection for the future crossrides will be protected for.		Resolved
2	11/27/2020	Town of Ajax Transportation Section	The preliminary design appears to show significant changes to the curb radius and location on all legs of the Church Street and Kingston Road intersection. The design should ensure that the current north / south traffic operations can be maintained with these changes. Furthermore, as noted in the Traffic Impact Assessment, the Town has a plan to widening Church Street north of Kingston Road. The changes to the curb locations should not impact the Town's ability to complete this work.			The proposed design does not impose any changes to the number of traffic lanes along Church Street at this intersection. The curb radii on the NW, NE and SW quadrant have been enlarged in order to provide safe turning clearance for vehicles making a right turn. The existing curb radius on the NW quadrant is adequate for this purpose and is proposed to be matched. The recommendation from Durham Region was to straighten the Church Street legs of the intersection such that it would provide better sight distance and no lane shift across the intersection. Note that this will not hinder the Town's future plan to widen Church Street north of Kingston Road.		Resolved
3	11/27/2020	Town of Ajax Transportation Section	On the preliminary design, there is a note over the Pickering Village Area between Old Kingston Road and Kingston Road which indicates "Driveway and Parking Impacts Under Review". Staff would like to ensure they receive a copy of that assessment and are given the opportunity to comment on it before the preliminary design is finalized.			Future submission of the design will indicate the number of parking spots and property impacts from the proposed design. These will be available for review.		Open
4	11/27/2020	Town of Ajax Transportation Section	The preliminary design shows roadway elements extending onto private property. These elements are to be contained within the road Right-of-Way. The preliminary design currently does not identify the proposed new property line. This should be included in the updated preliminary design.			In some segments of the corridor in Ajax where the existing ROW is constrained, the proposed cross-section requires encroachment onto private property. Through the Pickering Village pinchpoint, it is understood that the Region has a 30-36m planned ROW as per the Official Plan. This is shown in the design drawings; however the limits of the proposed project ROW where it exceeds the Plan ROW will be shown in future submissions of the design.		Open
5	11/27/2020	Town of Ajax Transportation Section	The preliminary design shows the elimination of the channelized right turn lanes at the Kingston Road and Salem Road intersection. Please confirm this change was analyzed in the traffic impact assessment as this change would decrease the capacity of these lanes.			The removal of right-turn intersection islands is as per the direction from Durham Region.		Resolved

<div> <div>Project Name</div> <div>Durham-Scarborough BRT</div> </div> <div> <div>IBI Project Number</div> <div>119887</div> </div> <div> <div>Client</div> <div>Metrolinx</div> </div> <div> <div>Project Manager</div> <div>Lee Caragiale</div> </div> <div> <div>Document Reviewed</div> <div>Draft Traffic Report (Aug7, 2020),MTAG (Oct7, 2020), Meeting (Oct28,2020), Ajax Cou</div> </div> <div> <div>Date Received</div> <div>2020-11-27 comments provided in PDF letter</div> </div> <div> <div>Last Updated</div> <div>2021-04-15</div> </div>							
No.	Comment Date	Commenter	Comment / Question	Page #	IBI / Parsons Response	Action by	Status
1	2020-11-27	Town Of Ajax	Exhibit 3-10 – there is a typo, for the Kingston/Elizabeth intersection, the SBR critical movement is typed “SER”.	Exhibit 3-10	This is not a typo. "SER" is southeast right turn which is correct due to the skew orientation of the intersection.	none	resolved
2	2020-11-27	Town Of Ajax	Section 3.5.1 – Audley Road south of Bayly is posted 50km/h not 60km/h.	Section 3.5.1	Updated text with corrected information	IBI	resolved
3	2020-11-27	Town Of Ajax	Section 5.4.1 – Expansion of Church Street north of Kingston Rd from 2 to 4 lanes in forecasted in the 2028-2031 horizon. The extension of Notion Road across Highway 401 to Squires Beach Road, being completed by the City of Pickering, will be completed by 2024.	Section 3.4.1	Updated 5.4.1 with Church Street completion years and updated 5.3.1 with Notion Road completion years	IBI	resolved
4	2020-11-27	Town Of Ajax	Section 5.4.2 – It is understood that growth projections were obtained from the GGH Model. Please provide more detail on the growth projections applied in the Pickering Village segment. How was the Durham Live development, which is located south of this corridor on Church, represented in the GGH Model? What assumptions in terms of development levels were made for that land? The project recently received MZO approval for over 1500 residential units, staff should ensure model projections for this development accurately represent the anticipated traffic from this change in uses for the develop and that its potential impacts on the Kingston corridor through the Pickering Village are accurate.	Section 5.4.2	Projections reflect the Provincial Growth Plan control totals and municipal allocations that were available in 2018-2019 when the EMME model was developed. Detailed zone-level land-use projections are in-house at Metrolinx and are not available to IBI/Parsons.	None	discussed

5	2020-11-27	Town Of Ajax	Exhibit 5.8 – Why was the EBL storage at the Church Street and Kingston Road intersection not increased? Future analysis shows the 95th percentile queue length is almost 3 times the storage length. This length will clearly spill over into the general travel lane and have an impact on the capacity of the through traffic. More detail should be provided as to the decision making regarding this design decision.	Exhibit 5.8	The storage length of the EB left turn lane at Kingston Rd / Church St is proposed to be approximately 76m, and is limited by the following factors: •Buildings at 619 Kingston Rd and 60 Randall Dr are close to the proposed ROW. Any further lengthening of the LT lane would have direct impacts to buildings. •The Pickering Village Heritage Conservation District is a known CHL with Part V Designation (By-law #102-2013). In order to mitigate direct and indirect impacts to cultural heritage resources and the landscape, the proposed design minimizes the pavement widening, including the storage length of the EB left turn lane at Kingston Rd / Church St. •St. George's Anglican Cemetery located at 77 Randall Dr is designated and listed on the Municipal Heritage Register. The DSBRT design footprint avoids impacts to the cemetery property. The current design matches the existing curb on the south side of Kingston Rd at this location immediately west of Randall Dr. Extending the EB left turn lane would result in encroachment onto the cemetery property, and is not recommended.	none	discussed
6	2020-11-27	Town Of Ajax	Section 5.5.1 – reference to Dundas Street should be correction to Kingston Road, also Westney Road travels under the 401 (underpass not overpass).	Section 5.5.1	No referenace to Dundas Street was found in this section. Underpass corrected to Overpass	IBI	resolved
7	2020-11-27	Town Of Ajax	Section 6.4.1 – Please provide additional detail on the reduction of traffic demand in the corridor. Provide figure which shows the volume of traffic being diverted and where it is going. Local streets in the immediate vicinity already experience an influx of traffic from Kingston Road during peak congestion times. Further information is required to ensure that the traffic being diverted from the corridor as a result of the BRT is not simply being diverted to the local streets which are not designed to handle the increased traffic.	6.4.1	Traffic diversion analysis is described in Section 6.4.1 and requested diversion plot is provided in Appendix E on p17.	IBI	resolved
8	2020-11-27	Town Of Ajax	Segment 6.4.4 – Despite the significant reduction in traffic demand noted in Section 6.4.1, all intersection in Segment 4 are operating with increased delay and higher critical movements when compared to Future Background and Existing Traffic analyses. The introduction of Transit Signal Priority marginally improves the conditions. Please provide additional information and background on why the Level of Service and critical movements are considered acceptable as shown in this analysis.	6.4.4	The reduction of traffic demand described is due to reduction of traffic lanes from two to one in westbound direction. As reduction is less than 50% of background traffic, some deterioration in level-of-service may result. There is also a change to level-of-service due to the change to protected-only left-turns. However, this protected-only left-turns are proven to improve intersection safety performance for drivers and pedestrians.	None	discussed

October 27, 2020

Mike Sawchuck
Senior Planner
Town of Ajax, Planning and Development Services
905-619-2519 x3200
Email: michael.sawchuck@ajax.com

Re: Cultural Heritage Evaluation Report Comments for 571, 575, 577, 579, 601, 605 & 607-611 Kingston Road West, Ajax | Durham-Scarborough Bus Rapid Transit Project

Dear Mr. Sawchuck,

Thank you for your review of the Cultural Heritage Evaluation Reports for 571, 575, 577, 579, 601, 605 & 607-611 Kingston Road West, Ajax. We have been forwarded your comments dated October 21, 2020 by Ragavan Thuraisinganath, Rail & Transit, Parsons. We appreciate the thorough nature of these comments provided by the Town of Ajax and its Heritage Advisory Committee. We understand there are no comments for 571, 575, 577, 579 and 605 Kingston Road West. We have reviewed the comments provided for the properties at 601 and 607-611 Kingston Road West and have incorporated the additional information provided, in particular the historical photograph of the properties from c. 1930, into our understanding of the properties and have carefully reviewed your assessments of the properties based on your knowledge of the local context. As such we will be making the following revisions to our reports which will result in the properties meeting one or more criteria set out in Ontario Regulation 9/06.

601 Kingston Road West

The responses to 1i, 2i, 3i, 3ii and 3iii will be revised based on the information provided.

The evaluation of the property will be revised to state that the property is a representative example of an early twentieth-century commercial property which is generally single storey and with a larger footprint than commercial buildings from the nineteenth century as well as often being dedicated to a single occupant. We disagree with identifying this commercial building as a corner store as our understanding of a corner store is that it generally sells groceries and may include household goods and developed later in the twentieth century. We will instead discuss its use as a general store which is understood to sell a broad variety of goods. The CHER will contain additional discussion about the general evolution of commercial building types in the nineteenth to early twentieth century.

Based on the information provided, the response to criteria 2i will be amended to meet the criterion as it is understood that Miles Stanley Chapman is a person of significance in the history of Pickering Village.

The responses to criteria 3i, 3ii, and 3iii will be revised to meet the criteria as it is understood that the property is a landmark located prominently at the intersection of Kingston Road and Church Street and is understood by

the community to maintain the character of Pickering Village and the Kingston Road streetscape, including it's relationship to the Chapman family home also on Kingston Road West.

607-611 Kingston Road West

The responses to 1i, 3i and 3ii will be revised based on the information provided.

The evaluation o the property will be revised to state that the property is a representative and rare remaining example of a mid-nineteenth century staging inn.

The responses to criteria 3i and 3ii will be revised to meet the criteria as it is understood that the property is located prominently on Kingston Road West and across from Old Kingston Road and is understood by the community to maintain the character of Pickering Village and the Kingston Road streetscape.

Thank you,



Kristina Martens

Project Manager and Cultural Heritage Specialist
Cultural Heritage Division, ASI



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

Phil Verster
President & CEO - Metrolinx
97 Front Street West,
Toronto, ON M5J 1E6
CEO@metrolinx.com

Sent by E-Mail

November 18, 2020

Re: Durham- Scarborough Bus Rapid Transit Project Update

The following resolution was passed by Ajax Town Council at its meeting held November 16, 2020:

That the Town reaffirms its commitment to the BRT Durham-Scarborough Bus Rapid Transit project to ensure transit reliability and capacity between Downtown Oshawa and Scarborough Centre;

That the Town is seeking additional technical information on the preferred design for Pickering Village corridor as the area is not designed to handle high volumes of traffic unlike the majority of Kingston Road, and to ensure that this project does not divert traffic onto local roads in an already congested area;

That in addition to the static online PIC#3, Metrolinx holds technical briefings in each of the five pinch point areas (Oshawa, Whitby, Ajax, Pickering and Scarborough) to provide residents and businesses an opportunity to provide direct feedback and ask questions as each area will be impacted differently;

That Metrolinx CEO Phil Verster provides an update in writing regarding the above requests to Ajax Council through Mayor Collier prior to the end of 2020; and

That this motion be sent Metrolinx, the Region of Durham, Durham Municipalities, MPP Phillips and MP Holland.

If you require further information please contact me at 905-619-2529 ext. 3347 or sarah.moore@ajax.ca.

Sincerely,

Sarah Moore
Acting Manager of Legislative Services/Deputy Clerk

Copy: Regional Councillor M. Crawford
Mayor S. Collier
Region of Durham
All Durham Region municipalities
MPP R. Phillips
MP M. Holland

**Minutes of the Meeting of the
Council of the Corporation of the Town of Ajax
Held Electronically on Monday, February 22, 2021
at 7:00 p.m.**

*Alternative formats available upon request by contacting:
accessibility@ajax.ca or 905-619-2529 ext. 3347*

Present:	Mayor	S. Collier
	Regional Councillors	M. Crawford
		S. Lee
		J. Dies
	Councillors	R. Tyler Morin
		A. Khan
		L. Bower

1. Call to Order & Land Acknowledgement

Mayor Collier called the meeting to order at 7:00 p.m. and acknowledged traditional treaty lands.

2. Disclosure of Pecuniary Interest

There were no disclosures of pecuniary interest.

3. Adoption of the Minutes

Moved by: R. Tyler Morin
Seconded by: L. Bower

That the following Minutes of previous Council meetings be adopted:

- Regular Meeting of January 25, 2021; and
- Closed Session Meeting of January 25, 2021

CARRIED

4. Question Period

Mayor Collier noted that members of the public were advised they could submit questions regarding the agenda to the Town Clerk up until noon on the day of the meeting. Alexander Harras, Manager of Legislative Services/Deputy Clerk, noted that no items of correspondence had been received regarding the contents of the meeting agenda. Two requests to make unscheduled delegations were received in relation to agenda item 7.4.2.

5. Delegations and Presentations

5.1 Presentation: Upgrades at the Duffins Creek Water Pollution Control Plant

John Presta, Director of Environmental Services, Regional Municipality of Durham, delivered a presentation regarding upgrades at the Duffins Creek water pollution control plant. J. Presta discussed recommendations from the Outfall Class Environmental Assessment (EA) and Phosphorus Reduction Action Plan (PRAP) Study, outfall diffuser upgrades, ferric chloride dose points upgrades, polymer addition to primary clarifiers, density current baffles in secondary clarifiers, project schedule and status, and 2020 Plant Performance.

Council Members asked questions regarding nuisance algae, tertiary treatment, funding sources for outfall diffuser upgrades, plant expansion, effluent treatment, the Lake Ontario discharge alternative and frequency of reporting periods. J. Presta responded to questions from Council Members.

On behalf of Council, Mayor Collier thanked J. Presta for his presentation.

5.2 Presentation: Grandview Children's Centre: Capital Build Update

Lorraine Sunstrum-Mann, CEO, Grandview Children's Centre, provided an update on the status of the new Grandview Children's Centre facility. L. Sunstrum-Mann discussed services and supports available to residents across Durham Region, timelines for the P3 Model, property acquisition for the development, site plan illustration, vertical expansion, and architectural design.

Council Members asked questions regarding satellite offices across the Region and project timelines. L. Sunstrum-Mann responded to questions from Council Members.

On behalf of Council, Mayor Collier thanked L. Sunstrum-Mann for her presentation.

6. Correspondence

Members separated correspondence items 6.1, 6.2 and 6.7.

Moved by: M. Crawford
Seconded by: J. Dies

That the balance of the report (Items 6.3, 6.4, 6.5, 6.6, 6.8, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 6.16 and 6.17) dated February 22, 2021 containing Items of Correspondence be received for information.

CARRIED

Moved by: R. Tyler Morin
Seconded by: M. Crawford

That Items 6.1 ("Region of Durham – Upper York Sewage Solution"), 6.2 ("Region of Durham – 2021 Census of Populations"), and 6.7 ("City of Oshawa – COVID-19 Economic Recovery and Provincial Occupancy Restrictions") of the Correspondence Report be endorsed.

CARRIED

7. Reports

7.2 General Government Committee Report

7.2.1 2021 Operating & Capital Budget, February 8, 2021

Councillor Khan, Budget Chair, provided comments regarding the outcome of the 2021 Operating & Capital Budget and thanked staff for their hard work on the preparation of the 2021 Budget.

Council Members asked questions regarding Ajax Public Library's obligation to repay a portion of grant funds received through the Canada Emergency Wage Subsidy (CEWS), Library operating surplus, library stabilization reserve funds, forecasted impacts to the Library due to reduced reserves, and the Library operating budget. Sarah Vaisler, Chief Librarian and Executive Officer, Matthew Tapscott, Ajax Public Library Board Chair, and Dianne Valentim, Director of Finance/Treasurer, responded to questions from Council Members.

Council Members asked further questions regarding the 2022 budget gap estimate allocation to the 2021 budget, reserve balance after repayment of the CEWS, and target balance for reserve allocations outlined in the Library Reserve Policy. S. Vaisler and D. Valentim responded to questions from Council Members.

Main Motion

Moved by: A. Khan
Seconded by: R. Tyler Morin

That the General Government Committee 2021 Operating & Capital Budget Meeting Report dated February 8, 2021 be adopted.

Amendment

Moved by: S. Lee
Seconded by: J. Dies

That recommendation #8 of the final budget recommendations contained within the 2021 Operating & Capital Budget Meeting Report of February 8, 2021 be amended to read as follows:

That \$700,000 of the 2020 Library operating surplus be requested to be returned to the Town and be directed to the Stabilization reserve.

Amendment to the Amendment

Moved by: M. Crawford
Seconded by: L. Bower

That the amendment be further amended to read as follows:

That recommendation #8 of the final budget recommendations contained within the 2021 Operating & Capital Budget Meeting Report of February 8, 2021 be amended to read as follows:

That **\$850,000** of the 2020 Library operating surplus be requested to be returned to the Town, **\$700,000 of which shall be directed to the Stabilization reserve and \$150,000 of which shall be directed to the Stormwater Maintenance Reserve.**

MOTION LOST

Amendment

Moved by: S. Lee
Seconded by: J. Dies

That recommendation #8 of the final budget recommendations contained within the 2021 Operating & Capital Budget Meeting Report of February 8, 2021 be amended to read as follows:

That \$700,000 of the 2020 Library operating surplus be requested to be returned to the Town and be directed to the Stabilization reserve.

CARRIED

Main Motion as Amended

Moved by: A. Khan
Seconded by: R. Tyler Morin

That the General Government Committee 2021 Operating & Capital Budget Meeting Report dated February 8, 2021 be adopted, as amended.

CARRIED

7.2.2 General Government Committee, February 16, 2021

Moved by: S. Lee
Seconded by: A. Khan

That the General Government Committee Report dated February 16, 2021, be adopted.

CARRIED

7.3 Summary of Advisory Committee Activities

Moved by: J. Dies
Seconded by: L. Bower

That the Summary of Advisory Committee Activities Report dated February 22, 2021, as attached to the meeting agenda be received for information, and that the recommendations contained therein be referred to staff where applicable.

CARRIED

7.4 Departmental Reports

7.4.1 Amendment to the North Harwood Employment Property Agreement of Purchase and Sale with Grandview Children's Centre

Moved by: S. Lee
Seconded by: A. Khan

That Council approve a by-law to execute an Amending Agreement of Purchase and Sale with Grandview Children's Centre for the sale of the North Harwood Property.

CARRIED

7.4.2 Envision Durham - Municipal Comprehensive Review Town of Ajax Position on Requests for Employment Area Conversions – Amended

Motion to Suspend the Rules of Procedure

Moved by: M. Crawford
Seconded by: R. Tyler Morin

That the Rules of Procedure be suspended in order to allow unscheduled delegations and presentations regarding Departmental Report 7.4.2.

CARRIED
on 2/3rds

Council recessed at 8:31 p.m.

Council resumed at 8:36 p.m.

Delegation: Conversion Request #CNR-14

David Kemper, President & Managing Partner for Belmont Equity, delivered a presentation regarding conversion request #CNR-14 and clarified that the conversion request is for the 1.4 acre undeveloped portion of the site. D. Kemper noted that the owners are committed to maintaining prestige employment and retail uses at grade level of the proposed residential building. D. Kemper provided an overview of the proposed development on the 1.4 acre parcel.

Council Members asked questions regarding projected number of units, underground parking development and parking sustainability, snow removal, traffic flow, job density projections and opportunities for second floor office space. D. Kemper responded to questions from Council Members.

On behalf of Council, Mayor Collier thanked D. Kemper for his delegation.

Delegation: Conversion Request #CNR-09

Scott Waterhouse, Planning Manager, Urban Planning and Land Development, GHD Limited, delivered a presentation regarding conversion request #CNR-09. S. Waterhouse provided justifications for the conversion request and asked Council to support the living area designation to permit expanded retail floor area opportunity to attract a grocery store of sufficient scale.

Council Members sought clarification regarding Town of Ajax Official Plan Area Specific Policy 6.18 and if the proponent is requesting that the Policy not be applied. Council Members asked questions regarding permitted uses for living area designation, proposed use for the conversion request, and permitted uses for prestige employment. S. Waterhouse responded to questions from Council Members.

On behalf of Council, Mayor Collier thanked S. Waterhouse for his delegation.

Council Members asked questions regarding time constraints for submission of comments to the Region, projected employment figures, uses permitted for prestige employment and the legal opinion with respect to conversion request #CNR-19. Geoff Romanowski, Director of Planning & Development Services and Sean McCullough, Supervisor, Planning & Policy Research, responded to questions from Council Members.

Main Motion

Moved by: S. Lee
Seconded by: L. Bower

1. That Council receive the staff report entitled “Envision Durham – Municipal Comprehensive Review, Town of Ajax Position on Requests for Employment Area Conversions”, for information.
2. That Council endorse staff’s position of each respective Employment Area Conversion Request as presented in Attachment 1: Town of Ajax Employment Area Conversion Request Position, as follows:
 - a. That conversion requests CNR-03, CNR-21 and CNR-22 be supported to permit mixed-use residential uses as these requests are located within the draft expanded Major Transit Station Area (Ajax GO Station) delineation;
 - b. That conversion requests CNR-04 not be supported, and that the Region of Durham lift its deferral on Town of Ajax Official Plan Area Specific Policy 6.18 along Harwood Avenue North to allow for enhanced retail uses within this area;
 - c. That conversion requests CNR-09, CNR-31 and CNR-34 not be supported but that Town of Ajax Official Plan Area Specific Policy 6.18 be added to the south side of Bayly Street East between Shoal Point Road and Audley Road South;
 - d. That a special policy framework be added to the Regional Official Plan for the lands identified in Recommendations 2b and 2c to permit enhanced minor retail permissions on those employment lands; and,
 - e. That conversion requests CNR-14, CNR-28, and CNR-35 not be supported as these parcels are located within strong and emerging employment areas and/or represent some of the largest serviced employment parcels in the Town.
3. That as directed by Council during a Special Council Meeting held on February 11, 2021, staff notify the Region of Durham Planning and Economic Development Department that the Town supports conversion requests CNR-07, CNR-15, CNR-19, and CNR-20, and CNR-33 subject to amendments and conditions outlined in Attachment 2: Excerpt from February 11, 2021 Special Council Meeting Resolution.
4. That a copy of this staff report and attachment be forwarded to the Region of Durham Planning and Economic Development Department.

Amendment

Moved by: L. Bower
Seconded by: S. Lee

1. That recommendation #2 c. be amended by removing reference to CR-09; and
2. That staff be directed to advise the Region of Durham that Ajax Council is in support of expanded floor area to permit a larger sized grocery store with respect to conversion request #CNR-09.

CARRIED

Main Motion as Amended

Moved by: S. Lee
Seconded by: L. Bower

1. That Council receive the staff report entitled “Envision Durham – Municipal Comprehensive Review, Town of Ajax Position on Requests for Employment Area Conversions”, for information.
2. That Council endorse staff’s position of each respective Employment Area Conversion Request as presented in Attachment 1: Town of Ajax Employment Area Conversion Request Position, as follows:

- a. That conversion requests CNR-03, CNR-21 and CNR-22 be supported to permit mixed-use residential uses as these requests are located within the draft expanded Major Transit Station Area (Ajax GO Station) delineation;
 - b. That conversion requests CNR-04 not be supported, and that the Region of Durham lift its deferral on Town of Ajax Official Plan Area Specific Policy 6.18 along Harwood Avenue North to allow for enhanced retail uses within this area;
 - c. That conversion requests CNR-31 and CNR-34 not be supported but that Town of Ajax Official Plan Area Specific Policy 6.18 be added to the south side of Bayly Street East between Shoal Point Road and Audley Road South;
 - d. That a special policy framework be added to the Regional Official Plan for the lands identified in Recommendations 2b and 2c to permit enhanced minor retail permissions on those employment lands; and,
 - e. That conversion requests CNR-14, CNR-28, and CNR-35 not be supported as these parcels are located within strong and emerging employment areas and/or represent some of the largest serviced employment parcels in the Town.
3. That as directed by Council during a Special Council Meeting held on February 11, 2021, staff notify the Region of Durham Planning and Economic Development Department that the Town supports conversion requests CNR-07, CNR-15, CNR-19, and CNR-20, and CNR-33 subject to amendments and conditions outlined in Attachment 2: Excerpt from February 11, 2021 Special Council Meeting Resolution.
 4. That a copy of this staff report and attachment be forwarded to the Region of Durham Planning and Economic Development Department.
 5. That staff be directed to advise the Region of Durham that Ajax Council is in support of expanded floor area to permit a larger sized grocery store with respect to conversion request #CNR-09.

CARRIED

7.4.3 Anti-Racism and Diversity Training Plan for Council

Council Members inquired about reversing the priority order of elements of the training. Natasha Sharma, Diversity & Inclusion Coordinator, responded to Council Members.

Main Motion

Moved by: J. Dies
Seconded by: A. Khan

That staff be directed to implement the Council Anti-Racism and Diversity Training Plan as described in this report.

Amendment

Moved by: L. Bower
Seconded by: R. Tyler Morin

That phases 1 and 2 as proposed in the Anti-Racism Diversity Training Plan for Council be switched in order.

CARRIED

Main Motion as Amended

Moved by: J. Dies
Seconded by: A. Khan

That staff be directed to implement the Council Anti-Racism and Diversity Training Plan as described in this report, as amended.

CARRIED

7.4.4 Ajax Shining Star Bursary Program Update

Moved by: R. Tyler Morin
Seconded by: L. Bower

That the following Ajax Shining Star Bursary Program Update report be received by Council for information.

CARRIED

7.4.5 Smart Cities Pilot Project and Grant Application

Council Members asked questions regarding framework for data protection as it pertains to consumer data protection and value for service related to the pilot project. Nicole Cooper, Director of Information & Legislative Services/Clerk, and Kassandra Cruciano, Grants, Partnerships & Strategic Initiatives Coordinator, responded to questions from Council Members.

Main Motion

Moved by: M. Crawford

Seconded by: A. Khan

1. That Council direct staff to apply for the Federation of Municipalities' Municipal Asset Management Program (MAMP) for \$24,000 to support the implementation of data- collection pilot project partnership with Bell Canada.
2. That Council approve the use of \$6,000 from the Capital Contingency Reserve towards the Town's contribution requirement for the MAMP program, contingent upon grant approval.
3. That Council authorize staff to complete the necessary actions to formalize the partnership and the Town and Bell Canada for a one year pilot project, contingent upon grant approval.

Mayor Collier vacated the Chair. Deputy Mayor Dies assumed the Chair.

Amendment

Moved by: S. Collier

Seconded by: S. Lee

1. That provision 1 be amended by adding the following:

and that if the Town's grants application is unsuccessful, that \$24,000 be allocated from capital contingency reserve to complete the project.
2. That the words 'contingent upon grant approval' be removed from provision 2.

CARRIED

Main Motion as Amended

Moved by: M. Crawford

Seconded by: A. Khan

1. That Council direct staff to apply for the Federation of Municipalities' Municipal Asset Management Program (MAMP) for \$24,000 to support the implementation of data- collection pilot project partnership with Bell Canada, and that if the Town's grant application is unsuccessful, that \$24,000 be allocated from capital contingency reserve to complete the project.
2. That Council approve the use of \$6,000 from the Capital Contingency Reserve towards the Town's contribution requirement for the MAMP program.
3. That Council authorize staff to complete the necessary actions to formalize the partnership and the Town and Bell Canada for a one year pilot project, contingent upon grant approval.

CARRIED

Mayor Collier resumed the Chair.

7.4.6 2021 Report on Non-Cash Expenses as Required by Ontario Regulation 284/09

Moved by: S. Lee
Seconded by: J. Dies

That the report on Excluded Non-Cash Expenses, as required by Ontario Regulation 284/09, be received for information.

CARRIED

7.4.7. Ajax Pickering Hospital Foundation Annual Gift

A. Harras noted that this matter was referred from the January 18, 2021 GGC meeting and the recommendations contained therein have been superseded by the approval of the 2021 Operating & Capital Budget meeting report (item 7.2.1). The report and recommendations were withdrawn.

8. Regional Councillors' Report

Mayor Collier provided an update regarding the projected increase to the Region's 2021 budget.

Moved by: A. Khan
Seconded by: R. Tyler Morin

That the Regional Councillors' Reports of February 22, 2021 be received for information.

CARRIED

9. Business Arising from Notice of Motion

Motion to Suspend the Rules of Procedure

Moved by: L. Bower
Seconded by: R. Tyler Morin

That the rules of procedure be suspended in order to introduce a motion without notice regarding In-store Alcohol Service at Convenience Stores.

CARRIED
on 2/3rds

9.1 Gas-Fired Electricity

Regional Councillor Crawford introduced the motion and reviewed its contents.

Moved by: M. Crawford
Seconded by: S. Lee

WHEREAS the Government of Ontario is planning to increase electricity generation and greenhouse gas pollution from Ontario's gas-fired power plants by more than 300% by 2025 and by more than 400% by 2040, reversing more than a third of the greenhouse gas pollution reductions achieved by phasing out our coal-fired power plants;

AND WHEREAS greenhouse gas pollution is causing temperatures in Canada to rise at more than double the rate of the rest of the world, causing impacts to the operations and residents of the Town of Ajax;

AND WHEREAS the Town of Ajax is taking measures to mitigate and adapt to the climate impacts caused by increasing greenhouse gas pollution, which includes having climate adaptation and mitigation plans in place;

AND WHEREAS the planned increase in electricity-related greenhouse gas pollution will reduce the effectiveness of the Town's greenhouse gas reduction efforts;

AND WHEREAS there are feasible, cost-effective alternatives to increasing gas-fired electricity generation without increasing greenhouse gas pollution at costs well below the current price for Ontario's nuclear energy (9.5 cents/kWh), including:

- energy efficiency investments;

- low-cost, distributed, renewable energy; providing employment in Ontario communities and restoring our leadership in this industry;
- the purchase of low-cost power offered by the Province of Quebec from its existing hydroelectric generating stations; and
- using Quebec's system of reservoirs as a battery to back-up made-in-Ontario renewable power, eliminating the need to use gas-fired power plants for this purpose;

NOW THEREFORE BE IT RESOLVED THAT:

1. The Town of Ajax requests the Government of Ontario to place an interim cap of 2.5 megatonnes per year on the greenhouse gas pollution from Ontario's gas-fired power plants and develop and implement a plan to phase-out all gas-fired electricity generation by 2030 to help Ontario and the Town of Ajax meet their climate targets; and
2. This resolution be sent to the Premier of Ontario, the Hon. Greg Rickford, Minister of Energy, Northern Development and Mines, the Hon. Jeff Yurek, Minister of the Environment, Conservation and Parks, MPP Rod Phillips, the Association of Municipalities of Ontario, Chair John Henry, Durham Region Climate Roundtable Committee and Durham Region Works Committee.

CARRIED

9.2 Durham-Scarborough BRT in Pickering Village

Regional Councillor Crawford and Councillor Tyler Morin introduced the motion and reviewed its contents.

Moved by: M. Crawford

Seconded by: R. Tyler Morin

WHEREAS Metrolinx is undertaking the Durham-Scarborough Bus Rapid Transit (BRT) project that will connect the southern Durham Region municipalities to Scarborough along Highway 2/Kingston Road, including a 5-lane design across Highway 2/Kingston Road through historic Pickering Village;

AND WHEREAS The Town of Ajax is proud of our storied history and commitment to preserving our heritage and historic areas like Pickering Village, and to telling the stories that shaped the importance of these areas;

AND WHEREAS Ajax Council recognizes Metrolinx for their ongoing commitment to partnership, demonstrated by providing updates to Council and working with the Town to expand the reach and availability of public information sessions, by extending consultation deadlines, and by holding a joint virtual public meeting with Ajax Council and staff;

NOW THEREFORE BE IT RESOLVED THAT:

1. Council request that Metrolinx and the Region of Durham continue to work closely with the southern Durham Region municipalities as the Durham-Scarborough BRT project progresses through the Transit Project Assessment Process;
2. As the detailed design progresses for the proposed Pickering Village section, Metrolinx continues to consult with Town staff and local councillors on acquisitions and widening plans ensure that the design maintains the integrity of the area;
3. Metrolinx be encouraged to reflect the historical significance and place making opportunities of Pickering Village through;
 - a. The protection, conservation and restoration of historical properties impacted by the BRT construction;
 - b. The design of key project features such as the bus shelters, gateway features and the expansion of the Duffins Creek bridge, so that they reflect the charm and historical character of the Pickering Village area;
 - c. The enhancement of existing and development of new public amenities in Pickering Village, in conjunction with the Town's Recreation Master Plan; and
4. This motion be distributed to the Metrolinx BRT project team and the Region of Durham.

CARRIED

9.3 Conservation Authorities Working Group

Mayor Collier vacated the Chair. Regional Councillor Lee assumed the Chair.

Mayor Collier and Regional Councillor Dies introduced the motion and reviewed its contents.

Moved by: S. Collier
Seconded by: J. Dies

WHEREAS Significant, substantive legislative changes to conservation authorities' (CA) mandates, board responsibilities and enforcement authority were hastily pushed through the Province's fall budget, Bill 229 (Schedule 6), which received Royal Assent on December 8, 2020 in spite of widespread outcry from environmental experts, municipalities and municipal groups, NGOs and individuals;

AND WHEREAS on January 11, 2021 Minister Yurek sent an email to heads of Council across the province to inform them of the composition of a Conservation Authorities Working Group to examine and consult on the regulations that follow legislative changes made through Schedule 6, including: details about which programs and services CAs will deliver and how they may be funded, and how CAs will regulate development (with a lens of public safety), the requirement for CAs to establish community advisory boards, and further details about CA operation and management of lands owned by the authority;

AND WHEREAS both the Toronto and Region Conservation Authority (TRCA) and Central Lake Ontario Conservation Authority (CLOCA), as well as the agriculture sector and Association of Municipalities of Ontario (AMO) are represented as part of the working group; however, an additional list of advisors to the working group was also announced, which includes representatives from the development industry (Remington Group, Mattamy Homes and EQ Homes);

AND WHEREAS the working group does not consist of representatives from non-governmental agencies who have been very vocal about Schedule 6, including the implications on the mandate and future of CAs;

AND WHEREAS CAs should be able to have a fulsome discussion about regulatory issues, including appropriate limitations to development without the interference or lobbying potential of the development industry;

THEREFORE BE IT NOW RESOLVED THAT:

1. Ajax Council convey their concern to the Minister of the Environment, Conservation and Parks, requesting that the Province remove the influence of the development industry from the working group, instead having them provide their input as part of the public consultation process like other stakeholders and the general public; and
2. Ajax Council requests that the Minister of the Environment, Conservation and Parks consider adding environmental protection-focused non-governmental agencies onto the working group; and
3. This motion be distributed to the Hon. Jeff Yurek, Minister of the Environment, Conservation and Parks, MPP Rod Phillips, Region of Durham, Chair of the Working Group Hassaan Basit, CEO of Conservation Halton, Conservation Ontario, Toronto and Region Conservation Authority, Central Lake Ontario Conservation Authority, Association of Municipalities of Ontario, and Ontario's Big City Mayors.

CARRIED

9.4 In-store Alcohol Service at Convenience Stores

Regional Councillor Lee vacated the Chair. Deputy Mayor Dies assumed the Chair.

Mayor Collier and Councillor Khan introduced the motion and reviewed its contents.

Moved by: S. Collier
Seconded by: A. Khan

WHEREAS Ajax Council recognizes the ongoing hardships faced by restaurants, pubs and other foodservice businesses as a result of mandated closures and patron limits due to Covid-19;

AND WHEREAS the Town has been working hard to implement and advocate for business supports (such as providing restaurants the ability to access wine, beer and spirits at wholesale or discounted pricing, permitting flexibility, online support and more) to ensure more local businesses survive the pandemic;

AND WHEREAS convenience stores have not been mandated to close during the pandemic and have not endured undue hardship like other industries;

AND WHEREAS 7-Eleven Canada has applied to introduce in-store alcohol service at 61 stores throughout Ontario (including Ajax) to leverage their open status as a competitive advantage;

AND WHEREAS the Alcohol and Gaming Commission of Ontario (AGCO) is ultimately responsible for granting all liquor licensing requests;

AND WHEREAS approval of 7-Eleven's request would also mean exposing an already vulnerable and hard-hit restaurant/bar industry to further competition;

AND WHEREAS Ontario's Big City Mayors caucus passed a motion on Friday, February 19 opposed to the 7-Eleven Canada request to serve alcohol;

THEREFORE BE IT NOW RESOLVED THAT Ajax Council oppose 7-Eleven Canada's proposal to serve alcohol;

AND THAT this motion be distributed to Hon. Peter Bethlenfalvy, Minister of Finance; Hon. Doug Downey, Attorney General; Hon. Steve Clark, Minister of Municipal Affairs and Housing; Hon. Prabmeet Sarkaria, Associate Minister of Small Business and Red Tape Reduction; Rod Phillips, MPP for Ajax; the Region of Durham, and local Durham Region municipalities.

CARRIED

Mayor Collier resumed the Chair.

10. By-laws

Members of Council asked questions regarding By-Law 17-2021, authorizing the stop up and close of a portion of Smales Drive. G. Romanowski responded to questions from Council Members.

Moved by: L. Bower

Seconded by: S. Lee

That By-law numbers 11-2021 to 17-2021 be read a first, second and third time and passed.

CARRIED

11. Notice of Motion

Regional Councillor Dies indicated that she will be bringing forward a motion to the March meeting of Council requesting that the Town reaffirm their position with respect to Greenbelt protection for the headwaters of the Carruthers.

Regional Councillor Lee indicated that he will be bringing forward a motion to the March meeting of Council regarding the Town's Hiring Practices.

Mayor Collier indicated that he will be bringing forward a motion to the March meeting of Council directing staff to investigate and report back to Council on the feasibility of acquiring the lands for the Hunt Street extension.

Mayor Collier indicated that he will be bringing forward a motion to the March meeting of Council regarding a Land Bank Tax.

12. New Business - Notices & Announcements

Council Members highlighted upcoming events and activities including a Ward 3 virtual Open House for traffic calming implementation on February 25, 2021, a Ward 2 virtual

Open House for traffic calming implementation on February 24, 2021, and a virtual event for In Conversation with the Ajax Anti-Black Racism Task Force on February 25, 2021.

13. Confirming By-Law

Moved by: M. Crawford
Seconded by: A. Khan

That By-law number 18-2021 being a by-law to confirm the proceedings of the Council of the Corporation of the Town of Ajax at its meeting held on February 22, 2021 be read a first, second and third time and passed.

CARRIED

14. Adjournment

Moved by: J. Dies
Seconded by: A. Khan

That the February 22, 2021 meeting of the Council of the Town of Ajax be adjourned (10:04 p.m.)

CARRIED

Mayor

D-Clerk

No.	Comment Date	Commenter	Comment / Question	Page #	Category	IBI / Parsons Response	Action by	Status
1	12/15/2020	Town of Whitby	<p>The tree inventory that has been included with the report is comprehensive and detailed.</p> <p>The report indicates that a total of 600 trees along Dundas Street in Whitby will be impacted by the project. Of these 600 trees, 383 are anticipated for removal, a further 68 will be impacted, and 149 will be retained.</p> <p>The 600 trees that will be impacted include trees on both municipal and private property. Size ranges from 1 cm to 140 cm diameter at breast height (dbh). An analysis of the inventory provided indicates that 353 of the total 600 trees are on municipal property, and 247 are on private property.</p> <p>Of the 353 trees on municipal property, a minimum of 250 are anticipated for removal due to the proposed works. This number could be higher depending on suitability for transplanting of trees identified in the inventory (see comments below). The combined dbh tree loss is 6,534 cm. An additional 25 municipal trees will be impacted, and 78 retained.</p>	General	Other	Noted. The Arborist Report has been updated based on the updated design footprint (November 9, 2020). 600 trees will be impacted in the Town of Whitby with 371 trees requiring removal, 44 trees impacted/injured and 185 to be retained.	LGL	
2	12/15/2020	Town of Whitby	<p>The volume of proposed tree removal within Whitby is greater than in any other municipality within the BRT corridor. As the tree canopy loss and community impact is significant, compensation required will include a combination of:</p> <ul style="list-style-type: none"> -Replanting is required within the Dundas Street corridor as part of the BRT project at a minimum 2:1 ratio, at locations approved by the municipality, with additional compensation depending on the circumstances, as well as consideration of assessed value. -Financial compensation is required for the value of the trees (at the time of removal/impact) including the cost and administration of replanting requirements in the urban areas on and adjacent to Dundas Street. -Additional trees to be transplanted within the BRT medians or specific features will not be included in the replanting compensation. -Any monetary compensation from tree loss should be directed to the Town of Whitby Tree Reserve Budget for future tree planting elsewhere in the Town. Areas in and around that are impacted by the project will be prioritized. -The specifics of the compensation package for the value of the trees shall be completed during the detail design with advance plantings undertaken where applicable and appropriate. -An ongoing maintenance and establishment program, at Metrolinx's cost, for a two year period after planting, including regular watering as necessary, will be a requirement for replacement and transplanted trees planted as part of the project. -Metrolinx is encouraged to provide reasonable compensation to private property owners for trees removed or impacted on private property, similar to that provided to the municipality. 	General	Clarity	Arborist Report has been updated to include compensation requirements in a new section (Section 7e. Town of Whitby's Compensation Requirements).	LGL	

No.	Comment Date	Commenter	Comment / Question	Page #	Category	BI / Parsons Response	Action by	Status
1	12/15/2020	Town of Whitby	<p>The tree inventory that has been included with the report is comprehensive and detailed.</p> <p>The report indicates that a total of 600 trees along Dundas Street in Whitby will be impacted by the project. Of these 600 trees, 383 are anticipated for removal, a further 68 will be impacted, and 149 will be retained.</p> <p>The 600 trees that will be impacted include trees on both municipal and private property. Size ranges from 1 cm to 140 cm diameter at breast height (dbh). An analysis of the inventory provided indicates that 353 of the total 600 trees are on municipal property, and 247 are on private property.</p> <p>Of the 353 trees on municipal property, a minimum of 50 are anticipated for removal due to the proposed works. This number could be higher depending on suitability for transplanting of trees identified in the inventory (see comments below). The combined dbh tree loss is 6,534 cm. An additional 25 municipal trees will be impacted, and 78 retained.</p>	General	Other	<p>Noted. The Arborist Report has been updated based on the updated design footprint (November 9, 2020). 600 trees will be impacted in the Town of Whitby with 71 trees requiring removal, 44 trees impacted/injured and 185 to be retained.</p>		
2	12/15/2020	Town of Whitby	<p>The volume of proposed tree removal within Whitby is greater than in any other municipality within the BRT corridor. As the tree canopy loss and community impact is significant, compensation required will include a combination of:</p> <ul style="list-style-type: none"> -Replanting is required within the Dundas Street corridor as part of the BRT project at a minimum 2:1 ratio, at locations approved by the municipality, with additional compensation depending on the circumstances, as well as consideration of assessed value. Financial compensation is required for the value of trees (at the time of removal/impact) including the cost and administration of replanting requirements in the urban areas on and adjacent to Dundas Street. -Additional trees to be transplanted within the BRT medians or specific features will not be included in the replanting compensation. <p>Any monetary compensation from tree loss should be directed to the Town of Whitby Tree Reserve budget for future tree planting elsewhere in the Town. Areas in and around that are impacted by the project will be prioritized.</p> <ul style="list-style-type: none"> -The specifics of the compensation package for the value of the trees shall be completed during the detail design with advance plantings undertaken where applicable and appropriate. An ongoing maintenance and establishment program at Metrolinx's cost, for a two year period after planting, including regular watering as necessary, will be a requirement for replacement and transplanted trees planted as part of the project. -Metrolinx is encouraged to provide reasonable compensation to private property owners for trees removed or impacted on private property, similar to that provided to the municipality. 	General	Clarity	<p>Arborist Report has been updated to include compensation requirements in a new section (Section 7e. Town of Whitby's Compensation Requirements).</p>		

No.	Comment Date	Commenter	Comment / Question	Page #	Category	IBI / Parsons Response	Action by	Status
3	12/15/2020	Town of Whitby	Municipal trees identified to be retained and requiring tree protection should be assessed by Town Forestry staff for a period of five years after completion of the project. If any of these trees require removal within this time period, as a result of decline, the Town shall receive monetary compensation for the total value of the tree prior to initiation of works associated with the project, the cost of removal and all replacement costs. The Town will require a surety bond equal to this amount.	General	Clarity	Arborist Report has been updated to include this commitment (Section 7e. Town of Whitby's Compensation Requirements).		
4	12/15/2020	Town of Whitby	Notification of tree removal and/or impact to trees, for both public and private trees, shall be the responsibility of Metrolinx, and should be provided to all affected residents and business owners.	General	Clarity	Arborist Report has been updated to include this commitment (Section 7e. Town of Whitby's Compensation Requirements).	LGL	
5	12/15/2020	Town of Whitby	The report indicates that 100 trees, of dbh 10 cm or less, are to be transplanted if possible. It is likely that these trees are located in proximity to underground utilities, which regulates and limits the use of mechanical equipment to transplant. Therefore, it is anticipated that transplanting opportunities will be limited and many of these trees will be added to the removal list.	Page 16 and 24.	Clarity	Arborist Report has been updated to include this information (Sections 5g and 8g).	LGL	
6	12/15/2020	Town of Whitby	Those trees that are suitable candidates for transplanting need to be identified at the detailed design stage. When determining suitable candidates, tree size, species, site conditions, and time of year must all be considered. A plan for transplanting must be developed. Trees should only be moved once and should be transplanted immediately whenever possible. Trees identified for transplanting on Town property should be assessed by Town Forestry staff, and transplanting of trees requires prior approval determined through consultation with the Town.	General	Clarity	Arborist Report has been updated to include this commitment (Section 7e. Town of Whitby's Compensation Requirements).	LGL	
7	12/15/2020	Town of Whitby	Town of Whitby Forestry staff shall be given the opportunity for comment regarding tree planting specifications, species selection and planting locations through detailed design, and shall have the ability to perform on site inspections in regard to tree planting, transplantation and tree protection during implementation of the project.	24	Clarity	Arborist Report has been updated to include this commitment (Sections 8d and 8f).	LGL	
8	12/15/2020	Town of Whitby	There are a significant number of trees located on properties listed on our Heritage Register. Trees are often part of a cultural heritage landscape and will need further consideration as future detail design work is undertaken.	General	Clarity	Arborist Report has been updated to include this commitment (Section 8h).	LGL	
9	12/15/2020	Town of Whitby	The Town's standards for landscaping, as well as for tree requirements for new development will need to be considered as detailed design work is undertaken.	25	Clarity	Arborist Report has been updated to include this commitment (Section 8f).	LGL	

[illegible]

Review Comments Spreadsheet



Review Code:		IBI/Parsons		
Designer:		IBI/Parsons		
		Comment	IBI/ParsonsResponse	
24	Town of Whitb	Suzanne Beale	The report is missing reference to a property (405 Dundas Street West, the Whitby Central Library) that is designated under Part V of the Ontario Heritage Act, as part of the Werden's Plan Neighbourhood Heritage Conservation District (HCD). Please refer to the enclosed HCD boundary map.	Report has been updated, see WI-064
25	Town of Whitb	Suzanne Beale	The Whitby Central Library property at the southeast corner of Dundas Street West and Henry Street is identified as a Complementary Property (Exemplary) in Werden's Plan Neighbourhood HCD, one of 5 in the HCD, and is considered a contemporary landmark. Please refer to the enclosed property description for the Whitby Central Library from the Werden's Plan. o Please refer to relevant policies of the HCD plan for the Werden's Plan Neighbourhood, including policy 4.2.2.1 regarding the preservation of the Whitby Central Library. It states that the Whitby Central Library, a contemporary landmark in the district, will be preserved. Any change that may be proposed for the library and square will be respectful of their original architectural features, layout and landscaping.	Acknowledged. Further discussion added to Preliminary Impact Assessment section.
26	Town of Whitb	Suzanne Beale	The Cultural Heritage Report does not reference the future Perry's Plan Neighbourhood and Four Corners HCDs planned for Downtown Whitby (Refer to Appendix A for proposed boundaries). Phase 1 studies have been completed for these HCDs, which are further contemplated through the current Downtown Whitby Secondary Plan Update. o Please refer to Section 6.1 of the Town of Whitby Official Plan, and in particular, policy 6.1.3.2 which states that the Municipality recognizes the cultural heritage attributes of its two downtowns and their surrounding residential areas and will establish and update Heritage Conservation Districts and related plans, where appropriate, to ensure the long-term conservation of the character of these unique areas	Proposed HCDs have been added to the report as WI-065 and WI-066.
27	Town of Whitb	Suzanne Beale	The report identifies Johnathan Wolfenden house under 500 Dundas Street West, however the correct address is actually 500 Dundas Street East. This property has been de-listed, but there is a commemorative component associated with the new development, o What is the plan for care and maintenance of this commemorative feature during construction of the BRT	The information for this property has been updated in the report. Similar to other municipalities, we are recommending that the commemorative feature be removed and stored by the municipality for safekeeping.
28	Town of Whitb	Suzanne Beale	The building at 207 Dundas Street West should be considered a built heritage resource to be referenced in the report, as it may be added in the future to the Town's municipal heritage register	This property has been added into our report and mapping, see WI-063.
29	Town of Whitb	Suzanne Beale	Whitby Central Library and Celebration Square * As proposed, the BRT would have a significant impact on Celebration Square and the urban filter (i.e. the structure along Dundas St W) in front of the public library. Beyond COVID, the Town hosts numerous celebrations and events in the Square, which would be impacted by any reduction in size resulting from the BRT project encroachment	Acknowledged
30	Town of Whitb	Suzanne Beale	Traffic Rerouting * The preferred "Transit Mall" option raises a concern regarding increased traffic (including large trucks) passing through some of the older neighbourhoods, including the Werden's Plan Neighbourhood HCD and future Perry's Plan Neighbourhood HCD. o Will Metrolinx provide a plan for traffic rerouting and who will pay for costs associated with implementation	Traffic patterns related to the Transit Mall option presented at PIC3 are under review, including a network analysis. Potential mitigation measures will be discussed with Town staff including implementation timing and costs.
31	Town of Whitb	Suzanne Beale	Vibration Impacts Staff requires more information about how vibration impacts to heritage properties from the construction and operation of the BRT, and re-routed traffic, will be addressed. Is Metrolinx committed to repairing any damages?	The vibration analysis is underway with particular focus on potential heritage structures. More details on the potential impacts and mitigation measures, along with recommendations for monitoring during construction, will be shared with Town staff once available.
32	Town of Whitb	Suzanne Beale	Reduced Front Yards - There are a number of properties where portions of the front yards would be encroached, some being heritage resources, where this could impact the buildings/porches/mature trees (e.g. 859, 724, 500 Dundas St W, 425 Dundas St E). - Some setbacks from the ROW will be significantly reduced; some extremely close to these buildings. This could create both heritage and zoning challenges related to required setbacks and parking requirements. - Staff requires more information about impact and mitigation for these properties.	CHERs are being completed where limits of impact encroach on to property and have a direct impact on known/potential heritage attributes, such as buildings, porches, retaining walls, and mature trees. Where the ChER identifies heritage attributes that will be impacted, an HIA will be completed.
33	Town of Whitb	Suzanne Beale	Other Impacted Properties * Town Staff, as well as Heritage Whitby Advisory Committee members, would like an opportunity to be involved in the Cultural Heritage Evaluation and Impact Assessment processes for impacted properties.	This text has been added to the recommendations.
34	Town of Whitb	Suzanne Beale	Approved Plans - A number of sites currently have received approval for future development and there will be encroachment on these sites as a result of the BRT project. These sites are: o 723 Dundas St W o 416 Dundas St E o 500 Dundas St E o 513 Dundas St E o 1206 Dundas St E - Staff requires more information about impact and mitigation for these properties.	416, 513 and 1206 are not identified in this report as known/potential heritage properties. Text indicating that future developments are approved for 723 Dundas St W and 500 Dundas St E has been added to the Preliminary Impact Assessment Section. We have recommended that the status of these developments should be reviewed during detailed design by a qualified person with recent, relevant heritage experience to determine if impacts have changed and if further cultural heritage work is required.
35	Town of Whitb	Suzanne Beale	Access to Heritage Properties - There could be challenges with accessing some of the older streetscapes/buildings for maintenance/construction work/deliveries, given many are in the proposed 'transit mall' location. How will access to these properties be accommodated during the project development?	The transit mall design will include space in the boulevard for maintenance and delivery vehicles. Maintaining access to buildings during construction will be a commitment made in the Environmental Project Report.

Present: Mayor Mitchell (Participating Virtually)
Councillor Drumm (Participating Virtually)
Councillor Leahy (Participating Virtually)
Councillor Lee (Participating Virtually)
Councillor Mulcahy (Participating Virtually)
Councillor Newman (Participating Virtually)
Councillor Roy (Participating Virtually)
Councillor Shahid (Participating Virtually)
Councillor Yamada (Participating Virtually)

Also Present: M. Gaskell, Chief Administrative Officer
S. Beale, Commissioner of Public Works
S. Klein, Director of Strategic Initiatives
W. Mar, Commissioner of Legal and Enforcement Services/Town Solicitor
J. Romano, Commissioner of Community Services
R. Saunders, Commissioner of Planning and Development
D. Speed, Fire Chief
F. Wong, Commissioner of Financial Services/Treasurer
H. Ellis, Executive Advisor to the Mayor
C. Harris, Town Clerk
K. Narraway, Deputy Clerk
K. Douglas, Legislative Specialist (Recording Secretary)

Regrets: None noted

1. Declarations of Pecuniary Interest

- 1.1 Councillor Mulcahy declared a pecuniary interest under the Municipal Conflict of Interest Act regarding Item 4.1, Public Works Department, Planning and Development Department and Office of the Chief Administrative Officer Joint Report, PW 12-21, Metrolinx Bus Rapid Transit Project Update, specifically related to advertising in The Brooklin Town Crier, as Councillor Mulcahy owns this newspaper. Councillor Mulcahy did not take part in the discussion or voting on this matter.

2. Presentations

2.1 Mathieu Goetzke, Vice President, Planning, Metrolinx, David Hopper, Lead Consultant, Parsons Corporation/IBI Group, and David Dunn, Manager, Rapid Transit Office, Durham Region
Re: Durham-Scarborough Bus Rapid Transit – Preliminary Design Update

Mathieu Goetzke, Vice President, Planning, Metrolinx, David Hopper, Lead Consultant, Parsons Corporation/IBI Group, and David Dunn, Manager, Rapid Transit Office, Durham Region, provided a PowerPoint presentation regarding the Durham-Scarborough Bus Rapid Transit – Preliminary Design Update. Highlights of the presentation included:

- the benefits of improving bus transit in Durham Region, including the creation of jobs and reducing green house gas emissions;
- a map of the Durham-Scarborough Bus Rapid Transit (BRT) study area;
- the need for transit infrastructure to support population growth along the corridor;
- the primary city centres that will be serviced by the proposed BRT;
- the benefit to cost ratio calculated in the 2018 Initial Business Case;
- an overview of the BRT project schedule that began in 2008;
- the volume of existing and future transit ridership;
- community consultations to date, including three Public Information Centres between June 2019 and November 2020, with the next meeting scheduled for May 20, 2021;
- an overview of the previous BRT design for Whitby that was presented in winter 2021;
- an overview of the changes incorporated into the current BRT design for Whitby, including segment locations where left-turns and U-turns are permitted;
- the safety benefits of centre-median lanes, including improved pedestrian/transit user experience, safety for cyclists, and reduced number and severity of collisions;
- the proposed design for Segments 1a, Ajax Border to Raglan Road, and 1b, Raglan Road to Cochrane Street/Annes Street, including the number of eastbound and westbound lanes;
- the proposed design for Segment 2, Cochrane Street to Byron Street South, which includes a stop near the Whitby Central Library/Celebration Square;
- previous design options considered for Segment 3, Bryon Street South to Brock Street;
- the refined BRT design for Segment 3, which maintains continuous eastbound and westbound general traffic lanes, minimizes neighbourhood infiltration, improves access to

- businesses, and maintains the character of downtown Whitby;
- the number of eastbound and westbound traffic and bus lanes incorporated into the Segment 3 refined BRT design, with dedicated eastbound bus and general traffic lanes, and a single westbound lane that will be shared between both busses and traffic;
- other options considered when designing the refined layout of Segment 3;
- relocating the Dundas Street parking spaces between Bryon Street South and Brock Street to accommodate the proposed BRT design;
- how the current BRT design mitigates traffic impacts by reducing infiltration onto local roads compared to the Transit Mall Option;
- the proposed design for Segments 4 and 5, Brock Street to Oshawa border; and,
- next steps in the BRT project, including a mail-out to Whitby residents, a Public Meeting in May 2021, and commencement of the Transit Project Assessment Process (TRAP).

A question and answer period ensued between Members of Council, Mr. Goetzke, Mr. Hopper, Mr. Dunn, and Staff regarding:

- future consultation plans between Metrolinx and the community;
- data concerning collisions involving U-turns;
- data concerning traffic infiltration onto local roads at proposed U-turn intersections;
- whether the Segment 3 BRT design may be expanded 100 metres to include an additional street block;
- recipients of the Metrolinx mail-out, and the date it will be sent;
- whether Metrolinx will coordinate with the Town's Corporate Communications Department regarding communications strategies;
- justification for the Transit Mall Option that was previously being considered;
- the rationale behind only widening the North pedestrian sidewalks on Dundas Street in the proposed Segment 3 BRT design;
- whether Metrolinx will offer additional financial commitments to support businesses affected by the removal of Dundas Street parking spaces;
- the environmental and financial factors that will be considered during the May 2021 Public Meeting;
- whether Metrolinx may grant Town Staff more time to analyze the current and future BRT design options; and,
- whether the proposed Segment 3 design may be reconfigured to allow equal sidewalk expansion on both the North and South side of Dundas Street.

2.2 Suzanne Beale, Commissioner of Public Works
Re: Overview of Staff Report PW 12-21, Metrolinx Bus Rapid Transit Project Update

Suzanne Beale, Commissioner of Public Works, appeared before Council and provided an overview of Staff Report PW 12-21, Metrolinx Bus Rapid Transit Project Update. Ms. Beale noted the three segments of the Bus Rapid Transit (BRT) design identified in the Staff Report. She advised that the Staff Report outlined proposed design elements such as the movement of people, traffic analysis of the surrounding residential neighbourhoods, maintenance needs, and servicing requirements. Ms. Beale further advised that various design alternatives and support measures between Staff and Metrolinx were considered in the Staff Report.

A question and answer period ensued between Members of Council and Ms. Beale regarding:

- whether the Staff Report supports a symmetrical Segment 3 design, allowing equal sidewalk expansion on both the North and South side of Dundas Street; and,
- whether the Town and Metrolinx may reach a collaborative recommendation following public consultation.

3. Delegations

3.1 Robert Baker, Resident
Re: Public Works Department, Planning and Development Department and Office of the Chief Administrative Officer Joint Report, PW 12-21 Metrolinx Bus Rapid Transit Project Update

Refer to Item 4.1, PW 12-21

Robert Baker appeared before Council to express his concerns with the transparency and accountability surrounding the Bus Rapid Transit (BRT) Project in Whitby. Mr. Baker expressed a desire for improved consultation between Council, Metrolinx, and the community, and acknowledged recent community engagement efforts regarding the BRT project.

A brief question and answer period ensued between Members of Council and Mr. Baker regarding the refined BRT design proposal.

3.2 Niki Lundquist, Resident
Re: Public Works Department, Planning and Development Department

and Office of the Chief Administrative Officer Joint Report, PW 12-21
Metrolinx Bus Rapid Transit Project Update

Refer to Item 4.1, PW 12-21

Niki Lundquist appeared before Council to comment on the community input and transparency concerning the Bus Rapid Transit (BRT) Project to date. Ms. Lundquist commented on discussions held during previous Council meetings. She expressed a desire for broader community consultation, transparency, and a BRT design plan that addresses the needs of all stakeholders.

- 3.3** Susan Shahmurat and Greg Baker, Durham Condominium Corporation 84, 110 Mary Street West
Re: Public Works Department, Planning and Development Department and Office of the Chief Administrative Officer Joint Report, PW 12-21
Metrolinx Bus Rapid Transit Project Update

Refer to Item 4.1, PW 12-21

Susan Shahmurat and Greg Baker, representing Durham Condominium Corporation 84, 110 Mary Street West, appeared before Council to express their concerns with how the proposed Bus Rapid Transit (BRT) design may impact traffic on Mary Street and other local roads. Ms. Shahmurat suggested the design be modified to prohibit right-hand turns onto Ash Street, Perry Street, and Hickory Street. She presented an alternative Segment 3 design option that would include four mixed-traffic lanes, with no designated bus lanes.

A question and answer period ensued between Members of Council, Mr. Hopper, and Ms. Shahmurat regarding the viability of a four mixed-traffic lane design that would also restrict right-hand turns through downtown Whitby.

- 3.4** Meghan MacPherson and Derek Morine, Old Whitby Neighbourhood Association (OWNA)
Re: Public Works Department, Planning and Development Department and Office of the Chief Administrative Officer Joint Report, PW 12-21
Metrolinx Bus Rapid Transit Project Update

Refer to Item 4.1, PW 12-21

Meghan MacPherson and Derek Morine, representing Old Whitby Neighbourhood Association (OWNA), appeared before Council to comment on the lack of community consultation and safety concerns

regarding the Bus Rapid Transit (BRT) Project. Ms. MacPherson expressed concerns with the previous Transit Mall Option, which would divert traffic onto surrounding local roads. She acknowledged the importance of public transit, and requested that the Town establish a clear plan for the future of downtown Whitby that considers the needs of the community.

A question and answer period ensued between Members of Council, Mr. Hopper, and Ms. MacPherson regarding:

- whether a pedestrian mall may be established elsewhere in the Town of Whitby;
- design elements of the proposed bus shelters;
- whether traffic lanes will remain open during construction of the BRT Project; and,
- signage directing traffic away from local roads surrounding downtown Whitby.

3.5 Lynn Dooly Marek, Resident

Re: Public Works Department, Planning and Development Department and Office of the Chief Administrative Officer Joint Report, PW 12-21 Metrolinx Bus Rapid Transit Project Update

Refer to Item 4.1, PW 12-21

Lynn Dooly Marek appeared before Council to comment on the Bus Rapid Transit (BRT) design. Ms. Dooly Marek expressed her safety concerns with diverting traffic away from Dundas Street onto adjacent local roads.

3.6 Question and Answer Period with Metrolinx Staff based on questions submitted by the public

Residents watching the meeting on the livestream were advised that questions regarding the BRT proposal could be submitted to clerk@whitby.ca and would be presented to Metrolinx, Staff or Council for answers.

A questions and answer period ensued between Members of Council, Metrolinx, and Staff regarding:

- the impact of COVID-19 on public transit ridership;
- alternative BRT design options, such as considering Rossland Road as an alternative transit corridor location, and adding North-South express buses to service GO Train riders;
- whether the existing easement at the rear of 120 Dundas Street West will be impacted by the proposed BRT design;

- the use of real-time traffic counts on roads surrounding downtown Whitby;
- safety strategies to assist motorists with navigating the single-traffic Eastbound lane versus the mixed-traffic Westbound lane in the proposed Segment 3 BRT design;
- plans to minimize traffic congestion and promote a safe, walkable and pedestrian friendly Downtown;
- whether Metrolinx may reconsider a four mixed-traffic lane design on Dundas Street between Bryon Street South and Brock Street;
- whether an asymmetrical three-lane traffic design has been implemented in other communities;
- whether Metrolinx may consider a symmetrical design that widens sidewalks on both the North and South side of Dundas Street in the Segment 3 BRT design;
- the anticipated construction timeline for the BRT project;
- whether the BRT project includes plans to replace buses with Light Rail Transit in the future;
- consultation efforts with the community to date;
- whether the Heritage Whitby Advisory Committee and local churches have been consulted on this matter;
- clarification regarding the justification for a pedestrian mall;
- how the proposed U-turn intersections may impact pedestrian safety;
- whether the BRT design includes designated bike lanes;
- clarification regarding the proposed design between Raglan Road and Cochrane Street;
- compensation for businesses affected by the BRT project construction through potential road closures, utility cut-offs, and impacting business deliveries; and,
- whether business deliveries will be prohibited on Dundas Street as part of the Segment 3 BRT design.

4. Items for Consideration

4.1 Public Works Department, Planning and Development Department and Office of the Chief Administrative Officer Joint Report, PW 12-21 Re: Metrolinx Bus Rapid Transit Project Update

A question and answer period ensued between Members of Council and Metrolinx regarding:

- the rationale behind diverting traffic from Dundas Street onto Rossland Road;
- whether the refined BRT design was first considered at the time the Transit Mall Option was presented to Council;
- whether the timeline for completing the environmental

assessment is flexible;

- whether the Minister has final approval authority over the Metrolinx BRT Project; and,
- when Metrolinx will receive funding, and whether the project will be funded by the province and/or municipal property tax dollars.

Discussion ensued between Members of Council regarding:

- whether Metrolinx should be requested to assess and present to the public the alternative BRT design options as presented in the Staff Report;
- the impact of COVID-19 on planning and consultation efforts concerning the Metrolinx BRT Project;
- the importance of consultation between Metrolinx, Staff, residents, businesses, and other stakeholders to ensure the BRT Project services the needs of the community;
- supporting local businesses affected by the Metrolinx BRT Project;
- the various design options that may be considered and discussed during future public consultation sessions;
- the need for a transit solution that services businesses, residents, and the broader community; and,
- whether Metrolinx has time to assess the alternative BRT design options as presented in the Staff Report.

Moved By Councillor Drumm

Seconded By Councillor Roy

1. That Report PW 12-21, regarding the Metrolinx Bus Rapid Transit (BRT) project, be received as information.
2. That Metrolinx continue to engage with the community and receive public feedback on the BRT proposal and incorporate Town of Whitby Council's motion regarding public consultation as part of the BRT consultative efforts.
3. That staff continue to meet with Metrolinx and Region of Durham officials to discuss the alternatives and comments received to date and report back to Council following the next public consultative session.
4. That Report PW 12-21 be forwarded to Metrolinx, Durham Region Transit, Region of Durham, City of Pickering, Town of Ajax, and City of Oshawa.

Carried later in the meeting [See following motion]

Moved By Councillor Roy

Seconded By Councillor Mulcahy

That the main motion be amended by inserting the following as Item 2 and that the remaining items be renumbered accordingly:

2. That Metrolinx be requested to assess Option #1 as presented with the 4 lanes in downtown Whitby;

Lost on a recorded vote as follows:

	For	Against	Abstained
Councillor Drumm		x	
Councillor Leahy		x	
Councillor Lee	x		
Councillor Mulcahy	x		
Councillor Newman		x	
Councillor Roy	x		
Councillor Shahid	x		
Councillor Yamada		x	
Mayor Mitchell		x	
	4	5	0

The main motion, save and except items related to proposed advertising in the Brooklin Town Crier, was then considered.

Resolution # 84-21

Moved By Councillor Drumm

Seconded By Councillor Roy

1. That Report PW 12-21, regarding the Metrolinx Bus Rapid Transit (BRT) project, be received as information.
2. That Metrolinx continue to engage with the community and receive public feedback on the BRT proposal and incorporate Town of Whitby Council's motion regarding public consultation as part of the BRT consultative efforts, save and except proposed advertising in the Brooklin Town Crier.
3. That staff continue to meet with Metrolinx and Region of Durham officials to discuss the alternatives and comments received to date and report back to Council following the next public consultative session.
4. That Report PW 12-21 be forwarded to Metrolinx, Durham Region Transit, Region of Durham, City of Pickering, Town of

Ajax, and City of Oshawa.

Carried unanimously on a recorded vote as follows:

	For	Against	Abstained
Councillor Drumm	x		
Councillor Leahy	x		
Councillor Lee	x		
Councillor Mulcahy	x		
Councillor Newman	x		
Councillor Roy	x		
Councillor Shahid	x		
Councillor Yamada	x		
Mayor Mitchell	x		
	9	0	0

Having previously declared a conflict of interest, Councillor Mulcahy did not take part in the discussion or vote on matters pertaining to proposed advertising in the Brooklin Town Crier.

Resolution # 85-21

Moved By Councillor Drumm
Seconded By Councillor Roy

That Staff provide for advertising to facilitate public consultation through the Brooklin Town Crier as deemed appropriate.

Carried

Resolution # 86-21

Moved By Councillor Shahid
Seconded By Councillor Newman

That Metrolinx be requested to assess and present to the public the alternative Option 1 as presented in Section 4.3 of this report as part of the proposed BRT through Downtown Whitby.

Carried unanimously on a recorded vote as follows:

	For	Against	Abstained
Councillor Shahid	x		
Councillor Drumm	x		
Councillor Leahy	x		
Councillor Lee	x		
Councillor Mulcahy	x		
Councillor Newman	x		
Councillor Roy	x		
Councillor Yamada	x		
Mayor Mitchell	x		
	9	0	0

5. Confirmatory By-law

5.1 Confirmatory By-law

Resolution # 87-21

Moved By Councillor Leahy
Seconded By Councillor Yamada

That leave be granted to introduce a by-law and to dispense with the reading of the by-law by the Clerk to confirm the proceedings of the Council of the Town of Whitby at its special meeting held on April 22, 2021 and the same be considered read and passed and that the Mayor and the Clerk sign the same and the Seal of the Corporation be thereto affixed.

Carried

6. Adjournment

6.1 Motion to Adjourn

Moved By Councillor Newman
Seconded By Councillor Leahy

That the meeting adjourn.

Carried

The meeting adjourned at 9:15 p.m.

Christopher Harris, Town Clerk

Don Mitchell, Mayor

Town of Whitby Staff Report

whitby.civicweb.net



Report Title: Metrolinx Bus Rapid Transit Project Update

Report to: Council

Date of meeting: April 22, 2021

Report Number: PW 12-21

Department(s) Responsible:

Public Works Department
Planning and Development Department
Office of the Chief Administrative Officer

Submitted by:

Suzanne Beale, Commissioner, Public Works

Acknowledged by M. Gaskell, Chief Administrative Officer

For additional information, contact:

Roger Saunders, Commissioner,
Planning and Development; Sarah Klein,
Director, Strategic Initiatives

1. Recommendation:

1. That Report PW 12-21, regarding the Metrolinx Bus Rapid Transit (BRT) project, be received as information.
2. That Metrolinx be requested to assess and present to the public the alternatives as presented in Section 4.3 of this report as part of the proposed BRT through Downtown Whitby.
3. That Metrolinx continue to engage with the community and receive public feedback on the BRT proposal and incorporate Town of Whitby Council's motion regarding public consultation as part of the BRT consultative efforts.
4. That staff continue to meet with Metrolinx and Region of Durham officials to discuss the alternatives and comments received to date and report back to Council following the next public consultative session.
5. That Report PW 12-21 be forwarded to Metrolinx, Durham Region Transit, Region of Durham, City of Pickering, Town of Ajax, and City of Oshawa.

2. Highlights:

- Public consultation was initiated in 2019.
- Recent consultation included virtual Open House meetings for Whitby residents, and businesses and special interest groups including Advisory Committees of Council.
- Information is available online through a dedicated project page at www.metrolinxengage.com
- The last option provided to the public included a northside pedestrian mall on Dundas Street between Brock Street and Byron Street. This option does not allow for any westbound vehicular traffic in this area. Since that time, Metrolinx has been working on alternative options that identify mixed traffic solutions generally between Bryon Street and Brock Street. Mixed traffic options are still in development and need to be presented to the public as appropriate.
- Information on impacts and mitigation is to be provided and/or currently under review.
- Further community outreach and consultation by Metrolinx is requested.
- Alternate design options for the Downtown are provided for review and consideration.
- Note: staff met with Metrolinx and the Region as this report was being finalized to discuss further refinements to the design including a mixed traffic option between Brock Street/Green Street and Bryon Street. This report is based on the information received at the time the report was prepared and on the recent options provided to the public. Ongoing discussions will continue with Metrolinx and the Region as the project and review of materials proceed as well as information updates to Council.

3. Background:

The Durham-Scarborough Bus Rapid Transit (BRT) project proposes approximately 36 km of dedicated transit infrastructure, connecting Downtown Oshawa, Whitby, Ajax, Pickering and Scarborough. The project builds on the existing Pulse transit service.

Metrolinx considers the Highway 2 BRT corridor a crucial transportation corridor connecting people through the Region of Durham and Scarborough. With rapid growth in the past decade and an expectation for this growth to continue into the future as part of the Provincial Growth Plan, demand for travel along the corridor is expected to increase and a higher capacity form of transit is desired to link communities and employment on both sides of the Toronto-Durham boundary.

The corridor has varied traffic, land use conditions and constraints. A history of the project is highlighted below:

- In 2006, the Province of Ontario created the Greater Toronto Transportation Authority (GTAA), which was then renamed to Metrolinx in 2007. The primary responsibility of Metrolinx is to provide leadership in the planning, financing and development of the Greater Toronto and Hamilton Areas (GTHA) multi-modal transportation network and to conform to the objectives and vision set out in the Province's Growth Plan for the Greater Golden Horseshoe (GGH).
- In 2008, Metrolinx completed the Regional Transportation Plan entitled 'The Big Move' to improve mobility throughout the GTHA Region which set out a 25 year vision for supporting growth in the region. A new rapid transit line between Downtown Oshawa and Scarborough along the Highway 2-Ellesmere corridor linking Oshawa, Whitby, Ajax and Pickering, to connect with the Scarborough's Rapid Transit (TTC's) line at the Scarborough Centre was identified as a Top 15 Priority Project in The Big Move.
- In 2010, Metrolinx completed the Durham-Scarborough Bus Rapid Transit (BRT) Benefits Case.
- In 2018, the Metrolinx 2041 Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area was approved and also identified the Durham-Scarborough BRT as a priority. The initial business case report was completed.
- In May 2019, Metrolinx initiated the Durham-Scarborough Bus Rapid Transit project and began seeking public and municipal input on the proposal and work to date.
- The previous Town staff report was completed in December 2019 and can be found [here](#)
- Metrolinx consultation to date has been as follows:
 - Public Information Centre No. 1 – June 2019 – Introduced the project and the initial business case and identified the expected project timelines.
 - Public Information Centre No. 2 – November 2019 – The technically preferred design for Downtown Whitby (Option 1) was curbside (4 lanes); converting curbside general traffic lanes to dedicated transit lanes.
 - Presentation to Whitby Council – November 2, 2020
 - Public Information Centre No. 3 – November 16, 2020 to January 10, 2021 (extended from December 18, 2020). The design presented for Downtown Whitby (Option 2) included a pedestrian mall. A pedestrian mall would convert the curb lanes into sidewalks and included a pedestrian plaza on Dundas Street from Brock Street

west to Byron Street, and from Brock Street east to Green Street/Perry Street.

- Virtual Information Session – December 3, 2020
- Virtual Whitby Open House (Option 2) – January 7, 2021 – 103 attendees with 239 questions
- Whitby Council and staff Design Workshop – February 22, 2021
- Virtual Whitby Open House – March 16, 2021 – 58 attendees with 72 questions. Metrolinx introduced Option 3, which included a northside only transit mall between Brock Street and Byron Street.
- Presentations to Advisory Committees of Council (**see Attachment 4**) and meetings with the Downtown Whitby Business Improvement Area (November 17, 2020 and February 25, 2021) and Whitby Chamber of Commerce (March 9, 2021).
- Project information is available online at www.metrolinxengage.com including study highlights related to the following key areas of consideration. The study reports are not available online.
 - Environment and Cultural Heritage
 - Air Quality
 - Archaeology
 - Climate Change
 - Cultural Heritage
 - Natural Heritage and Tree Inventory
 - Noise and Vibration
 - Phase 1 Environmental Site Assessment
 - Socio-Economical Conditions
 - Stormwater and Structures
 - Bus Rapid Transit Stops
 - Number of stops
 - Preliminary location of stops
 - Proposed stop designs
 - Traffic and Active Transportation
 - Transit Travel Time
 - Left Turns and U-Turns
 - Active Transportation and Alternate Routes
 - Construction and Phasing
 - Draft Implementation Strategy
- The most recent Metrolinx Preliminary Design (Option 3) presented to the public, along with excerpts from the March 31 Downtown Traffic Report submission, is provided as **Attachment 1**. For the purpose of this report

the BRT section through Whitby has been identified in three 3 Segments as articulated below and comprises (at the time this report was prepared) of the following:

Segment A (West) - Town of Ajax to Annes Street/Cochrane Street

- 6 basic lanes
 - 2 centre (median) transit only lanes with platform stops located at signalized intersections
 - 4 (two per direction) vehicular travel lanes between the Town of Ajax and Annes Street/Cochrane Street

Segment B (Centre) - Annes Street to Garden Street

- 4 basic lanes
 - 2 Median transit only lanes with platform stops located at signalized intersections
 - 1 eastbound vehicular travel lane between Annes Street/Cochrane Street and Garden Street
 - 1 westbound vehicular travel lane between Annes Street/Cochrane and Byron Street
 - The option last presented to the public noted no westbound travel lane between Byron Street and Brock Street. Implement wider sidewalk area on the north side through this section. Detour westbound traffic via Brock Street to Mary Street to Bryon Street. As referenced above, Metrolinx is currently exploring mixed traffic options.

Segment C (East) - Garden Street to City of Oshawa

- 6 basic lanes
 - 2 centre (median) transit only lanes with platform stops located at signalized intersections
 - 4 (two per direction) vehicular travel lanes between the Garden Street and the City of Oshawa

Following the current phase, it has been identified by Metrolinx that the project will proceed to detail design prior to construction. Next steps are highlighted below and also provided in **Attachment 2**.

- Winter/Spring 2021:
 - Fine-tuning the design in consultation with stakeholders
 - Preparing the draft Environmental Project Report. We understand that Metrolinx is aiming to file the ESR prior to the summer.
- Mid-2021:

- Commence the 120-day Transit Project Assessment Process (TPAP).
- Notify property owners and stakeholders through a Notice of TPAP Commencement
- Public Information Centre #4 will take place during the TPAP.
- Subject to Federal approval of Investing in Canada Infrastructure Program (ICIP) funding and TPAP approval, construction within Durham Region may begin in 2021/2022. Construction between Lake Ridge Road and Des Newman Boulevard may occur in 2023/2024. The timing of remainder of implementation through Whitby is unknown.
- Construction will depend on funding, property acquisition, permits and approvals.
- Construction is planned to occur in phases. Quick wins and areas with existing congestion should be prioritized.

4. Discussion:

4.1 Overview

Staff have met with Metrolinx during the study to provide input on the proposal and been provided various documents for review and comment.

At the time that this staff report was prepared, the below notes the status of the documents and review:

- Cultural Heritage Report, Stage 1 Archaeological Assessment, Draft Arborist Report. Received on November 26, 2020 for review due by December 15. Comments submitted to Metrolinx on December 15, 2020 **(see Attachment 3)**.
- Cultural Heritage Report Update Received February 4, 2021 for review due by February 24, 2021. Comments submitted on February 24, 2021 **(See Attachment 3)**. Status: waiting for response from Metrolinx
- Overall Traffic Report for BRT Project Corridor, excluding Downtown Whitby, received March 2, 2021 requesting comments by March 16, 2021.
- Whitby Downtown Transportation and Traffic Analysis Report Received March 31, 2021 for the most recent option presented to the public. Report noted as draft in progress. Town staff are currently reviewing the documents.

- On April 6, 2021 the Natural Environment Report (75%) was submitted to the Town for review by April 21, 2021. Status: Staff will be reviewing the report and providing comments.

The following sections highlight the main issues/areas to be addressed with the BRT proposal and alternatives for further consideration and consultation with Metrolinx and the public.

4.2 Current BRT Proposal

As noted in Section 3 above, there are three (3) main segments of the BRT proposal.

For Segments A (West) and C (East):

As Council previously adopted a staff recommendation not to widen Dundas Street to 6 lanes, it is recommended that prior to confirming its implementation, Metrolinx report back to Council on this issue during any further design works after the EA is concluded. The EA should identify the position of Whitby Council. Should the design proceed, measures to address traffic operations, access, and other factors should be addressed during detail design to the Town's satisfaction.

For Segment B (Centre):

There has been considerable discussions on this proposal, for the section of Dundas Street which traverses the Downtown. It is recognized that improved transit corridors will result in a more reliable transit service across the Dundas Street corridor. However, there remain aspects of Metrolinx' proposal that require further consultation with affected parties and consideration of alternative options/measures to mitigate the issues. It is recognized that with the pandemic, traditional methods of consultation and reviewing of materials has been a challenge.

While not all the information is available for review, below is a high level summary of the factors and criteria that require further analysis and assessment including discussions with Metrolinx and the Region before support for the proposal can be recommended.

a. Movement of people/traffic analysis of surrounding residential neighbourhood/streets

- At the time that this report was prepared, a full assessment of the traffic analysis for Downtown has not been completed.
- The Town has been embarking on Complete Streets initiatives with a goal to safely accommodate all modes of mobility on its street systems. Staff are continuing to review the traffic analysis provided/to be provided and affects on the surrounding residential streets/neighbourhoods.

- It has been identified that cycling will be accommodated through Downtown Whitby via Mary Street. The proposal also identifies that volumes on Mary Street will significantly increase in some sections (**see excerpt in Attachment 1**) and that parking will be eliminated between Brock Street and Byron Street to accommodate a traffic signal and turning lanes. An assessment indicating that increased cycling on Mary Street can be safely accommodated with the increased traffic is required.
- The northside transit mall option estimates increased traffic volumes as follows:
 - The 2041 westbound AM peak hour is estimated to be 941 vehicles per hour. The current volume is 455 vehicles per hour (source: 2019 traffic count).
 - The 2041 westbound PM peak hour is estimated to be 794 vehicles per hour. The current volume is 293 vehicles per hour (source: 2019 traffic count).
 - Portions of these additional westbound trips will utilize Byron Street and Euclid Street to access Dundas Street westbound.
- Metrolinx has identified that significant improvements in Downtown Whitby associated with Segment B (Centre) plan would be needed to support the diversion of traffic, including signalization and additional turning lanes. As part of the recommended solution for the EA, property impacts, measures to accommodate heavy vehicles, address/mitigate intersection queuing, and other operational impacts/solutions need to be identified. For example, it would seem that the design will require modification to ensure westbound vehicles, including heavy vehicles, can safely turn onto northbound Brock Street. The proposal will also have to address the ability for commercial/delivery vehicles turning onto Dundas Street into a narrow through lane or completing a U-turn movement at signalized intersections.
- The proposal also noted a northbound left turn lane from Brock Street to Elm Street. It is anticipated that such a turn would result in queuing impacts that extend to the Four Corner's (Brock Street/Dundas Street) intersection.
- Funding responsibility of all proposed mitigation measures associated with the Segment B (Centre) proposal, as well as any future neighbourhood/intersection enhancements that may be required once the project has been implemented has not been identified.
- The EA should identify implementation and phasing strategies that mitigates the impacts of construction.

b. Maintenance, utilities and servicing

- Deliveries to businesses along the impacted stretch of Dundas street have not been have not been addressed with the Segment B (Centre) proposal.
- The proposed design will require increased/modification to winter maintenance service levels and resources.
- Further clarity will be required regarding the operational impacts on servicing/delivery requirements for affected properties utilizing the single through lane. In particular, traffic detours/road closures are not feasible/practical for all scenarios.
- Measures to accommodate emergency services will need to be considered in detailed design.

c. Removal of on-street parking

- It is identified that parking is to be removed from Dundas Street West (32 spaces) as well as parts of Mary Street West (5 spaces), Byron Street (3 spaces) and Brock Street North (7 spaces) associated with the proposal to accommodate transit/vehicle lanes. The replacement of the lost parking will need to be confirmed.

d. Historic Gateways

- As part of the Historic Gateways study adopted by Council in 2018 (Report PL 60-18), the following intersections were identified as gateways to receive special treatments:
 - Dundas Street West at Henry Street / Euclid Street
 - Brock Street North at Mary Street
 - Dundas Street East at Hickory Street

Enhanced treatments of these intersections, in compliance with the Historic Gateways study, will need to be addressed by Metrolinx in detailed design.

e. Communication

- Further communication on the options with all affected stakeholders is recommended. The Town has recommended Metrolinx develop a multi-channel strategy that leverages all earned, owned and paid communication platforms to help build awareness of the project with the broader community, while also implementing tactics to target specific stakeholder groups more directly impacted.

f. Dundas Street Boulevard

- The BRT proposal will require a full tree compensation plan and streetscape plan to fit in with the character of the adjacent area and heritage features and historic district. Compensation for the significant

tree canopy loss and details of tree protection and tree replacement along the entire Dundas Street corridor is required. The placement and layout of the trees may also have a bearing on maintenance requirements, operations and streetscaping opportunities along the boulevards.

- All Dundas Street transit stops should complement and/or fit in with the historic character of the streetscape and not block views of historic streetscapes.

g. Future planned land uses and cultural heritage resources

- Mitigation measures for impacted heritage properties have been identified by Town staff, and in Metrolinx's Cultural Heritage Report, along Dundas Street. Town staff and Heritage Whitby Advisory Committee members should continue to be engaged in the Cultural Heritage Evaluation and Impact Assessment processes for impacted properties.

4.3 Alternative Design Options for Review and Consideration – Downtown

The following options are being recommended to Metrolinx for further review in order to support the Town of Whitby's commitment to complete streets.

This is generally for the section in Downtown Whitby between/east of Henry Street and Brock Street/Green Street.

Option 1 – Mixed Traffic and Flexible Boulevards

- Buses and cars would travel in two (2) lanes mixed together – one eastbound and one westbound. Note much of this section basically operates in two lanes today due to on-street parking
- Provide queue jumps at strategic signal locations for buses
- Expand the boulevard widths and make boulevards flexible to allow for bus stops and other infrastructure servicing/deliveries to be external to the traffic lane
- Review bus stop locations in concert with flexible boulevards
- Relocate affected on-street parking to new/expanded lots within the Downtown
- Implement streetscape design features on the boulevards and in the pavement, and provide gateway treatments to visually enhance the character of the corridor

Option 2 – Reversible Lane System

This was presented by Town staff as part of Report PW 35-19 for Metrolinx to review and would comprise of a lane reversal system between Henry Street/Euclid Street and Green Street/Perry Street with a 3 lane operation

- 2 lanes peak direction one for transit only and one for vehicles
- Single lane off peak direction where transit and vehicles would operate mixed
- Expand the boulevard widths
- Review design and operations to address infrastructure servicing/deliveries
- Relocate the on-street parking to new/expanded lot(s) within walking distance of the Downtown
- Implement streetscape design features on the boulevards and in the pavement, and provide gateway treatments to visually enhance the character of the corridor

4.4 Additional Consultation

As directed by Council, Staff have considered ways to support the Metrolinx consultation process to ensure the broadest possible engagement with all residents, businesses and stakeholders across the Town of Whitby. The Corporate Communications Division has discussed opportunities for increased engagement with Metrolinx, recommending a multi-channel strategy that leverages all earned, owned and paid communication platforms including:

- Using earned media to pitch to Whitby This Week, Global and Durham Radio about the latest project updates, how to share feedback online and any new consultation opportunities
- Using owned media (www.metrolinxengage.com) to post weekly blog updates that can be shared on social media and further amplified by the Town, other stakeholders and followers
- Using Metrolinx social media to post more regular updates/reminders about the project and how to share feedback, which can be amplified by the Town, other stakeholders and followers
- Hosting additional virtual community meetings, including to a broader Town-wide audience to share information about the project and impacts, in addition to a number of more targeted virtual meetings with specific stakeholders and special interest groups who are more directly impacted, like the Old Whitby Neighbourhood Association (OWNA)
 - Promoting any virtual meeting opportunities through both traditional media, digital media, paid advertising and direct mail at least two weeks in advance

- Issuing a Town-wide direct mail campaign that directs back to the Metrolinx engagement site to review videos, content and open forum to get feedback
- Implementing a targeted direct mail campaign to Downtown area and key stakeholder groups
- Advertise ways to stay informed in local media on a regular schedule – Whitby This Week, Brooklin Town Crier, Durham Radio News
- Implementing Curbex signage in high-priority neighbourhoods directing back to learn more and have a say at metrolinxengage.com

5. Financial Considerations:

There are no financial impacts associated with Report PW 12-21.

6. Communication and Public Engagement:

The Town is committed to supporting Metrolinx in additional consultation to ensure the community is engaged.

7. Input from Departments/Sources:

Town staff have attended the public meeting(s) and have heard the comments and concerns of residents and businesses.

Metrolinx has presented the project to several Advisory Committees of Council. The meeting minutes and input into the project is provided as **Attachment 4**.

8. Strategic Priorities:

Consideration of the BRT project takes into account Council goals and Town of Whitby strategies:

a. Council Goals

Whitby Council's Goals (2018 to 2022)

- To ensure that Whitby is clearly seen by all stakeholders to be business and investment friendly and supportive;
- To accelerate the pedestrian focus of our historic downtown cores; to leverage municipal tools and resources to generate downtown supportive investments; to facilitate the continued growth of our Innovation District;
- To make our streets and neighbourhoods safer through innovative and best-practice design standards and traffic calming measures that reduce traffic speeds; to increase citizen involvement in building Complete Streets; to effectively manage parking on residential streets and in our downtowns; and to reduce the traffic impact of new developments on existing neighbourhoods; and

- To become the destination of choice for visitors; to realize the economic, cultural and social potential of our downtowns.

b. Corporate Strategic Plan

In addition to Council goals, when considering the BRT through Whitby, staff prioritize the community by considering a mobility network that considers not only roads for vehicles but pedestrians and cyclists safety and comfort.

c. Accessibility

Metrolinx staff have indicated that accessibility has been considered throughout their study process when considering the BRT options. In addition, the Town has considered accessibility when providing input into the BRT study to avoid future barriers.

d. Sustainability

The Town's input into the BRT project complements the Sustainability Vision that the Town of Whitby will be a healthy, sustainable and complete community. This is accomplished through supporting the objective that Whitby's infrastructure and assets are operated in a manner to meet community service levels, while integrating our principles of sustainability.

9. Attachments:

Attachment 1 – Preliminary Design and Downtown Traffic Report Excerpts

Attachment 2 – Timelines and Next Steps

Attachment 3 – Metrolinx Report Comments To Date

Attachment 4 – Advisory Committee of Council Excerpts of Minutes and Stakeholder Input

Town of Whitby – Recommended Design

Attachment 1
PW 12-21



Segment	1	2	3	4	5
Existing lanes	4	4	4	4	4
Future proposed traffic lanes	4	2	1	2	4
Total number of lanes including BRT lanes	6	4	3	4	6



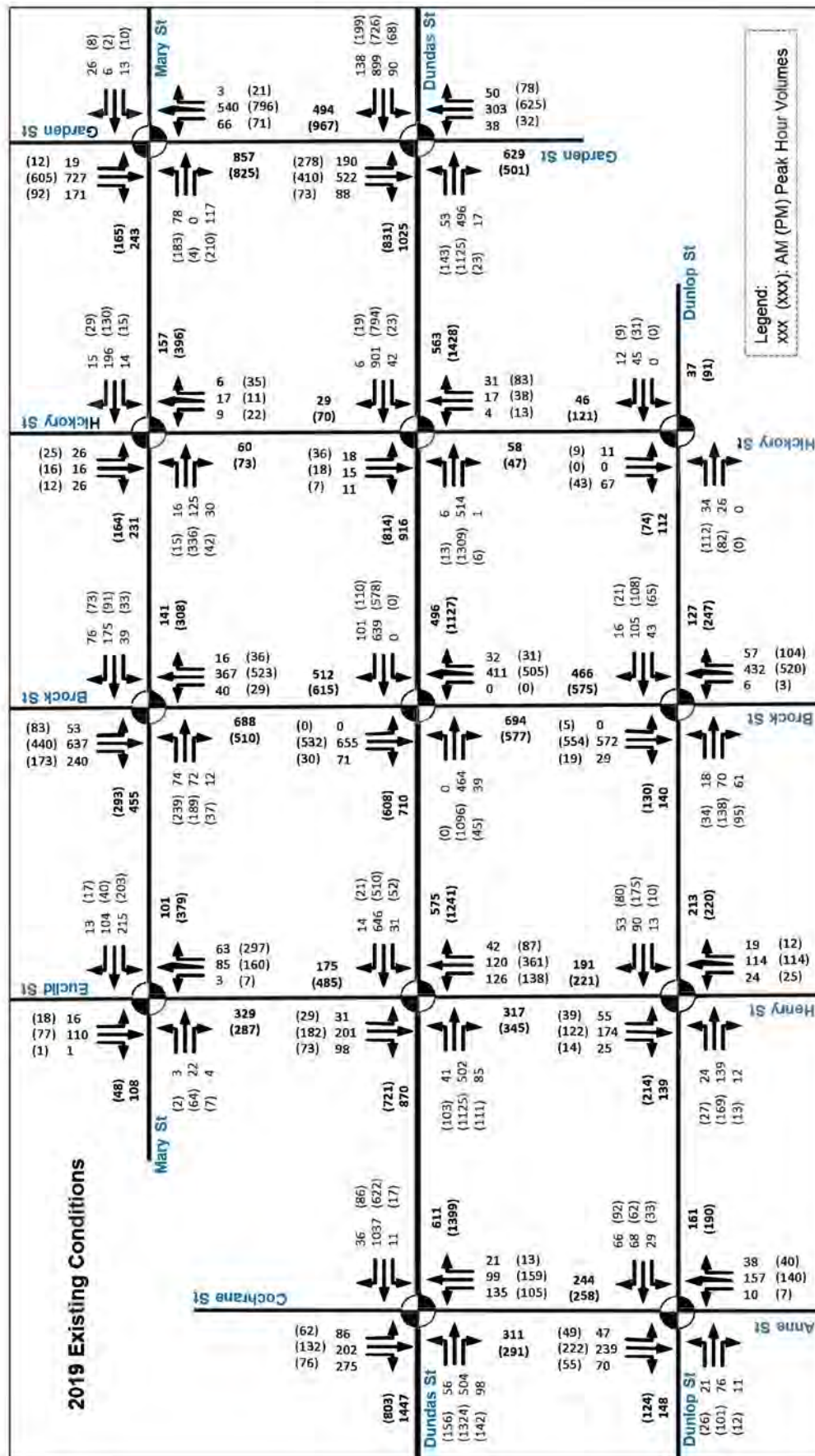


FIGURE 25 - 2019 TRAFFIC VOLUMES FOR EXISTING CONDITIONS

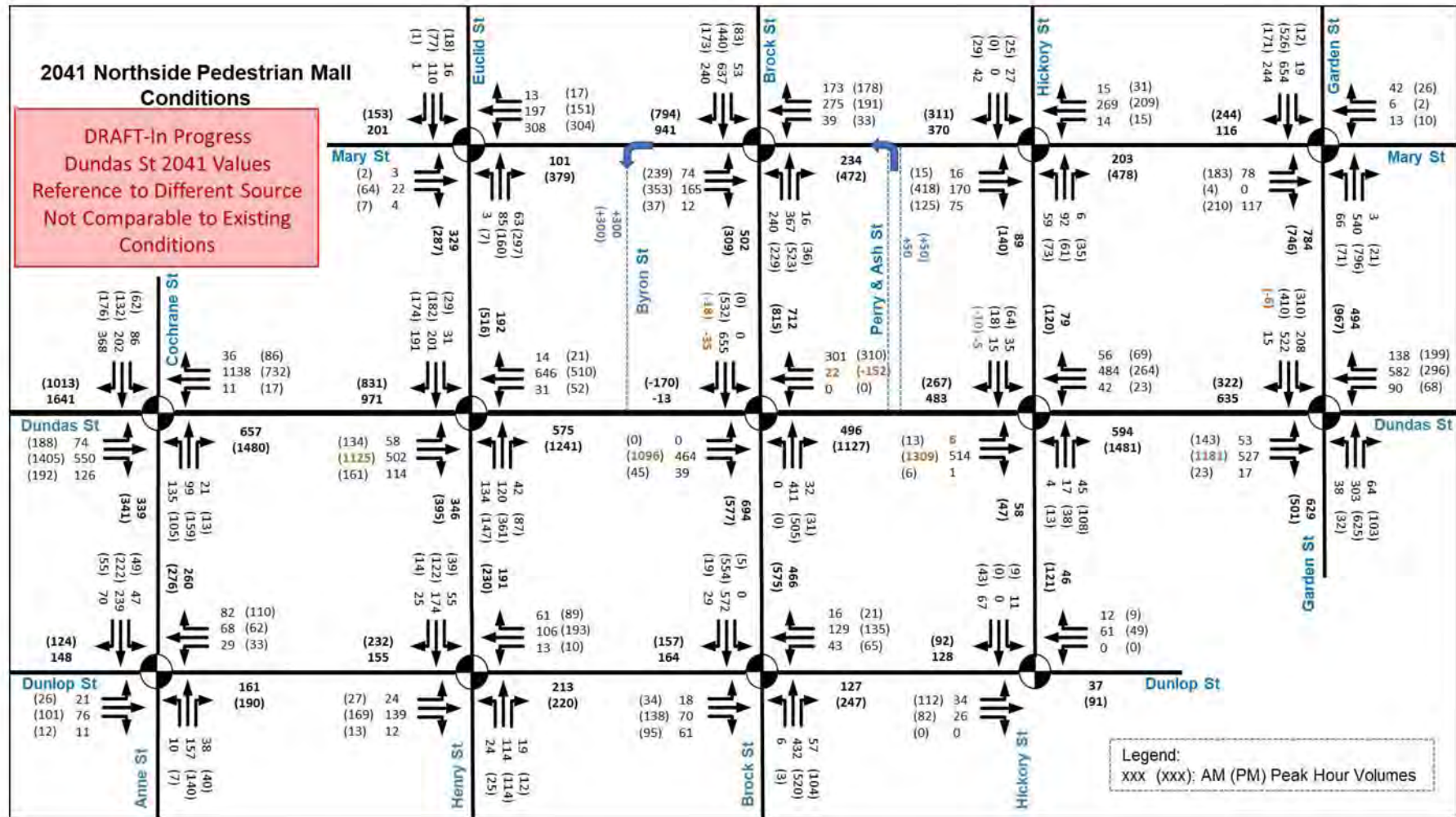


FIGURE 26 - 2041 TRAFFIC VOLUMES FOR NORTHSIDE PEDESTRIAN MALL CONDITIONS

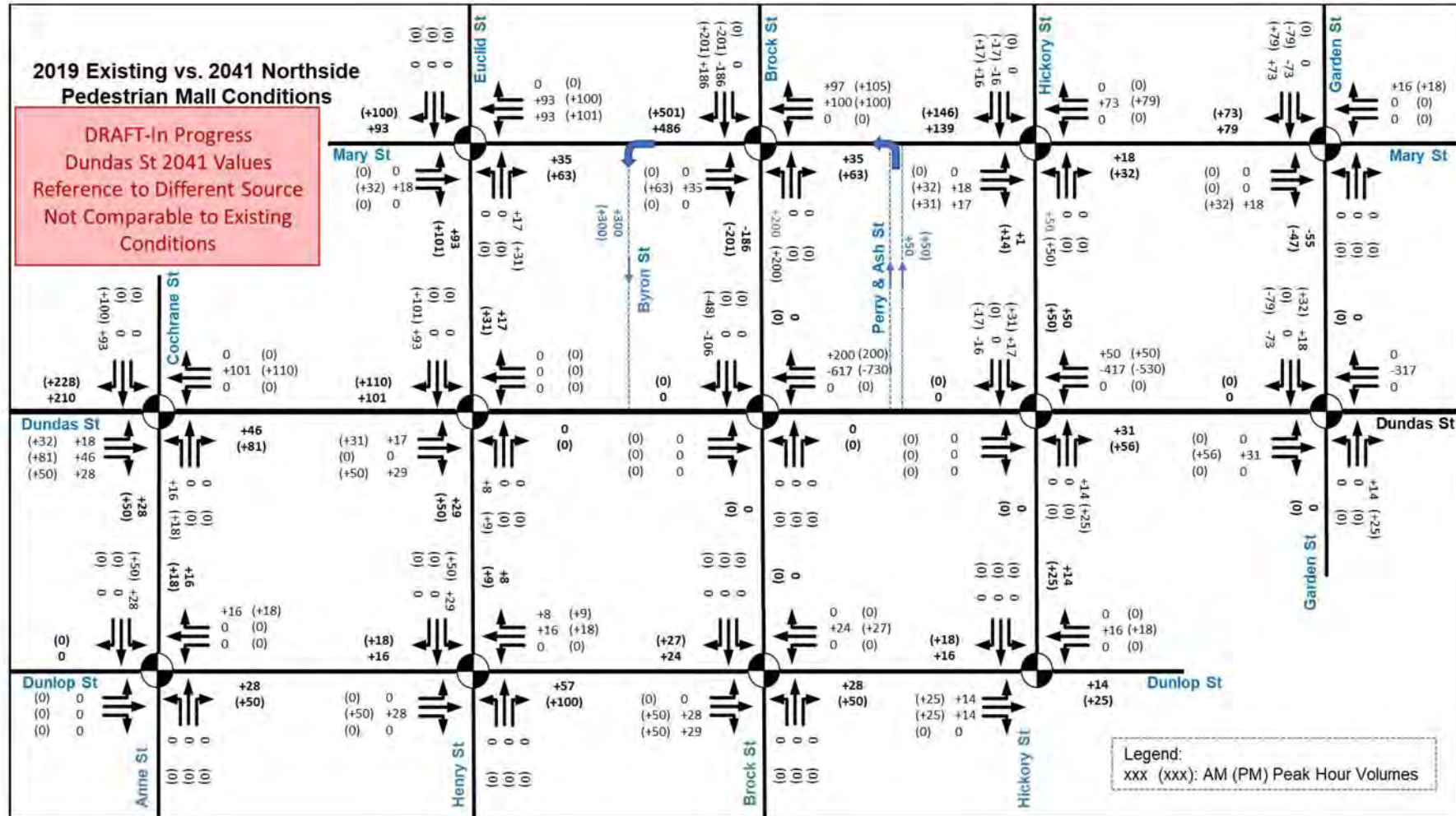
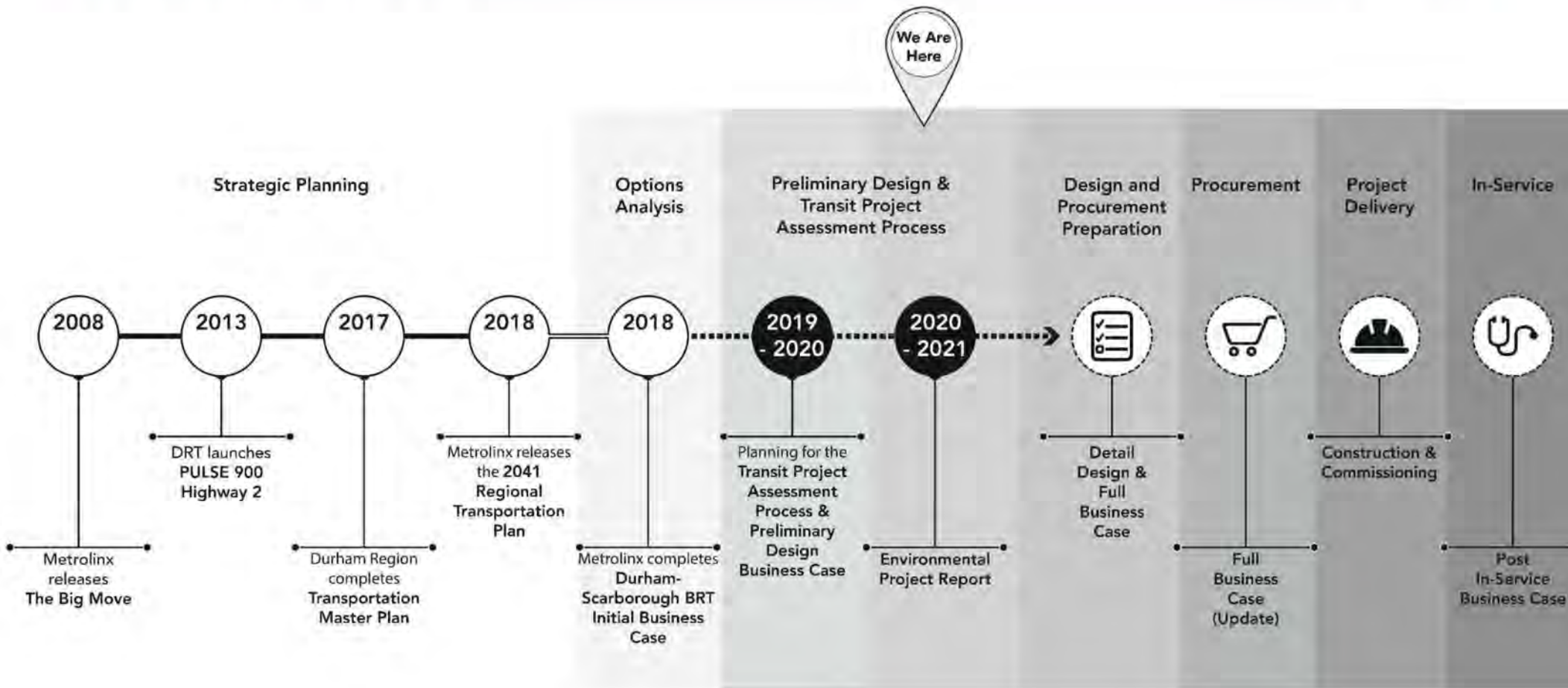


FIGURE 27 - 2019 EXISTING CONDITIONS VS. 2041 NORTHSIDE PEDESTRIAN MALL CONDITIONS

Project Schedule

Attachment 2
PW 12-21



*Timelines to be confirmed.

Construction of the western portion of the Town of Whitby may begin in 2023 to 2025.

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



December 15, 2020

Ragavan Thuraisinganathan
Rail & Transit
Parsons
625 Cochrane Drive, Suite 500
Markham, ON L3R 9R9

SENT VIA EMAIL: Ragavan.Thuraisinganath@parsons.com

Re: Review of Technical Reports for Durham-Scarborough Bus Rapid Transit Project:

- 1) Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment**
- 2) Stage 1 – Archaeological Assessment**
- 3) Draft Arborist Report: Preliminary Design and Environmental Assessment/Transit Project Assessment Process**

Dear Mr. Thuraisinganathan,

Thank you for providing the Town of Whitby with the opportunity to review the above-mentioned technical reports which have been prepared for the Durham-Scarborough Bus Rapid Transit project.

Staff have reviewed each report and provide Metrolinx with the following comments:

1. Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment, prepared by ASI, dated October 2019 (Revised June, September and October 2020)

i) Missing and Incorrect Information

We wish to draw your attention to several gaps and errors in the Cultural Heritage Report:

Heritage Conservation Districts - Current and Future:

- The report is missing reference to a property (405 Dundas Street West, the Whitby Central Library) that is designated under Part V of the Ontario Heritage Act, as part of the Werden's Plan Neighbourhood Heritage Conservation District (HCD). Please refer to the enclosed HCD boundary map.
- The Whitby Central Library property at the southeast corner of Dundas Street West and Henry Street is identified as a Complementary Property (Exemplary) in Werden's Plan Neighbourhood HCD, one of 5 in the HCD, and is considered a contemporary landmark. Please refer to the enclosed property description for the Whitby Central Library from the Werden's Plan.
 - Please refer to relevant policies of the HCD plan for the Werden's Plan Neighbourhood, including policy 4.2.2.1 regarding the preservation of the Whitby Central Library. It states that the Whitby Central Library, a contemporary landmark in the district, will be preserved. Any change that may be proposed for the library and square will be respectful of their original architectural features, layout and landscaping.
- The Cultural Heritage Report does not reference the future Perry's Plan Neighbourhood and Four Corners HCDs planned for Downtown Whitby (Refer to Appendix A for proposed boundaries). Phase 1 studies have been completed for these HCDs, which are further contemplated through the current Downtown Whitby Secondary Plan Update.
 - Please refer to Section 6.1 of the Town of Whitby Official Plan, and in particular, policy 6.1.3.2 which states that the Municipality recognizes the cultural heritage attributes of its two downtowns and their surrounding residential areas and will establish and update Heritage Conservation Districts and related plans, where appropriate, to ensure the long-term conservation of the character of these unique areas.

Individual Properties

- The report identifies Johnathan Wolfenden house under 500 Dundas Street West, however the correct address is actually 500 Dundas Street East.

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



- This property has been de-listed, but there is a commemorative component associated with the new development.
- What is the plan for care and maintenance of this commemorative feature during construction of the BRT?
- The building at 207 Dundas Street West should be considered a built heritage resource to be referenced in the report, as it may be added in the future to the Town's municipal heritage register.

ii) **Challenges/Concerns**

Whitby Central Library and Celebration Square

- As proposed, the BRT would have a significant impact on Celebration Square and the urban filter (i.e. the structure along Dundas St W) in front of the public library. Beyond COVID, the Town hosts numerous celebrations and events in the Square, which would be impacted by any reduction in size resulting from the BRT project encroachment.

Traffic Rerouting

- The preferred "Transit Mall" option raises a concern regarding increased traffic (including large trucks) passing through some of the older neighbourhoods, including the Werden's Plan Neighbourhood HCD and future Perry's Plan Neighbourhood HCD.
- Will Metrolinx provide a plan for traffic rerouting and who will pay for costs associated with implementation?

Vibration Impacts

- Staff requires more information about how vibration impacts to heritage properties from the construction and operation of the BRT, and re-routed traffic, will be addressed.
- Is Metrolinx committed to repairing any damages?

Reduced Front Yards

- There are a number of properties where portions of the front yards would be encroached, some being heritage resources, where this could impact the buildings/porches/mature trees (e.g. 859, 724, 500 Dundas St W, 425 Dundas St E).
- Some setbacks from the ROW will be significantly reduced, some extremely close to these buildings. This could create both heritage and zoning challenges related to required setbacks and parking requirements.
- Staff requires more information about impact and mitigation for these properties.

Other Impacted Properties

- Town Staff, as well as Heritage Whitby Advisory Committee members, would like an opportunity to be involved in the Cultural Heritage Evaluation and Impact Assessment processes for impacted properties.

Approved Plans

- A number of sites currently have received approval for future development and there will be encroachment on these sites as a result of the BRT project. These sites are:
 - 723 Dundas St W
 - 416 Dundas St E
 - 500 Dundas St E
 - 513 Dundas St E
 - 1206 Dundas St E
- Staff requires more information about impact and mitigation for these properties.

Access to Heritage Properties

- There could be challenges with accessing some of the older streetscapes/buildings for maintenance/construction work/deliveries, given many are in the proposed 'transit mall' location. How will access to these properties be accommodated during the project development?

Signage and Streetscape Impacts

- Staff would like a better understanding of the potential impacts of future signage and streetscape improvements on the existing and future HCDs in the downtown area.

2. Archaeological Assessment, prepared by ASI, dated November 2020

Staff are supportive of Metrolinx undertaking Stage 2 Archaeological Assessments as recommended in the Stage 1 report for areas identified as having archaeological potential along Dundas Street in Whitby, including:

- south of Dundas Street west of Lakeridge Road to Des Newman Boulevard;
- north and south of Dundas Street from Jeffery Street to Anne Street;
- north of Dundas Street at Garden Street, and Pringle Creek lands north and south of Dundas Street.

3. Arborist Report, prepared by LGL Ltd., dated October 2020

The tree inventory that has been included with the report is comprehensive and detailed.

The report indicates that a total of 600 trees along Dundas Street in Whitby will be impacted by the project. Of these 600 trees, 383 are anticipated for removal, a further 68 will be impacted, and 149 will be retained.

The 600 trees that will be impacted include trees on both municipal and private property. Size ranges from 1 cm to 140 cm diameter at breast height (dbh). An analysis of the inventory provided indicates that 353 of the total 600 trees are on municipal property, and 247 are on private property.

Of the 353 trees on municipal property, a minimum of 250 are anticipated for removal due to the proposed works. This number could be higher depending on suitability for transplanting of trees identified in the inventory (see comments below). The combined dbh tree loss is 6,534 cm. An additional 25 municipal trees will be impacted, and 78 retained.

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



Our comments and requirements are as follows:

- The volume of proposed tree removal within Whitby is greater than in any other municipality within the BRT corridor. As the tree canopy loss and community impact is significant, compensation required will include a combination of:
 - Replanting is required within the Dundas Street corridor as part of the BRT project at a minimum 2:1 ratio, at locations approved by the municipality, with additional compensation depending on the circumstances, as well as consideration of assessed value.
 - Financial compensation is required for the value of the trees (at the time of removal/impact) including the cost and administration of replanting requirements in the urban areas on and adjacent to Dundas Street.
 - Additional trees to be transplanted within the BRT medians or specific features will not be included in the replanting compensation.
 - Any monetary compensation from tree loss should be directed to the Town of Whitby Tree Reserve Budget for future tree planting elsewhere in the Town. Areas in and around that are impacted by the project will be prioritized.
 - The specifics of the compensation package for the value of the trees shall be completed during the detail design with advance plantings undertaken where applicable and appropriate.
 - An ongoing maintenance and establishment program, at Metrolinx's cost, for a two year period after planting, including regular watering as necessary, will be a requirement for replacement and transplanted trees planted as part of the project.
 - Metrolinx is encouraged to provide reasonable compensation to private property owners for trees removed or impacted on private property, similar to that provided to the municipality.
- Municipal trees identified to be retained and requiring tree protection should be assessed by Town Forestry staff for a period of five years after

completion of the project. If any of these trees require removal within this time period, as a result of decline, the Town shall receive monetary compensation for the total value of the tree prior to initiation of works associated with the project, the cost of removal and all replacement costs. The Town will require a surety bond equal to this amount.

- Notification of tree removal and/or impact to trees, for both public and private trees, shall be the responsibility of Metrolinx, and should be provided to all affected residents and business owners.
- The report indicates that 100 trees, of dbh 10 cm or less, are to be transplanted if possible. It is likely that these trees are located in proximity to underground utilities, which regulates and limits the use of mechanical equipment to transplant. Therefore, it is anticipated that transplanting opportunities will be limited and many of these trees will be added to the removal list.
- Those trees that are suitable candidates for transplanting need to be identified at the detailed design stage. When determining suitable candidates, tree size, species, site conditions, and time of year must all be considered. A plan for transplanting must be developed. Trees should only be moved once and should be transplanted immediately whenever possible. Trees identified for transplanting on Town property should be assessed by Town Forestry staff, and transplanting of trees requires prior approval determined through consultation with the Town.
- Town of Whitby Forestry staff shall be given the opportunity for comment regarding tree planting specifications, species selection and planting locations through detailed design, and shall have the ability to perform on site inspections in regard to tree planting, transplantation and tree protection during implementation of the project.
- There are a significant number of trees located on properties listed on our Heritage Register. Trees are often part of a cultural heritage landscape and will need further consideration as future detail design work is undertaken.
- The Town's standards for landscaping, as well as for tree requirements for new development will need to be considered as detailed design work is undertaken.

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



- The Durham Region Tree Removal By-law reference needs to be corrected as this by-law has been updated and is now referenced as the Regional Woodland By-law. Please see this link <https://www.durham.ca/en/doing-business/tree-by-law.aspx> for more information.

Thank you again for the opportunity to comment. Should you have any questions on the above, please do not hesitate to contact me at 905.430.4311.

Sincerely,

Suzanne Beale, P. Eng., PTOE
Commissioner, Public Works

- c Matthew Gaskell, CAO, Town of Whitby
Roger Saunders, Commissioner of Planning, Town of Whitby
Sarah Klein, Director of Strategic Planning, Town of Whitby

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



February 24, 2021

Parsons Inc.
Ragavan Thuraisinganathan
625 Cochrane Drive
Markham, ON L3R 9S9

Dear Ragavan,

**Re: Comments on Durham-Scarborough Bus Rapid Transit Project:
Cultural Heritage Report – Existing Conditions and Preliminary Impact
Assessment.**

Thank you for the opportunity to comment on the revised report and Town Staff have reviewed and have the following:

Future HCD's:

- Pg. iv now refers to the Werden's Plan HCD (WI 064) and the Proposed Four Corner's (WI 065) HCD, but it does not include the future Perry's Plan HCD, which also has properties touching Dundas St. This page needs to be updated.
- The future Perry's Plan HCD is referenced elsewhere in the report as WI 066, but it is also missing from the table on page 107.

Public Library/Celebration Square:

- Staff recommend that alternative designs be considered to avoid any direct impact on the Urban Filter at Celebration Square.
- Staff request a meeting with Metrolinx to specifically discuss this issue, and how it may be considered, given that this property is a contemporary landmark. It is also a significant community-oriented, public gathering space for events like the Holiday Tree lighting, the Whitby Farmers Market, and others, which contributes greatly to creating a vibrant and attractive Downtown Whitby area. The space will become even more vital as the community continues to grow.

Other Heritage Properties:

- 500 Dundas St E – The Town should not be involved in the storage of the commemoration plaque as it is on private property. Coordination with the owner/Metrolinx is required. Timeframe for development is unknown at this time for that development, as final plans have yet to be approved.
- 326 Dundas Street East – Staff have significant concerns about the impacts/options to this property referenced within the latest revisions to this report. The impacts have increased since the last report, including relocation or removal. This building is remarkable and in excellent condition, and impacts must be minimized. (See attached property sheet.)
- Note: 808 Dundas St W was removed from this list as it appears impacts have lessened. A new address was added for 326 Dundas St E. The proposed Perry's Plan is to be added.

Mature trees and Arborist Report:

- There are mature trees located at the following heritage properties:
 - 925 Dundas W
 - 944 Dundas E
 - 1921 Dundas E
- What plans does Metrolinx have to address impacts, or compensate for the loss of trees on heritage properties as a result of the construction of the BRT?
- What is the status of the comments provided on the Arborist Report – is there going to be a resubmission to the Town. Staff would like to meet with Metrolinx to discuss the arborist and forestry assessment and go forward plans.

Transit Mall Option:

- Staff recommend having a further opportunity to comment once more information on the Transit Mall Option, and associated traffic and vibration impacts are provided to the Town for review and discussion.

Other:

- Staff recommend adding the existing Werden's Plan HCD and Proposed Four Corner's and Perry's Plan HCD boundaries to Figure b-29.
- Images at the last public meeting in January, showed a proposed image (attached) to provide extended parking along Byron St N. This proposal may have additional negative impacts to the Part IV property at 132 Dundas St W (e.g. blocking views to the building by allowing cars to park there vs. a road before that didn't have on-street parking). If this proposal is to be considered, the Impacts and Mitigation Measures on pg. 68 should also be updated. Refer to attachment.

- Excel Comment Chart – Row 21 – note that the excel chart refers to PDF page number, rather than the page number at the top of each of the actual pages (i.e. page 4 = page iii, page 22 = 12, 109 = 99, 116=106).

Staff continue to recommend that Town Staff, as well as Heritage Whitby Advisory Committee members, have an opportunity to be involved in the Cultural Heritage Evaluation and Impact Assessment processes for impacted properties as well as forestry and tree impact assessments.

Thank you again for the opportunity to comment and please note comments may change, or further comments may be provided, pending further discussions with Town Council and area residents and stakeholder groups and Committees of Council.

Regards,

Original signed by

Suzanne Beale, P. Eng., PTOE
Commissioner, Public Works

Address: 326 Dundas St E

Original Address:

Property Legal Description: PLAN H-50029 LOT 108 PT LOT 107 RP 40R14832 PART
1 0.27AC 72.00FR D

Historical Name: Arthur Beall House

Heritage Conservation District: N/A

Ward: Centre Ward 3 **Year Built:** 1876

Architect Style: Gothic Revival

Heritage Status: Listed in Register

Designation By-Law:

Heritage Easement Agreement: No

Zoning: Yes

Official Plan:

Contemporary Photograph



Key Map



Cultural Heritage Values:

326 Dundas Street East was built in 1876 and was the longtime residence of Arthur Beall (1860-1938), and his wife Margaret (1857-1931). The house which was named *Salem Lodge* is in the Gothic Revival style.

The brick house is one-and-a-half storeys and rectangular in plan with a side gable and a steeply pitched roof. The front facade is symmetrical with three bays. There is a double-entry central door with transom with two flanking windows and three upper-storey windows. The defining feature of the property is the wall dormer with three steeply pitched gable dormers on the front facade. In each gable is a window. There is a portico porch supported by brick piers with a brick base. The side gable elevations are symmetrical with two bays and two windows on each level. The double hung windows are two-over-two sash.

In 1885, the house was sold to Joseph R. Montgomery, whose daughter Margaret married Arthur Wellesley Beall in 1908. Arthur Beall was an educator who pioneered instruction on sexual education in the public school system. He began his career as a public school teacher, and he later became a professor of English at Queen's University. Margaret attended Ontario Ladies College in 1890 and studied under Lucius R. O'Brien, a distinguished Canadian artist. She graduated in Fine Arts in 1893, receiving the highest achievement, a gold medal.

The Bealls resided in the house for many years. The Montgomery family named the house *Salem Lodge* after the Salem Church near their original residence in Kinsale. The Montgomery family sold the house to Norval Gordon Fleming in 1945.

Historic Photograph



View of the house in 2006. Whitby Archives Collection 17-166-001.

Historic Map

**No Image
Available**

Aerial Photograph



Additional Photograph



Attachment to Letter to Ragavan Thuraisinganathan
Re: Comments on Durham-Scarborough Bus Rapid Transit Project:
Cultural Heritage Report – Existing Conditions and Preliminary Impact Assessment.

Proposed parking expansion as provided to the public MetrolinxEngage Live event on
January 7, 2021



Advisory Committees of Council Consultation

Committee of Council	Excerpt from Meeting Minutes
Accessibility Advisory Committee Minutes March 2, 2021	<p>Margaret Parkhill, Associate Director, IBI Group, provided a PowerPoint presentation regarding the Durham-Scarborough Bus Rapid Transit project. Highlights of the presentation included:</p> <ul style="list-style-type: none"> • an overview of the accessibility components of the project; • linking communities and employment across Toronto and the Region of Durham boundary; • benefits of the network including mobility for residents, improved active transportation, improved streetscape, and accessibility improvements at intersections; • public concerns regarding traffic infiltration, access restrictions to existing roads, removal of on-street parking in Downtown Whitby, gaps in the cycling network, and impacts to cultural heritage; • design standards and design principles were based on the Accessibility for Ontarians with Disabilities Act, the Ontario Building Code, City of Toronto Accessibility Design Guidelines, and Metrolinx Universal Design Standards; and, • shelters and platforms would be level-boarding and located at signalized intersections that would be accessible by crosswalks. <p>A question and answer period ensued regarding:</p> <ul style="list-style-type: none"> • whether recent changes to decreases in traffic and travel needs have been assessed; • whether specialized public transit vehicles would have use of the bus lanes and platforms; • whether awareness campaigns for drivers would be initiated; and, • whether there was an opportunity to provide greater connectivity at current break points for east-west traffic, such as Burns Street and Manning Road.
Active Transportation and Safe Roads Advisory Committee March 11, 2021	<p>David Hopper provided a PowerPoint presentation regarding the Durham-Scarborough Bus Rapid Transit project. Highlights of the presentation included:</p> <ul style="list-style-type: none"> • increasing transit reliability and capacity between downtown Oshawa and Scarborough; • improving active transportation facilities including wider sidewalks and cycling infrastructure to increase safety; • accessibility improvements at intersections to accommodate road users of all abilities; • strategies to improve road safety along the corridor such as raised medians, and curb height barriers to restrict mid-block left-turns;

Advisory Committees of Council Consultation

Committee of Council	Excerpt from Meeting Minutes
	<ul style="list-style-type: none"> • constructing new sidewalks and cycling facilities to fill in gaps in active transportation; and, • providing a combination of cycle tracks, buffered bike lanes, and multi-use paths. <p>A question and answer period ensued regarding:</p> <ul style="list-style-type: none"> • whether 'no right hand turn on red' were being considered at advanced lights; • how property procurement would be mitigated for businesses currently situated close to road allowances; • whether a transit way up Highway 412 and across Highway 407 was still part of a long range plan for connectivity; • who would assume financial responsibility for improvements in connectivity, such as Mary Street; • whether comments were still being received; and, • whether the Mary Street residents and businesses had been consulted.
Downtown Whitby Development Steering Committee January 21, 2021	<p>Christy Chrus shared the proposal of the Metrolinx Bus Rapid Transit (BRT) with the Committee. Ms. Chrus stated that the Metrolinx BRT would travel between Scarborough and Oshawa along Highway 2. She advised that Metrolinx BRT was working with Durham Region Transit and that the proposal would provide bus rapid transit through municipal downtowns east of Toronto. She stated that the proposal included installation of transit stop platforms in downtown Whitby and a 'transit mall' in the downtown. This would include removing the downtown parking.</p> <p>Discussion ensued regarding:</p> <ul style="list-style-type: none"> • concerns about overflow traffic being diverted onto residential roads; • requiring additional information relating to traffic flow and how traffic would be re-routed from the downtown; • the benefits of a 'transit mall'; • requiring a secondary plan from the Town to highlight how the Metrolinx BRT would function in the Town of Whitby; • determining who was responsible for different aspects of the project such as communicating with residents; and, • requesting additional investments from Metrolinx that would alleviate concerns of the Metrolinx BRT such as traffic calming measures and supports for parking.
Downtown Whitby Development	<p>David Hopper, Consultant Project Manager, Parsons Corporation, provided a PowerPoint presentation regarding the Durham-</p>

Advisory Committees of Council Consultation

Committee of Council	Excerpt from Meeting Minutes
Steering Committee March 18, 2021	<p>Scarborough Bus Rapid Transit (BRT) project. Highlights of the presentation included:</p> <ul style="list-style-type: none"> • the purpose of the BRT to support growth across Durham Region; • improving transit capacity, service reliability, and attracting transit-oriented development as the number of residents in Durham Region increases; • the benefits of the BRT such as improving connectivity, mobility, active transportation facilities, accessibility at intersections, and the public realm; • establishing a north side Dundas Street pedestrian mall within Whitby's downtown area; • the traffic analysis for transit and a pedestrian mall; • an analysis of expected increases in transit ridership between 2021 to 2041; • a proposed parking lot expansion and off street parking to mitigate the removal of on-street parking on Dundas Street; • developing an action plan to support businesses such as signage and wayfinding, and an ambassador program; • implementing a curbside management plan for waste removal, deliveries, and pedestrian activities; • creating a traffic management and control plan; and, • the next steps such as preparing for detailed designs, hosting additional stakeholder meetings, and hosting a fourth round of public consultation followed by a 30-day public review period. <p>A question and answer period ensued regarding:</p> <ul style="list-style-type: none"> • how concerns regarding traffic diversion onto side streets would be mitigated; • whether ridership projections were based on population growth, consumer behaviour, or a combination of both; • what steps have been taken to assess changes in travel pattern behaviours due to COVID-19; • how many public sessions have been held; • whether other municipalities use a mix traffic design on the BRT route or whether they maintain a designated bus lane; • when the pilot project would be launched; and, • the construction timeframe for the project through the downtown.
Heritage Whitby Advisory Committee	<p>Hailey McWilliam, Environmental Planner, IBI Group, provided a PowerPoint presentation regarding the Durham-Scarborough Bus Rapid Transit project. Highlights of the presentation included:</p>

Advisory Committees of Council Consultation

Committee of Council	Excerpt from Meeting Minutes
March 9, 2021	<ul style="list-style-type: none"> the purpose and benefits of the Durham-Scarborough Bus Rapid Transit (BRT); public concerns and opportunities to improve accessibility and active transportation, enhance public space in downtown Whitby, and incorporate elements of cultural heritage resources in the BRT stop design; an inventory of existing and potential cultural heritage properties; mitigation strategies to protect or minimize impacts to cultural heritage properties and features; and, mitigation strategies for indirect impacts including a baseline vibration monitoring assessment in advance of construction. <p>A question and answer period ensued regarding:</p> <ul style="list-style-type: none"> whether Metrolinx was bound by the Ontario Heritage Act; whether Metrolinx would continue the project through the Town of Whitby if the Town objected to the project; if alterations or relocation of heritage resources was required, who would complete the work and assume financial responsibility; how damage and/or partial removal to cultural heritage landscapes, such as the Square at the Whitby Public Library Main Branch, would be mitigated; how would a difference of opinion regarding resources considered to be cultural, historical, and heritage assets be resolved; and, whether the Cultural Heritage Evaluation Reports (CHER) could be completed on a site specific basis rather than as a whole to simplify the review process.
Whitby Sustainability Advisory Committee Minutes March 3, 2021	<p>David Hopper, Consultant Project Manager, Parsons Corporation, provided a PowerPoint presentation regarding the Durham-Scarborough Bus Rapid Transit project. Highlights of the presentation included:</p> <ul style="list-style-type: none"> an overview of the environmental components of the project; completion of the environmental assessment at the end of 2021; linking communities and employment across Toronto and the Region of Durham boundary; benefits of the network including mobility for residents, improved active transportation, improved streetscape, and accessibility improvements at intersections; and, public concerns regarding traffic infiltration, access restrictions to existing roads, removal of on-street parking in

Advisory Committees of Council Consultation

Committee of Council	Excerpt from Meeting Minutes
	<p data-bbox="597 321 1446 394">Downtown Whitby, gaps in the cycling network, and impacts to cultural heritage.</p> <p data-bbox="500 432 1192 468">A question and answer period ensued regarding:</p> <ul data-bbox="548 470 1458 900" style="list-style-type: none"><li data-bbox="548 470 1308 506">• whether electric roadways were being considered;<li data-bbox="548 508 1382 611">• what measures were being taken to conserve trees and compensation for the removal of trees in the downtown corridor;<li data-bbox="548 613 1446 716">• whether there was a strategy to reduce and more effectively apply salt during the winter or if alternative options to salt had been considered;<li data-bbox="548 718 1458 756">• whether recycling bins would be installed at the transit stops;<li data-bbox="548 758 1446 861">• whether traffic emission levels would be studied to verify the claim that the Bus Rapid Transit system would reduce emissions; and,<li data-bbox="548 863 1289 900">• how traffic would be diverted from the downtown.

Whitby Active Transportation and Safe Roads

April 7, 2021

Via e-mail: painchaudt@whitby.ca

Tara Painchaud
Senior Manager
Transportation Services
Town of Whitby

RE: Durham Scarborough BRT – ‘North Side Pedestrian Mall’ concept

Dear Ms. Painchaud,

The Whitby Active Transportation and Safe Roads Advisory Committee (ATSRAC) is pleased to provide additional feedback for consideration on the above noted project. As a volunteer advisory committee, ATSRAC fully supports alternative transportation proposals as an environmentally friendly way forward. By moving more residents across Durham Region within the same transportation corridor footprint – and reducing single occupancy vehicle dependence – our communities will prosper in an economically sustainable manner.

As such, the Committee’s latest comments regarding the section of the BRT through the Town of Whitby are as follows:

- The ATSRAC Committee is in complete support of a BRT line across our Region.
- The recent ‘North Side Pedestrian Mall’ proposal is not in the best interests of the Downtown Core nor the Town of Whitby and is NOT supported by the ATSRAC Committee
- It is not a pedestrian mall; it is 100 metres of wider sidewalk on the North West quadrant of the 4 Corners. And it is a design that is not based on sound economic and environmental sustainability that will have long-lasting negative impact on the Downtown and its surrounding historical neighbourhoods.
- The proposal runs counter to the Downtown Whitby Secondary Plan and the ‘Downtown Whitby Pedestrian Safety Action Plan’ located within the Draft Active Transportation Plan – plans which have broad aims of improving the pedestrianization of our Downtown Core and making it a true destination.
- Metrolinx needs to ensure broad and transparent consultation between the residents and business owners and the effect of the current design on vehicular traffic and active transportation infrastructure - we feel this has not been accomplished to date despite its

Whitby Active Transportation and Safe Roads

claims of “listening to community members” and “taking into consideration the valuable community feedback we’ve received to date.”

- Why are options such as a ‘bi-directional or reversible’ BRT lane through our Downtown Core been so easily dismissed when this option is current best practice in BRT projects happening now in the United States and elsewhere through constrained corridors?
- There has not been enough public and transparent discussion on this project from both Town Staff and elected officials with the residents of Whitby
- This project should take into consideration the best interests of all residents of the Town of Whitby, Durham Transit, Metrolinx and all other stakeholders and not solely focussed on the needs of Metrolinx.

Respectfully submitted on behalf of the Whitby Active Transportation and Safe Roads Advisory Committee,

Peter Phillips

Gary Carrol

Chair

Vice Chair

ATSRAC Committee

ATSRAC Committee



Old Whitby Neighbourhood Association

Attn: MetroLinx (Rajesh Khetarpal, VP Community Engagement; Mathieu Goetzke, VP Planning)
Subject: OWNA Feedback on the Proposed Durham-Scarborough Bus Rapid Transit Corridor
Date: March 23rd, 2021

Sent on behalf of the Old Whitby Neighbourhood Association (OWNA)

OWNA exists to represent the local residents in the historical neighbourhoods surrounding Downtown Whitby. The primary objectives of OWNA are to provide a collective voice for its residents to ensure:

- Safety for its residents / families
- Preservation of the heritage and historical features of Downtown Whitby and its homes
 - Including heritage building preservation, green space / mature trees and traffic flows
- A strong sense of community by promoting Downtown as a destination for living, doing business, making social connection and giving back

After attending the community sessions on March 16th (MetroLinx's Whitby public engagement session) and the March 18th (Downtown Whitby Steering Committee), OWNA would like to express its significant concerns with the current proposed design. While we appreciate MetroLinx's collaborative process, we can confirm that the outreach to date has been primarily focused on business associations and as a result, local resident awareness is very low – we raise this as a concern for MetroLinx, Durham Region and the Town of Whitby, as we can guarantee they will all face considerable resident pushback as the proposal's awareness increases. It is still not clear why Rossland, Taunton or Baseline Rd. (Victoria) have not been more seriously considered as alternatives through Whitby, as these roads are clearly more structured for this type of project and still support (and perhaps enhance) MetroLinx's objectives. That being said, we'll focus our feedback primarily on the current proposal due to the immediacy of this feedback period.

From both presentations, it is clear in both the content and Q&A responses that MetroLinx's primary, and almost exclusive, objective for the program is having 2 dedicated bus lanes to ensure expedient travel from end-to-end. While this is understandable as a rapid bus transit objective, the current proposal raises major safety, heritage and community issues for Downtown Whitby, its businesses and residents:

Safety

- Having no continuous car lane from the West, ensures that 100% of Westbound traffic will flow into the local neighbourhoods (not just on Mary St. and Dunlop St.)
 - These neighbourhoods are already experiencing very unsafe traffic flows along all of their side streets (e.g. Mary, Dunlop, Athol, Green, King, Byron, Euclid)
 - These areas include school zones, libraries, daycares and parks – all of which are not designed for increased / high volume traffic
 - Safety of seniors, children and individuals with mobility issues are already major concerns in the area – this will further reduce the walkability of Downtown
 - These streets are not set-up from an infrastructure perspective to handle these flows of traffic and the historical homes are also not built to be beside major traffic flows



Old Whitby Neighbourhood Association

- Driveways, stop systems and the grid set-up are not designed safely for this type of transit flow
- MetroLinx's current traffic studies show that only 20% of the traffic at the four-corners is coming from outside and then leaving Whitby – this confirms that the remaining 80% have destinations (and therefore transit needs) that are not served by this proposal. As a result, your plan is unnecessarily pushing large volumes of traffic into our local neighbourhoods

Heritage Preservation / Green Space

- While the proposal signifies concern for protecting the heritage of Downtown Whitby, the renderings are not in keeping with any heritage look / feel and no significant budget or process has been communicated / confirmed for the Town of Whitby and its associations to ensure this will be the case
- The increased traffic and lack of side-street infrastructure will almost guarantee that this current design will negatively impact the heritage of the area and its buildings / green spaces
 - This proposal is not consistent with the historical preservation efforts which have been supported via the Werden's Plan and by-laws put into place by Whitby Council and the Mayor to ensure it can meet the Provincial intensification mandate in a planned way
 - Heritage homes are not designed physically / aesthetically to be beside major roads
 - Heritage communities are quickly broken apart by increased traffic flows that physically (and emotionally) begin to separate the neighbourhood
 - Green spaces, including parks and mature trees, in this area are not designed for the expansion of traffic infrastructure

Strong Sense of Community / Downtown as a Destination

- There appears to be little to no alignment between MetroLinx, Durham Region and the Town of Whitby on how to ensure this design makes Downtown Whitby a destination; the limited 100m 'Pedestrian Mall' on one corner of the four corners only serves to continue make Downtown a disjointed experience that residents will avoid altogether
- There is a real opportunity to find a design that continues to allow traffic through the four corners while reinvigorating the Downtown with new designs to ensure:
 - Businesses have smart parking designs, rear-access entries and larger patio space
 - Residents can walk / meet safely via back-lane or side street pedestrian malls
- The examples provided by Metrolinx (Toronto – King St., Granville in Vancouver) of Canadian pedestrian malls show a clear misunderstanding / lack of experience with these types of projects in a residential environment. Downtown Whitby does not want to be a failed local experiment. Dundas St. (Hwy #2) and Brock St. (Hwy #12) are main thoroughfares with no major arterial road options – blocking traffic does not make it a destination; it makes Downtown Whitby either:
 1. A place to avoid altogether
 - or
 2. A place where you quickly get familiar with shortcuts through the local neighbourhoods at increased speeds to make up the time you've lost



Old Whitby Neighbourhood Association

A Path Forward:

OWNA would like to be able to support the MetroLinx program in a collaborative way. Expending negative energy as opposed to using this as an opportunity to help design a path forward is not our intent. We would welcome the opportunity to work collaboratively on either:

1. Finding an alternative MetroLinx route via Lakeridge to Rossland / Taunton or Baseline to continue to maximize ridership and minimize trip time
 - a. Taunton or Rossland infrastructure and reach to population of commuter traffic (as opposed to in-town traffic) is more amenable; these are also underserved transit areas
 - i. Dundas St. already has robust Durham transit options and proximity to the Go System for cross-region travel (currently only 20% of Dundas St. traffic enters and then exits Whitby in the same trip as your study highlights)
 - ii. If the objective is to provide more cross-region transit options, locating this extension in this part of Whitby is duplicative with current needs being met by the Go Train / Bus system – shifting it North to the cross-region 'transit deserts' between Downtown Whitby and Brooklin makes significantly more sense
 - b. Baseline Rd (Victoria) – or MetroLinx can leverage this route as a way to augment the existing Go Transit system and establish meaningful continuity and reach options
2. Designing a Dundas solution that allows car traffic in both directions through downtown and ensures traffic patrolling / signage that prevents side-streets as alternatives by:
 - a. Removing the North side sidewalk extension; leverage these investment dollars to create meaningful rear-access solutions for businesses, rear or side-street pedestrian malls and new parking alternatives
 - And / or
 - b. Establishing a bi-directional bus line for the 200m via downtown or having buses join regular traffic flows for a short period of time, as MetroLinx has done with its dedicated Go Bus lanes on the DVP (when the buses face lane-width constraints, they merge temporarily without unnecessarily shutting down car lanes)

In conclusion, the designs and studies MetroLinx has shared to date fail to address significant safety, heritage and community issues. The lack of meaningful future traffic planning / simulations and disregard for historical design have not come close to addressing residents' issues (even for the small percentage of Whitby residents that are aware of the project). Downtown Whitby is not designed for this type of proposal and the traffic-routing options are not safe or amenable to the area.

We look forward to collaborating on a solution that can help increase affordable transit options across Whitby, but not at the expense of local neighbourhood safety and heritage preservation. This will have our undivided attention until there is a solution design that works for the local residents and businesses of the area.

Sincerely,

*Meg MacPherson & Derek Morine – 320 St John St. W, Whitby
Chair and Member of the Old Whitby Neighbourhood Association*



Old Whitby Neighbourhood Association

About OWNA: The Old Whitby Neighbourhood Association was created in 2014 by a group of concerned citizens living in the Werden's District community (south of Dundas, bordered by Henry, Brock, and Burns). Our neighbourhood is named for Asa Werden who planned this subdivision in 1854. There are 249 individual properties in the district. Of these, 206 are owner occupied, 32 are investment or rental dwellings, and 11 are municipal or institutional dwellings (e.g. churches or a former public school).

Since our founding, we have successfully worked with the Town of Whitby to have our neighbourhood designated as a Heritage Conservation District under part V of the Ontario Heritage Act. In addition to this, we rallied and saved the R.A. Sennett Public School on King Street from demolition. The building is now designated as a heritage site and is the home of a business that provides hundreds of jobs.

OWNA's Mission is to preserve the history and heritage of our neighborhood and to foster a sense of community in the neighbourhood.

Residents Supporting this OWNA Response:

Derek Morine + Meghan MacPherson (OWNA Chair)	320 St. John St. W
Robert Baker (OWNA Co-Founder) + Angela Baker	513 Byron St. South
Tim (OWNA Co-Founder) + Sara Pritchard	315 King St.
Jason Brumley (OWNA Co-Founder)	505 King St.
Pavel Zeman (OWNA Co-Founder)	319 Dunlop St. W
John (OWNA Co-Founder) + Karen Beer	513 Centre St. S
John + Hazel Pritchard	500 King St.
Cathy + Mike Ambler	611 King St.
Paul Rolland	314 Palace St.
Scott + Casey Maxwell	500 Byron St. S
Rick + Shirley McDonnell	600 King St.
Joanne + Louis Racic	504 Centre St. S
Dave + Lori Little	505 Byron St. S

Additional commentary:

"Town's new Parking Plan includes parking meters on Euclid from Dundas to Mary, which will narrow Euclid and the potential for accidents and congestion. Not to mention the impact on pedestrian traffic."

"The impact of not having a westbound lane means that many will use Walnut instead of Mary to either go up to Cochrane or Palace, and turn left to get to Dundas, which in turn means heavy traffic in the proximity of E.A. Fairman PS... and the ever present speeding issue which is a real threat to safety. Our school crossing guard at Fairman, was almost hit by a car last week."

"added pollution in a residential neighbourhood"



Durham District School Board
400 Taunton Road East
Whitby, Ontario L1R 2K6
Ph: 905-666-5500
1-800-265-3968
ddsb.ca

March 25, 2021

Metrolinx
97 Front Street West
Toronto, ON. M5J 1E6

Ministry of Transportation
College Park, 5th Floor, 777 Bay Street
Toronto, ON. M4A 1Z8

Attention: Phil Verster, President and CEO
(ceo@metrolinx.com)

Attention: Honourable Caroline Mulroney
(minister.mto@ontario.ca)

Karla Avis Birch, Chief Planning Officer
(Karla.Avis-Birch@metrolinx.com)

Michael Beaton, Chief of Staff
(Michael.Beaton@ontario.ca)

Heather Platt, Chief Legal Officer
(Heather.Platt@metrolinx.com)

Mayor and Members of Council
Town of Whitby
575 Rossland Road East
Whitby, ON L1N 2M8

Ministry of Seniors and Accessibility
College Park, 5th Floor
777 Bay Street
Toronto, ON M7A 1S5

Attention: Chris Harris, Town Clerk
(harrisc@whitby.ca)

Attention: Honourable Raymond Cho
c/o Emma Lim, Executive Assistant to the
Minister (Emma.Lim@ontario.ca)

To whom it may concern:

Re: Proposed Transit Mall, Town of Whitby
Accessibility Concerns for Students of the Durham District School Board

I write on behalf of the Durham District School Board's ("DDSB") Special Education Advisory Committee ("SEAC"). The SEAC at the DDSB is made up of representatives from several local advocacy groups supporting families whose children are identified with a broad-range of disabilities. Many children with disabilities rely on door-to-door pick up and drop off transportation service from the Durham Student Transportation Services ("DSTS"). It is important to note that DSTS provides school bus transportation services to both DDSB and Durham Catholics District School Board students. These children receive this service when their disability prevents them from being reasonably expected to travel from home to a congregate bus stop as other children would. This service is deemed to be a necessary accommodation for these students and failure to provide this service would be a violation of the *Accessibility for Ontarians with Disabilities Act* ("AODA").

March 25, 2021
Page 2

It is our understanding that there was a virtual question and answer event hosted by Metrolinx on January 7, 2021, which was attended by DDSB Planning Staff. At that Q & A, it was confirmed that school buses would **NOT** be allowed to travel along this section of Highway #2. This restriction would also apply to school buses serving students with special education needs, including students using wheelchairs and other mobility devices. If this policy stands, students with special needs who live along this section of Highway #2, would no longer be able to receive the necessary door-to-door pick that they currently receive and would then be required to travel outside of this section of Highway #2 to access their bussing. This scenario creates an accessibility barrier for these students in accessing the education that they have a right to in a fair and equitable way, especially in inclement weather.

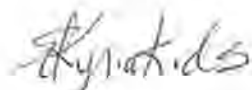
We note that in regard to accessibility, the Metrolinx webpage states as follows:

"Metrolinx aims to provide the same level of service for all people in an integrated environment, to the greatest degree possible. See how we're complying with the Accessibility for Ontarians with Disabilities Act."

We would assert that the position to not allow DSTS School busses catering to students with special needs requiring door-to-door pick up and drop off to travel this corridor on Highway #2 is contradictory to that accessibility statement on the Metrolinx webpage. We further question whether Metrolinx's position to disallow school busses providing door-to-door service for children with special education needs to travel through this corridor would meet the threshold of undo hardship required to in order be in compliance with AODA.

We ask that you reconsider this position and allow access through this section of Highway #2 to school busses providing door-to-door service to students with special education needs.

Yours truly,



Special Education Advisory Committee
Durham District School Board

cc: Chairs of all Ontario Special Education Advisory Committees

43977393.1

Regular Council Minutes
December 14, 2020 - 7:00 PM
Council Chambers/Virtual Meeting
Whitby Town Hall

Present: Mayor Mitchell
Councillor Drumm (participating electronically)
Councillor Leahy (participating electronically)
Councillor Lee (participating electronically)
Councillor Mulcahy (participating electronically)
Councillor Newman (participating electronically)
Councillor Roy (participating electronically)
Councillor Shahid (participating electronically)
Councillor Yamada (participating electronically)

Also Present: M. Gaskell, Chief Administrative Officer
S. Beale, Commissioner of Public Works
W. Mar, Commissioner of Legal and Enforcement Services/Town Solicitor
J. Romano, Commissioner of Community Services
R. Saunders, Commissioner of Planning and Development
D. Speed, Fire Chief
F. Wong, Commissioner of Financial Services/Treasurer
S. Klein, Director of Strategic Initiatives
H. Ellis, Executive Advisor to the Mayor
C. Harris, Town Clerk
K. Narraway, Manager of Legislative Services/Deputy Clerk
K. Douglas, Legislative Specialist (Recording Secretary)

Regrets: None noted

Prior to the Call of the Roll, Mayor Mitchell provided an overview of the emergency evacuation on December 9, 2020 of a six-story residential building located at 250 Hickory Street South due to a carbon monoxide gas leak. Mayor Mitchell advised that Durham Regional Police Services assisted Whitby Fire and Emergency Services to evacuate approximately 250 tenants, who were safely transported to the Abilities Centre via Durham Region Transit buses. Mayor Mitchell explained that the Technical Standards and Safety Authority (TSSA) and Enbridge gave clearance for all residents to return to their homes in the evening of December 9, 2020.

Mayor Mitchell and Members of Council thanked the Abilities Centre, Social Services, Durham Transit, DRPS, Whitby Fire and Emergency Services, TSSA and Enbridge for

their support, and highlighted efforts made by both the Salvation Army and the local Tim Hortons.

1. Declarations of Pecuniary Interest

1.1 There were no declarations of pecuniary interest.

2. Adoption of Minutes

2.1 Regular Council - November 30, 2020
Special Council - December 7, 2020 (Confidential Minutes Under
Separate Cover)

A question and answer period ensued between Members of Council and Staff concerning Resolution # 258-20 on the December 7, 2020 Special Council minutes regarding:

- whether a GIS map exists that outlines geographic boundaries to identify which properties are affected by the Interim Control By-law # 7699-20 and # 7700-20;
- how applicants whose property falls within the affected boundaries may request an exemption from or amendment to the Interim Control By-law;
- how property owners who are impacted by the Interim Control By-laws will be notified that their properties are affected, including owners who have applications in progress; and,
- whether the Interim Control By-laws are available to the public.

Resolution # 261-20

Moved By Councillor Lee
Seconded By Councillor Newman

That the Regular Council minutes of November 30, 2020 and the Special Council minutes of December 7, 2020 be adopted.

Carried

3. Presentations

3.1 There were no presentations.

4. Delegations

4.1 There were no delegations.

5. Correspondence

5.1 There was no correspondence.

6. Committee of the Whole Report
Planning and Development - December 7, 2020

6.1 Memorandum from R. Saunders, Commissioner of Planning and Development, dated November 17, 2020 regarding a request to amend Fence By-law # 4394-99 at 812-908 Rossland Road East, Star Residence Ltd.

A brief question and answer period ensued between Members of Council and Staff regarding whether the amendment to the Fence By-law # 4394-99 may result in an influx of additional requests that are similar in nature.

Resolution # 262-20

Moved By Councillor Mulcahy
Seconded By Councillor Roy

1. That the memorandum from R. Saunders, Commissioner of Planning and Development, dated November 17, 2020 regarding a request to amend Fence By-law # 4394-99 at 812-908 Rossland Road East, Star Residence Ltd., be received for information; and,
2. Notwithstanding any other provisions of Fence By-law 4394-99 to the contrary, a privacy fence 2.44 metres (8 ft.) high may be permitted in the side yard between 908 Rossland Road East and 11 Brimley Crescent.

Carried

6.2 Planning and Development Department Report, PL 53-20
Re: Draft Plan of Condominium Application – Zancor Homes (Parkview) Ltd. (Block 182 - Plan 40M-2352), 300 Carnwith Drive, File No. CW-2020-02 [Revised]

Resolution # 263-20

Moved By Councillor Mulcahy
Seconded By Councillor Roy

1. That Council approve the proposed Draft Plan of Condominium (CW-2020-02) subject to the comments included in Planning Report PL 53-20 and the conditions of draft plan approval included in Attachment # 4;
2. That the Mayor and Clerk be authorized to execute the Condominium Agreement for the subject land; and,
3. That the Clerk advise the Commissioner of Planning and Economic Development, at the Region of Durham, of Council's decision.

Carried

7. Committee of the Whole Report
General Government - December 7, 2020

- 7.1 Office of the Chief Administrative Officer Report, CAO 26-20
Re: 1855 Technology Accelerator 2020 Update

Resolution # 264-20

Moved By Councillor Leahy
Seconded By Councillor Shahid

1. That Report CAO 26-20 pertaining to an update on the 1855 Technology Accelerator be received as information; and,
2. That the Clerk be directed to forward a copy of Report CAO 26-20 to the Chair of 1855 Board; CEO of 1855; Director of Economic Development, Region of Durham; CEO of the Whitby Chamber of Commerce; Ryan Turnbull, Member of Parliament for Whitby; and Lorne Coe, Member of Provincial Parliament for Whitby.

Carried

- 7.2 Public Works Department and Corporate Services Department Joint Report, CS 52-20
Re: T-98-2020 Supply and Delivery of 4 Horticulture Tractors and 1 Port Whitby Marina Tractor

Resolution # 265-20

Moved By Councillor Leahy
Seconded By Councillor Shahid

1. That the Town of Whitby accept the low tender bid of Hub International Equipment in the amount of \$260,600.00 (plus applicable taxes) for the supply and delivery of 5 Tractors;
2. That the total estimated project cost of \$266,786.56 be approved;
3. That the Treasurer be authorized to draw on reserve/reserve funds as required to address the budget overage; and,
4. That the Mayor and Clerk be authorized to execute the contract documents.

Carried

7.3 Corporate Services Department Report, CS 51-20
Re: 2021 Interim Tax Billing

Resolution # 266-20

Moved By Councillor Leahy
Seconded By Councillor Shahid

That a by-law be brought forward to allow for the Interim Tax Billing for the 2021 taxation year.

Carried

7.4 Public Works Department Report, PW 9-20
Re: Active Transportation Plan – Final Draft

A brief question and answer period ensued between Members of Council and Staff regarding the status of the proposed West Whitby District Park and whether the trails within the park would connect to the proposed Active Transportation Plan network.

Resolution # 267-20

Moved By Councillor Leahy
Seconded By Councillor Shahid

1. That Report PW 9-20 regarding the Active Transportation Plan (ATP) study be received for information;
2. That the Final Draft Active Transportation Plan be made available for public review and comment for a period of at least 60 days;
3. That a copy of the Final Draft Active Transportation Plan report

be provided to stakeholders and Town of Whitby divisions for review and comment; and,

4. That Staff report back to Council, following the public consultation period, with the Final Active Transportation Plan for Council's consideration and approval, including considerations for prioritizing property needs to implement the Active Transportation Plan.

Carried

- 7.5** Public Works Department Report, PW 27-20
Re: Automated Speed Enforcement (ASE) Program

Resolution # 268-20

Moved By Councillor Leahy
Seconded By Councillor Shahid

1. That Report PW 27-20 regarding Automated Speed Enforcement (ASE) be received for information; and,
2. That Council direct the Clerk to remove MD-5142 from the New and Unfinished Business (NUB) listing.

Carried

- 7.6** Public Works Department Report, PW 29-20
Re: Comments Submitted to Environmental Registry (ERO) #019-2579
on Proposed Blue Box Regulation

Discussion ensued between Members of Council regarding:

- Whitby Council's support for the proposed transfer of responsibilities for blue box collection from municipalities to the businesses responsible for producing the packaging;
- the related costs of transfer from municipalities to producers in the proposed province-wide common collection system; and,
- the need for a careful transfer plan.

Moved By Councillor Leahy
Seconded By Councillor Shahid

That Report PW 29-20 be received as information.

Carried later in the meeting (See following motion)

Moved By Councillor Newman
Seconded By Councillor Leahy

The main motion be amended by adding the following recitals, and including Items 2 and 3 as follows:

Whereas the Ministry of Environment, Conservation, and Parks posted the proposed draft Blue Box Regulation ERO #019-2579 for comment; and,

Whereas the draft Blue Box Regulation will establish Ontario as a leader in moving the Province forward towards a circular economy; and,

Whereas Producer responsibility policies are fundamental to reducing waste and increasing the recovery of resources in Ontario; and,

Whereas comment on the draft Blue Box Regulation has been provided by the Town of Whitby to Jamelia Alleyne, Senior Policy Analyst, Resource Recovery Policy Branch, Ministry of the Environment, Conservation and Parks in a letter dated November 30, 2020; and,

Whereas comment on the draft Blue Box Regulation has also been provided in a joint submission of the Association of Municipalities of Ontario, the City of Toronto, the Regional Public Works Commissioners of Ontario and the Municipal Waste Association to Jamelia Alleyne, Senior Policy Analyst, Resource Recovery Policy Branch, Ministry of the Environment, Conservation and Parks in a letter dated November 30, 2020.

Now therefore be it resolved:

2. That, further to the referenced letters of November 30, 2020, the Mayor and Council of the Town of Whitby wish to express their support in principle for extended producer responsibility for a province wide common collection system of blue box materials and careful transition planning; and,
3. That the Clerk be directed to circulate a copy of this resolution to the Region of Durham, Durham Region municipalities, AMO, MPP Lorne Coe, and the Minister of the Environment, Conservation and Parks.

Carried

The main motion, as amended, was then carried as follows:

Resolution # 269-20

Moved By Councillor Leahy

Seconded By Councillor Shahid

Whereas the Ministry of Environment, Conservation, and Parks posted the proposed draft Blue Box Regulation ERO #019-2579 for comment; and,

Whereas the draft Blue Box Regulation will establish Ontario as a leader in moving the Province forward towards a circular economy; and,

Whereas Producer responsibility policies are fundamental to reducing waste and increasing the recovery of resources in Ontario; and,

Whereas comment on the draft Blue Box Regulation has been provided by the Town of Whitby to Jamelia Alleyne, Senior Policy Analyst, Resource Recovery Policy Branch, Ministry of the Environment, Conservation and Parks in a letter dated November 30, 2020; and

Whereas comment on the draft Blue Box Regulation has also been provided in a joint submission of the Association of Municipalities of Ontario, the City of Toronto, the Regional Public Works Commissioners of Ontario and the Municipal Waste Association to Jamelia Alleyne, Senior Policy Analyst, Resource Recovery Policy Branch, Ministry of the Environment, Conservation and Parks in a letter dated November 30, 2020;

Now therefore be it resolved:

1. That Report PW 29-20 be received as information; and,
2. That, further to the referenced letters of November 30, 2020, the Mayor and Council of the Town of Whitby wish to express their support in principle for extended producer responsibility for a province wide common collection system of blue box materials and careful transition planning; and,
3. That the Clerk be directed to circulate a copy of this resolution to the Region of Durham, Durham Region municipalities, AMO, MPP Lorne Coe, and the Minister of the Environment, Conservation and Parks.

Carried

- 7.7** Office of the Town Clerk Report, CLK 09-20
Re: Records Classification and Retention Bylaw and the Information Governance Policy

Resolution # 270-20

Moved By Councillor Leahy
Seconded By Councillor Shahid

1. That Report CLK 09-20 of the Office of the Town Clerk be received for information;
2. That the Clerk be directed to bring forward a by-law to repeal By-law # 7350-17 and # 7456-18 and replace it with the Records Classification and Retention By-law substantially in the form appended as Attachment # 1 to Report CLK 09-20;
3. That Council repeal Records & Information Management Policy # CA 030 and replace it with the Information Governance Policy appended as Attachment # 2 to Report CLK 09-20; and,
4. That Council repeal the Transfer of Archival Records Policy # CA 220 and that the Town Clerk be delegated authority to adopt practices for the management of archival records through a subsidiary procedure under the Information Governance Policy.

Carried

- 8.** Notice of Motion

8.1 Metrolinx Durham-Scarborough BRT Project Design Proposal

Discussion ensued between Members of Council regarding:

- the high level of interest from the community regarding this project despite the ongoing COVID-19 pandemic;
- opportunities to consider alternative access to businesses in Downtown Whitby should vehicle traffic be restricted on Dundas Street;
- the need for constructive dialogue between Whitby Council, the community, and Metrolinx;
- Public Information Centres held by Metrolinx to present and seek feedback from the community on the preliminary design and results of the technical studies;
- whether or not Durham Region Transit supports taking a position on the preferred design presented by Metrolinx at this point in time;
- the timeline for completing the proposed project and whether a

decision by Council is premature considering that construction work will not occur for several years;

- the need for Metrolinx to offer a preferred alternative in addition to the pedestrian mall already presented; and,
- Metrolinx's primary objective of ensuring the buses run on schedule.

Moved By Councillor Roy

Seconded By Councillor Drumm

Whereas the Council of the Town of Whitby supports the Durham-Scarborough Bus Rapid Transit project in principle and understands that the project will be moving forward; and,

Whereas the Durham-Scarborough Bus Rapid Transit project is important to the Town and the Region, however Council wants to ensure that the project is implemented in such a way to balance the needs of transit users, Whitby businesses, and Whitby residents; and,

Whereas the Metrolinx proposal received by Whitby Council on November 2, 2020 has raised community and business concern and raises anticipated resultant impact on businesses, heritage resources and adjacent historic neighborhoods; and,

Whereas the road allowance of Dundas Street through Downtown Whitby is the narrowest of all the municipalities throughout the BRT Highway corridor thereby resulting in potentially the most significant physical, operational, and economic and socio-cultural impacts associated with the BRT. It is critical to provide a solution that compliments the corridor both now and, in the future, and is reflective of a historic downtown and mitigates any impacts to adjacent neighborhoods.

Now therefore be it resolved:

1. That the Council of the Town of Whitby requests Metrolinx to consider the options presented in Report PW 35-19 as adopted by Whitby Council December 16th, 2019, Resolution #358-19;
2. That the Council of the Town of Whitby requests the opportunity of deferring the Whitby downtown portion between Byron Street and Perry Street of the Environment Assessment to provide additional time to develop and consult on design alternatives that address;
 - a. The movement of vehicular traffic and transit through Downtown Whitby between Byron Street and Perry Street;

- b. Options for pedestrian improvements and safety features including transit access;
 - c. Options for replacement of any lost parking from Dundas Street be considered in conjunction with the Whitby Parking Master Plan; and,
 - d. Options for support to businesses during the construction phase and routing options during displacement of traffic.
3. That the Council of the Town of Whitby continues to oppose the proposal to widen portions of Dundas Street to six (6) traffic lanes, as stated previously in Resolution # 358-19 adopted at the December 16, 2019 Council Meeting; and,
4. That a copy of this motion be forwarded to Metrolinx.

The disposition of the above motion was determined by the motion to table below.

Resolution # 271-20

Moved By Councillor Mulcahy
Seconded By Councillor Shahid

That the motion be tabled.

Carried

8.2 Investigation of Sunnycrest Nursing Home

Discussion ensued between Members of Council regarding:

- the impact of COVID-19 on residents and staff of Sunnycrest Nursing Home including the number of deaths and infection rate;
- the lack and improper use of PPE at Sunnycrest Nursing Home;
- the ability to prevent the spread of COVID-19 within nursing homes by following public health measures; and,
- the effective assistance provided by Lakeridge Health.

Resolution # 272-20

Moved By Councillor Yamada
Seconded By Mayor Mitchell

Whereas COVID-19 continues to have disastrous affects in long-term care homes, retirement homes and congregate facilities in Whitby, Durham and the rest of Ontario; and,

Present: Mayor Mitchell
Councillor Drumm (participating electronically)
Councillor Leahy (participating electronically)
Councillor Lee (participating electronically)
Councillor Mulcahy (participating electronically)
Councillor Newman (participating electronically)
Councillor Roy (participating electronically)
Councillor Shahid (participating electronically)
Councillor Yamada (participating electronically)

Also Present: M. Gaskell, Chief Administrative Officer
W. Mar, Commissioner of Legal and Enforcement Services/Town Solicitor
J. Romano, Commissioner of Community Services
R. Saunders, Commissioner of Planning and Development
D. Speed, Fire Chief
A. McCullough, Director of Finance/Deputy Treasurer
T. Painchaud, Senior Manager, Transportation Services
S. Marouchko, Senior Manager, Development Engineering and Environmental Services
H. Ellis, Executive Advisor to the Mayor
C. Harris, Town Clerk
K. Narraway, Manager of Legislative Services/Deputy Clerk (Recording Secretary)

Regrets: None noted

Mayor Mitchell called the meeting to order and indicated that Council would receive a Remembrance Day Service from the Presidents of Whitby Legion Branch 112 and Brooklin Legion Branch 152, listed as Item 3.1 on the agenda, at this time.

1. Declarations of Pecuniary Interest

- 1.1 Mayor Mitchell declared a pecuniary interest under the Municipal Conflict of Interest Act regarding Item 2.1 on the October 5, 2020 Special Council Meeting Agenda, Hospital Precinct Lands on southwest quadrant of Baldwin Street and Highway 407 for the possible future site

of the new Lakeridge Health Acute Care hospital, as the lands under discussion in relation to this matter abut or sit upon a portion of 5455 Ashburn Road, a property that Mayor Mitchell and his family have an interest in. Mayor Mitchell did not attend the October 5, 2020 Special Council Meeting and as such, declared the pecuniary interest at the next meeting of Council, in accordance with the Municipal Conflict of Interest Act.

Mayor Mitchell declared a pecuniary interest under the Municipal Conflict of Interest Act regarding Item 7.6, RFP-71-2020 Prime Consultant (Architect) for the North Whitby Sports Complex (NWSC), CS 45-20, as the lands under discussion in relation to this matter abut or sit upon a portion of 5455 Ashburn Road, a property that Mayor Mitchell and his family have an interest in. Mayor Mitchell did not take part in the discussion or voting on this matter.

2. Adoption of Minutes

- 2.1** Special Council - September 28, 2020 (Confidential Minutes Under Separate Cover)
Regular Council - September 28, 2020
Special Council - October 5, 2020 (Confidential Minutes Under Separate Cover)
Special Council - October 26, 2020 (Confidential Minutes Under Separate Cover)

Resolution # 211-20

Moved By Councillor Lee
Seconded By Councillor Yamada

That the Regular Council minutes of September 28, 2020, and the Special Council Minutes of September 28, October 5 and October 26, 2020 be adopted.

Carried

It was the consensus of Council to move to Item 3.3, at this time.

3. Presentations

- 3.1** Remembrance Day Observation with members of Whitby Legion Branch 112 and Brooklin Legion Branch 152

Jim McGrorey, President of Brooklin Legion Branch 152 led Council in observing a moment of silence and in a reading of In Flanders Fields following the Mayor calling the Council Meeting to order.

3.2 Karim Mamdani, President and CEO, Ontario Shores Centre for Mental Health Sciences
Re: Psychiatric Emergency Service and Ambulatory Care Head Start Project

Karim Mamdani, President and CEO, Ontario Shores Centre for Mental Health Sciences provided a PowerPoint presentation regarding:

- the current number of clients receiving services from the Ontario Shores Centre for Mental Health Sciences and the increasing demand for outpatient services;
- increasing demand for outpatient services and virtual services due to the COVID-19 pandemic, including demand for mental health supports and addictions counselling;
- the need for additional capacity for psychiatric emergency services (PES);
- details about the PES model and how it is more efficient for first responders to connect persons needing service versus traditional hospital emergency rooms;
- an overview of the use of the PES model in the United States and how it is viewed as a best practice for mental health care;
- cost savings that could be realized by the Durham Region Police Service and Durham Emergency Medical Services through the PES model;
- reduced admission rates at local hospitals and cost savings that could be realized through the PES model; and,
- an overview of how the PES model would provide improved services to clients and build an environment focused on recovery.

A brief question and answer period ensued between Members of Council and Mr. Mamdani regarding opportunities to connect the Ontario Shores Centre for Mental Health Sciences with the community through expanded outpatient services and the PES model.

3.3 Mathieu Goetzke, Vice President - Planning, Metrolinx and David Hopper, Consultant Project Manager, Parsons
Re: Durham-Scarborough BRT Project Update

Mathieu Goetzke, Vice President - Planning, Metrolinx, Kristen Demasi, Project Manager, Metrolinx and David Hopper, Consultant Project Manager, Parsons provided a PowerPoint presentation regarding:

- the current status of the Durham-Scarborough Bus Rapid Transit (BRT) project and a review of past and upcoming Public Information Centre meetings;
- objectives of the project, including connecting Durham Region and Scarborough from Downtown Oshawa to Scarborough Centre while increasing route capacity and transit reliability;
- benefits of the project including improved mobility choices, active transportation infrastructure, accessibility, and streetscaping;
- details about the proposed transit mall through Downtown Whitby on Dundas Street from Byron Street to Perry Street; and,
- traffic and parking impacts related to the proposed transit mall, how traffic would be rerouted from Dundas Street, and where on-street parking spaces could be relocated.

A question and answer period ensued between Members of Council, Mr. Goetzke, Ms. Demasi, and Mr. Hopper regarding:

- how the proposed project would be funded and funding opportunities from both the Provincial and Federal levels of government;
- the timing of the traffic and parking impact studies related to the proposed project and whether they were affected by lower traffic volumes due to the COVID-19 pandemic;
- details about the phasing of the project and how project details would be communicated to Town Staff and Council during each phase;
- impacts to heritage properties in Downtown Whitby as a result of the proposed transit mall and the planned closure of Dundas Street from Byron Street to Perry Street to general vehicle traffic;
- the adequacy of existing local road capacity to handle traffic rerouted from Dundas Street;
- exploring alternative designs for Downtown Whitby instead of the proposed transit mall including requiring buses to merge with general vehicle traffic through the downtown;
- the possibility of installing the transit mall concept on a trial basis to evaluate impacts to general vehicle traffic, parking, and businesses in the area;
- removing and relocating on-street parking spaces from Dundas Street and how this would impact businesses in the area;
- details about the amount and type of consultation that has taken place with businesses in Downtown Whitby and the Business Improvement Area;
- examples of existing transit malls in Ottawa, Vancouver, Calgary along with a proposed transit mall in London, Ontario and how transit malls can positively impact businesses;
- the possibility of providing an exemption for a funeral home in the

transit mall location to allow funeral processions to access Dundas Street;

- opportunities to improve rear access laneways to those businesses on Dundas Street that would be impacted by the proposed transit mall;
- balancing service improvements for transit riders with potential impacts to businesses;
- clarification that the upcoming PIC will be the initial opportunity for stakeholders, business owners and members of the public to review and comment on the transit mall concept; and,
- comparing the overall benefit of the option of two dedicated bus lanes and two general traffic lanes against the transit mall concept.

It was the consensus of Council to move to Item 3.2, at this time.

4. Delegations

- 4.1** Adam Layton, Evans Planning Inc. on behalf of Star Residence Ltd.
Re: Planning and Development Department Report, PL 42-20, Official Plan and Zoning By-law Amendment Applications, Star Residence Limited, 812, 816, 900, 904, and 908 Rossland Road East, File Numbers: DEV-04-20 (OPA-2020-W/01 and Z-03-20)

Refer to Item 6.1, PL 42-20

Adam Layton, Evans Planning Inc. on behalf of Star Residence Ltd. appeared before Council indicating that he was available to answer questions related to the applications. There were no questions to the delegate from Members of Council.

- 4.2** Rodger Miller representing Stacy Whittington and Keith Bryan
Re: Planning and Development Department Report, PL 43-20 Zoning By-law Amendment Application, Stacey Whittington and Keith Bryan, 108 and 110 Craydon Road, File Number: DEV-17-20 (Z-12-20)

Refer to Item 6.2, PL 43-20

Rodger Miller, representing Stacy Whittington and Keith Bryan provided a delegation and PowerPoint presentation regarding:

- details about the application and the proposal to construct two additional buildings on the property that would contain six units each;
- the existing drainage plan for the property and how storm water currently drains from the lands; and,

Present: Mayor Mitchell
Councillor Leahy
Councillor Lee
Councillor Mulcahy
Councillor Newman
Councillor Roy
Councillor Shahid
Councillor Yamada

Also Present: M. Gaskell, Chief Administrative Officer
S. Beale, Commissioner of Public Works
W. Mar, Commissioner of Legal and Enforcement Services/Town Solicitor
K. Nix, Commissioner of Corporate Services/Treasurer
J. Romano, Commissioner of Community Services
R. Saunders, Commissioner of Planning and Development
D. Speed, Fire Chief
H. Ellis, Executive Advisor to the Mayor
C. Harris, Town Clerk
K. Narraway, Manager of Legislative Services/Deputy Clerk (Recording Secretary)

Regrets: Councillor Alexander

1. Declarations of Pecuniary Interest

1.1 There were no declarations of pecuniary interest.

2. Adoption of Minutes

2.1 Regular Council - November 25, 2019
Special Council - December 2, 2019 (Confidential minutes under separate cover)

Resolution # 344-19

recommendations for Council's consideration and approval.

Carried

- 7.6** Public Works Department and Corporate Services Department Joint Report, CS 61-19
Re: RFP-83-2019 – Class Environmental Assessment Study – Highway 7/12 Alternative Route, Brooklin Area

Resolution # 357-19

Moved By Councillor Yamada
Seconded By Councillor Newman

1. That the Town of Whitby accept the highest ranking proposal submitted by BT Engineering Inc. in the amount of \$1,064,305.00 (plus applicable taxes) for the provision of a Class Environmental Assessment Study for Highway 7/12 Alternative Route, Brooklin Area;
2. That the Total Project Cost of \$1,250,000.00 be approved;
3. That Council approve a budget increase of \$500,000.00 and that the funding source(s) be determined by the Treasurer; and,
4. That the Mayor and Clerk be authorized to execute the contract documents.

Carried

- 7.7** Public Works Department and Planning and Development Department Joint Report, PW 35-19
Re: Durham-Scarborough Bus Rapid Transit (BRT) Metrolinx

Resolution # 358-19

Moved By Councillor Yamada
Seconded By Councillor Newman

1. That Council does not support a widening of Dundas Street to six (6) through traffic lanes in Whitby;
2. That Metrolinx be requested to consider design alternatives for BRT through Downtown Whitby;
3. That Staff organize a meeting with Metrolinx and key stakeholders in the BRT project and in Downtown Whitby. The purpose of the meeting is to develop and review design options

that best address the priorities and concerns of the key stakeholders; and,

4. That a copy of this resolution be forwarded to M.P.P Coe, Metrolinx, Region of Durham and area Durham BRT municipalities.

Carried

7.8 Office of the Chief Administrative Officer Report, CAO 36-19
Re: 2020 Special Events

Resolution # 359-19

Moved By Councillor Yamada
Seconded By Councillor Newman

1. That Report CAO 36-19, including the revised Attachment 1 (Special Events 2020 Calendar) included in the December 11, 2019 memorandum from the Senior Manager of Corporate Communications, be received for information; and,
2. That the following Town events, coordinated through the Corporate Communications Division, continue to be hosted in 2020 as outlined in Section 4.1:
 - a. Family Day;
 - b. Canada Day;
 - c. Culture in the Square;
 - d. Music in the Park;
 - e. Whitby in Bloom Garden Tour and Speaker Series;
 - f. Movies in the Park;
 - g. Harvest Festival;
 - h. Christmas in the Village;
 - i. Whitby Tree Lighting; and,
3. That Council authorize staff to update the following Town events and dates as outlined in Section 4.2:
 - a. Doors Open;
 - b. Open Streets; and,
 - c. Fresh Air in the Square.

Carried

7.9 Office of the Chief Administrative Officer, CAO 37-19
Re: Accessibility Plan 2019-2022

A brief question and answer period ensued between Members of

Project Name	Durham-Scarborough BRT
IBI Project Number	119887
Client	Metrolinx
Project Manager	Lee Caragiale
Document Reviewed	City of Oshawa Staff Report: http://app.oshawa.ca/agendas/development_services/20
Date Received	2021-02-19
Last Updated	2021-03-05




No.	Comment Date	Commenter	Comment / Question	IBI / Parsons Response	Action by	Status
1	2021-02-03	City of Oshawa Staff	The City recognizes that the D.S.B.R.T. Project will provide faster more efficient reliable transit service in the City. However, Metrolinx and Durham Region Transit should ensure that the D.S.B.R.T. Project embraces a better balance between the needs of transit users with the needs of and impact on the broader community including the business community.	The DS BRT project is necessary to manage the future population density along the corridor by providing a reliable alternative to the private auto. The DS BRT project aligns with both the Region's and Oshawa's Transportation Master Plans, and supports other local policy documents. The project team understands that some impacts are undesirable, such as the loss of on-street parking. We are developing design refinements to minimize or mitigate the impacts to on-street parking. ACTION: Project team to work with the City including Corporate Communications to arrange additional consultation in Oshawa in late March.	Project team	Open
2	2021-02-04	City of Oshawa Staff	The City is concerned with the introduction of 6 lanes of traffic along King Street West between Waverly Street and the Oshawa-Whitby border. This concern is heightened when the number of travel lanes increases to 7 or 8 at an intersection to account for left-turn or U-turn lanes. As the number of lanes increases, the quality of the streetscape may decline and the pedestrian experience is impacted negatively. In addition, staff are also concerned with the impacts of widenings on abutting properties (i.e. Union Cemetery).	The proposed design recommends the 6-lane centre-median BRT configuration to transition seamlessly from the Town of Whitby segment, where the 6-lane centre-median BRT cross-section is also preferred. To maintain existing traffic capacity, 2 through lanes for general traffic in each direction are recommended from the Whitby-Oshawa municipal border to Waverly Street. For all signalized intersections throughout the corridor, the proposed design incorporates elements to ensure pedestrian safety. This includes ladder crosswalks, accessible ramps with tactile indicators, and cycling crossrides. Pedestrians crossing north-to-south at a BRT stop location may use the centre-median transit platform as a refuge island. From Thornton Road to east of Waverly Street, the proposed design matches the existing curb and does not impact the properties on the north side, including Union Cemetery.	Info	Discussed
3	2021-02-05	City of Oshawa Staff	The City only supports the curb lane option outside of the downtown which would allow for easier flow of traffic for transit vehicles as they traverse through the Study Area between the Oshawa-Whitby boundary and MacMillan Drive. The curb lane option is also safer for transit users as they embark and disembark from transit vehicles.	Thank you for confirming the City supports the preliminary design proposed along King Street and Bond Street between Stevenson Road and MacMillan Drive/ Queen Street. Note that centre-running bus lanes will have centre-median platforms for transit passengers. All centre-median stops will be located at signalized intersections. The centre-median platforms will include a concrete barrier along the side of the platform adjacent to the general traffic lane and a concrete barrier where the platform entrance ramp meets the cross-walk. Both features will increase passenger safety.	Info	Discussed

No.	Comment Date	Commenter	Comment / Question	IBI / Parsons Response	Action by	Status
4	2021-02-06	City of Oshawa Staff	The City opposes the proposed median from the Oshawa-Whitby boundary to Waverly Street South given the impact of prohibiting left-hand turn movements into private properties and at Waverly Street South.	<p>The proposed raised centre median increases safety for general traffic by moving all left-turns to signalized intersections. General traffic will be able to make U-turns (both eastbound and westbound) at Thornton Road and eastbound at Waverly Street to access driveways on the north and south sides of King Street W.</p> <p>Under the Region's Vision Zero initiative, even without the BRT, mid-block left-turn movements are prohibited to eliminate the severe/fatal T-bone collisions associated. Instead, vehicles would be able to make a safer U-turn movement on a protected phase at a signalized intersection. With centre-running BRT, the U-turn movement is easier to make than without centre-running transit lanes.</p> <p>While restricting westbound lefts at Waverly Street will require a change in traffic patterns, the properties south of King Street along Waverly Street are accessible via Stevenson Road and Montcalm Avenue, Cartier Avenue or Gibb Street.</p>	Info	Discussed
5	2021-02-07	City of Oshawa Staff	The City only supports through the downtown, from MacMillan Drive to the eastern terminus of the D.S.B.R.T. Project at Ritson Road, that transit vehicles are integrated with mixed vehicular traffic and that there be no dedicated bus lane in this portion of the City.	<p>The proposed design recommends that the BRT vehicles operate in mixed traffic east of Celina Street on King Street and east of Ontario Street on Bond Street.</p> <p>ACTION: Oshawa to review and comment on the revised design concepts on King and Bond (presented 2021-03-05) that retain more on-street parking.</p>	Oshawa	Open
6	2021-02-08	City of Oshawa Staff	<p>The City does not support any loss of on-street parking as a result of the D.S.B.R.T. Project.</p> <p>The D.S.B.R.T. Project would result in losses in on-street parking currently estimated at 23 spaces along King Street and 20 spaces along Bond Street.</p>	<p>We understand that on-street parking operations near Bond Street are projected to be near capacity given the streetscape and active transportation projects planned by the City. The implementation of curbside bus lanes would further limit parking supply. We are developing design refinements to minimize or mitigate the impacts to on-street parking.</p> <p>We also understand that ample hourly parking is available in Parkade 3 which is located nearby.</p> <p>As part of the BRT project, we can recommend strategies to guide parking users to available parking opportunities and distribute parking demand.</p> <p>ACTION: Oshawa to review and comment on the revised design concepts on King and Bond (presented 2021-03-05) that retain more on-street parking.</p>	Oshawa	Open
7	2021-02-09	City of Oshawa Staff	More clarity is needed from Metrolinx on the rationale for the "looping" of westbound transit vehicles from Division Street to King Street East to Ritson Road North to ultimately travel westbound on Bond Street East. A right-hand westbound turn at Division Street and Bond Street East seems more logical.	Routing buses from the layover location southbound on Division Street, eastbound on King Street, northbound on Ritson Rd and westbound on Bond Street, allows buses to serve transit riders on Ritson before heading west. This is consistent with Durham Region Transit recommendations.	Info	Discussed

No.	Comment Date	Commenter	Comment / Question	IBI / Parsons Response	Action by	Status
8	2021-02-10	City of Oshawa Staff	City staff note that the D.S.B.R.T. Project will have an impact on the ability of business owners or residential tenants to load or unload goods and materials in the curb lane in the event that it becomes a dedicated bus lane.	There are alternatives for loading/unloading for many properties. For those along the south side of King Street, it appears many have rear doors to the parking lot. Similarly there is rear access for the buildings at 6-8, and at 10-16 Bond Street. There could be an exemption for delivery vehicles to use the bus lane during evenings/overnight if there are no other options. Common in other constrained downtowns, loading could also occur around the corner on a sidestreet. Waste removal operations would be similarly arranged. ACITON: We would appreciate suggestions from City of Oshawa staff on how to better engage with downtown Oshawa businesses.	Oshawa	Open
9	2021-02-11	City of Oshawa Staff	City staff have concerns with certain operational aspects such as Traffic and Parking By-law 79-99 and the enforcement of matters such as those related to the provisions of the By-law.	There may be a need to amend the by-law to define the bus lanes. This is common on other BRT projects. ACTION: Please specify which sections of By-law 79-99 are of concern.	Oshawa	Open
10	2021-02-12	City of Oshawa Staff	Metrolinx and Durham Region Transit are encouraged to investigate the future potential use of the Oshawa Bus Terminal at 47 Bond Street West.	The Oshawa Bus Terminal is not a convenient location for the BRT to turnaround or layover. Connecting to transit on Simcoe Street requires the buses to go east of Simcoe Street before turning around. Note that Metrolinx has raised safety concerns in the past. ACTION: The project team would be open to hearing Oshawa's suggestions on future potential uses.	Oshawa	Discussed
11	2021-02-13	City of Oshawa Staff	It is the City's expectation that Metrolinx and Durham Region Transit will develop a comprehensive communication plan to engage both residents and businesses via direct mailout to the City's satisfaction. It is further expected that Metrolinx and Durham Region Transit will jointly host and pay for a virtual consultation focused on the D.S.B.R.T. Project in Oshawa with the assistance of City staff in terms of advertising and messaging.	ACTION: The project team will work with Oshawa staff to identify an effective outreach and communications plan and to facilitate an Oshawa-specific live consultation event online by late March.	Project team	Open
12	2021-02-14	City of Oshawa Staff	The M.U.P. shown on the north side of King Street West, west of Thornton Road should connect with the M.U.P. the City is constructing along the west side of Thornton Road North. There are plans to extend the M.U.P. further south along Thornton Road South. This connection should also be shown and accommodated.	As noted in the email response sent 2020-10-20, the connection between MUPs on the northwest corner can be provided. No MUP is proposed on the south side of Dundas St, so a sidewalk connection to the future Thornton St MUP will be shown.	Info	Discussed

No.	Comment Date	Commenter	Comment / Question	IBI / Parsons Response	Action by	Status
13	2021-02-15	City of Oshawa Staff	There are concerns with the proposed "reduced width platforms" being proposed along King Street between Centre Street and Celina Street. This is a heavy pedestrian traffic area and every effort should be made to expand the bus stop and sidewalk areas to promote accessibility.	As noted in the email response sent 2020-10-20, there is a limited amount of available space. The design must provide an accessible clearway for pedestrians. As a result, the platform width and transit shelter will be reduced to fit in the available space and avoid building impacts. The platform at Celina is 3.6 m wide (measured perpendicular to the road). This platform width is suitable for curbside transit stops, and meets accessibility requirements and accommodates ramp deployment by DRT buses at the stop. The platforms at Centre on King is 2.6 m wide. In order to provide a 3.6 m platform, there would need to be a tradeoff. Either the removal of a traffic lane or impacts to existing buildings on one side of the street. Based on previous discussion, the project team does not recommend building impacts, and we understood the City does not recommend removing a traffic lane. ACTION: Oshawa to review and comment on the revised design concepts on King and Bond (presented 2021-03-05) that retain more on street parking.	Oshawa	Open
14	2021-02-16	City of Oshawa Staff	Clarity is needed on the issue of a full redesign of King Street/Bond Street. Curbs and catch basins/storm sewers will need to be relocated. Depending on the road condition as many portions of King Street and Bond Street would require rehabilitation or reconstruction to support this implementation.	There are no deep excavation works proposed within the curb limits along the King and Bond Street segments of the DSBRT corridor. No direct impacts to storm, sanitary or water mains are expected. In the case that road widening may alter any road drainage infrastructure (i.e. catchbasin, stormsewer, etc.), a recommendation will be made to realign the asset. As noted in the email response sent 2020-10-20, reconstruction requirements for pavement structure will be looked at on a section by section basis during detailed design. The phasing of construction can be developed to accommodate any future projects the City plans to undertake.	Info	Discussed
15	2021-02-17	City of Oshawa Staff	Regarding the permanent layover on William Street East, Durham Region Transit has been granted temporary approval to use this area, but Council has directed staff to follow up regarding compensation for lost revenue related to on-street parking before providing permanent approval.	Please contact Jack Phelan at DRT. As noted in the email response sent 2020-10-20, this should be addressed with DRT outside of the DSBRT project. The DSBRT buses will be operated by DRT, not Metrolinx.	Durham Region Transit	Deferred
16	2021-02-18	City of Oshawa Staff	The financial implications to the City are not clear and any cost-sharing expectations for the D.S.B.R.T. Project should be established as soon as possible as there are several City of Oshawa infrastructure asset types which would require reconstruction/upgrade through the project area. These concerns include but are not limited to the following infrastructure: a) The Goodman Creek and Oshawa Creek crossings along King Street should also be considered from a structural and climate change resiliency perspective. Climate change resiliency can also be improved through upgrading the existing stormsewer system within the proposed D.S.B.R.T. corridor. Structural changes can improve accessibility at the Oshawa Creek crossings in particular. b) The Corbett Creek culvert, King Street, and Bond Street structures have been identified for an upgrade from a flow conveyance and life cycle perspectives. This recommended improvement should also be extended to the Goodman Creek structure.	Further to the email response sent 2020-10-20: a) The two Oshawa Creek crossing structures on King Street and Bond Street are proposed to be full replacements to support the BRT project. The full cost of these two new structures will be part of the BRT project. New structures will meet AODA accessibility standards. The DSBRT project does not propose any modifications to the Goodman Creek culvert as the current configuration is capable of supporting 100-year floodline levels and the current structure is not in need of replacement. The phasing of construction can be developed to accommodate any future projects the City plans to undertake. See response to Comment 14 re: sewer reconstruction. b) The Corbett Creek culvert is proposed to be extended on the south side (approx. 12m) along with an end treatment to support the regulatory floodline. Please refer to part (a) above for Goodman Creek and Oshawa Creek crossings.	Info	Discussed

No.	Comment Date	Commenter	Comment / Question	IBI / Parsons Response	Action by	Status
			<p>c) Sidewalks through this area are less than 1.8 metres in width and should be upgraded.</p> <p>d) All proposed M.U.P.s.</p> <p>e) Signalization at Waverly Street.</p>	<p>c) Yes, the majority of existing sidewalks along King Street and Bond Street are narrow. The proposed design includes new wider sidewalk on both sides of both King and Bond to 1.8 m. There is an exception along the south side of King Street between Centre and Celina due to constraints from adjacent buildings. In general, all sidewalk improvements shown in the preliminary design will be part of the BRT project. New sidewalks will meet AODA accessibility standards including upgrades at intersections (crosswalk markings, curb ramps, tactile indicators).</p> <p>d) In general, MUPs shown in the preliminary design will be part of the BRT project.</p> <p>e) A signalized intersection at King Street and Waverly Street is proposed as part of the DSBRT project to increase traffic safety and control the transition of buses from centre to curbside running. The cost of the proposed new traffic signal will be borne by the BRT project.</p>	Info	Discussed
17	2021-02-19	City of Oshawa Staff	The impacts to road maintenance have not been identified.	As noted in the email of 2020-10-20, the responsibility of road maintenance moving forward requires further discussion. It is currently expected that the Region or Metrolinx would be responsible for maintaining the new red asphalt lanes and the City would be responsible for maintaining the remaining right-of-way.	Info	Discussed
18	2021-02-20	City of Oshawa Staff	A justification for the two different design concepts for bus shelters is requested. In addition, Metrolinx should commit to obtaining the municipalities' approval for a high quality design of shelters.	Two different shelter concepts are proposed. Durham Region / DRT requested additional weather protection for waiting passengers with openings that align with bus doors. Enclosed shelters will be provided at centre median platforms such as at Thornton Road. Open shelters will be provided at curbside platforms through most of Oshawa.	Info	Discussed
19	2021-02-21	City of Oshawa Staff	The total potential loss of 150 street trees is a concern and Metrolinx and Durham Region Transit should commit to a compensation plan to replace the lost trees to promote sustainability.	Please refer to the Arborist Report circulated to Oshawa staff on November 24, 2020. A draft compensation plan was provided in that report, based on the Metrolinx Vegetation Guideline (2020). ACTION: City to provide written comments on arborist report.	Oshawa	Open

<div>Client Project Manager Document Reviewed Date Received Last Updated</div>						<div><div>IBI</div><div>PARSONS</div></div>	
		Metrolinx					
		Kristin Demasi					
		9/16/2020					
Last Updated							

No.	Comment Date	Commenter	Comment / Question	Stop Location	Category	IBI / Parsons Response	Action by	Status
			Traffic Study Comments					
1	9/16/2020	City of Oshawa Staff	Bond Street & King Street are both incorrectly identified as a 'minor collector road' in the traffic impact analysis study.			To be revised		Resolved
2	9/16/2020	City of Oshawa Staff	Page #35 - should be Gibbons Street and not Gibsson Street			To be revised		Resolved
3	9/16/2020	City of Oshawa Staff	Page #35 - speed limit on Gibbons St and Park Rd should be 50km/h			To be revised		Resolved
4	9/16/2020	City of Oshawa Staff	The BRT proposal will result in the removal of all on-street parking along King St W between McMillian Dr/Queen St and Ontario St, and Bond St W between Ontario St and McMillian Dr. This loss of parking will not likely be supported by local businesses/Downtown BIA. This will also be a significant loss of parking revenue for the City. This is in addition to ongoing City projects that have resulted in the loss of on-street parking.			Noted. Currently there are 80 on-street parking spaces on King and Bond, between McMillan and Mary. The City's sidewalk expansion plans will impact 15 spaces on King (north side). Dedicated transit lanes may impact another 19 spaces on King (south side), and 11 spaces on Bond (north side). It is not possible to maintain these spaces while maintaining 2 through lanes for traffic in each direction. Please provide more information on the value of revenue being lost.		Discussed
5	9/16/2020	City of Oshawa Staff	Has a traffic analysis been completed to study the traffic impact if a parking lane is maintained in Downtown Oshawa along King St W and Bond St W? Even without a parking lane, business deliveries will still be required to stop in an active through lane reducing traffic flow to one lane at times.			At some locations, it may be possible for loading to occur around the corner on a sidestreet. Otherwise there could be an exemption for delivery vehicles to use the bus lane during evening/overnight periods if there are no other options. This approach is common in other constrained downtowns. Waste removal operations would be similarly arranged.		Discussed
6	9/16/2020	City of Oshawa Staff	A shared BRT/right turn lane should also be considered at King St W/Midtown Dr. Without this there will likely be significant cut through traffic along Burk St/Nassau St to access the Mall via John St.			A detailed review of right-turn lanes in Downtown Oshawa has been completed since the Aug 24 design. Several changes have been made per discussions with the Region. This includes a dedicated right-turn lane added on King at Midtown.		Resolved
7	9/16/2020	City of Oshawa Staff	Should shared BRT/right turn lanes also be considered along Bond St at the arterial/collector intersections with Arena St, Park Rd, Gibbons St, and Stevenson Rd?			A detailed review of right-turn lanes in Downtown Oshawa has been completed since the Aug 24 design. Several changes have been made discussions with the Region. This includes dedicated right-turn lanes on Bond at Arena and Park. A right-turn restriction is proposed at Gibbons to minimize BRT delay.		Resolved
8	9/16/2020	City of Oshawa Staff	There are concerns with the LOS during peak periods at Bond/Stevenson, Bond/Gibbons, Bond/Park, King/Stevenson. What is the Region of Durham position/comments on the impact to LOS at the Regional intersections?			Noted. Synchro models have been revised based on comments, with some locations showing improved LOS. Nonetheless there will be localized congestion during peak hours.		Resolved

No.	Comment Date	Commenter	Comment / Question	Stop Location	Category	IBI / Parsons Response	Action by	Status
9	9/16/2020	City of Oshawa Staff	Infiltration through local neighbourhoods due to excessive delays should be addressed in the study.			Within Oshawa, the intention is to maintain adequate LOS to minimize infiltration through local neighbourhoods.		Resolved
10	9/16/2020	City of Oshawa Staff	In Section 6.9.1 page 114 states & 6.10.1 page 117 : Presently, the number of through lanes along this segment range between three and four, although on-street parking takes up the curb lane at certain periods of the day (e.g. certain areas restrict on-street parking to off-peak times). Please provide details of these sections you are referring to.			The reference to on-street parking restrictions will be removed from these sections. These statements apply to the other pinch-point areas analyzed (Pickering Village, Downtown Whitby) and were incorrectly included here.		Resolved
11	9/16/2020	City of Oshawa Staff	Exhibit 6-36 - last column should read 'Left-turn Lane Recommended'			To be revised		Resolved
12	9/16/2020	City of Oshawa Staff	What will be the impact on existing DRT bus stop locations.			DRT is reviewing stop locations for potential consolidation with BRT stops (e.g. King at Waverly, Warren, Midtown; Bond at Arena).		Discussed
13	9/16/2020	City of Oshawa Staff	Location of the platform at Centre/King is likely to cause congestion for right turning vehicles.			A detailed review of right-turn lanes in Downtown Oshawa has been completed since the Aug 24 design. Several changes have been made per discussions with the Region. This includes a dedicated right-turn lane added on King at Centre, with the BRT platform shifted to the far-side of the intersection.		Resolved
14	9/16/2020	City of Oshawa Staff	Noting layover design on the east leg is to be determined; if Ontario St is utilized as a turnaround point, will all on-street parking be removed?			The terminus routing is planned to follow EB on King St, NB on Ritson Rd, WB on William St, SB on Division St, EB on King St, NB on Ritson Rd, and WB on Bond St. Ontario St is not expected to be part of the turnaround routing. It is not anticipated that any additional traffic control or auxiliary lanes will be required.		Resolved
			General Comments					
15	9/16/2020	City of Oshawa Staff	Regarding the turnaround routing design -- we understand it may not be finalized, has there been a location selected? When will the design be provided for review?			It is understood that Durham Region Transit has established a bus layover location design that is planned to be built ahead of the DSBRT. This location at the NE quadrant of William St/Division St is anticipated to be used by the DSBRT service in the future as well.		Resolved
16	9/16/2020	City of Oshawa Staff	An updated traffic study that addresses the BRT turnaround should also be submitted with the turnaround routing design in the downtown.			(See response to comment #14)		Resolved
17	9/16/2020	City of Oshawa Staff	The scale the drawing is shown at does not allow me to ascertain whether the downtown sidewalks where platforms are shown would be of sufficient width to accommodate both bus users and pedestrian through-traffic. For example, the stop shown on the south side of King, east of Simcoe is in an area with a very narrow sidewalk which is already crowded by DRT users, and has 3-5 business entrances along it as well. Further clarity would be appreciated regarding how Metrolinx plans to accommodate both the station platforms and pedestrian through-traffic in these narrower areas. It would also be helpful to know if there were any alternative downtown platform sites that avoided these high traffic areas which would still be feasible.			Specific curbside platform locations have been adjusted to suit the spatial constraints at the proposed intersections. These platform and amenities design will be done in detail design. At the specific location of King St / Simcoe St, the narrow platform design ensures that adequate space is provided for pedestrians. In addition, the bus ramp extension space will need to utilize the clear space behind the platform, as approved by Durham Region Transit.		Resolved

No.	Comment Date	Commenter	Comment / Question	Stop Location	Category	IBI / Parsons Response	Action by	Status
18	9/16/2020	City of Oshawa Staff	The loss of on-street parking most likely will not be supported by local businesses/Downtown BIA, Council and City staff. Primarily due to the significant loss of parking revenue, loss of patronage for businesses. It should be noted that on-street parking has already been reduced due to ongoing City projects.			Refer to response to Comment #4		Resolved
19	9/16/2020	City of Oshawa Staff	Active transportation has not been considered along King and Bond to provide/facilitate first mile/last mile trips to the BRT.			Due to ROW constraints, the proposed active transportation facilities terminate at Thornton Rd.		Resolved
20	9/16/2020	City of Oshawa Staff	The existing sidewalks along King and Bond are not AODA compliant			Noted. Proposed design to include 1.8m wide sidewalks where possible. Otherwise minimum AODA standards have been followed.		Resolved
21	9/16/2020	City of Oshawa Staff	The Oshawa Creek bridge structure is in need of replacement and is not AODA compliant.			The King St and Bond St structures will need replacement and details will be documented in future general arrangement drawings.		Resolved

Project Name Durham-Scarborough BRT IBI Project Number 119887 Client Metrolinx Project Manager Kristin Demasi Document Reviewed Date Received Last Updated 		 	
--	--	------	--

No.	Comment Date	Commenter	Comment / Question	Page #	Category	IBI / Parsons Response	Action by	Status
			Traffic Study Comments					
1			Bond Street & King Street are both incorrectly identified as a 'minor collector road' in the traffic impact analysis study.	35, 37	Text	To be revised	IBI (Traffic)	Resolved
2			Page #35 - should be Gibbons Street and not Gibsson Street	35	Text	To be revised	IBI (Traffic)	Resolved
3			Page #35 - speed limit on Gibbons St and Park Rd should be 50km/h	35	Text	To be revised	IBI (Traffic)	Resolved
4			The BRT proposal will result in the removal of all on-street parking along King St W between McMillian Dr/Queen St and Ontario St, and Bond St W between Ontario St and McMillian Dr. This loss of parking will not likely be supported by local businesses/Downtown BIA. This will also be a significant loss of parking revenue for the City. This is in addition to ongoing City projects that have resulted in the loss of on-street parking.	-	Other	Noted. Currently there are 80 on-street parking spaces on King and Bond, between McMillan and Mary. The City's sidewalk expansion plans will impact 15 spaces on King (north side). Dedicated transit lanes may impact another 19 spaces on King (south side), and 11 spaces on Bond (north side). It is not possible to maintain these spaces while maintaining 2 through lanes for traffic in each direction. Please provide more information on the value of revenue being lost.	IBI (Parking)	Discussed
5			Has a traffic analysis been completed to study the traffic impact if a parking lane is maintained in Downtown Oshawa along King St W and Bond St W? Even without a parking lane, business deliveries will still be required to stop in an active through lane reducing traffic flow to one lane at times.	-	Other	At some locations, it may be possible for loading to occur around the corner on a sidestreet. Otherwise there could be an exemption for delivery vehicles to use the bus lane during evening/overnight periods if there are no other options. This approach is common in other constrained downtowns. Waste removal operations would be similarly arranged.	IBI (Parking)	Discussed
6			A shared BRT/right turn lane should also be considered at King St W/Midtown Dr. Without this there will likely be significant cut through traffic along Burk St/Nassau St to access the Mall via John St.	Design (Aug 24)	Analysis	A detailed review of right-turn lanes in Downtown Oshawa has been completed since the Aug 24 design. Several changes have been made per discussions with the Region. This includes a dedicated right-turn lane added on King at Midtown.	IBI / Parsons (Traffic & Design)	Resolved
7			Should shared BRT/right turn lanes also be considered along Bond St at the arterial/collector intersections with Arena St, Park Rd, Gibbons St, and Stevenson Rd?	Design (Aug 24)	Analysis	A detailed review of right-turn lanes in Downtown Oshawa has been completed since the Aug 24 design. Several changes have been made discussions with the Region. This includes dedicated right-turn lanes on Bond at Arena and Park. A right-turn restriction is proposed at Gibbons to minimize BRT delay.	IBI / Parsons (Traffic & Design)	Resolved
8			There are concerns with the LOS during peak periods at Bond/Stevenson, Bond/Gibbons, Bond/Park, King/Stevenson. What is the Region of Durham position/comments on the impact to LOS at the Regional intersections?			Noted. Synchro models have been revised based on comments, with some locations showing improved LOS. Nonetheless there will be localized congestion during peak hours.	IBI (Traffic)	Resolved
9			Infiltration through local neighbourhoods due to excessive delays should be addressed in the study.			Within Oshawa, the intention is to maintain adequate LOS to minimize infiltration through local neighbourhoods.	IBI (Traffic)	Resolved
10			In Section 6.9.1 page 114 states & 6.10.1 page 117 : Presently, the number of through lanes along this segment range between three and four, although on-street parking takes up the curb lane at certain periods of the day (e.g. certain areas restrict on-street parking to off-peak times). Please provide details of these sections you are referring to.	114, 117	Text	The reference to on-street parking restrictions will be removed from these sections. These statements apply to the other pinch-point areas analyzed (Pickering Village, Downtown Whitby) and were incorrectly included here.	IBI (Traffic)	Resolved
11			Exhibit 6-36 - last column should read 'Left-turn Lane Recommended'	118	Text	To be revised	IBI (Traffic)	Resolved
12			What will be the impact on existing DRT bus stop locations.	-	Clarity	DRT is reviewing stop locations for potential consolidation with BRT stops (e.g. King at Waverly, Warren, Midtown; Bond at Arena).	IBI (Transit)	Discussed

No.	Comment Date	Commenter	Comment / Question	Page #	Category	IBI / Parsons Response	Action by	Status
13			Location of the platform at Centre/King is likely to cause congestion for right turning vehicles.	Design (Aug 24)	Analysis	A detailed review of right-turn lanes in Downtown Oshawa has been completed since the Aug 24 design. Several changes have been made per discussions with the Region. This includes a dedicated right-turn lane added on King at Centre, with the BRT platform shifted to the far-side of the intersection.	IBI / Parsons (Traffic & Design)	Resolved
14			Noting layover design on the east leg is to be determined; if Ontario St is utilized as a turnaround point, will all on-street parking be removed?	Design (Aug 24)	Analysis	Layover for BRT service is proposed to happen on William Street west of Ritson Road. It is not anticipated that any additional traffic control or auxiliary lanes will be required. William St is currently used by heavy trucks to unload cars. If there are concerns about the makeup of the road based on the existing engineering drawings please let us know.	IBI / Parsons (Traffic & Design)	Discussed
			General Comments					
15			Regarding the turnaround routing design -- we understand it may not be finalized, has there been a location selected? When will the design be provided for review?	Design (Aug 24)	Analysis	(See response to comment #14)	Parsons (Design)	Resolved
16			An updated traffic study that addresses the BRT turnaround should also be submitted with the turnaround routing design in the downtown.	Design (Aug 24)	Analysis	(See response to comment #14)	IBI / Parsons (Traffic & Design)	Resolved
17			The scale the drawing is shown at does not allow me to ascertain whether the downtown sidewalks where platforms are shown would be of sufficient width to accommodate both bus users and pedestrian through-traffic. For example, the stop shown on the south side of King, east of Simcoe is in an area with a very narrow sidewalk which is already crowded by DRT users, and has 3-5 business entrances along it as well. Further clarity would be appreciated regarding how Metrolinx plans to accommodate both the station platforms and pedestrian through-traffic in these narrower areas. It would also be helpful to know if there were any alternative downtown platform sites that avoided these high traffic areas which would still be feasible.	Design (Aug 24)	Analysis	Specific shelter or stop configurations to be studied where a standard 3.6m BRT stop platform may not be feasible due to spatial constraints in the boulevard areas.	Parsons (Design)	Resolved
18			The loss of on-street parking most likely will not be supported by local businesses/Downtown BIA, Council and City staff. Primarily due to the significant loss of parking revenue, loss of patronage for businesses. It should be noted that on-street parking has already been reduced due to ongoing City projects.	Design (Aug 24)	Analysis	Noted. (See response to comment #4)	IBI (Parking)	Resolved
19			Active transportation has not been considered along King and Bond to provide/facilitate first mile/last mile trips to the BRT.	Design (Aug 24)	Analysis	Active transportation is considered and will be documented in a separate report.	IBI (Active Transportation)	Resolved
20			The existing sidewalks along King and Bond are not AODA compliant	Design (Aug 24)	Analysis	Noted. The design proposes to provide an accessible clearway for pedestrians, and includes 1.8m sidewalks where required.	Parsons (Design)	Resolved
21			The Oshawa Creek bridge structure is in need of replacement and is not AODA compliant.	Design (Aug 24)	Analysis	The King Street bridge at Oshawa Creek is proposed to be reconstructed/widened to provide sidewalks.	Parsons (Design)	Resolved

Hailey McWilliam

From: Ranjit Gill <RGill@oshawa.ca>
Sent: Tuesday, February 9, 2021 9:03 AM
To: Thuraisinganath, Ragavan
Cc: Hopper, David; Margaret Parkhill; Hailey McWilliam
Subject: RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Oshawa)

Hi Ragavan,

The has no further comments on the heritage report.

Regards,



Ranjit Gill, P.Eng., PTOE, PMP, Transportation Engineer | City of Oshawa
905-436-3311 ext. 2868 | 1-800-667-4292

RGill@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>

Sent: Thursday, February 4, 2021 5:52 PM

To: Ranjit Gill <RGill@oshawa.ca>

Cc: Hopper, David <David.Hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Oshawa)

Hi Ranjit,

Thank you for your comments on the Draft Cultural Heritage Assessment Report for the Durham Scarborough Bus Rapid Transit back in December. A revised draft of this report is now ready for review.

The link below contains the following documents:

[Oshawa](#)

- Draft Cultural Heritage Assessment Report including Appendices A and B
- Comment response sheet

Please review the report and it would be appreciated if you could provide staff comments by February 24th, 2021.

Regards,

Ragavan Thuraisinganathan, P.Eng
Rail & Transit Engineer



625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
Ragavan.Thuraisinganath@parsons.com | (905) 943-0517

From: Ranjit Gill <RGill@oshawa.ca>

Sent: Tuesday, December 08, 2020 1:03 PM

To: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>

Cc: Sarah Chowdhury <sarah.chowdhury@metrolinx.com>; Darcy Wiltshire <darcy.wiltshire@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: [EXTERNAL] RE: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Oshawa)

Hi Ragavan,

Below are some preliminary comments received from Planning Services. Once I receive comments from other departments, I will forward them to you.

Staff are, in majority, in agreement with the comments provided for Oshawa's heritage properties, and have the following specific comments concerning the three properties identified as potentially being impacted:

- 1) 731 King Street West
 - Staff are in support of the completion of a CHER for the subject property;
 - Staff would require consultation with the City's Heritage Oshawa Committee once the CHER has been completed, and before any alteration, relocation or demolition takes place;
- 2) Oshawa Creek Bridge (OS-077)
 - Staff would not be opposed to the replacement of this bridge given it is not identified by staff as possessing heritage value;
- 3) Plaque in Centre Street parkette
 - Staff would encourage consultation with the City's Culture and Central Recreation Services branch in the Community Services Department concerning temporary relocation and storage of the plaque.
 - Staff contact would be:
Catherine Richards,
Manager, Culture and Central Recreation Services,
Community Services
carichards@oshawa.ca
905 436 3311 x.2793

Regards,



Ranjit Gill, P.Eng., PTOE, Transportation Engineer | City of Oshawa
905-436-3311 ext. 2868 | 1-800-667-4292

RGill@oshawa.ca | www.oshawa.ca [\[oshawa.ca\]](http://oshawa.ca)

"Dedicated to serving our community."



[\[twitter.com\]](https://twitter.com)



[\[facebook.com\]](https://facebook.com)



[\[instagram.com\]](https://instagram.com)



[\[youtube.com\]](https://youtube.com)



[\[linkedin.com\]](https://linkedin.com)



[\[connectoshawa.ca\]](http://connectoshawa.ca)

From: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>

Sent: Tuesday, November 24, 2020 2:37 PM

To: Ranjit Gill <RGill@oshawa.ca>

Cc: Sarah Chowdhury <sarah.chowdhury@metrolinx.com>; Darcy Wiltshire <darcy.wiltshire@metrolinx.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Subject: Durham-Scarborough Bus Rapid Transit - 75% Technical Reports Review (Oshawa)

Good afternoon Ranjit,

As part of the 75% EPR submission for the DSBRT project, a number of technical reports have been prepared to be incorporated. Please find below the links to these report files for your review. If you can please arrange to have these reports reviewed and any comments provided by December 7th 2020, that would be much appreciated.

[Arborist Report - 75% Sub \[parsons365can-my.sharepoint.com\]](#)

[Archaeology Report - 75% Sub \[parsons365can-my.sharepoint.com\]](#)

[Cultural Heritage Report - 75% Sub \[parsons365can-my.sharepoint.com\]](#)

Please let me know if you have any issues with file access.

Regards,

Ragavan Thuraisinganathan

Rail & Transit



625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9

Ragavan.Thuraisinganath@parsons.com | (905) 943-0517

www.parsons.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

'NOTICE: This email message and all attachments transmitted with it may contain privileged and confidential information, and information that is protected by, and proprietary to, Parsons Corporation, and is intended solely for the use of the addressee for the specific purpose set forth in this communication. If the reader of this message is not the intended recipient, you are hereby notified that any reading, dissemination, distribution, copying, or other use of this message or its attachments is strictly prohibited, and you should delete this message and all copies and backups thereof. The recipient may not further distribute or use any of the information contained herein without the express written authorization of the sender. If you have received this message in error, or if you have any questions regarding the use of the proprietary information contained therein, please contact the sender of this message immediately, and the sender will provide you with further instructions.'

Confidentiality: The information contained in this e-mail, including any attachments, is confidential and is intended solely for the use of the individual or entity to whom it is addressed. The contents of this e-mail may also be subject to legal privilege, and all rights of that privilege are expressly claimed and not waived. Any distribution, use or copying of this e-mail, or the information it contains, by anyone other than the intended recipient, is unauthorized and strictly prohibited. If you are not an addressee identified above, please immediately notify the sender and destroy the e-mail and any attachments without making a copy. Thank you.

Hailey McWilliam

From: Ranjit Gill <RGill@oshawa.ca>
Sent: Wednesday, April 21, 2021 2:14 PM
To: Thuraisinganath, Ragavan
Cc: Hopper, David; Margaret Parkhill; Hailey McWilliam; Lee Caragiale; Darcy Wiltshire; Yu, Mia; Madelin Blacha
Subject: RE: DSBRT - 75% Natural Environment Report Submission - Oshawa

Hi Ragavan,

We have finished our review of the 75% Natural Environment Report. The following are our comments:

1. The Study references an outdated copy of the City's Official Plan. However, we update/consolidate the Official Plan three times per year (April 1, August 1 and December 1), so it would be difficult for a larger study to keep updating the copy they refer to. The current consolidation is April 2020. As the studies nears completion it would be good to update the OP consolidation they are using and to do a quick scan to ensure they are using the correct text and sections.
2. The provided Word document contained no Figures. However, the pdf contained all the Figures and could be easily read.
3. On Page 23 it refers to King Road in the 3rd complete paragraph, this should be King Street.
4. The Study includes compensation planting. If the planting is done on-site it should be done in consultation with both CLOCA and City Of Oshawa Parks staff (Lindsay Allward – Manager Parks and Waste Operations and Mitch Wiskell – Parks and Planning Development). If the compensation planting is done off-site, please ensure there is no net loss of planting. Again, the planting plans should be done in consultation with both CLOCA and City Of Oshawa Parks staff. The contacts for City staff can be provided, if needed.
5. Monitoring reports for longer term impacts on vegetation, animals, birds, amphibians, and fish (all wildlife) should be sent to the City for information.
6. It is suggested that the final report be completed in a sans serif font to ensure it is accessible for all readers.

Thank you for the opportunity to comment.

Regards,



Ranjit Gill, P.Eng., PTOE, PMP, Transportation Engineer | City of Oshawa
905-436-3311 ext. 2868 | 1-800-667-4292

RGill@oshawa.ca | www.oshawa.ca

"Dedicated to serving our community."



From: Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>
Sent: Monday, April 5, 2021 2:47 PM
To: Ranjit Gill <RGill@oshawa.ca>
Cc: Hopper, David <David.Hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; Lee Caragiale <Lee.Caragiale@metrolinx.com>; Darcy Wiltshire <darcy.wiltshire@metrolinx.com>; Yu, Mia <Mia.Yu@parsons.com>; Madelin Blacha <Madelin.Blacha@metrolinx.com>
Subject: DSBRT - 75% Natural Environment Report Submission - Oshawa

Good afternoon Ranjit,

Please find in the link below the 75% submission for the draft Natural Environment Report for the Durham Scarborough Bus Rapid Transit project. A comment/response table from previous review by Metrolinx is also contained in the link for your reference.

 [04.05.2021 - Revised 75% NER](#)

Your review and comments by Wednesday April 21, 2021 would be much appreciated.

Feel free to let me know if you have any questions.

Regards,

Ragavan Thuraisinganathan, P.Eng
Rail & Transit Engineer



625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9
Ragavan.Thuraisinganath@parsons.com | (905) 943-0517

www.parsons.com | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

'NOTICE: This email message and all attachments transmitted with it may contain privileged and confidential information, and information that is protected by, and proprietary to, Parsons Corporation, and is intended solely for the use of the addressee for the specific purpose set forth in this communication. If the reader of this message is not the intended recipient, you are hereby notified that any reading, dissemination, distribution, copying, or other use of this message or its attachments is strictly prohibited, and you should delete this message and all copies and backups thereof. The recipient may not further distribute or use any of the information contained herein without the express written authorization of the sender. If you have received this message in error, or if you have any questions regarding the use of the proprietary information contained therein, please contact the sender of this message immediately, and the sender will provide you with further instructions.'

Confidentiality: The information contained in this e-mail, including any attachments, is confidential and is intended solely for the use of the individual or entity to whom it is addressed. The contents of this e-mail may also be subject to legal privilege, and all rights of that privilege are expressly claimed and not waived. Any distribution, use or copying of this e-mail, or the information it contains, by anyone other than the intended recipient, is unauthorized and strictly prohibited. If you are not an addressee identified above, please immediately notify the sender and destroy the e-mail and any attachments without making a copy. Thank you.

To: Development Services Committee

From: Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Report Number: DS-20-20

Date of Report: January 29, 2020

Date of Meeting: February 3, 2020

Subject: Durham-Scarborough Bus Rapid Transit Project Public
Information Centre 2

File: B-7000-0006

1.0 Purpose

The purpose of this report is to provide information on the Durham-Scarborough Bus Rapid Transit project and present the information provided at the Public Information Centre (P.I.C.) 2 public meeting held on Tuesday, November 19, 2019 between 12:00 p.m. and 2:00 p.m. at Oshawa City Hall.

Attachment 1 is a copy of Memorandum DS-19-224 dated November 13, 2019 that was presented to Council on November 27, 2019 that provided information on the Durham-Scarborough Bus Rapid Transit project.

Attachment 2 illustrates the curbside bus rapid transit option presented at P.I.C. 2.

Attachment 3 illustrates the hybrid bus rapid transit option presented at P.I.C. 2.

Attachment 4 illustrates the contraflow bus rapid transit option presented at P.I.C. 2. This option represents Metrolinx's technically preferred option.

Attachment 5 is the information presented at P.I.C. 2.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

1. That Report DS-20-20 dated January 29, 2020 be endorsed as the City's comments on options presented at Public Information Centre 2 for the Durham-Scarborough Bus Rapid Transit project.
2. That Metrolinx be requested to make a presentation on Public Information Centre 3 to the Downtown Oshawa Business Improvement Association, the Oshawa Active

Transportation Advisory Committee, the Oshawa Accessibility Advisory Committee and the Oshawa Environmental Advisory Committee.

3. That staff be authorized to forward a copy of Report DS-20-20 dated January 29, 2020 and the related Council resolution to Metrolinx, the Region of Durham, the City of Pickering and the Towns of Ajax and Whitby.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

- Commissioner, Community Services
- Region of Durham

During the P.I.C. process, representatives of Ontario Tech University, Durham College and Trent University Durham were engaged. In tandem with the next P.I.C., staff will ask Metrolinx to directly engage the following:

- Downtown Oshawa Business Improvement Association
- Oshawa Active Transportation Advisory Committee
- Oshawa Accessibility Advisory Committee
- Oshawa Environmental Advisory Committee

5.0 Analysis

5.1 Introduction

Metrolinx's 2041 Regional Transportation Plan identified the Durham-Scarborough Bus Rapid Transit project as being required to meet the needs of the Greater Toronto and Hamilton Area (G.T.H.A.) in the near term. The project will provide approximately 36 kilometres of dedicated transit infrastructure that will connect Durham Region and the City of Toronto, enhancing intra-regional mobility and connecting residents and employment. The Bus Rapid Transit project will connect local and regionally significant areas including Scarborough Town Centre, the University of Toronto Scarborough Campus, the downtowns of Ajax and Whitby and the Urban Growth Centres in Pickering and Oshawa.

The Highway 2 corridor along the Durham-Scarborough Bus Rapid Transit project route is expected to grow by approximately 215,000 residents and 66,000 jobs by 2041. Higher capacity transit is needed to strengthen connections between communities and employment in Durham Region and the City of Toronto.

Bus Rapid Transit will provide:

- Dedicated transit lanes for buses, where feasible, resulting in shorter travel times and more reliable transit service;

- Frequent service with a bus every 5 minutes or less during peak hours;
- Smart signals along Highway 2/Dundas Street/King Street that will adapt to support smoother traffic flow for all; and,
- Better connections where Toronto Transit Commission, Durham Region Transit, and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel throughout the Region.

This project builds on the Initial Business Case completed by Metrolinx in 2018. The Preliminary Design Business Case will involve an expedited Environmental Assessment process for transit projects and an Environmental Project Report. The Preliminary Design Business Case is the second business case as part of the Metrolinx Benefits Management Process.

This project will define the following elements to a 30% preliminary design level:

- Number and location of stops;
- Extent of median and curbside dedicated bus lanes, and transition area design and operation;
- Associated transit priority infrastructure (e.g. queue jump lanes);
- Infrastructure for active transportation (i.e., walking, cycling);
- Streetscape and boulevard design;
- Bridge / structural design and impacts;
- Traffic and parking operations and impacts; and,
- Intersection layouts and lane configurations.

The Preliminary Design Business Case is meant to refine the preferred option developed in the Initial Business Case and provide a sufficient level of detail to support funding and implementation. Staff will work with the project team to satisfactorily address any concerns the City may have. If the City's concerns are not addressed, the City may request Metrolinx to consider an alternative solution.

5.2 Background

5.2.1 Initial Business Case

An Initial Business Case was completed by Metrolinx for the Durham-Scarborough Bus Rapid Transit project in 2018. As the Business Case was internally prepared, no input from stakeholders was sought in the preparation of the Business Case.

An Initial Business Case sets out the rationale for why an investment should be implemented to solve a problem or address an opportunity. Options to address that problem or opportunity were developed and analyzed.

The findings of the Initial Business Case included:

- The corridor is expected to host approximately 215,000 more residents and 66,000 more jobs by 2041;

- Higher capacity transit is needed to link communities and employment; and,
- Investing in rapid transit will generate significant benefits to the Region, providing quality transit services to access destinations across Durham Region and the City of Toronto.

The Durham-Scarborough Bus Rapid Transit Initial Business Case is available on the Metrolinx website at: <https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit>.

The Initial Business Case recommended:

- Highway 2 and Ellesmere Road as the optimal transit route;
- Buses every 5 minutes in Durham Region, and a bus every 2 minutes in Scarborough;
- An average stop spacing of 700 to 800 metres (2,296 to 2,625 ft.) to be located at signalized intersections; and,
- A hybrid option, with a mix of:
 - Centre-median bus lanes that are dedicated transit lanes in the centre of the road. Left-turns into and out of unsignalized side streets and driveways would be restricted; and,
 - Curbside bus lanes that are dedicated transit lanes on the outside of the road.

The above recommendations are being carried forward to the Preliminary Design Business Case and will be refined further as part of this project.

5.3 Project Schedule

The Durham-Scarborough Bus Rapid Transit project has committed funding to undertake the Preliminary Design Business Case following the Transit Project Assessment Process and preparing an Environmental Project Report.

The Preliminary Design Business Case for the project was initiated in early 2019 and included the following public consultation to date, within Oshawa:

- On Wednesday June 12, 2019, Public Information Centre 1 was held at the Civic Recreation Complex from 12:00 p.m. to 2:00 p.m. in the City of Oshawa; and,
- On Tuesday, November 19, 2019, Public Information Centre 2 was held at City Hall from 12:00 p.m. to 2:00 p.m. in the City of Oshawa.

Future consultations include the following:

- In Spring 2020, Public Information Centre 3 is expected to be held and will present the preliminary design, describe potential impacts and obtain input on proposed mitigation measures; and,

- In late Fall 2020, Public Information Centre 4 is expected to be held and will present the draft Transit Project Assessment Process and Preliminary Design.

Notice of study completion is expected by Spring 2021. As this project follows the Transit Project Assessment Process, the final report and recommendation are subject to Ministerial review.

5.4 Public Information Centre 1

At Public Information Centre 1, an introduction of the study and process was provided and feedback on the Problem and Opportunity statement was sought.

The following is the Problem and Opportunity Statement that was presented at the Public Information Centre:

“The Highway 2 Bus Rapid Transit corridor is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. The corridor has varied traffic, land use conditions and constraints.

With rapid growth in the past decade and an expectation for this growth to continue into the future, demand for travel along the corridor will continue to increase and a higher capacity form of transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary.”

The information presented at Public Information Centre 1 is available in Attachment 1. There were a total of approximately 50 attendees at the P.I.C. 1.

5.5 Public Information Centre 2

At Public Information Centre 2, the Transit Project Assessment Process was introduced along with information on the environmental studies that will be completed to support and document the existing conditions in the corridor and assess any potential impacts. There were a total of approximately 30 attendees at the P.I.C. 2.

Within Oshawa (Thornton Road to Simcoe Street), the following options for bus rapid transit were presented:

- Curbside Lanes (Couplet)
- Hybrid Option
- Contraflow Lanes (Technically Preferred)

These options are represented graphically in Attachments 2, 3 and 4.

The following constraints/factors in developing the options were presented:

- Narrow right-of-way with buildings located close to the property line;
- Minimal natural heritage features;
- Some cultural heritage resources; and,
- Removal or relocation of on-street parking.

5.5.1 Curbside Lanes (Couplet)

This option (see Attachment 2) includes converting the curbside traffic lanes along King Street (southern most lane) and Bond Street (northern most lane) to dedicated transit lanes. Buses would run in the same direction as traffic.

Pros:

- Provides priority for transit, improving speed, reliability, comfort and convenience;
- No change in local bus service required; and,
- Avoids impacts to buildings and cultural heritage resources.

Cons:

- Right-turn movements have the potential to reduce transit reliability;
- Removes parking on the south side of King Street and north side of Bond Street; and,
- Curbside lane is shared with local transit resulting in delays.

As part of this option, Ontario Street or Mary Street could be used as a turnaround for buses in Downtown Oshawa.

5.5.2 Hybrid Option

This option (see Attachment 3) includes converting the curbside general traffic lanes along King Street to dedicated transit lanes. One lane would operate as a contraflow lane (travelling in the opposite direction of traffic).

Pros:

- Provides good priority for transit, improving speed, reliability, comfort and convenience, assuming no left-turns on King Street.

Cons:

- Westbound buses would run contraflow to general traffic;
- Right-turn movements have the potential to reduce transit reliability;
- Two-way operation will require public education;
- Left-turns may be restricted on King Street, requiring a change in travel patterns; and,
- Requires removal of all parking and patio extensions on both sides of King Street between Queen Street/McMillan Drive and Simcoe Street.

As part of this option, Ontario Street, Mary Street and/or Centre Street could be used as a turnaround for buses in Downtown Oshawa.

5.5.3 Contraflow Lanes (Technically Preferred)

This option (see Attachment 4) includes converting the curbside general traffic lanes along King Street (northern most lane) and Bond Street (southern most lane) to dedicated transit lanes. Buses would run in the opposite direction of traffic. It should be noted that this option was not included in the Initial Business Case that was completed by Metrolinx.

Pros:

- Provides the highest priority for transit, improving speed, reliability, comfort and convenience;
- Avoids impacts to buildings and cultural heritage resources; and,
- Increases compliance of general traffic to dedicated bus lane with bus rapid transit running opposite to general traffic.

Cons:

- Two-way operation will require public education and changes in travel patterns;
- Changes in local bus service may be required; and,
- Requires removal of on-street parking on the north side of King Street and south side of Bond Street.

Details related to the bifurcation point at west end or other operational issues have not been provided and are expected prior to P.I.C. 3.

As part of this option, Ontario Street or Mary Street could be used as a turnaround for buses in Downtown Oshawa.

This option is technically preferred by Metrolinx's project team. As the project progresses, details of the 30% design will be available for comment and staff will report back to Council.

5.6 Staff Comments

The City is considering streetscape projects along King Street, Bond Street and Simcoe Street within the downtown. The streetscape projects, if approved by Council, would result in the removal of on-street parking lanes to accommodate wider sidewalks and/or patios, which will impact the ability to implement the technically preferred option as only two lanes of through traffic will be available to accommodate the Durham-Scarborough Bus Rapid Transit project along King Street and Bond Street. As a result, the following comments are provided to the Durham-Scarborough Bus Rapid Transit project team:

- The City does not support the technically preferred option within Oshawa or any other option that results in the removal of travel lanes through the downtown;
- The City does not support the technically preferred option within Oshawa or any other option that would impair the City's ability to provide an attractive and accessible streetscape;
- The City does not support the technically preferred option or any option that requires the removal of the existing Phase 1 or future Phase 2 of the King Street streetscape project;

- The City requests Metrolinx to investigate fully other alternatives including the Curbside Lanes and Hybrid Options including engaging the Oshawa Downtown Business Association; and,
- City staff will comment on other alternatives including the Curbside Lanes and Hybrid Options after further review and consultation recommended in this Report.

6.0 Financial Implications

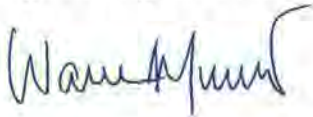
There are no financial implications associated with the comments in this Report.

7.0 Relationship to the Oshawa Strategic Plan

This report advances the Accountable Leadership and Environmental Responsibility goals of the Oshawa Strategic Plan.



Anthony Ambra, P.Eng., Director,
Engineering Services



Warren Munro, HBA, RPP, Commissioner,
Development Services Department



Development Services Department

Memorandum

Item: DS-19-224

Date: November 13, 2019

File: B-7000-0006

To: Chair and Members of Development Services Committee

From: Warren Munro, HBA, RPP, Commissioner
Development Services Department

Re: **Durham-Scarborough Bus Rapid Transit Project**

1. Purpose

The purpose of this memo is to provide Development Services Committee with information on the proposed Bus Rapid Transit project that will expand the existing PULSE service along Highway 2 in Durham Region connecting downtown Oshawa, Whitby, Ajax, Pickering and Scarborough.

2. Background

Metrolinx's 2041 Regional Transportation Plan identified the Durham-Scarborough Bus Rapid Transit project as being required to meet the needs of the Greater Toronto and Hamilton Area (G.T.H.A.) in the near term. The project will provide approximately 36 kilometres of bus rapid transit that will connect Durham Region and the City of Toronto, enhancing intra-regional mobility and connecting residents and employment across both sides of the boundary. The Bus Rapid Transit Project will connect local and regionally significant areas including Scarborough Town Centre, University of Toronto Scarborough Campus, and the downtowns of Pickering, Ajax, Whitby and Oshawa.

The corridor is expected to grow by approximately 215,000 residents and 66,000 jobs by 2041. Higher capacity transit is needed to strengthen connections between communities and employment in Durham Region and the City of Toronto.

Bus Rapid Transit provides:

- Dedicated Lanes for buses, where feasible, resulting in shorter travel times and more reliable transit service.
- Frequent Service with a bus every 5 minutes or less during peak hours.
- Smart signals on Highway 2 that will adapt to support smoother traffic flow for all.
- Better connections so that Toronto Transit Commission, Durham Region Transit, and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel throughout the Region.

3. Status

In early 2019, Metrolinx in collaboration with Durham Region, Durham Region Transit, City of Toronto and the Toronto Transit Commission initiated the planning and design of this rapid transit corridor.

On June 5, 2019, Metrolinx held a Municipal Technical Advisory Group meeting with municipalities and stakeholders. City staff attended this meeting.

In June 2019, four Public Information Centre public meetings were held across Durham Region to introduce and provide more information about the Durham-Scarborough Bus Rapid Transit project. City staff attended the Public Information Centre public meeting held on June 12, 2019 where the information provided in Attachment 1 was presented.

A second Municipal Technical Advisory Group meeting was held on October 28, 2019. A preview of the information that will be presented to the public at the next round of public meetings in Durham Region was provided.

The second Public Information Centre public meeting in Oshawa will be held on November 19, 2019 and the schedule for all five (5) Public Information Centre public meetings is as follows:

- Monday, November 18, 2019, from 3:30 to 5:30 p.m. and from 6:30 to 8:30 p.m. in the City of Toronto at the University of Toronto Scarborough Campus;
- **Tuesday, November 19, 2019, from 12:00 p.m. to 2:00 p.m. in the City of Oshawa at City Hall in the Committee Room;**
- Tuesday, November 19, 2019, from 6:00 p.m. to 8:00 p.m. at the Durham Region Headquarters;
- Wednesday, November 20, 2019, from 12:00 p.m. to 2:00 p.m. in the City of Pickering at the Pickering Town Centre; and
- Wednesday, November 20, 2019, from 6:00 p.m. to 8:00 p.m. in the Town of Ajax at St. George's Anglican Church.

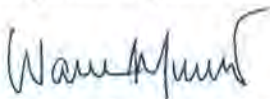
City staff are planning to attend the second Public Information Centre public meeting in Oshawa on November 19, 2019 and will report back to Development Services Committee to provide an update on the information presented. The Public Information Centre public meeting will be advertised by the City via the City's social media.

4. Recommendation

It is recommended that DS-19-224 dated November 13, 2019 be received for information and that staff be directed to report back to Development Services Committee and Council following the November 19, 2019 Public Information Centre public meeting.



Anthony Ambra, P.Eng., Director
Engineering Services



Warren Munro, HBA, RPP, Commissioner
Development Services

WM/k
Attachment – Public Meeting #1 Information

To: Development Services Committee

From: Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Report Number: DS-21-19

Date of Report: February 3, 2021

Date of Meeting: February 8, 2021

Subject: Durham-Scarborough Bus Rapid Transit Project Public
Information Centre 3

File: B-7000-0006

1.0 Purpose

The purpose of this report is to provide an overview of the Durham-Scarborough Bus Rapid Transit (D.S.B.R.T.) Project and introduce the information presented at Public Information Centre (P.I.C.) 3 that was held virtually from November 16, 2020 through January 10, 2021.

The material presented at P.I.C. 3 is not attached to this report owing to its size and lack of accessibility. However, the material can be viewed or downloaded by clicking here:

<https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3>

Metrolinx has requested comments by January 10, 2021. However, to accommodate the City's meeting schedule for Committee and Council, City staff have confirmed with Metrolinx that the submission of comments after the requested deadline is acceptable.

Attachment 1 shows the Study Area and the municipal limits of the City of Oshawa. It should be noted that King and Bond Streets are under the jurisdiction of the City of Oshawa.

Attachments 2 through 8 illustrate information extracted from the material presented by Metrolinx at P.I.C. 3.

Attachment 2 illustrates a density map showing a high concentration of businesses in Oshawa, particularly for the portion of King Street and Bond Street between Stevenson Road and Ritson Road.

Attachment 3 illustrates how travel patterns may change resulting from the D.S.B.R.T. Project.

Attachment 4 illustrates the proposed cycling facilities within the City of Oshawa.

Attachment 5 illustrates renderings of the proposed shelters and platforms for the D.S.B.R.T. Project.

Attachment 6 illustrates the proposed routing and layover for the D.S.B.R.T. Project.

Attachment 7 illustrates the preliminary design for the D.S.B.R.T. Project within the City of Oshawa.

Attachment 8 illustrates renderings of how the corridor would look in the future with bus rapid transit.

Attachment 9 shows the location of structures in Oshawa that require modification to advance the D.S.B.R.T.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

1. That the comments contained in Report DS-21-19 dated February 3, 2021 be endorsed as the City's comments with respect to the Durham-Scarborough Bus Rapid Transit Project Public Information Centre 3.
2. That Metrolinx and Durham Region Transit be requested to not advance the Durham-Scarborough Bus Rapid Transit Project described in this Report until all City comments have been addressed to the City's satisfaction.
3. That staff be authorized to forward a copy of Report DS-21-19 dated February 3, 2021 and the related Council resolution to Metrolinx, the Region of Durham, the City of Pickering and the Towns of Ajax and Whitby.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted on the preparation of comments on the information presented at P.I.C. 3 for the D.S.B.R.T. Project:

- Commissioner, Community Services
- Oshawa Environmental Advisory Committee
- Heritage Oshawa
- Oshawa Active Transportation Advisory Committee
- Oshawa Accessibility Advisory Committee
- Town of Whitby

5.0 Analysis

5.1 Background

Metrolinx's 2041 Regional Transportation Plan identified the D.S.B.R.T. Project as being required to meet the needs of the Greater Toronto and Hamilton Area (G.T.H.A.) in the near term. The project will provide approximately 36 kilometres (22.4 mi.) of dedicated transit infrastructure that will connect Durham Region and the City of Toronto, enhancing intra-regional mobility and connecting residents and employment across the Study Area. The D.S.B.R.T. Project will connect local and regionally significant areas including Scarborough Town Centre, University of Toronto Scarborough Campus, and the downtowns of Pickering, Ajax, Whitby and Oshawa.

The Highway 2 corridor along the D.S.B.R.T. Project is expected to grow by approximately 215,000 residents and 66,000 jobs by 2041. Higher capacity transit is needed to strengthen connections between communities and employment in Durham Region and the City of Toronto.

The D.S.B.R.T. Project will provide:

- Dedicated transit lanes for buses, where feasible, resulting in shorter travel times and more reliable transit service;
- Frequent service with a bus every 5 minutes or less during peak hours;
- Smart signals along Highway 2/Dundas Street/King Street/Bond Street that will adapt to support smoother traffic flow for all; and,
- Better connections where Toronto Transit Commission, Durham Region Transit, and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel throughout the Region.

The D.S.B.R.T. Project builds on the Initial Business Case completed by Metrolinx in 2018. The Preliminary Design Business Case will involve an expedited Environmental Assessment process for transit projects and an Environmental Project Report. The Preliminary Design Business Case is the second business case as part of the Metrolinx Benefits Management Process.

The D.S.B.R.T. Project will define the following elements to a 30% preliminary design level:

- Number and location of stops;
- Extent of median and curbside dedicated bus lanes, and transition area design and operation;
- Associated transit priority infrastructure (e.g., queue jump lanes)
- Infrastructure for active transportation (i.e., walking, cycling);
- Streetscape and boulevard design;
- Bridge / structural design and impacts;
- Traffic and parking operations and impacts; and,

- Intersection layouts and lane configurations.

The Preliminary Design Business Case is meant to refine the preferred option developed in the Initial Business Case and provide a sufficient level of detail to support funding and implementation. Staff will work with the project team to satisfactorily address any concerns the City may have. If the City's concerns are not addressed, the City may request Metrolinx to consider an alternative solution.

5.2 Status to Date

The D.S.B.R.T. Project has committed funding to undertake the Preliminary Design Business Case following the Transit Project Assessment Process and preparing an Environmental Project Report.

The Preliminary Design Business Case for the project was initiated in early 2019 and includes the following public consultation to date:

- On Wednesday June 12, 2019, P.I.C. 1 was held at the Civic Recreation Complex from 12:00 p.m. to 2:00 p.m. in the City of Oshawa;
- On Tuesday, November 19, 2019, P.I.C. 2 was held at City Hall from 12:00 p.m. to 2:00 p.m. in the City of Oshawa;
- On February 3, 2020, Metrolinx's consultant provided a presentation to Development Services Committee on the status of the D.S.B.R.T. Project and P.I.C. 2;
- On February 18, 2020, Council considered the related Item DS-20-20, a report from the Commissioner of Development Services and passed the following resolution:

- "1. That Report DS-20-20 dated January 29, 2020 be endorsed as the City's comments on options presented at Public Information Centre 2 for the Durham-Scarborough Bus Rapid Transit project; and,
2. That Metrolinx be requested to make a presentation on Public Information Centre 3 to the Downtown Oshawa Business Improvement Association, the Oshawa Active Transportation Advisory Committee, the Oshawa Accessibility Advisory Committee and the Oshawa Environmental Advisory Committee;
3. That staff be authorized to forward a copy of Report DS-20-20 dated January 29, 2020 and the related Council resolution to Metrolinx, the Region of Durham, the City of Pickering and the Towns of Ajax and Whitby and,
4. That the request for a presentation on the Public Information Centre 3 is not to be understood as approval or denial of the project options."

- On November 9, 2020, Metrolinx's consultant provided a second presentation to Development Services Committee concerning the information to be presented at P.I.C. 3 for the D.S.B.R.T. Project; and,

- From November 16, 2020 through January 10, 2021, P.I.C. 3 for the D.S.B.R.T. Project was held.

5.3 Information Presented at Public Information Centre 3

Information presented at P.I.C. 3 is available on the D.S.B.R.T. Project website at: <https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3>.

The purpose of P.I.C. 3 was to present and seek feedback on the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures in the following areas:

- Environment;
- Traffic and Active Transportation;
- Bus Rapid Transit Stops;
- Preliminary Design; and,
- Construction and Phasing.

5.3.1 Environment

The D.S.B.R.T. Project is preparing for the Transit Project Assessment Process, a streamlined Environmental Assessment process under Ontario Regulation 231/08. To support the project, environmental studies are being completed to document existing conditions and assess any potential impacts from the project.

Field investigations were undertaken in 2019 and 2020 to collect data on existing conditions.

The studies will determine potential impacts and document mitigation measures that could be applied to reduce or eliminate potential impacts. Mitigation measures proposed will be used by the design team to review and improve the design.

These studies will form part of the Environmental Project Report, which will be posted for public review.

The environmental studies that have been completed or were still underway include:

- Air Quality;
- Archaeology;
- Climate Change;
- Cultural Heritage;
- Natural Heritage and Tree Inventory;
- Noise and Vibration;
- Phase I Environmental Site Assessment;
- Socio-economic Conditions; and,
- Stormwater and Structures.

Impact assessments for the air quality, noise and vibration, and climate change studies are still underway. More details on impacts and mitigation measures will be available at P.I.C. 4 which is currently unscheduled. P.I.C. 4 is intended to present the preferred solution.

5.3.1.1 Air Quality

The existing conditions review is currently underway and includes examining data from air quality monitoring stations to determine existing conditions and the location of sensitive receptors. Examples of sensitive receptors include: places of residence; child care facilities; health care facilities; senior citizen's residences; long-term care centres; and, schools.

Air emissions that will be assessed include: Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Sulfur Dioxide (SO₂), Volatile Organic Compounds (VOCs), Fine Particles or Particulate Matter (PM_{2.5}), Polycyclic aromatic hydrocarbon (PAH), and Greenhouse Gases (GHG).

Following an examination of existing conditions, modelling will be conducted to determine air quality levels at sensitive receptor locations. Future scenarios with and without D.S.B.R.T. will be modelled and studied.

Potential construction impacts that could result from construction activities include air pollution and dust from construction activities. To mitigate construction impacts, the following measures are proposed:

- Cover sources of dust where possible;
- Apply dust suppressants;
- Use low emissions equipment where possible; and,
- Limit dust generating activities during high-wind conditions.

Additional impacts and mitigation measures will be presented at P.I.C. 4.

5.3.1.2 Archaeology

A Stage 1 Archaeological Assessment (the "Assessment") has been completed to determine archaeological potential within the Study Area. The Assessment identified 12 registered sites within 50 metres of the Study Area. However, it is unknown how many of these sites are located in Oshawa as archaeological sites are not identified to protect the archaeological resource from unauthorized artifact extraction. Parts of the Study Area have archaeological potential and will require a Stage 2 assessment prior to disturbance/construction.

Interested Indigenous Communities may be engaged during further assessments. Most of the Study Area has already been assessed in previous studies which did not identify any archaeological potential.

Five cemeteries were also identified within the Study Area and of those five, three are within 10 metres of the Project and therefore require further Stage 3 analysis. Union

Cemetery at the northeast corner of Thornton Road North and King Street West and Pioneer Memorial Garden Cemetery at 185 Bond Street West within Oshawa require a Stage 3 analysis.

A Stage 3 Cemetery analysis is required for lands impacted by the project within 10 metres (approximately 33 ft.) of cemetery properties to confirm the presence or absence of unmarked graves. If unexpected archaeological materials are encountered during construction, all work will stop. The site will be protected and assessed by a licensed archaeologist before work can resume.

Three previously registered archaeological sites are located within the Study Area. None of these sites exhibit cultural heritage value or interest or require further assessment.

5.3.1.3 Climate Change

The D.S.B.R.T. Project envisions increased climate resiliency through encouraging more sustainable modes of transportation choices by:

- Increasing transit ridership by providing a more reliable, convenient, and comfortable transit service; and,
- Improving existing active transportation facilities and eliminating gaps in the network.

Other proposed means to increase climate resilience include:

- Including street trees within the boulevard, where feasible;
- Implementing Low Impact Development measures, where feasible; and,
- Increasing the size and capacity of structures and culverts to accommodate greater storm events. Extreme storm events are being considered during hydraulic analysis of structures and culverts to identify characteristics of spill flow and the limit of regulatory floodway.

An assessment will be completed to determine the project's impact on greenhouse gas emissions. Both existing and future scenarios will be compared to the Ontario provincial target. Potential mitigation measures will be recommended.

Impacts and mitigation measures will be presented at P.I.C. 4.

5.3.1.4 Cultural Heritage

Cultural heritage specialists reviewed the corridor to identify known and potential cultural heritage properties.

A total of 230 built heritage resources and cultural heritage landscapes were identified in the study area. An assessment of impacts is currently underway.

There are a total of 77 properties in Oshawa that require further review and investigation by Metrolinx. The 77 properties include the following:

- 8 Class A heritage properties representing the highest potential for heritage designation;

- 12 Class B heritage properties representing a good potential for heritage designation;
- 2 designated properties at 185 to 201 Bond Street West (Pioneer Memorial Garden Cemetery) and 62 to 68 King Street West (Oshawa House Hotel); and,
- 1 registered, non-designated property located at 760 King Street West (Union Cemetery).

The preliminary preferred design for the D.S.B.R.T. Project strives to stay within the road allowance to minimize impacts to cultural heritage resources. In some areas, where road improvements cannot be done within the road allowance, the design of the project may have direct impacts to known/potential cultural heritage resources. Additionally, construction activities may also result in indirect impacts. To mitigate these potential impacts, the following measures are proposed:

- A Cultural Heritage Evaluation Report will be completed to understand the directly impacted resource's cultural heritage value or interest.
- If the resource has cultural heritage value or interest, a Heritage Impact Assessment will be completed.
- Local Heritage Advisory Committees and the Ministry of Heritage, Sport, Tourism and Culture Industries will be consulted during the completion of the studies.
- Indirect impacts include temporary adverse vibration from construction activities. A condition assessment of structures within the vibration zone of influence is recommended.

5.3.1.5 Natural Heritage and Tree Inventory

Detailed field investigations were undertaken between April 2019 and June 2020 to examine natural heritage features and tree resources.

The following are present within the Study Area:

- 7,926 trees consisting of 86 species;
- 305 plant species, 57% native and 43% non-native;
- 7 herpetofauna, 1 invertebrate, 9 mammal species and 69 bird species;
- 17 species at risk (3 aquatic, 2 plant, and 12 wildlife): 3 were identified during field investigations: Barn Swallow, Butternut and Kentucky coffee tree;
- 3 Provincially Significant Wetlands;
- 14 Environmentally Significant/Sensitive Areas, and 3 Areas of Natural and Scientific Interest; and,
- 23 watercourses within 10 watersheds.

Within the City of Oshawa, there are 480 identified trees of which the D.S.B.R.T. Project will result in the removal of 101 with an additional 49 impacted.

Potential construction impacts include:

- Removal / disturbance of roadside trees, vegetation/vegetation communities and significant natural heritage features;
- Removal / disturbance of wildlife/wildlife habitat;
- Disturbance to species at risk/species at risk habitat;
- Disturbance to fish/fish habitat; and,
- Disturbance to soils and an increase in erosion and sedimentation.

To mitigate construction impacts, the following measures are proposed:

- Construct buffers around trees and other sensitive environmental features to prevent injury and minimize disturbance;
- Adhere to timing restrictions for construction and in-water works;
- Implement erosion and sediment control measures; and,
- Meet requirements under the Canada Species at Risk Act and Ontario Endangered Species Act.

Additional impacts and mitigation measures will be presented at P.I.C. 4.

5.3.1.6 Noise and Vibration

A background review has been completed. Aerial and street-level photography was examined to determine noise and vibration sensitive receptors in the Study Area in general and in the City of Oshawa in particular.

Approximately 40 potential sensitive receptors have been identified to help understand the ambient noise within the study area.

Following the background review, modelling will be completed to analyze future conditions. Future 'with D.S.B.R.T.' and 'without D.S.B.R.T.' scenarios will be modelled, and noise and vibration levels will be determined for each scenario. Based on the impacts, additional mitigation measures may be proposed.

Potential construction impacts include noise and vibration from construction activities. To mitigate construction impacts, the following measures are proposed:

- Use low vibration construction equipment where possible;
- Use construction equipment that is compliant with the Ministry of Environment, Conservation, and Parks' noise level specifications; and,
- Implement restrictions on construction hours.

Impacts and mitigation measures will be presented at P.I.C. 4.

5.3.1.7 Phase I Environmental Site Assessment

The intent of the Phase 1 Environmental Site Assessment is to determine if current or historical uses have impacted the soil or groundwater in the Study Area in general and in the City of Oshawa in particular.

A background review has been completed, including a desktop review of contaminant data and field reconnaissance. However, if during construction, soil and/or groundwater are impacted in areas of anticipated soil excavation and/or dewatering, the Phase 1 Environmental Site Assessment recommends that subsurface soil and/or groundwater sampling be undertaken in those locations.

5.3.1.8 Socio-economic Conditions

An existing conditions review was completed to understand the population that exists in the Study Area. Census data was reviewed to determine factors such as population and business density, age structure, household income, immigration, and education attainment.

The review found that there are areas with a high density of businesses along the corridor in Oshawa in the portion of King Street and Bond Street between Stevenson Road and Ritson Road. The D.S.B.R.T. Project will support expected growth by connecting people and jobs along the corridor.

Attachment 2 illustrates a density map showing the concentration of businesses within the City of Oshawa.

Potential construction impacts include:

- Temporary disruption to accesses and parking;
- Temporary disruption to curbside activities;
- Temporary closure of sidewalks and cycling facilities;
- Congestion related to construction activity and detours;
- Visual effects from construction areas/activities; and,
- Reduction of on-street parking.

Potential operational impacts include:

- Permanent changes to access with centre-medians;
- Improved streetscape, walking and cycling facilities; and,
- Higher demand for community resources within study area due to new development / redevelopment.

To mitigate construction impacts, the following measures are proposed:

- Develop an action plan to support businesses including signage, wayfinding and an ambassador program;
- Implement Curbside Management Plan for waste removal, deliveries and pedestrian activities;
- Create Emergency Response Plan;
- Create Traffic Management and Control Plan; and,
- Identify alternative parking to support businesses.

To mitigate operational impacts, the following measures are proposed:

- Implement signage and educational programs to educate the public about U-turns;
- Identify alternative goods movement routes to support businesses;
- Work with emergency services to identify potential median crossings and / or alternative routes; and,
- Identify need for additional community resources to maintain adequate capacity through the development application process.

5.3.1.9 Stormwater and Structures

Major culverts and bridges in the Study Area have been identified and reviewed to understand the existing hydraulic and structural conditions.

There are 32 crossings along the corridor, including: 28 watercourse or drainage ditch crossings, and four other crossings of railways and highways.

Within the City of Oshawa, a total of four structures have been identified, three of which are recommended for modification. These include the structures along King Street and Bond Street over the Corbett Creek and Oshawa Creek (see Attachment 9). Potential modifications include replacement, rehabilitation, extension or widening to: meet current hydraulic standards, strengthen older structures, and accommodate the addition of bus lanes.

The King Street bridge structure over the Oshawa Creek is proposed to be replaced to accommodate the bus lanes and provide accessible sidewalks.

5.3.2 Traffic and Active Transportation

Information related to traffic and active transportation that was presented include:

- Transit Travel Time Reliability;
- Left-turns and U-turns; and,
- Active Transportation.

5.3.2.1 Transit Travel Time Reliability

Microsimulation models were developed to examine interactions between transit and general traffic. The modelling primarily focused on sections of the corridors where there were right-of-way constraints such that the existing number of travel lanes plus dedicated transit lanes did not fit. The performance measures/outputs of the modelling included traffic and transit travel times, and reliability of travel times.

The results of the models show that dedicated transit lanes improve transit travel times by 15 to 25%, meaning that the total travel time between the City of Oshawa and the Scarborough Town Centre would improve from 100 minutes to approximately 75 to 85 minutes. Furthermore, transit travel time reliability is also improved by 10%, meaning that every transit trip would save up to an additional 10 minutes.

5.3.2.2 Left-turns and U-turns

As part of the preliminary design, raised median islands will separate transit lanes from general traffic lanes between signalized intersections. As a result, these islands will prevent left-turns at unsignalized intersections and driveways.

Drivers will be able to make left-turns and U-turns during protected phases at signalized intersections. This configuration is expected to enhance safety.

Attachment 3 illustrates how travel patterns may change resulting from the D.S.B.R.T. Project.

5.3.2.3 Active Transportation

The D.S.B.R.T. Project provides the opportunity to improve connectivity and expand the active transportation network. New sidewalks and cycling facilities will be provided to fill in existing gaps. A combination of cycle tracks, buffered bike lanes and multi-use paths (M.U.P.) are proposed.

The type of cycling facility was selected based on a review of:

- Existing cycling infrastructure;
- Proposed cycling infrastructure in municipal and regional cycling plans;
- Land use context;
- Traffic volumes;
- Posted speed limits; and,
- Roadway characteristics.

Within the City of Oshawa, in addition to new sidewalks being proposed throughout the corridor, an M.U.P. is proposed along the north side from the west city limit to Thornton Road North and would connect with the multi-use path being constructed along Thornton Road North from King Street West to Taunton Road West. East of Thornton Road, the Study Area has been identified as being constrained and alternate active transportation routes are identified north or south of the corridor. Furthermore, parking for bicycles will be provided at proposed transit stops to connect cyclists to transit.

Attachment 4 illustrates the proposed cycling facilities within the City of Oshawa.

5.3.3 Bus Rapid Transit Stops

At the previous P.I.C. for the project, 47 stop locations were proposed. Since then, two additional stops have been identified in Toronto for a total of 49 proposed stops. Within the City of Oshawa, stops have been proposed and they are located at the following intersections:

- Thornton Road and King Street West;
- Stevenson Road at both King and Bond Streets West;
- Gibbons Street at both King and Bond Streets West;
- Park Road at both King and Bond Streets West;

- Centre Street at both King and Bond Streets West; and,
- Simcoe Street at both King and Bond Streets.

At each transit stop, shelters and platforms will be provided and level-boarding is being considered for the system. There are two different design concepts that are being proposed for these shelters. Within the City of Toronto, an open concept shelters, with wind screens for weather protection are proposed. Within the Region of Durham, enclosed, pass-through shelters with openings that align with bus doors are proposed.

Attachment 5 illustrates renderings of the proposed shelters and platforms for the D.S.B.R.T. Project.

The following elements will be consistent among all shelters along the corridor:

- Platform width (3.6 or 4.2 m, context sensitive);
- Width of sheltered area;
- Access ramp and railings;
- Tactile strips; and,
- Location of stop name signage.

Certain parts of a shelter can be customized, including:

- Materials, colours and finishes of the platform surface and/or wall panels;
- Art, maps, and cultural heritage elements;
- Placement and number of benches and seating;
- Number of glazed panels. For curbside platforms, some panels can be removed so the platform can be accessed at multiple locations; and,
- Curbside platforms can be narrower or integrated with sidewalk.

More information is required from Metrolinx to justify the different design concept for the City of Toronto versus those proposed for the Region of Durham which appear to provide a lower level of protection from the elements.

5.3.4 Preliminary Design

Attachment 7 illustrates the preliminary design within the City of Oshawa. The B.R.T. lanes depicted on Attachment 7 represent lanes identified by pavement markings. The lanes are not separated from the other travel lanes by a curb.

Along King Street West, from the west city limit to Waverly Street South, the preliminary design proposes two general traffic lanes in each direction and two median bus lanes for a total of six lanes. The median bus lanes will introduce a raised island in the middle of the road to increase safety for cars and buses. As a result, all unsignalized intersections and driveways between signalized intersections will be restricted to right-in/right-out access only. To support the changing travel patterns, signalized intersections will have a dedicated left-turn lane from which U-turns and left-turns can be made during a protected left-turn signal phase, while all other traffic at the intersection has a red light.

At the Thornton Road intersection, the first transit stop is proposed and will have platforms adjacent to the centre-running bus lanes. All transit platforms within the City of Oshawa are proposed to be located at signalized intersections to provide a protected crossing for pedestrians.

At the Waverly Street intersection, new traffic signals are proposed. East of Waverly Street, buses will operate in the curb lane along the one-way streets of King Street and Bond Streets. The new traffic signal will maintain access to Waverly Street and help buses transition from the centre-median bus lanes to the curb lanes. It should be noted that the westbound left turn at the intersection will be prohibited as there is insufficient road right-of-way width to accommodate a westbound left turn lane. Left-turning vehicles will be expected to go through the intersection and make a U-turn at the Thornton Road intersection.

Along King Street and Bond Street, the preliminary design proposes two general traffic lanes and one curbside bus lane for a total of three lanes. Dedicated right and left-turn lanes are provided at key intersections for the efficient progression of transit and regular traffic.

Based on the preliminary design, the dedicated bus lanes would extend to Simcoe Street. As a result, the on-street parking along the south side of King Street will be removed from Centre Street to Simcoe Street to accommodate the bus lane. East of Simcoe Street, some on-street parking would be lost and buses would run in mixed traffic and will turnaround by using the proposed route via Ritson Road and William Street which is illustrated in Attachment 6. A permanent layover location for buses is proposed at the northeast corner of the intersection of William Street East and Division Street, beside the Costco. Buses would then travel westbound along Bond Street within a dedicated bus lane on the north side of the street. As a result, the on-street parking along Bond Street will be removed from Centre Street to Simcoe Street to accommodate the bus lane.

Attachment 8 illustrates renderings of how the corridor would look in the future with bus rapid transit.

5.3.5 Construction and Phasing

After the preliminary design phase, the project will advance to detail design prior to construction.

Construction will depend on funding, property acquisition, permits and approvals. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.

To date, curbside bus lanes have already been constructed in Pickering and Ajax. Since the road has been widened to accommodate the infrastructure, construction costs and duration will be minimized in these areas.

5.4 Oshawa Advisory Committees

On February 18, 2020, City Council adopted Item DS-20-20, as amended, and requested Metrolinx to engage with the Downtown Oshawa Business Improvement Association, the Oshawa Active Transportation Advisory Committee, the Oshawa Accessibility Advisory Committee and the Oshawa Environmental Advisory Committee.

Owing to the COVID-19 pandemic, the Advisory Committees did not begin to meet again until the 4th quarter of 2020 and Metrolinx has not had an opportunity to present to them. Nevertheless, the presentation material from P.I.C. 3 was provided to the Advisory Committees with a request that they provide any comments directly to Metrolinx.

5.5 Town of Whitby Comments

On December 16, 2019, Whitby Town Council considered Item PW-35-19, a joint report of the Public Works Department and the Planning and Development Department regarding the D.S.B.R.T. Project.

Item PW-35-19 requested Metrolinx to consider alternatives developed by Town staff to improve transit operations through Whitby (including along Dundas Street) while meeting the Town's walkability, economic and community based focus. The options focused on:

- Conversion of the existing curb lane into High Occupancy Vehicle Lanes; and,
- A lane reversal system for 3 lane operations where 2 lanes would be dedicated for peak demand.

On December 16, 2019, Whitby Town Council passed the following motion related to Item PW-35-19:

- “1. That Council does not support a widening of Dundas Street to six (6) through traffic lanes in Whitby;
2. That Metrolinx be requested to consider design alternatives for BRT through Downtown Whitby;
3. That Staff organize a meeting with Metrolinx and key stakeholders in the BRT project and in Downtown Whitby. The purpose of the meeting is to develop and review design options that best address the priorities and concerns of the key stakeholders; and,
4. That a copy of this resolution be forwarded to M.P.P Coe, Metrolinx, Region of Durham and area Durham BRT municipalities.”

On November 2, 2020, Metrolinx's consultant provided a presentation to Whitby Town Council concerning the current status of the D.S.B.R.T. Project.

On November 30, 2020, in response to the Metrolinx presentation from November 2, 2020, Whitby Town Council passed the following motion:

- “1. That the Council of the Town of Whitby requests Staff to coordinate hosting virtual community meeting(s) with Metrolinx for residents and business owners to help clarify the scope and impacts of the Durham-Scarborough Bus Rapid Transit Project and answer any questions regarding the project; and,
2. That the Clerk send a copy of this resolution to the Durham-Scarborough Bus Rapid Transit Project team at Metrolinx, MPP Lorne Coe, and lakeshore municipalities in the Region of Durham.”

On December 14, 2020, Whitby Town Council passed the following motion to continue to oppose the Project as referenced on December 16, 2019 through Item PW-35-19:

- “1. That the Council of the Town of Whitby requests Metrolinx to consider the options presented in Report PW 35-19 as adopted by Whitby Council December 16th, 2019, Resolution #358-19;
2. That the Council of the Town of Whitby requests the opportunity of deferring the Whitby downtown portion between Byron Street and Perry Street of the Environment Assessment to provide additional time to develop and consult on design alternatives that address;
 - a. The movement of vehicular traffic and transit through Downtown Whitby between Byron Street and Perry Street;
 - b. Options for pedestrian improvements and safety features including transit access;
 - c. Options for replacement of any lost parking from Dundas Street be considered in conjunction with the Whitby Parking Master Plan; and,
 - d. Options for support to businesses during the construction phase and routing options during displacement of traffic.
3. That the Council of the Town of Whitby continues to oppose the proposal to widen portions of Dundas Street to six (6) traffic lanes, as stated previously in Resolution # 358-19 adopted at the December 16, 2019 Council Meeting; and,
4. That a copy of this motion be forwarded to Metrolinx.”

5.6 Staff Comments

As a result, the following comments are provided to the D.S.B.R.T. Project team:

1. The City recognizes that the D.S.B.R.T. Project will provide faster more efficient reliable transit service in the City. However, Metrolinx and Durham Region Transit should ensure that the D.S.B.R.T. Project embraces a better balance between the needs of

transit users with the needs of and impact on the broader community including the business community.

2. The City is concerned with the introduction of 6 lanes of traffic along King Street West between Waverly Street and the Oshawa-Whitby border. This concern is heightened when the number of travel lanes increases to 7 or 8 at an intersection to account for left-turn or U-turn lanes. As the number of lanes increases, the quality of the streetscape may decline and the pedestrian experience is impacted negatively. In addition, staff are also concerned with the impacts of widenings on abutting properties (i.e. Union Cemetery).
3. The City only supports the curb lane option outside of the downtown which would allow for easier flow of traffic for transit vehicles as they traverse through the Study Area between the Oshawa-Whitby boundary and MacMillan Drive. The curb lane option is also safer for transit users as they embark and disembark from transit vehicles.
4. The City opposes the proposed median from the Oshawa-Whitby boundary to Waverly Street South given the impact of prohibiting left-hand turn movements into private properties and at Waverly Street South.
5. The City only supports through the downtown, from MacMillan Drive to the eastern terminus of the D.S.B.R.T. Project at Ritson Road, that transit vehicles are integrated with mixed vehicular traffic and that there be no dedicated bus lane in this portion of the City.
6. The City does not support any loss of on-street parking as a result of the D.S.B.R.T. Project.

The D.S.B.R.T. Project would result in losses in on-street parking currently estimated at 23 spaces along King Street and 20 spaces along Bond Street.

7. More clarity is needed from Metrolinx on the rationale for the “looping” of westbound transit vehicles from Division Street to King Street East to Ritson Road North to ultimately travel westbound on Bond Street East. A right-hand westbound turn at Division Street and Bond Street East seems more logical.
8. City staff note that the D.S.B.R.T. Project will have an impact on the ability of business owners or residential tenants to load or unload goods and materials in the curb lane in the event that it becomes a dedicated bus lane.
9. City staff have concerns with certain operational aspects such as Traffic and Parking By-law 79-99 and the enforcement of matters such as those related to the provisions of the By-law.
10. Metrolinx and Durham Region Transit are encouraged to investigate the future potential use of the Oshawa Bus Terminal at 47 Bond Street West.
11. It is the City’s expectation that Metrolinx and Durham Region Transit will develop a comprehensive communication plan to engage both residents and businesses via

direct mailout to the City's satisfaction. It is further expected that Metrolinx and Durham Region Transit will jointly host and pay for a virtual consultation focused on the D.S.B.R.T. Project in Oshawa with the assistance of City staff in terms of advertising and messaging.

12. The M.U.P. shown on the north side of King Street West, west of Thornton Road should connect with the M.U.P. the City is constructing along the west side of Thornton Road North. There are plans to extend the M.U.P. further south along Thornton Road South. This connection should also be shown and accommodated.
13. There are concerns with the proposed "reduced width platforms" being proposed along King Street between Centre Street and Celina Street. This is a heavy pedestrian traffic area and every effort should be made to expand the bus stop and sidewalk areas to promote accessibility.
14. Clarity is needed on the issue of a full redesign of King Street/Bond Street. Curbs and catch basins/storm sewers will need to be relocated. Depending on the road condition as many portions of King Street and Bond Street would require rehabilitation or reconstruction to support this implementation.
15. Regarding the permanent layover on William Street East, Durham Region Transit has been granted temporary approval to use this area, but Council has directed staff to follow up regarding compensation for lost revenue related to on-street parking before providing permanent approval.
16. The financial implications to the City are not clear and any cost-sharing expectations for the D.S.B.R.T. Project should be established as soon as possible as there are several City of Oshawa infrastructure asset types which would require reconstruction/upgrade through the project area. These concerns include but are not limited to the following infrastructure:
 - a) The Goodman Creek and Oshawa Creek crossings along King Street should also be considered from a structural and climate change resiliency perspective. Climate change resiliency can also be improved through upgrading the existing stormsewer system within the proposed D.S.B.R.T. corridor. Structural changes can improve accessibility at the Oshawa Creek crossings in particular.
 - b) The Corbett Creek culvert, King Street, and Bond Street structures have been identified for an upgrade from a flow conveyance and life cycle perspectives. This recommended improvement should also be extended to the Goodman Creek structure.
 - c) Sidewalks through this area are less than 1.8 metres in width and should be upgraded.
 - d) All proposed M.U.P.s.
 - e) Signalization at Waverly Street.

17. The impacts to road maintenance have not been identified.
18. A justification for the two different design concepts for bus shelters is requested. In addition, Metrolinx should commit to obtaining the municipalities' approval for a high quality design of shelters.
19. The total potential loss of 150 street trees is a concern and Metrolinx and Durham Region Transit should commit to a compensation plan to replace the lost trees to promote sustainability.

It is recommended that the staff comments be endorsed as City's comments.

6.0 Financial Implications

There are no immediate financial implications resulting from the recommendations of this Report. However, future City capital costs resulting from the project, loss of on-street parking revenues and long term operations and maintenance costs to the City will need to be determined as the D.S.B.R.T. Project advances. All future costs to the City will be determined through the D.S.B.R.T. Project and will be included for approval in the applicable City capital budget and forecast submission to Council.

7.0 Relationship to the Oshawa Strategic Plan

This report advances the Economic Prosperity & Financial Stewardship, Accountable Leadership and Environmental Responsibility goals of the Oshawa Strategic Plan.



Anthony Ambra, P.Eng., Director,
Engineering Services



Warren Munro, HBA, RPP, Commissioner,
Development Services Department



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Chief Administrative Officer
Report: #2021-COW-13
Date: June 9, 2021

Subject:

National Disaster Mitigation Program (NDMP) Intake 6 - Developing Flood Risk Assessment Outputs and Improving Capacity Across Durham Region

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That the proposed 2021-2022 Phase 1 workplan for the Durham Region Flood Risk Management Strategy be endorsed; and
- B) That the Regional Chair and Regional Clerk be authorized to sign any required documentation, including the transfer payment agreement, for the National Disaster Mitigation Program (NDMP) Intake 6, in a form satisfactory to Legal Services and Financial Services.

Report:**1. Purpose**

- 1.1 To seek Council approval to execute the required documentation for NDMP Intake 6.
- 1.2 To seek endorsement of an overarching workplan and budget for flood risk management, as directed by Council through [Report #2020-COW-33](#).

2. Background

- 2.1 The National Disaster Mitigation Program (NDMP) is a federal program intended to address rising flood risks and costs and build the foundation for informed mitigation investments to reduce the effects of flood events.
- 2.2 As part of this program the federal government funds up to 50% of eligible project costs, to a maximum of \$1.5M per project, in four streams: Risk Assessments, Flood Mapping, Mitigation Planning, and Investments in Non-Structural and Small-Scale Structural Mitigation Projects.
- 2.3 The Region worked with CA Partners to develop a workplan to address flood risk assessment gaps and submitted a funding proposal to the NDMP Intake 6 – Risk Assessment Stream in December 2020. The proposal estimated total project costs of \$480,000, with \$240,000 from the NDMP program, \$220,000 from the Region, and \$20,000 in in-kind contributions from project partners.
- 2.4 On May 3, 2021, the Region received notice that its proposal was approved in principle for federal funding, subject to execution of required agreements. The Region will fund the remaining 50% of eligible costs as well as any ineligible costs through the Council-approved 2021 operating budget.

3. Previous Reports and Decisions

- 3.1 In 2016, Regional Council approved the [Durham Community Climate Adaptation Plan](#) ([Report #2016-COW-103](#)) which provides the direction and recommended actions needed to adapt to our changing climate, including flood protection. As part of the implementation of this plan, updated flood risk assessments are required to inform strategic priorities from a policy planning, public outreach, and asset management perspective.
- 3.2 In December 2020, Council adopted [Report #2020-COW-33](#) which directed staff to develop a workplan and budget for the development of a Durham Region Flood Risk Management Strategy. That report provided an overview of flood risk assessment work underway, including the riverine flood risk assessment project which is assessing the impact of flooding on Regional transportation infrastructure (e.g. roads, bridges, culverts) under current and future climate scenarios, and

identifying prioritized capital investment needs. The riverine flood risk assessment was initiated as a proof of concept in 2020 in Durham Region's TRCA managed watersheds and is now proposed to be expanded into other CA-managed watersheds (CLOCA, GRCA, LSRCA) through the NDMP-funded project that is the subject of this report.

4. Proposed 2021-2022 Flood Risk Management Workplan

- 4.1 As outlined in [Report #2020-COW-33](#), the major types of flood risk experienced by communities in Durham Region are riverine flooding, shoreline or coastal flooding, and urban flooding. The Region is working in collaboration with the five local Conservation Authorities to close the data gaps necessary to advance the Flood Risk Management Strategy.
- 4.2 The flood risk management workplan can be divided into three phases:
 - a. Phase 1 - Flood risk technical assessments
 - b. Phase 2 - Prioritization of mitigation actions
 - c. Phase 3 - Project implementation
- 4.3 For 2021-2022, staff are proposing to work with CA Partners to update flood risk technical assessments (e.g., Phase 1) through improved mapping, and tools for accurate and consistent identification of flood hazards. Updated flood risk assessments across all major types of flooding are required to inform strategic priorities from a policy planning, public outreach, and asset management perspective. This is the foundation of all flooding-related work.
- 4.4 Several collaborative projects are currently underway including an assessment of the vulnerability of roads to flooding under current and future climate scenarios, baseline data for shoreline hazard management plans, and a Region-wide urban flooding risk assessment. Table 1 illustrates the status of riverine, shoreline, and urban flooding data, and proposed areas of focus in 2021-2022 (in blue) to address data gaps and enable prioritization of risk mitigation actions for consideration in future budget cycles.

Table 1 - Current level of flood risk assessment data by Conservation Authority

	Riverine Data		Shoreline Hazard Data	Urban Flooding
Conservation Authority	Data Preparation	Data Analysis	Data Analysis	Data Preparation and Analysis
TRCA	Complete	In Progress	2021 project under separate TRCA-led NDMP project	High-level screening project underway
CLOCA	Included in NDMP Intake 6 Proposal	Included in NDMP Intake 6 Proposal	2021 project under separate Clarington-led NDMP project	
GRCA		Future work	Complete	
LSRCA		Future work	N/A	
KRCA	Future work	Future work	N/A	

5. Overview of NDMP Intake 6 Project Workplan and Outcomes

- 5.1 The overall objective of this project is to improve the consistency and availability of flood risk information across CAs operating in Durham Region. The riverine risk assessment approach has already been developed, refined, and piloted by the TRCA in Durham Region for certain watersheds. It was developed because of its flexibility to be applied in differing CA contexts, and as a robust approach that can leverage existing data (e.g., water surface elevations from existing models), and identify relative priorities in a transparent manner. This methodology also enables the integration of future risk due to climate change.
- 5.2 This project will establish the foundational flood risk assessment inputs to support the development of a flood risk management strategy in Durham Region. Municipalities will receive targeted information for their jurisdictions and participate in facilitated discussions around reducing flood risk. This information will include locations of vulnerable road crossings where the flood risk assessment is completed, updated flood information and a flood report that can inform asset management and future prioritization of capital investment. This will ensure staff are knowledgeable in flood resiliency which will be passed down through the services they provide to their communities.

- 5.3 Local Conservation Authorities will benefit in updating flood risk-related datasets to enable prioritization of future flood risk reduction strategies in certain watersheds. Furthermore, CAs will benefit in improving the quality, completeness, and accuracy of their flood risk related data to inform this assessment, as well as future flood related studies.
- 5.4 See attachment #1 for a more detailed workplan description for each of the three CAs participating in this project.

6. Financial Implications

- 6.1 The total estimated cost to complete the project is \$480,000, to be financed as follows:

Source	Financing \$
National Disaster Mitigation Program (NDMP) Grant	240,000
2021 Works Department Business Plans and Budget – Capital Project Miscellaneous Road and Storm Sewer Reconstruction Projects (Project Number M2153 – Budget Item 131)	125,000
2021 Office of the CAO – Sustainability Office Business Plan and Budget	85,000
In-kind Services – Office of the CAO – Sustainability Office	10,000
In-kind Services – Climate Risk Institute	10,000
In-kind Services – Central Lake Ontario Conservation Authority	3,400
In-kind Services – Ganaraska Region Conservation Authority	3,300
In-kind Services – Lake Simcoe Region Conservation Authority	3,300
Total	480,000

7. Project Risk Analysis

- 7.1 With the funding announcement delayed by six weeks, there is a slight risk that the project may experience delays in implementation due to seasonal priorities and COVID-19 constraints resulting in a potential loss of funding if projects are not complete by March 31, 2022. The CA partners will track each project schedule, reporting back on any slippage of timelines so that the Region may negotiate with grant provider for extensions, if necessary. The CA Partners are prepared to retain external contractors or staff to ramp up their specific projects, so that work may commence as soon as the NDMP contract is signed. With the shortened timeframe, there is a risk that actual costs may exceed estimated costs; however, contingency and working closely with each CA should mitigate this risk. Failure to submit required funding reports will result in either a delay or suspension of project funding; however, Project Managers have been retained to coordinate funding reporting requirements.

- 7.2 To mitigate project risks the Region will enter into a Memorandum of Understanding with the CA partners to outline roles and responsibilities, funding disbursements, and accountability and reporting requirements to the Region.

8. Relationship to Strategic Plan

- 8.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan: Goal 1: Environmental sustainability – objective 1.4 Demonstrate leadership in sustainability and addressing climate change.

9. Conclusion

- 9.1 This report describes a proposed workplan and associated budget to implement riverine flood risk assessments in partnership with CAs. These assessments will support future identification and prioritization of actions to reduce the risks associated with riverine, shoreline, and urban flooding. Working collaboratively with local municipalities, Conservation Authorities, and stakeholders will help to extend our capacity, while external funding grants such as the NDMP will assist in expediting these projects.
- 9.2 For additional information, contact: Ian McVey, Manager of Sustainability, at 905-668-7711, extension 3803.
- 9.3 Approved by: Sandra Austin, Director of Strategic Initiatives, at 905-668-7711, extension 2449.

Attachment # 1 NDMP Intake 6 Workplan Description by Conservation Authority Partner

Recommended for Presentation to Committee

Original Signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Attachment #1 – NDMP Intake 6 Workplan Description by Conservation Authority Partner**Central Lake Ontario Conservation Authority (CLOCA) Workplan**

CLOCA will oversee project coordination as well as the connections to other flooding related projects underway. As the proposed lead CA partner, CLOCA will organize a Region-wide collaborative consultation process in the second and third quarters of 2021 to facilitate discussions around the state of data availability and opportunities to inform flood risk analyses. This consultation will involve the creation of a detailed Region-wide staff and stakeholder list, consultation, and engagement plan, and targeted outreach to municipal staff across Durham Region, as well as key stakeholders to share scope of the project. It will require the identification and curation of local content among each jurisdiction (e.g., by Conservation Authority and local municipality) and involve the development of a summary report that will be provided to each Conservation Authority to inform how their technical processes will align and feed into the overall risk assessment outputs of identifying at risk areas.

In CLOCA-managed watersheds, CLOCA will assess municipal bridge and culvert inventory data to identify gaps and determine a process for addressing information gaps and identify potential survey needs. CLOCA will undertake a GIS analysis to intersect roads with floodplain mapped information based on return period flood levels.

Where flood information is available, CLOCA will assess road vulnerability to flooding at each crossing. Where flood information is lacking, CLOCA will assess methods, and produce the information through hydrologic and hydraulic modelling or alternative means. With road culvert/bridge data and flood information complete, CLOCA will undertake a risk analysis using methods developed by TRCA. Risk factors include redundancy in roads, proximity to sensitive receptors, and road classification. Future climate scenarios will also be incorporated. This risk analysis will identify which roads are at higher risk for riverine flooding within the CLOCA jurisdiction.

CLOCA will also lead public engagement in late 2021 until the completion of the project in 2022. The purpose of this component of work is to synthesize content created by Conservation Authorities and to identify targeted areas and/or communities to mobilize flood risk information. Engagement activities will disseminate information on flood risk and current risk reduction initiatives to stakeholders and deliver risk information to flood vulnerable neighbourhoods via a combination of digital, print, and in-person campaigns. A website landing page and social media content will be created with tailored and curated information, and five virtual webinars will be hosted among local area municipalities to share information and best practices. Publishing content in local media will also be included as part of this output engagement to increase awareness across Durham of the risk of flooding and how both the Region and local municipalities are taking action.

Ganaraska Region Conservation Authority (GRCA) Workplan

GRCA will review Durham Region's flood risk assessment methodology to confirm survey data requirements prior to the commencement of field survey work. A geodatabase will be developed to store road structure data in collaboration with staff from Durham Region and other CAs. Supplementary field survey work will be completed to obtain data for road, culvert, and bridge structures within watersheds where data gaps exist, specifically outside of Wilmot and Graham Creeks. This road, culvert, and bridge data will then be reviewed by GRCA for quality assurance purposes, compiled, and added to the geodatabase.

GRCA will then complete an inventory of all flow data from existing hydrology models and existing floodplain mapping data from hydraulic models and organize and compile this data for use in this study. Data gaps in hydrology/flow data and hydraulic models will be identified and documented and efforts will be made to fill data gaps where possible. Areas requiring further study and analysis to fill the remaining data gaps will be identified and documented to guide next steps.

Once the road, culvert, and bridge survey has been completed, GRCA will prepare a structure summary data sheet for each surveyed bridge/culvert structure to inform the Durham Region risk assessment roads and culverts geodatabase and to support the risk analysis efforts using methods developed by TRCA.

Lake Simcoe Region Conservation Authority (LSRCA) Workplan

LSRCA will compile, review, and evaluate existing LSRCA information related to hydrologic and hydraulic modelling and associated parameters. This initial step is critical and, depending on the outcome, may require changes to subsequent steps in the process.

Once data gaps have been identified through the review of existing information, the acquisition of data required to fill in the data gaps will be prioritized based on the existing Durham Region flood risk assessment methodology prepared by TRCA. Consultation with Durham Region staff is anticipated to identify priority areas for data acquisition to support future risk assessment exercises.

LSRCA will undertake a priority structure survey and document field conditions in preparation for future hydrologic and hydraulic model updates. No modelling is proposed as part of this process.

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



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Works, Commissioner of Corporate Services and
Commissioner of Finance
Report: #2021-COW-14
Date: June 9, 2021

Subject:

Organics Management Solution Update - Request for Prequalification and Initiation of Request for Proposal Process

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That Regional Council approve the top three qualified respondents that have passed the evaluation criteria for RFPQ-1062-2020 for Mixed Waste Pre-sort and Wet Anaerobic Digestion Processing Facility;
 - B) That Works, Corporate Services and Finance staff be authorized to proceed with the issuance of the Negotiated Request for Proposal for the Mixed Waste Pre-sort and Anaerobic Digestion Facility to the top three qualified respondents; and
 - C) That an Honorarium of \$200,000 each be paid to the pre-qualified final compliant unsuccessful respondents for a total of \$400,000 and be funded from the waste management reserve fund.
-

Report:

1. Purpose

- 1.1 The purpose of this report is to inform Regional Council on the outcome of the Request for Pre-Qualifications (RFPQ-1062-2020) for the Mixed Waste Pre-sort and Anaerobic Digestion Facility.

- 1.2 This report also provides additional detail on the Negotiated Request for Proposal (NRFP) process and seeks approval for next steps.

2. Background

- 2.1 In June 2018, Regional Council (Report # 2018-COW-146) approved a Mixed Waste Pre-sort and Anaerobic Digestion (AD) facility as the preferred technologies for the Region's long-term organics management strategy. Regional Council approved several additional recommendations to advance the project, including the following:
- a. That the development of a Phased Project Implementation Plan be authorized to consider the merits of a first phase with a transfer station capable of accommodating pre-sort capabilities;
 - b. That a future business analysis of the mixed waste pre-sort and AD facility be limited to either (i) a private sector service contract, or (ii) a design-build-operate and maintain public-private partnership contract;
 - c. That staff explore options for partnerships, joint ventures, public-private partnership, co-ownership and other forms of participation with interested partners;
 - d. That an investigation into the benefits from Regional use of the potential energy and other by-products; and
 - e. That staff proceed to procure an interim five-year solution to ensure continuous organic processing services for the Regional Municipality of Durham (Region).
- 2.2 In June 2019, Regional Council approved Report #2019-COW-17 to proceed with the Mixed Waste Pre-sort facility and AD facility utilizing wet anaerobic digestion under a design, build, operate and maintain (DBOM) service delivery approach. The report set out the advantages and certainty of proceeding with a DBOM model versus a private sector service contract which was informed by a service delivery model assessment that was completed by GHD Limited and Ernst & Young Orenda Corporate Finance Inc. The assessment reviewed the different service delivery options and the risks associated with each option.
- 2.3 The advantages for proceeding through a DBOM model include greater control over the project to:
- 1) ensure built in redundancy;
 - 2) build our own waste processing capacity with future expansion capabilities;

- 3) lower haulage and transportation costs thereby reducing our carbon footprint;
 - 4) greater risk mitigation including minimalizing Regional risk of cost escalation and transfer of operational risk;
 - 5) up-front due diligence from a rigorous procurement process;
 - 6) realize the benefits of the creation of renewable natural gas, and
 - 7) ability to increase diversion thereby deferring the need to expand the DYEC.
- 2.4 Arguably, these benefits are more important today based on priorities established through the Strategic Plan. For example, management and control relates to more than the integrated waste system but also entails control over other environmental/community objectives, including but not limited to, stringent odour management, enhanced biogas utilization/benefit, and the need to achieve set GHG targets and 70 per cent waste diversion.
- 2.5 As well, the DBOM model will ensure the most stringent environmental compliance standards are met and that corporate Greenhouse gas (GHG) emission reduction targets, recognized from the production of renewable natural gas, are achieved.
- 2.6 Regional Council directed staff to proceed with procurement of the project through a two-step Request for Proposal Qualifications (RFPQ) and Request for Proposal (RFP) process.
- 2.7 Report #2019-COW-17 also directed staff to report back to Regional Council on the following:
- a. The feasibility of a potential partnership/joint venture with the preferred proponent identified through an Expression of Interest;
 - b. The evaluation of siting and environmental compliance approvals and permitting application requirements for the mixed waste pre-sort and AD facility;
 - c. A detailed project implementation schedule; and
 - d. Recommended timing and approval to initiate the RFP, based on resolution of uncertainties around key parameters (e.g. siting and haulage implications, project implementation timing and site specifications, energy and other by-product preferences, available connections, revenues, costs and implications due to evolving regulatory requirements).

- 2.8 As outlined in Section 3 below, staff have reported back to Regional Council since June 2019 providing updates on the four items identified above. This report provides the recommended timing and seeks approval to initiate the RFP.

3. Previous Reports and Decisions

- 3.1 On May 27, 2020, Regional Council (Report # 2020-WR-1) received for information an update on the evaluation of siting for the project. Regional Council was advised that the Mixed Waste Pre-sort and Anaerobic Digestion Facility Siting Report was published and that a Public Information Session was held on February 27, 2020. As a result of the analysis of the siting options and public consultation, the South Clarington Location at 383 Courtice Road was identified as the preferred location for the AD facility. Staff also responded to comments provided by the Municipality of Clarington on the Mixed Waste Pre-Sort and AD Facility Siting Report.
- 3.2 On that same day, Regional Council approved Report #2020-COW-20, which approved the site located at 393 Courtice Road, Municipality of Clarington as the recommended location for the Project. Regional Council also directed staff to negotiate with Epcor Utilities Inc. for a potential joint venture/co-ownership relationship and to issue the RFPQ. Report #2020-COW-20 also provided Regional Council with an updated business case and risk assessment for the Project.
- 3.3 On September 30, 2020, Regional Council (Report #2020-COW-25) ratified the August 11, 2020 Memorandum of Agreement between the Regional Municipality of Durham and EPCOR Power Development Corporation in relation to the termination of the joint venture/co-owner relationship between the parties after negotiations about a joint venture/co-owner relationship were unsuccessful.
- 3.4 On October 16, 2020, Regional Council (Report #2020-INFO-95) was provided information about a proposed third-party service provider that was discussed at the September 30, 2020 Regional Council meeting. Regional staff informed Regional Council about comments provided by staff to the Ministry of the Environment, Conservation and Parks about the proposed third-party service provider's environmental compliance approval application. Staff comments noted that additional studies and details should be provided by the third-party service provider and that the third-party service provider should be required to meet similar or equivalent requirements as other waste facilities. Section 5. of that

report provided information on how the Region's drivers and market drivers would not be met by the proposed third-party service provider's project.

4. Request for Prequalification

4.1 On August 20, 2020, the Region issued RFPQ-1062-2020 for Mixed Waste Pre-sort and Wet Anaerobic Digestion Processing Facility that closed on December 1, 2020.

4.2 RFPQ-1062-2020 was an invitation for respondents to submit proposals for the design, build, long-term operation and maintenance (DBOM) of a Mixed Waste Pre-sort and wet Anaerobic Digestion Organics Processing Facility. Submissions were evaluated against the following criteria:

- a. Proposed Facility Concept (15%)
- b. Reference Facility Information (35%)
 - Scope and Scale (10%)
 - Availability and Reliability (7.5%)
 - Resource Recovery (10%)
 - Integration in Host Community (7.5%)
- c. Respondent Team Information (30%)
- d. Financial Requirements (20%)
 - Financial Track Record and Experience (10%)
 - Preliminary Financial Approach (10%)

4.3 Following the evaluation of all submissions, the top three ranking respondents that met the minimum 70 per cent scoring requirement underwent reference checks, evaluation of financial conditions and capacity, and reference facility verification as outlined below. Top ranking respondents, listed in alphabetical order were:

- a. Alberici Constructors Inc.
- b. Maple Reinders Constructors Ltd.
- c. Sacyr Environmental USA LLC

Reference Check

4.4 Respondents were required to provide contact information to allow the Region to conduct reference checks on past projects completed and undertake scoring. If

any of the reference checks resulted in a fail, the Region would withdraw the selection of the respondent.

4.5 References were contacted for the Lead Project Management Team, Lead Construction Team, Lead Design Team and Lead Operations and Maintenance Team. References were weighted against the following criteria:

- a. Contract Duration and Actual Completion Date;
- b. Actual Contract Value and Change Orders;
- c. Performance Corrective Measures;
- d. Documented Health and Safety Incidents;
- e. Documented Environmental Non-Conformances; and
- f. Project Warranty Claims.

4.6 Overall, reference check information provided resulted in a pass of each of the top three ranking respondents to undertake the next step in the evaluation process- financial validation.

Financial Validation

4.7 Respondents' financial viability was also evaluated based on the extent to which Financing Team Members have the financial strength, based on the Region's financial condition and capacity criteria to fund the design, construction, operation and maintenance of the project.

4.8 The financial validation considered the following:

- a. A minimum of \$100 million capital capacity;
- b. Ongoing operating and maintenance obligations of at least \$30 million; and
- c. Sufficient financial conditions exist to complete the project with minimal risks to the Region

4.9 Overall, financial validation information provided by the respondents resulted in a pass of each of the top three ranking respondents to undertake the next step in the evaluation process- virtual reference facility verification.

Virtual Reference Facility Verification

4.10 Reference facility virtual verifications were undertaken only to verify the accuracy of information that was provided by the respondents in their RFPQ submissions.

4.11 One reference facility was selected for each of the respondents, to host a virtual reference facility verification that included real-time discussions with facility

owners, consortium representatives and operations staff. Each respondent provided a combination of pre-recorded video footage, visual presentations and verbal verification of facility technologies employed, other technical and facility operations information.

- 4.12 All three top ranking respondents passed the reference facility virtual verifications and qualify to participate in the next step in the procurement process which is the negotiated request for proposal.

5. Initiation of a Negotiated Request for Proposal (NRFP)

- 5.1 Staff are now seeking approval to proceed to the next step in the procurement process, which is the issuance of the Request for Proposal. Upon Regional Council approval, the NRFP will be issued to the three parties identified above, who will then be known as the Prequalified Parties. Only the Prequalified Parties will be able to submit proposals during the NRFP stage.
- 5.2 The NRFP will be issued with a project agreement and technical specifications. The NRFP is expected to be open for approximately seven (7) months, during which staff will meet with the Prequalified Parties during commercially confidential meetings, in the hopes of further refining, where necessary, the specifications and project agreement prior to the close date of the NRFP.
- 5.3 Staff will evaluate NRFP submissions based on the evaluation criteria contained in the NRFP and will identify the top-ranking proponent for the project.

6. Future Approvals

- 6.1 Staff will report back to Regional Council after evaluation and ranking of NRFP submissions.
- 6.2 Staff will seek Regional Council approval to enter negotiations with the top-ranking proponent in accordance with the procurement process, as set out in the NRFP document. The scope of negotiations will be limited to those set out in the procurement documentation and in conformance with procurement requirements.
- 6.3 The final business case will be presented at this time based on the NRFP results and approval will also be sought at this juncture for the Mixed Waste Pre-sort and AD Project's financing strategy.

7. Honorarium

- 7.1 An honorarium for the remuneration of work that pre-qualified respondents will undertake to satisfy the requirements of the NRFP is recommended for this procurement process. This is a standard industry practice for large and complex procurement processes to ensure sufficient market participation.
- 7.2 The Mixed Waste Pre-sort and Anaerobic Digestion Facility is complex, involving mechanical, chemical and biological processes which can interface with one or more of the Region facilities that neighbour the approved site for the facility (e.g. DYEC, Courtice WPCP) for mutual benefit. Proponents are being asked to design, build and operate the facility for 20 years.
- 7.3 The effort and cost for respondents to develop quality bids for this complex project with accurate costs is high as it requires a considerable level of design effort. The honorarium is not expected to fully compensate all costs of an unsuccessful respondent's effort but is deemed necessary to be sufficient to generate meaningful competition among the NRFP submissions.
- 7.4 The honorarium will help to ensure that the Region receives multiple compliant proposals, ensuring competitive tension throughout the procurement process. The honorarium is paid after financial close with the final successful proponent and is paid to the #2 and #3 proponents.

8. Preliminary Business Case

- 8.1 Ultimate costing/revenues will be based on comprehensive competitive solutions proposed through the NRFP. A final update will be presented once a Preferred NRFP Respondent is selected and actual NRFP bid costs are reflected in support of future recommendations to award to a preferred respondent, seek capital project approval and approve a financing strategy, including debt and debt servicing, for the AD project.
- 8.2 Another potentially important development within the 2021 Federal Budget was the establishment of a Clean Fuels Fund, with \$1.5 billion in funding to be provided over the next five years to support the production and distribution of low carbon fuels, including RNG. The program is pending but could provide a significant opportunity. This and other available funding sources will continue to be monitored/pursued, with updates to Regional Council as required.

- 8.3 While financing recommendations will be subject to formal approval by Regional Council once a preferred vendor team is selected and actual NRFP bid costs are reflected, they will be based on development of a sound long-term strategy, which staff are hopeful could include a viable chance at securing senior government capital funding for the project, in addition to a likely combination of debenture and Reserve Fund financing per the preliminary plan approved subject to AD Project approval in 2020. Preliminary annual net operating impacts and financing will be reported on once a preferred vendor team is selected.

9. Relationship to Strategic Plan

- 9.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Goal 1.1 Accelerate the adoption of green technologies and clean energy solutions through strategic partnerships and investment
 - b. Goal 1.2 Increase waste diversion and resource recovery
 - c. Goal 1.4 Demonstrate leadership in sustainability and addressing climate change
 - d. Goal 5.1 Optimize resources and partnerships to deliver exceptional quality services and value

10. Conclusion

- 10.1 The Mixed Waste Pre-sort and Anaerobic Digestion Facility continues to be key to the Regional Council approved long-term management strategy of organics within regional boundaries and will work to meet the diversion targets set in the Ontario's Food and Organic Waste Policy Statement.
- 10.2 As estimated in the Regional Municipality of Durham's Climate Change Action Plan, the renewable natural gas generation from the Mixed Waste Pre-sort and Anaerobic Digestion Facility has the potential to reduce corporate Green House Gas emissions up to 7,500 tCO₂e by the year 2025. This is the single most significant reduction of the short-term initiatives currently proposed by the Regional Municipality of Durham.
- 10.3 The evaluation undertaken for RFPQ-1062-2020 for Mixed Waste Pre-sort and Wet Anaerobic Digestion Processing Facility has resulted in the top three respondents being pre-qualified to move forward to the Negotiated Request for Proposal process.

10.4 This report has been reviewed by Works, Finance and Corporate Services Departments.

10.5 For additional information, contact: Gioseph Anello. Director, Waste Management Services, at 905-668-7711, extension 3445.

Respectfully submitted,

Original signed by:

Susan Siopis, P.Eng.
Commissioner of Works

Original signed by:

Nancy Taylor, BBA, CPA, CA
Commissioner of Finance

Original signed by:

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

Recommended for Presentation to Committee

Original signed by:

Elaine C. Baxter-Trahair
Chief Administrative Officer



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Finance and Commissioner of Works
Report: #2021-COW-15
Date: June 9, 2021

Subject:

Standardization and Sole Source Acquisition of Building Systems and Equipment for the Durham Regional Police Service Complex, Phase 2, in the Municipality of Clarington and Authorization Issue Debenture Financing to Facilitate the Award of Tender T-1149-2021 During the Summer Recess of Regional Council

Recommendations:

That the Committee of the Whole recommends to Regional Council:

- A) That the supply and delivery of building system components and equipment required for the Clarington Police Complex, Phase 2, be included in the tender specifications as sole source to match systems installed as part of the Clarington Police Complex, Phase 1 as follows:
- i) Cesmic Group Limited for the supply and installation of American Power Conversion brand uninterruptable power supplies, data racks and associated equipment at an estimated cost of \$330,000*;
 - ii) Johnson Controls Canada LP for the supply and installation of the Genetec Security Centre CCTV at an estimated cost of \$588,000* and the supply and installation of the Software House C-Cure 9000 Access Control System at an estimated cost of \$1,295,000*;
 - iii) HTS Engineering for the supply and installation of the Alerton Compass Building Automation System at an estimated cost of \$712,400*;

-
- iv) Interface Nora resilient flooring at an estimated cost of \$275,000*;
 - v) Interface Floor carpet tile at an estimated cost of \$140,000*;
- B) That staff be authorized to negotiate sole source agreements for the supply and delivery of building system components and equipment required for the Clarington Police Complex, Phase 2, to match systems installed as part of the Clarington Police Complex, Phase 1, as follows:
- i) Combat Networks for the provision of Avaya Aura Private Branch Exchange telephone equipment at an estimated cost of \$310,000*;
 - ii) Dell Canada Inc. for the supply of servers and storage area networks at an estimated cost of \$180,000*;
 - iii) Spectrodata for the provision of audio-visual equipment estimated at \$100,000*;
 - iv) Tennant floor scrubbing equipment at an estimated cost of \$175,000*;
 - v) Network switches and routers manufactured by CISCO Systems Incorporated at an estimated cost of \$250,000*;
- C) That the Commissioner of Finance be authorized to execute any agreements related to the sole sourcing of building systems and equipment; and
- D) That the Regional Chair and Commissioner of Finance/Treasurer be authorized to issue debentures to a maximum of \$63,867,300 over a term not to exceed twenty (20) years for the financing of this project including land purchases, architectural/project management services, and construction.
-

Report:**1. Purpose**

- 1.1 This report seeks approval from Regional Municipality of Durham (Region) Council to specify and negotiate the sole source supply of various building systems for the Durham Regional Police Service (DRPS) Clarington Police Complex, Phase 2 (CPC Phase 2) construction.
- 1.2 This report also seeks authorization for the Regional Chair and Commissioner of Finance/Treasurer to issue debentures for the partial financing of the New

Clarington Police Complex Phase 2 project (Regional Support Centre and Centre of Investigative Excellence Building), located in the Municipality of Clarington to facilitate the tender award during Regional Council's summer recess.

- 1.3 Dollar amounts followed by an asterisk (*) are including all fees and before applicable taxes.

2. Background

- 2.1 The Clarington Police Complex is comprised of two phases. Phase 1 included the preparation of a Master Plan, the purchase of approximately 27 acres of land, site servicing and the construction and fit out of two buildings, namely the East Division Building and the Forensics Investigation Facility both of which opened for use in early 2016.
- 2.2 Phase 2 includes completing an update to the Master Plan, the acquisition of additional land, and the construction and fit out of two additional buildings, namely the Centre for Investigative Excellence and Regional Support Centre.
- 2.3 The Regional Support Centre will house the needs of the Property (evidence and property storage), Fleet, Quartermasters, Tactical and Canine units. The facility has been sized to meet the functional needs to store items and vehicles, along with accommodating the fleet maintenance program. These units are currently located in a leased facility on Courtice Court in Clarington with the exception of the Tactical unit which is currently located in the Central East Division located at 77 Centre Street in the City of Oshawa.
- 2.4 The Centre for Investigative Excellence building will house various investigative units such as Homicide, Fraud, Sexual Assault and Internet Child Exploitation (ICE), and other investigative support units including Polygraph. These functions are currently carried out in three different facilities; these units will now be collocated on the same campus as the Forensic Investigation Facility which is also a unit within the Major Crime branch.
- 2.5 General contractors are being pre-qualified for this tender, which is expected to close in mid-July with award in August, during the summer recess of Regional Council, based on current timelines. The construction for CPC Phase 2 is expected to span 24 months to substantial performance of the contract.

3. Previous Reports and Decisions

- 3.1 Report #2015-F-19, 2015 Regional Business Plans and Budgets for Property Tax Purposes, including General Purpose, Solid Waste Management and Durham Region Transit, approved a project budget of \$5.51 million to be debenture financed for the initial design and related services for the Center for Investigative Excellence and Regional Support Center (CPC Phase 2).
- 3.2 Report #2015-F-75, Approval for Land Acquisition, Architectural and Project Management Services Required for the Proposed Clarington Police Complex Phase 2 Project, authorized the acquisition of five (5) acres of land and the procurement of the architectural design, engineering and project management services. The report also authorized the Regional Chair and Commissioner of Finance/Treasurer to issue debentures to a maximum of \$5.26 million to finance the land acquisition and professional services.
- 3.3 Report #2017-INFO-100, Acquisitions of Real Property Interests and Lease Extensions during the 2017 Summer Recess of Regional Council, informed Council about the acquisition of the five (5) acre parcel of land located at 2192 Bloor Street, Clarington, to facilitate the construction of CPC Phase 2 at a cost of \$1.11 million.
- 3.4 Report #2019-INFO-7, Use of Delegated Authority During the 2018 Recess of Regional Council, informed Council of the award of Request for Proposal (RFP) 1047-2018 for consulting engineering services to produce an overall masterplan and provide full architectural and engineering services for the Durham Regional Police Service CPC Phase 2 to RPL Architects in joint venture with Parkin Architects Limited at an upset limit not to exceed \$3.456* million.
- 3.5 Report #2019-W-52, Award of Request for Proposal #1099-2018 for Commissioning Services for Phase 2 of the Clarington Police Complex, awarded a contract for commissioning services to Jones Lang LaSalle Real Estate Services Inc. for a total upset limit of \$98,800*.
- 3.6 Report #2020-W-7, Acquisition of Property Recommended for the Construction of Phase 2 of the Durham Regional Police Service Complex, authorized the acquisition of additional 4.788 acres of land for CPC Phase 2 from 2188 Bloor Street, Clarington for \$650,000. The report also provided an updated total project cost based on the Class D estimate of \$85.26 million.

- 3.7 Report #2020-INFO-120, Bi-Annual Capital Program Reporting Requirements January 1, 2020 ending June 20, 2020 and Delegation of Authority during a Recess of Council, informed Council of the contribution of \$1,342,700 from the Climate Mitigation and Environmental Initiatives Reserve Fund to the DRPS Clarington Phase 2 Budget contingent on Regional Council's approval of the revised project cost of \$86 million as part of the 2021 Business Plans and Budgets process.
- 3.8 Report #2021-F-5, 2021 Regional Business Plans and Budgets for Property Tax Purposes, including General Purpose, Solid Waste Management and Durham Region Transit, approved financing in the amount of \$81 million for a total project budget of \$86,510,000, with total debt financing to a maximum of \$63,867,300.

4. Sole Source Justifications / Rationale

- 4.1 DRPS have requested that as part of the tendering for components required in CPC Phase 2, standardization and, in some cases, sole sourcing be approved. The standardization and sole sourcing of these components will allow technology to be matched across various DRPS facilities, creating a more efficient maintenance environment and reducing the amount of training on a variety of systems and equipment that would be required otherwise.

American Power Corporation (APC) Uninterruptible Power Supply (UPS) and Data Cabinets

- 4.2 Report #2015-W-48 approved the standardization of APC equipment and sole sourcing of the equipment from Cesmic Group for the CPC Phase 1. Approval is sought in this report to continue the standardization and sole source for CPC Phase 2. Cesmic Group Ltd. has supplied all of DRPS's APC equipment for 14 years.
- 4.3 DRPS has standardized to APC uninterruptable power supplies (UPS), data cabinets and associated monitoring software. To ensure compatibility with the integrated APC InfraStruXure products and existing license support for current installations of this equipment, CPC Phase 2 needs to be fitted with APC brand UPS's, data cabinets, power distribution units and monitoring software. This continued standardization will allow the movement of servers or equipment between this and other sites. The rack accessory products provide the ability to catalog and optimize to achieve high-capacity cable management for their various Divisions, investigative branches and support units and attach to

equipment mounting rails inside the enclosure aligning with their existing equipment.

- 4.4 For Clarington Police Complex Phase 2 the estimated value of the APC UPS, data cabinets and related equipment to be procured through a sole source from Cesmic Group Limited through the project's general contractor is \$330,000*. The standardization and sole source will be specified within the tender documents and procured by the general contractor.

CCTV and Access Control Systems

- 4.5 DRPS has standardized on a CCTV IP Video Management System (VMS) made by Genetec in 2009 through an RFP process. The Security Desk system developed by Genetec is used exclusively throughout DRPS locations with more than 300 cameras for security, monitoring and evidentiary interviews (including audio) in interview rooms.
- 4.6 Genetec's system is scalable and is integrated with DRPS's Evidence.com solution for Digital Evidence Management. The software is integrated with DRPS' Dell Servers/SANS and its network with the CISCO environment that is setup for DRPS's LAN topology.
- 4.7 Johnson Controls Canada LP (JCCLP) has been the sole Genetec installer and integrator since the initial 2009 RFP selection process. JCCLP knows DRPS' environment and works closely with DRPS for all of its support needs. Due to the security aspects, there is no desire to seek another vendor to provide the installation and integration of the CCTV system.
- 4.8 For Clarington Police Complex Phase 2 the estimated value of the Genetec Security Centre CCTV system is \$588,000*.
- 4.9 The C-Cure 9000 Access Control System (ACS) manufactured by Software House was selected by DRPS as its standardized Access Control System in 2009 through an RFP process. Since then it has been installed by DRPS in all new construction, renovations and where existing legacy systems need to be replaced.
- 4.10 JCCLP has been the sole C-Cure 9000 installer and integrator since the initial 2009 RFP selection process with one exception. While JCCLP was the integrator for CPC Phase 1 they were not the installer; this created numerous installation and operational issues that are still being resolved. As JCCLP knows DRPS'

environment and works closely with DRPS for all of its support needs, access control system provision and installation is recommended to be sole sourced to JCCLP. Due to the security aspects there is no desire to seek another vendor to provide the installation and integration of the Access Control System.

- 4.11 The estimated value of the C-Cure 9000 Access Control System by Software House is \$1,295,000*.
- 4.12 The standardization and sole source for these two items will be specified within the tender documents and procured by the general contractor.

Alerton Compass Building Automation System

- 4.13 DRPS has standardized on the Compass Building Automation System by Alerton, and all major DRPS buildings now use this building automation system with one exception (Central East Division). Each Compass BAS controlled building can be monitored and modified online through a centralized Alerton server which avoids the cost of a local server and standalone licensing. This product uniformity and centralization is beneficial for alarm monitoring and for maintenance staff that are responsible for familiarity with multiple buildings and address issues remotely.
- 4.14 HTS Engineering is the only authorized agent for Alerton products in southern Ontario and has offices in Whitby and four other locations. Given the complexity of the current BAS systems and the added complexity that the CPC Phase 2 DRPS is requesting that the Compass BAS by Alerton be installed and HTS Engineering be the sole source provider of the Compass Building Automation System by Alerton at an estimated value of \$712,400*. The standardization and sole source for these two items will be specified within the tender documents and procured by the general contractor.

Interface Flor Carpet Tile and Interface Nora Resilient Flooring

- 4.15 For ease of maintenance and installation DRPS has standardized on Cubic carpet tile by Interface Flor and on Noraplan Sentica resilient flooring by Nora Systems Inc (a subsidiary of Interface). Cubic carpet tile is located in all of DRPS' office spaces, while the Nora Resilient flooring, a vulcanized rubber flooring product, is installed at all DRPS facilities including CPC Phase 1.
- 4.16 Cubic carpet tile was selected for its non-directional design (that simplifies and quicken installation), durability, ease of cleaning, ease of replacement and quick

shipping availability. Nora Resilient flooring was selected for its durability, bacteria resistance, cold weld seam ability, low VOC's, ease of maintenance and appearance.

- 4.17 Standardizing finishes such as flooring allows selection of superior products, a uniform look throughout DRPS, standardized minimal cleaning procedures and reduced spare inventory.
- 4.18 DRPS has obtained set discounted pricing with Interface Flor. Those discounts are made available to the general contractor when they contact Interface Flor. The general contractor is responsible for carrying the cost of the installation of the flooring.
- 4.19 For CPC Phase 2 the estimated cost of the standardized Interface Flor carpet tile is \$140,000*, and the estimated cost of the standardized Interface Nora resilient flooring is \$275,000*.

Private Branch Exchange (PBX) Telephone System

- 4.20 Report #2015-W-48 approved the standardization to the Avaya PBX telephone and voicemail system for CPC Phase 1 from Bell. Approval is sought in this report to continue the standardization and sole source for CPC Phase 2 from Combat Networks.
- 4.21 In 2012 DRPS standardized to the Avaya PBX telephone and voicemail system at their existing locations and have an agreement following an RFP process with Combat Networks for supply and maintenance that includes the extended warranty plan for the PBX's. CPC Phase 2 will be an extension of existing communications infrastructure, including the licenses for the Session Initiation Protocol (SIP) trunks that have already been deployed and installed for the balance of DRPS sites (including CPC Phase 1), utilizing the facility located at 77 Centre Street North, in the City of Oshawa as the hub.
- 4.22 For the CPC Phase 2, communications system to properly link into existing infrastructure an Avaya PBX telephone system supplied by Combat Networks must be installed. The continued standardization to this equipment allows the use of the existing maintenance contract which includes the circuits, firmware, software and hardware upgrades.

- 4.23 For CPC Phase 2 the estimate value for the Combat Networks sole source for the Avaya PBX telephone network is \$310,000*. The system will be procured through negotiation directly with DRPS and Combat Networks.

Dell Servers and Storage Area Networks

- 4.24 Report #2015-W-48 approved the standardization of Dell servers and storage area networks for the CPC Phase 1. Approval is sought in this report to continue the standardization for CPC Phase 2.
- 4.25 DRPS standardized to Dell servers / SANS as part of the existing hardware infrastructure in all of its facilities. As a result, there are existing software license agreement in place with Dell. The management features from the standardized platform allow for real time monitoring of the servers and internal storage devices as part of the existing software licensing agreement.
- 4.26 Additionally, standardization to Dell equipment allows DRPS to utilize specific and licensed Dell software to manage and support configuration changes. Standardization of CPC Phase 2 to Dell will provide continuity and integration with existing information technology structure. This equipment is able to be purchased directly from Dell Canada Inc.
- 4.27 Dell servers and SANS will be procured directly from Dell Canada Inc. by DRPS Information Technology staff. The estimate cost of this equipment for CPC Phase 2 is \$180,000*.

Audio-Visual Equipment

- 4.28 Spectrodata is DRPS' audio visual supplier and AV integrator for meeting rooms and training rooms in all of its buildings. Spectrodata is familiar with DRPS's unique needs including interfaces and custom script programming requirements. Spectrodata is the only vendor that has worked with DRPS' SharePoint design and integrations including AV interfaces on the approved RCMP DRPS network.
- 4.29 Staff recommend sole source approval for Spectrodata to be the provider and integrator of audio-visual system for CPS Phase 2. Sole sourcing Spectrodata would allow advances in AV technology to be reviewed for consideration as the project proceeds to ensure DRPS' needs will be best achieved.
- 4.30 For CPC Phase 2 the estimated cost for audio visual equipment supply and installation sole sourced by DRPS to Spectrodata is estimated at \$100,000*.

Floor Scrubbing Equipment

- 4.31 DRPS has standardized on Tennant riding and walk-behind floor scrubbing equipment. DRPS has found Tennant equipment to be well built and reliable, with quick service that minimizes down time.
- 4.32 For CPC Phase 2, a riding cleaner is required for the vehicle parking areas. Four (4) walk-behind models will be required for other hard surface flooring cleaning.
- 4.33 Continued standardization on the Tennant brand minimizes spare parts inventory, provides cleaning staff with equipment operating familiarity, and minimizes the number of equipment maintenance contracts. Tennant floor scrubbers are available through dealers or directly from Tennant and will be procured by DRPS staff.
- 4.34 For CPC Phase 2 the estimated cost of the required standardized Tennant floor scrubbing equipment is estimated at \$175,000*.

Network Switches

- 4.35 Report #2015-W-48 approved the standardization CISCO switches for the CPC Phase 1. Approval is sought in this report to continue the standardization for CPC Phase 2.
- 4.36 The Wide Area Network (WAN) currently in place to support DRPS facilities is standardized to CISCO equipment. DRPS is designated as having high security needs with the Royal Canadian Mounted Police (RCMP), and the RCMP has approved CISCO as part of the standard based on the integrated services with routers, and embedded security and LAN switching. CISCO routers include support for Internet Protocol (IP) Security (IPsec) encryption to ensure the network security integrity.
- 4.37 Continued standardization of this equipment within the CPC Phase 2 buildings will ensure security needs are met and allow DRPS to expand the current installations across the existing WAN to take advantage of the present IP structure.
- 4.38 Several suppliers can supply CISCO equipment as part of a competitive process. A tender will be issued for the supply of the equipment required for CPC Phase 2. The estimated value of the standardized CISCO equipment for CPC Phase 2 is \$250,000*.

5. Financial Implications

- 5.1 Section 7 of the Region's Purchasing By-Law 16-2020 allows for sole source purchases and requires Council approval where the sole source purchase exceeds \$100,000. Appendix C, article 1.1 of By-law 16-2020 supports the sole source agreements as the permitted goods or services can 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 its representative.
- 5.2 As part of the 2015 Regional Business Plans and Budgets for Property Tax Supported Services (Report #2015-F-19), Regional Council approved a project budget of \$5,510,000 to be debenture financed for the land, masterplan and architecture services for the Center for Investigative Excellence and Regional Support Center (CPC Phase 2).
- 5.3 As part of the 2021 Regional Business Plans and Budget for Property Tax Supported Services (Report #2021-F-5), Regional Council approved an additional \$81,000,000 (including \$58,357,300 in debenture financing) for a total project budget of \$86,510,000 (including \$63,867,300 in debenture financing).
- 5.4 Section 15.3 Region's Budget Management Policy requires an updated capital project approval report be submitted to the applicable Standing Committee and Regional Council prior to the award of a contract when the project is funded by debentures. This report is therefore seeking authorization for the Regional Chair and Commissioner of Finance/Treasurer to issue debentures to a maximum of \$63,867,300 over a term not to exceed twenty (20) years for the partial financing of this project. A subsequent report will be presented to Finance and Administration Committee and Region Council to confirm the final debenture details in advance of the debenture issue.
- 5.5 The current project cost breakdown, based on the Class A cost estimate for the project in December 2020, and approved financing is shown in the following table:

Project Element	Approved Amount
	\$
Land	1,868,500
Design and Master Plan	3,999,950
Estimated Construction Costs	70,402,700
Commissioning	100,550
Furniture & Fixtures	7,101,400
Permits, Studies and Other Costs	219,500
Project Contingency	2,817,400
Total Project Budget (G1405)	86,510,000
Financing	
Debenture Financing	63,867,300
Development Charges	11,300,000
Capital Project Reserve Fund	10,000,000
Climate Mitigation and Environmental Initiatives Reserve Fund	1,342,700
Total Financing	86,510,000

6. Relationship to Strategic Plan

- 6.1 This report aligns with/addresses the following strategic goal and priority in the Durham Region Strategic Plan:
- a. Goal 5 Service Excellence – Optimize Resources and Partnerships to Deliver Exceptional Quality Services and Value – by responsibly managing the Region’s financial assets to deliver critical infrastructure and services for current and future generations.

7. Conclusion

- 7.1 It is recommended that Regional Council provide authorization to negotiate and execute the necessary agreements related to the above noted sole source and equipment standardization requests detailed in this report.
- 7.2 It is also recommended that Regional Council authorize the Regional Chair and Commissioner of Finance/Treasurer to issue debentures for the partial financing of the new Clarington Police Complex Phase 2 to facilitate the tender award during Regional Council's summer recess.
- 7.3 DRPS staff have advised the DRPS Board of this capital project and its operating impacts.
- 7.4 This report has been prepared in cooperation with the Works Department, Finance Department and the Durham Regional Police Service.

Respectfully submitted,

Original signed by:

Nancy Taylor, BBA, CPA, CA
Commissioner of Finance

Original signed by:

Susan Siopis, P.Eng.
Commissioner of Works

Recommended for Presentation to Committee

Original signed by:

Elaine Baxter-Trahair
Chief Administrative Officer

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2463.



The Regional Municipality of Durham Report

To: The Committee of the Whole
From: Commissioners of Finance, Commissioner of Social Services and
Commissioner of Planning & Economic Development
Report: #2021-COW-16
Date: June 9, 2021

Subject:

At Home in Durham, the Durham Housing Plan 2014-2024 Annual Report

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That this report be received for information as the legislatively required annual report on the progress of At Home in Durham, the Durham Housing Plan 2014-2024; and
 - B) That a copy of this report be forwarded to the Ministry of Municipal Affairs and Housing (MMAH).
-

Report:

1. Purpose

- 1.1 The purpose of this report is to update the Committee of the Whole and Regional Council on progress related to At Home in Durham, the Durham Housing Plan 2014-2024. This serves as the seventh annual progress report for the Plan.

2. Background

- 2.1 Regional Council approved At Home in Durham, the Durham Housing Plan 2014-2024 in June 2014 (Report #2014-J-16).
- 2.2 At Home in Durham is supported by the work of the Master Housing Strategy (Report # 2020-COW-27) and the recommendations of the Affordable and Seniors Housing Task Force (Report #2017-COW-249).
- 2.3 At Home in Durham sets out four goals and primary actions that aim to improve affordability and access to housing, protect the existing affordable housing supply,

encourage housing diversity, and build capacity in the housing system. These goals are:

- Goal 1: End Homelessness in Durham
- Goal 2: Affordable Rent for Everyone
- Goal 3: Greater Housing Choice
- Goal 4: Strong and Vibrant Neighbourhoods.

- 2.4 At Home in Durham commits to fulfilling ambitious targets over the final five years of the plan to:
 - a. Reduce chronic homelessness to zero.
 - b. Increase the supply of affordable rental housing by 1,000 units.
 - c. Increase the supply of medium to high density housing.
 - d. Make significant progress in the regeneration of community housing.
- 2.5 This report highlights the progress of key initiatives undertaken to operationalize and support the Goals of At Home in Durham, including advances in new affordable rental housing development, revitalization of community housing, Regional housing policies and incentives, and homelessness services.

3. Previous Reports and Decisions

- 3.1 Report #2014-J-16 At Home in Durham, the Durham Housing Plan 2014-2024.
- 3.2 Report #2015-J-54 2016 Regional Social Housing Servicing and Financing Study, regarding authorization of the sale of DRLHC semi-detached units.
- 3.3 Report #2017-COW-249 Affordable and Seniors Housing Task Force.
- 3.4 Report #2019-COW-25 At Home in Durham, the Durham Housing Plan 2014-2024 – Five-year Review.
- 3.5 Report #2020-COW-27 Master Housing Strategy.

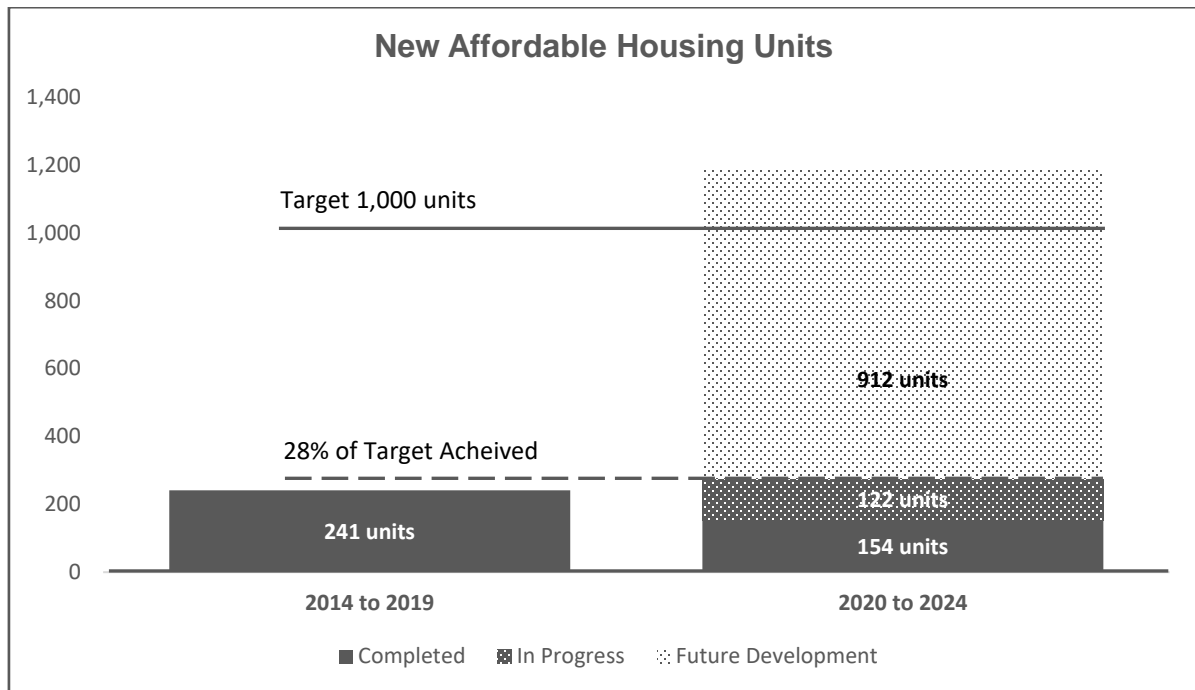
4. New Affordable Rental Housing Development

- 4.1 The Region has committed to the initiation of 1,000 new affordable rental housing units over the final five years of At Home in Durham – in order to address the significant affordability needs of low- and moderate-income renters in the region (Report #2019-COW-25). A robust and affordable housing sector is critical to eliminating homelessness and building healthy, strong and vibrant communities.

- 4.2 Historically, there has been considerable underinvestment in rental housing in Durham, with housing completions for purpose-built rental units averaging less than 10 per cent of total housing completions over the last several years¹.
- 4.3 From July 2018 to June 2020, there were only 512 new rental units added in Durham². Nearly 29 per cent of these (148 units) were affordable housing units that were developed with government funding. These units are offered at or below 80 per cent of average market rent and must remain affordable for a period of 20 years. The remaining non-government funded units were largely unaffordable for low and moderate-income renters. The continuing need for suitable and affordable purpose-built rental housing units is not currently being met by the private market.
- 4.4 Since the introduction of At Home in Durham in 2014, the Region has leveraged considerable federal and provincial funding for the development of new affordable rental housing in Durham.
- a. In the first five years of the plan (2014 to 2019), 241 new units were developed across 5 different properties.
 - b. In 2020-2021, an additional 154 units were completed, and 122 units are currently under development or ready for occupancy.
- 4.5 The following chart illustrates the number of new government-assisted affordable housing units developed since the introduction of At Home in Durham in 2014 – including completed units, units in progress (i.e. under development or ready for occupancy), as well as the number of potential units that have been identified under future development opportunities.

¹ Canada Mortgage and Housing Corporation, Starts and Completions Survey, 1997-2018

² Canada Mortgage and Housing Corporation, Rental Market Survey, 2020



- 4.6 At a total of 276 units either completed or in progress since 2019, the Region has already initiated about 28 per cent of the targeted 1,000 units – and has identified potential future development opportunities that are on track to exceed this target. The Region continues to seek out opportunities to leverage additional units.

Projects Currently under Development

- 4.7 The five projects currently under development range from those in the early planning stages to ones that are almost ready for occupancy. The following projects have received federal or provincial funding to support their initiatives and details will be announced by the Province under program communications protocols.
- Acquisition of a motel in Whitby to provide transitional and supportive housing to homeless individuals and families, including people who have been chronically homeless with very high acuity. The motel will undergo renovations to support the development of 26 new affordable housing units.
 - Acquisition of a former office facility in downtown Oshawa to be converted to 9 transitional housing units for people who have been chronically homeless with very high acuity.
 - Development of a new affordable housing project in Clarington that will provide 30 affordable housing units for low-income seniors.
- 4.8 The remaining two projects are under development by the Region of Durham to respond to the urgent local need for supportive and transitional housing.
- The Oshawa Micro-Housing Pilot Project includes 10 micro-home units that will offer temporary transitional housing, including supports for financial assistance, employment services, mental health and addictions, and life skills.

The micro-homes will be built on Regional lands that will be required for a road realignment project in about five years, and the micro-homes will be relocated to a permanent location at that time. The micro-homes are projected for initial occupancy in fall 2021.

- b. The Beaverton Supportive Housing project will be a permanent modular housing development that will provide 47 supportive housing units to vulnerable individuals, including supports and wrap-around services that are available to tenants as well as other residents in north Durham through its community hub. The Region continues to work with Brock Council and the Brock Community Liaison Committee to promote the successful integration of this project and its residents within the broader Brock community. The project is anticipated to commence construction in 2022.

Future Development Opportunities

- 4.9 In addition to current projects receiving Regional, provincial and/or federal assistance, there is solid potential for the initiation of a further 912 new affordable rental housing units over the life of At Home Durham.
- 4.10 The Region is working very closely with community partners who have identified development opportunities to provide housing with supports for people experiencing homelessness. These projects represent the potential for 45 new affordable units for vulnerable people. More information on these projects will be shared with Council when and if the projects secure funding.
- 4.11 The Durham Live project in Pickering includes 1,650 residential units, of which 150 units will be affordable purpose-built rental housing.
- 4.12 Consultations continue with Infrastructure Ontario (IO) to explore the opportunity to jointly redevelop surplus Regionally owned land at 650 Rossland Road East, and Provincial land at 590 Rossland Road East in the town of Whitby. A partnership with Infrastructure Ontario has the potential to create 885 new housing units at this site, of which 250 may be affordable purpose-built rental housing at rents at or under the Canada and Mortgage Housing Corporation (CMHC) average market rent.³ The number of actual affordable units and the depth of affordability will be part of the planning, development and negotiation processes with development partners.
- 4.13 Infrastructure Ontario's experience with similar affordable housing projects under the Provincial Affordable Housing Lands Program will give Durham the benefit of broad exposure to the development community and highlight why Durham is a great place to invest.
- 4.14 The Master Housing Strategy commits to the revitalization of the Durham Regional Local Housing Corporation (DRLHC) portfolio, including the development of an

³ Number of market units and affordable units is an estimate based on a high-level exploratory exercise of development potential.

evidence-based strategy to address maintenance, revitalization, regeneration (redevelopment) and disposal across the portfolio. Initial analysis of the development potential of four DRLHC sites indicated the possibility for the creation of 467 new affordable or rent-geared-to-income (RGI) units. (See 5. Durham Regional Local Housing Corporation (DRLHC) Revitalization below.)

- 4.15 Based on current and anticipated activities, the Region is well positioned to meet or exceed its commitment to initiate 1,000 new affordable rental housing units by 2024.
- 4.16 It is critical that the Region continue to maximize partnerships with private and non-profit developers, the federal and provincial governments, including Infrastructure Ontario, and area municipalities to sustain investment in affordable housing solutions for vulnerable and low- and moderate-income residents of Durham in order to achieve Goal 2: Affordable Rent for Everyone.

5. Durham Regional Local Housing Corporation (DRLHC) Revitalization

- 5.1 The Region is committed to the revitalisation of the Regionally owned Durham Regional Local Housing Corporation (DRLHC) to maximize development potential, create highly integrated sustainable neighbourhoods, and promote a strong community and sense of place.
- 5.2 In 2020, Urban Strategies Inc. was engaged to undertake an initial due diligence exercise, to provide a high-level assessment of the potential redevelopment of four DRLHC sites. Based on design parameters and guidelines that would frame and evaluate potential development options, including opportunities to increase densities, for four DRLHC sites were examined in Oshawa:
 - a. Normandy Street, Nevis Avenue, Lomond Street & Christine Crescent
 - b. 416 to 448 Malaga Road
 - c. Linden Street/Poplar Street
 - d. 229 Lakeview Park Avenue
- 5.3 Urban Strategies identified the potential for the creation of up to 934 additional community housing units across these four DRLHC sites, of which as many as half (467 units) could be rent-geared-to-income or below CMHC average market rent.⁴
- 5.4 Work continues to explore redevelopment options and building requirements that will address the need for greater housing options (including supportive and transitional housing), provide balanced mixed income communities, and promote synergies with Transit Oriented Development (TOD). TOD enhances housing choice and affordability through higher density housing types, where low- and

⁴ Number of market units and RGI/affordable units is an estimate based on potential redevelopment options presented by Urban Strategies.

moderate-income residents and other priority groups can benefit from access to transit as a priority mode of travel.

- 5.5 Revitalization of the DRLHC portfolio is central to the initiation of 1,000 new affordable housing units by 2024 and critical to achieving Goal 2: Affordable Rent for Everyone and Goal 4: Strong and Vibrant Neighbourhoods.

DRLHC Semi-Detached Units

- 5.6 In 2015, Regional Council declared three semi-detached units – 1094, 1098 and 1116 Cedar Street in the City of Oshawa – be declared surplus at turnover and staff be directed to work with non-profit agencies to make the properties available for purchase at fair market value for affordable home ownership.
- 5.7 In 2017, 1098 Cedar Street was vacated, and no non-profit agencies expressed interest in purchasing the property for affordable home ownership. Per Council direction, the property was listed for sale on the open market through a real estate agent, and subsequently sold.
- 5.8 In 2021, the property at 1116 Cedar Street was vacated. No non-profit agencies have expressed interest in purchasing the property for affordable home ownership, and the property is now in the process of being sold on the open market through a real estate agent. The property at 1094 Cedar Street is still occupied.
- 5.9 The proceeds from the sale of the semi-detached unit at 1116 Cedar Street in Oshawa (as well as the unit at 1094 Cedar Street in Oshawa at turnover) will be reinvested to support the revitalisation of the DRLHC portfolio in accordance with the Master Housing Strategy.
- 5.10 There are an additional 92 semi-detached units at a number of locations in Oshawa. As DRLHC revitalization progresses and additional family units are created, there may be an opportunity to sell these scattered semi-detached units at turnover to realize operational efficiencies and better support the needs of low- and moderate-income tenants.

6. Community Housing

- 6.1 Community housing represents about 32 per cent of the purpose-built rental housing in Durham and is vital to the affordability needs of low- and moderate-income residents.
- 6.2 The Master Housing Strategy commits to support the preservation and modernization of community housing, including opportunities for more flexible partnerships and support for capital needs.
- 6.3 In 2020, the Region implemented a number of measures to support the sustainability of community housing, including:

- a. The allocation of \$1 million from the Social Housing Reserve Fund for the creation of a new Community Housing Sustainability Revolving Loan Fund Program for community housing providers, payable at the end of mortgage.
 - b. Retention by community housing providers of 100 per cent of their calculated surplus (previously they retained only 50 per cent) with half required to be directed into their capital reserve funds.
 - c. Additional payments totaling \$2,863,581 to community housing providers to assist with COVID-related costs.
- 6.4 Housing Services staff participate as part of the Service Manager Housing Strategic Steering Committee (HSSC) that – along with the Association of Municipalities of Ontario (AMO), the City of Toronto and the Ontario Municipal Social Services Association (OMSSA) – provides strategic advice and guidance to the Ministry of Municipal Affairs and Housing (MMAH) related to the Ontario Community Housing Renewal Strategy, including a new operational framework and accountability structure for community housing that is more supportive of the goals of service managers' long-term housing plans, like At Home in Durham.
- 6.5 Community housing incentives, and active participation by Regional staff in realizing the Province's Community Housing Renewal Strategy support and enhance community housing in Durham and are critical to achieving Goal 4: Strong and Vibrant Neighbourhoods.

7. Regional Incentives and Policy Direction

- 7.1 The Planning Division is leading the design and development of a potential Regional Community Improvement Plan (CIP), with the technical support of N. Barry Lyon Consulting (NBLC). A CIP is a tool that allows municipalities to direct funds, or apply financial or other incentives, to implement policy objectives, including objectives related to affordable housing, within a defined area.
- 7.2 The Region is currently exploring the possibility of establishing a Regional CIP to help support the development of affordable housing across the Region. Potential incentives that are currently being explored under a Regional CIP include:
- a. Tax increment equivalent grants (TIEG) program that provide financial relief in the form of tax reductions to property owners who undertake rehabilitation or improvement to properties that result in a re-evaluation and tax increase.
 - b. Reduced development charges (DC) or grants equivalent to the DC eligible exemption upon final inspection of a completed eligible project.
 - c. Reduced development application fees or reimbursement of fees at the time of final inspection of an eligible project.
 - d. A program of property acquisition, investment and involvement in public/private partnerships to clean-up and/or rehabilitate properties.
- 7.3 Recommendations with respect to a potential Regional CIP and other incentives for the development of affordable rental housing will be brought forward later in 2021.

Envision Durham

- 7.4 A key recommendation of the Affordable and Seniors Housing Task Force was to continue to review whether and how the Regional Official Plan (ROP) can create a more supportive and permissive environment for affordable rental housing.
- 7.5 The Planning Division is currently undertaking “Envision Durham,” the Region’s Municipal Comprehensive Review of the Regional Official Plan. Currently in Stage 3 (“Direct”), a series of proposed Policy Directions have been released for comment.
- 7.6 Proposed Policy Directions present potential changes to land use planning policies, including proposed directions for housing and affordable housing, such as:
- a. Completing a Regional Housing Assessment Report to support the Region’s area municipalities to undertake Inclusionary Zoning within their respective jurisdictions.
 - b. Strengthening policies to prevent the loss of rental housing
 - c. Establishing a new affordable housing target for at least 35 per cent of new housing within Strategic Growth Areas
 - d. Adding a new policy to encourage less expensive housing including secondary units, microhomes, purpose-built rental housing and medium and high-density apartments in areas that are well served by local amenities including transit, schools and parks.
 - e. Encouraging reduced parking standards as a way to support the delivery of affordable housing, including purpose-built rental housing.
- 7.7 The Region is also developing an Intensification Strategy to forecast development in Strategic Growth Areas, including Centres, Corridors and protected Major Transit Station Areas, as part of Envision Durham.
- 7.8 Enabling policies and Regional incentives for the development of a range of affordable rental housing options contribute to the achievement of Goal 3: Greater Housing Choice.

8. Homelessness Initiatives

- 8.1 In 2019, the Region partnered with the Canadian Alliance to End Homelessness (CAEH) to participate in its Built for Zero campaign. The goal of the campaign is to help a core group of leading communities to achieve and sustain functional zero⁵ chronic homelessness.
- 8.2 Durham has fully implemented a By-Name List, which is a real-time list of people known to be experiencing homelessness, as well as a co-ordinated access system

⁵ Functional zero means that a community has no more than three chronically homeless people on its By-Name List, or 0.1 per cent of its most actively homeless number (whichever is greater) sustained for three consecutive months.

that enables community partners to prioritize the most vulnerable clientele and work more effectively in helping them find suitable and affordable housing and appropriate resources.

- 8.3 Durham was recently recognised by CAEH as achieving the milestones of 'Reaching Home' and 'Basic Quality Coordinated Access' and is now working toward 'Advance Quality' for the Coordinated Access system. Durham is one of only 5 municipalities across Canada to achieve the "Basic Quality Coordinated Access" milestone.
- 8.4 There are currently more than 200 housing opportunities identified through the Coordinated Access System, and Durham is on target to add another 100 opportunities in 2021. Housing opportunities range from Housing First programs to physical housing units with varying levels of support. Notable additions include:
- a. Durham Youth Services acquired a duplex in **Whitby** to provide 7 transitional and supportive housing units for homeless and at-risk youth.
 - b. The Salvation Army has expanded their landlord matching program to include an additional 24 units.
 - c. Durham has developed a new partnership with the Canadian Mental Health Association Durham to access their supported housing units for people on the By-Name List who are chronically homeless with very high acuity.
 - d. Three new Housing First teams were added in Ajax, Oshawa and North Durham.
- 8.5 A co-ordinated and effective access system, increased affordable rental opportunities, and other supports for people experiencing homelessness are vital to the achievement of Goal 1: End Homelessness in Durham.

9. Relationship to Strategic Plan

- 9.1 This report aligns with and addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Revitalize community housing and improve housing choice, affordability and sustainability
 - b. Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing
 - c. Leverage Durham's prime geography, social infrastructure, and strong partnerships to foster economic growth
 - d. Build awareness and community capacity to address poverty.

10. Conclusion

- 10.1 This is the seventh annual progress report of At Home in Durham, the Durham Housing Plan 2014-2024. It reports current and future initiatives under the Master Housing Strategy and the recommendations of the Affordable and Seniors' Housing Task Force that operationalize and support the goals of the plan.

- 10.2 The goals and actions of At Home in Durham will improve affordability and access to housing with and without supports, protect the existing affordable housing supply, encourage housing diversity, and build capacity in the housing system. The Region is making significant process in realizing these goals.
- 10.3 Over the final five years of the plan, the Region of Durham is committed to initiating the development of 1,000 new affordable housing units, including new supportive and transitional housing opportunities for vulnerable low-income residents, and significant redevelopment of four Durham Regional Local Housing Corporation (DRLHC) sites.
- 10.4 Staff will continue to update Regional Council on the progress of individual initiatives undertaken per the Master Housing Strategy and At Home in Durham as they arise.

Respectfully submitted,

Original signed by:

Nancy Taylor BBA, CPA, CA
Commissioner of Finance

Original signed by:

Stella Danos-Papaconstantinou
Commissioner of Social Services

Original signed by:

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

Recommended for Presentation to Committee

Original signed by:

Elaine Baxter Trahair
Chief Administrative Officer



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Finance, Commissioner of Works and
Commissioner of Social Services
Report: #2021-COW-17
Date: June 9, 2021

Subject:

Next Steps for the Development of a Long-Term Care Home in Seaton, in the City of Pickering

Recommendation:

That the Committee of the Whole recommends to Regional Council that:

- A) Staff advance the preliminary work outlined in the report to inform the full business case related to the Seaton Long-Term Care Home in the City of Pickering at an estimated cost of \$280,000* with financing to be provided at the discretion of the Commissioner of Finance; and
 - B) The Commissioner of Finance be authorized to execute any necessary agreements.
-

Report:

1. Purpose

- 1.1 The purpose of this report is to provide Regional Council with additional details and seek approval to advance the next steps related to the Regional Municipality of Durham's (Region) successful application for a 200 bed long-term care home in Seaton, in the City of Pickering (Pickering).
- 1.2 Amounts followed by an asterisk (*) includes all fees and are before applicable taxes.

2. Background

- 2.1 The Ontario Government has made a commitment to add 30,000 new long-term care beds in the next decade. As part of this commitment, in January 2019, the Ministry of Health and Long-Term Care announced the addition of 15,000 new long-term care beds in Ontario within five (5) years as part of a strategy to end hallway medicine. The Ministry of Long-term Care (MLTC) did not launch an official call for applications but opened a window for interested parties to submit applications.
- 2.2 In response to the open window, the Region prepared a detailed application for a new long-term care home to be located in Seaton, along Whitevale Road west of Brock Road, in Pickering (Attachment 1).
- 2.3 The design of the proposed new long-term care home would consider the challenges associated with an aging population that can be difficult to place. The Region's application proposed a 200 bed long-term care home, including a 20 bed Transitional Behavioural Supports Unit subject to designation and funding, along with two 26 bed secure units and a 20 bed Resident Home area providing specialized medical care. The proposed home also included two short stay respite beds.
- 2.4 On March 18, 2021, the Ontario Government announced a further investment of \$933 million in 80 new LTC projects to add 7,510 new beds and upgrade 4,197 beds. On the same date, the Minister of Long-Term Care advised the Region that the Ministry of Long-Term Care (MLTC) will allocate 200 long-term care beds to the North Pickering Project.

3. Previous Reports and Decisions

- 3.1 In June 2019, Regional Council approved Report #2019-SS-7, authorizing the Regional Chair and Regional Clerk to sign the application for submission to the MLTC indicating the Region's endorsement of the application to build a new 200-bed Long-Term Care Home in North Pickering and its acceptance of the terms and conditions as outlined in the Long-Term Care Home Development and Redevelopment Application Declaration and Application Form.
- 3.2 In April 2021, Regional Council received Report #2021-INFO-37, advising Regional Council of the allocation for 200 long-term care beds to the Region, subject to the approval by the Ministry of Long-Term Care of the project and meeting all conditions and requirements as set out in the Long-Term Care Homes

Act 2007 with respect to licensing and operation of the beds and other conditions to be stipulated by the Ministry.

4. Timeline for Preliminary Tasks and Business Case Development

- 4.1 As noted in Report #2021-INFO-37, the allocation of the 200 long-term care beds to the Region is subject to further approval of the application by the Ministry, the execution of the development agreement and satisfying all Ministry licensing review requirements. This review by the Ministry is currently taking place.
- 4.2 Ministry staff have several applications from across the province to review. It is expected that the review of the Region's application will take place over the next few months. When this review is complete, Regional staff will have a confirmed date for the occupancy of the first resident.
- 4.3 In the interim, staff plan to proceed with preliminary site development studies, and reviewing and updating the initial cost estimate to reflect changes to standards as a result of the pandemic and measures to reduce the carbon footprint of the new build further than those achieved with the current LEED Silver Standard. Information gathered as a result of this work will be used in the development of the full project business case to be presented to Regional Council in the fourth quarter of 2021 to help inform Council's decision on the execution of the Development Agreement with the ministry.
- 4.4 The business case will include information and provide recommendations on various aspects of the project including:
- a. Type of build (traditional, design build, modular)
 - b. GHG reduction measures and incremental capital costs and operating impacts
 - c. Updated cost estimates based on inflationary impacts, changes to codes and building standards and development costs based on site specific investigations
 - d. Project timelines based on occupancy date
 - e. Capital project budget, estimated annual operating impact and recommended financing strategy
- 4.5 To inform the business case and meet an expected accelerated timeline, staff recommend undertaking early site studies and investigations. The following details the recommended work and estimated costs:
- Geotechnical investigations \$55,000*

- Environmental Site Assessments/Impact Studies \$80,000*
- Topographical and legal survey work \$30,000*
- Arborist reviews \$10,000*
- Preliminary assessment and costing for mandatory base design requirements (COVID impacts) \$20,000*
- Energy and GHG feasibility studies: \$35,000*
- Other reviews as deemed necessary \$35,000*
- Community consultation \$15,000*

- 4.6 The total estimated cost to complete this early due diligence work, excluding net HST, is \$280,000. The majority of the due diligence planned for the business case development will inform future development of this site independent of whether the site is used for a new Regional long term care home.

5. Financial Implications

- 5.1 Section 14.2 of the Region's Budget Management Policy states that unbudgeted capital asset expenditures may be incurred provided that the applicable approval is obtained prior to the purchase. In instances where expenditures in excess of \$50,000 are to be incurred or for those financed from other sources, the approval of the applicable Standing Committee and Regional Council is required.
- 5.2 Procurement of consulting services for this preliminary work will be obtained in accordance with Section 8 of the Region's Purchasing By-law 16-2020.
- 5.3 The estimated cost of the preliminary work necessary for this development and to provide for an informed business case is \$280,000*. It is recommended that the associated financing be provided at the discretion of the Commissioner of Finance.
- 5.4 The initial estimate presented in the application to the MLTC for the facility is \$67.6 million based on 2018 values. The estimate excluded the value of land as the facility will be constructed on property provided by the Province of Ontario as part of the Community Lands Agreement related to Seaton. This initial estimate will be refined as a part of the business case development to reflect cost escalations, any changes in standards resulting from the pandemic, and any design changes to address additional measures to achieve low carbon impacts and energy efficiency not reflected in the application estimate.
- 5.5 The 10.67 acre site was previously ear marked for Durham Regional Police Services' purposes; a suitable site will need to be secured in the future should DRPS determine development of facilities in this area is required as the balance of land holdings excluding the 32.8 acre site in the hamlet of Green River are not

large enough to accommodate DRPS' needs. The cost of land to accommodate DRPS will be discussed as part of the detailed business case.

6. Relationship to Strategic Plan

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

- a. Goal #2 – Community Vitality
 - Support a high quality of life for all through human services delivery.
- b. Goal #5 – Service Excellence:
 - Optimize resources and partnerships to deliver exceptional quality services and value.
 - Collaborate for a seamless service experience.
 - Drive organizational success through innovation, and skilled workforce, and modernized services.

7. Conclusion

7.1 To inform the development of a full, detailed business case for the Seaton Long-term Care Home, preliminary work related to site due diligence, community engagement and feasibility work estimated at \$280,000* is required. It is recommended that unbudgeted expenditures noted in this report be funded at the discretion of the Commissioner of Finance to advance this work. The business case related to this project will be presented to Regional Council in the fourth quarter of 2021 for consideration.

8. Attachments

Attachment #1: Location map for Whitevale Road west of Brock Road, Pickering, Ontario

Respectfully submitted,

Original signed by

Nancy Taylor, BBA, CPA, CA
Commissioner of Finance

Original signed by

Susan Siopis, P. Eng.
Commissioner of Works

Original signed by

Stella Danos-Papaconstantinou
Commissioner of Social Services

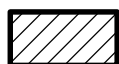
Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer



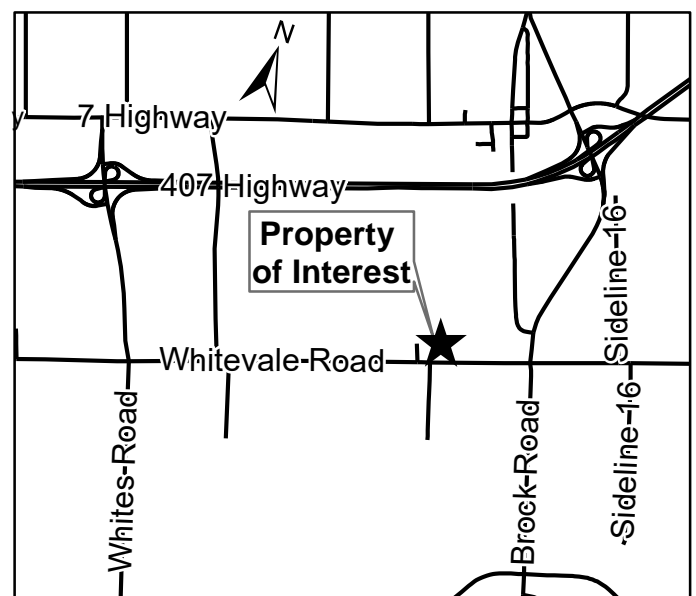
Attachment #1: Location Map
Proposed Seaton Long-term Care Facility,
Part Lot 20, Concession 5, Designated
as Part 1 40R-24148, City of Pickering



Property of Interest



Assessment Parcels





The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Planning and Economic Development;
Commissioner of Works; Commissioner of Finance; and
Regional Solicitor
Report: #2021-COW-18
Date: June 9, 2021

Subject:

Update on Regional Broadband Program; Authority to Accept Improving Connectivity for Ontario (ICON) or Universal Broadband Fund (UBF) Grant Awards; and Authority to Make Project Commitments During Summer Recess

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That Regional Council approves an initial financial commitment necessary to accept the grant to an upset limit of \$3 million, not to be exceeded without further authorization of Council;
- B) That the initial Regional contribution of up to \$3 million be funded at the discretion of the Commissioner of Finance; and
- C) That the Regional Chair and Clerk be authorized to take the necessary steps to accept the ICON 1 grant with the Commissioner of Finance authorized to execute any other related agreements.
- D) That staff are directed to enter into a Memorandum of Understanding with Oshawa Public Utilities Commission if and as required as part of the ICON grant approval on such terms and conditions as are satisfactory to the CAO and the Regional Solicitor, and the CAO is directed to execute such documents as may be required.

E) That staff report back in September with a project status update.

Report:

1. Purpose

1.1 The purpose of this report is to:

- a. Provide an update on the recent senior government funding announcements and other public announcements related to Broadband in Durham Region;
- b. Provide an update on Regional plans to develop and establish a Municipal Services Corporation (MSC) for the purpose of operating a Regional Broadband Network;
- c. Seek authorization to accept senior government grant awards for broadband projects and make any necessary project funding commitments during the summer recess; and
- d. Provide an update on the Pickering-Uxbridge Broadband Fibre Trunk Project

1.2 This report also includes a confidential attachment (Confidential Attachment #1) which provides Committee and Council with an assessment of the potential impacts of the recent announcements on Regional strategy.

2. Background

2.1 The Region's Broadband Strategy approved by Council in 2019 outlines several actions to support broadband deployment, particularly in rural and underserved areas, including the need to pursue funding from grant programs offered by other levels of government.

2.2 Regional staff have been actively pursuing opportunities to achieve the vision of the Broadband strategy, which is that "Durham's residents, businesses, and institutions will have access to fast, reliable and affordable broadband services so that they may fully participate, compete and thrive in the 21st century."

2.3 Staff are actively pursuing four funding opportunities for Broadband which include: two grant applications under the Province's Improving Connectivity for Ontario (ICON) program (Intake 1 and Intake 2), one grant application for the Federal Government's Universal Broadband Fund (UBF) program, and the Pickering-Uxbridge Broadband Fibre Trunk Project for which the Region has made an application for grant funding from the Investing in Canada Infrastructure Program (ICIP).

- 2.4 In January 2021, Council directed the Director of Legal Services to examine the implications of creating an MSC for Durham Region with a mandate of addressing the digital divide in Durham Region through the delivery of a ubiquitous, affordable and inclusive broadband network, and report back prior to the 2021 summer Council recess. This report provides an update on key activities and evaluations related to establishing an MSC.
- 2.5 Staff, with the support of third party technical and legal subject matter experts, have commenced a detailed examination of the benefits and considerations of creating an MSC to operate a Regional Broadband Network. Staff have performed a number of tasks and activities to-date in evaluation of the viability of establishing an MSC, and further analysis and strategic planning is required.

3. Previous Reports and Decisions

- [#2019-P-3](#) - Connecting Our Communities; A Broadband Strategy for the Region of Durham;
- [#2020-INFO-5](#) - Durham Region Broadband Program Update;
- [#2020-EDT-6](#) - Regional Broadband Network Business Case Development and Endorsement of Grant Funding Application;
- [#2020-INFO-91](#) - Durham Region Broadband Program Update – Improving Connectivity for Ontario (ICON) Program, Stage 1 Application Status;
- [#2020-COW-29](#) - Durham Broadband Stage Two Funding Application for the Provincial Improving Connectivity for Ontario (ICON) Program; and
- [#2020-EDT-11](#) – Pickering-Uxbridge Broadband Fibre Trunk Project
- [#2021-COW-2](#) - Regional Broadband Network, Applications for Provincial and Federal Funding

4. Advancements in Broadband and Recent Funding Announcements

- 4.1 Since the date of the previous report, there have been various advancements in broadband in Durham, including several funding announcements for projects led by others, which are expected to improve access to broadband in some of Durham's underserved communities.
- 4.2 These announcements signify positive advancements in connecting Durham's communities and advancing the strategic priority to serve unserved and underserved areas.
- 4.3 The Township of Uxbridge has announced that they have entered into a Memorandum of Understanding with Bell Canada to bring a fibre-optic network to

homes in the urban Uxbridge area. This announcement adds to the previous positive news of agreements with Rural Wave to install fibre-optic infrastructure around Leaskdale and Udora.

- 4.4 The Federal Government announced in April 2021 that, through the UBF Rapid Response stream, over \$200,000 in federal funding would be committed to bring high speed internet to 130 underserved households in the Pickering communities of Greenwood and Whitevale. This project is being developed by Bell Canada which is investing \$273,000.
- 4.5 The Federal Government further announced in May 2021 that through the UBF Rapid Response stream, over \$1 million in federal funding would be committed to Rural Wave and Bell Canada to improve connectivity to 4,500 households across several communities in Durham Region.
- 4.6 To date, the Region has not received any feedback from the Province or Federal Government regarding its applications for funding. Announcements related to the Province's ICON program are expected this spring, and the UBF (large projects stream) announcements are expected in late Fall.

5. Update on activities required to establish a Municipal Services Corporation

- 5.1 Staff have identified and planned the activities and steps required to establish an MSC, have begun to strategically evaluate the benefits and implications, and have completed various early stage activities. Subject matter experts IBI Group and WeirFoulds LLP have been engaged to assist in development of the business case and in performance of the legal tasks required to prepare for registration of the corporation.
- 5.2 Guiding principles were drafted for the planned Regional Broadband Network to affect the overall goal of bridging the digital divide and bringing service to rural and underserved areas of the Region. The guiding principles were approved by the Broadband Steering Committee and are the basis for the Statement of Principles being developed for the MSC. The following guiding principles are being considered:
 - a. **Ubiquitous**
Encouraging ISPs to be in rural areas and assessing opportunities to further enable or incent last mile connections where ISPs do not see opportunities.
 - b. **Collaborative**
Achieving the ambitious outcome through partnerships aligned to the vision and advocating to senior levels of government for funding.

c. Affordable and Inclusive

While the planned structure does not enable the Region to set pricing for end customers, the Region will value outcomes of social benefit, health, wellbeing, and economic prosperity, enabling the network to be more broadly accessible by all demographics while also balancing long-term financial sustainability.

d. Open Access

Access to bandwidth on the network should be made available to any ISP that meets minimum commercial strength requirements, which will increase competition in the private sector and create efficiency and benefit for residents.

e. Fast and Reliable

Design a future-proof and resilient network that is capable of meeting future demand.

f. Improve Service Delivery

Leverage the network as a Regional Asset to enable more impactful services to residents.

- 5.3 Staff continue to evaluate the benefits and implications of establishing an MSC. It is a regulatory requirement that certain preliminary activities be completed prior to a municipality incorporating an MSC. These include conducting public consultation on the matter of establishing an MSC, and the development of a Business Case. At the appropriate time, staff will publish a Business Case on the Region's website and conduct a public consultation process, prior to returning to Council with a recommended direction on whether to proceed with the MSC.

6. Update on Pickering-Uxbridge Broadband Fibre Trunk

- 6.1 Detailed design of the entire route is well underway. 90% design has been completed for some segments and drawings have been submitted to agencies for special crossings permits.
- 6.2 Orders have been placed for long-lead items, including fibre optic cable, conduit, and vaults. Material is expected to arrive during the first two weeks of July.
- 6.3 A competitive prequalification was carried out to identify qualified general contractors. Four general contractors have been selected and will be invited to submit quotes on the construction tender.
- 6.4 An announcement on the ICIP grant application is expected imminently. The design work and advance procurement of materials has been funded by the Region,

however moving forward with the construction tender is contingent on a favorable response to the Region's grant application.

7. ICON Intake 1: Update and Authorization to Accept Grant Offer

- 7.1 In January 2021, the Region submitted a joint application to the ICON program (Intake 1) with Oshawa Power & Utilities Corporation (OPUC). This application outlined a project to build 403 kilometres of fibre optic network throughout all eight area municipalities serving over 3,600 households and 624 businesses.
- 7.2 Council directed staff to report back to Council once the broadband funding applications have been approved, together with recommendations to approve the projects along with the financial contributions required ([#2021-COW-2](#)).
- 7.3 To date, the Region has not received any response with respect to its ICON Intake 1 grant application, but based on the published timelines, an announcement is expected this spring/summer.
- 7.4 Discussions with OPUC related to the joint ICON 1 application are continuing.
- 7.5 It is recommended that staff be authorized to evaluate the terms and geographic scope of any grant awards from the ICON or UBF programs; accept such grants; evaluate and make any necessary project funding commitments related to the Region's ICON and UBF Projects; and execute any necessary agreements.

8. ICON Intake 2: Update

- 8.1 The Provincial ICON Program has been designed with two opportunities to submit applications, Intake 1 and Intake 2, each with a two-stage application process.
- 8.2 Staff are considering preparing and submitting a grant application for additional sections of the planned Regional Broadband Network through ICON Intake 2.

9. Financial Implications

- 9.1 While staff would normally include a project cost table with details related to the project funding commitments, identifying sources and uses for funds, many details are not yet known and it is not possible to provide estimates until the scope of any grant award is known. See Confidential Attachment #1 for further explanation.
- 9.2 Anticipated timeframes of funding decisions for the Region's broadband grant applications are as follows:

- a) ICON 1 - June 2021
- b) ICON 2 - October 2021
- c) UBF - August 2021
- d) ICIP - June 2021

9.3 To compliment the General Principles, a set of financial principles are also being considered for the establishment of the MSC for the delivery of broadband services, including:

- 1) Financial sustainability – recognizing the requirement of senior government subsidies as necessary to fund the initial start-up costs of the corporation;
- 2) Full Regional cost recovery – costs for any Regional services provided to the MSC must be recouped on the basis of full cost recovery; and
- 3) Risk assessment – although there is no risk of setting up a MSC in and of itself, there is risk of proceeding with the proposed Pickering-Uxbridge Broadband Fibre Trunk Project (with potential federal government funding from the ICIP), given that the design work and preliminary procurement has already taken place in advance of notification of a successful application under the ICIP. A more fulsome risk assessment will inform any decisions regarding operations of MSC in late 2021.

9.4 While the MSC is intended to be self-sufficient, it will take time to get to full cost recovery.

- a. It is contemplated that the Region will make annual financial contributions to the MSC's capital program to invest in the infrastructure. Over time, as infrastructure is constructed, this contribution to the capital program could be reduced.
- b. The Region may provide services to the MSC under a services agreement. It is expected that these services would be provided on a full cost recovery basis.

9.5 Financial and Funding Risks

- The current financial model is based on an initial conceptual design. As is typical with infrastructure projects that have not been undertaken before, the confidence level increases as the project moves from conceptual design to

detailed design. This creates a risk that the project costs may increase as detailed designs are undertaken. A number of assumptions have been made that will impact the overall cost including:

- Initial high level project design and deployment methods
 - Construction timeline of 3 years and phases of construction
 - Services offered
 - Funding secured
 - Labour and equipment cost
- To mitigate this risk, staff have engaged professional services providers to provide advice and market information to build a robust financial model. The expertise of these consultants will continue to enable staff to update the financial model as the detailed design is completed. The project team will work with its partners to incorporate industry best practices, minimize inefficiencies, and ensure there is no overlap or overbuilding of broadband infrastructure.
 - There is also the risk that the Regional Broadband network may need ongoing operating subsidies, if there is not a strong uptake within the current planned network, or the proposed Regional network fails to be competitive with existing ISPs in the market.

9.6 Construction Risks

- ICON's eligibility requirements note that projects eligible for funding must reach project completion by March 31, 2024. Through COVID 19 infrastructure responses, it is possible that there will be a high volume of broadband construction occurring around Ontario and in Canada over the next 3 years. This increase in demand may impact the availability of material and/or resources and have an adverse impact on the project schedule and/or impact the estimated project cost. To mitigate this risk, the Region is seeking external expertise and advisory services for professional advice in terms of financing and design. This advice will combine with expertise from the proposed MSC structure will help to mitigate the risk.

9.7 Business and Market Risks

- The Durham Broadband Network build out responds to a gap in internet service availability mainly in the region's rural areas and effectively places the Region in a new role as a service provider for households and businesses which do not have adequate internet speeds in today's environment. There is the risk that as the Region occupies a place in the broadband market which is traditionally filled by private ISPs, it may be viewed as competitive threat by private ISPs. To mitigate this risk, the Region should consider limiting its role to that of an owner (and potentially an operator) of an open access network that builds out the requisite broadband infrastructure into the communities and potentially to the premises where needed. The delivery of Internet Services to the end customer should be left to the retail Internet Service Providers.

10. Relationship to Strategic Plan

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

- Economic Prosperity:

Section 3.1 Position Durham Region as the location of choice for business.

Section 3.3 Enhance communication and transportation networks to better connect people and move goods more effectively, supporting a full-service broadband network across the region.

11. Conclusion

11.1 There have been various recent announcements related to broadband affecting Durham Region. Reference Confidential Attachment #1 for additional information.

11.2 Staff are making progress in completing the necessary tasks and evaluating the benefits and considerations associated with the creation of an MSC to operate the Region's planned Regional Broadband Network. After engaging in a public consultation process, completing a Business Case, and undertaking further evaluation and due diligence, staff will report back to Council with a recommendation related to the establishment of an MSC.

11.3 A response is expected during the summer recess from a senior level of government regarding a broadband infrastructure grant application the Region has submitted. It is recommended that staff be authorized to evaluate the terms and

geographic scope of any such grant awards from the ICON or UBF programs; accept the grant awards; evaluate and make any necessary project funding commitments related to the Region's ICON and UBF Projects; and execute any necessary agreements.

12. Attachments

Attachment #1: Confidential Attachment #1 (under separate cover)

Respectfully submitted,

Original signed by

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

Original signed by

Susan Siopis
Commissioner of Works

Original signed by

Nancy Taylor
Commissioner of Finance

Original signed by

Jason Hunt
Regional Solicitor

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Elaine Baxter-Trahair, Chief Administrative Officer
Report: #2021-COW-19
Date: June 9, 2021

Subject:

Provincial Review of the Municipal Code of Conduct

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That Council endorses the recommendations put forward by the Association of Municipalities of Ontario (AMO) with respect to Options for Enforcing Compliance by Council Members with Municipal Codes of Conduct;
 - B) That a letter be submitted to the Ministry of Municipal Affairs and Housing to request that the results of the consultation on strengthening municipal codes of conduct be released publicly; and
 - C) That a copy of this report be sent to the Minister of Municipal Affairs and Housing, Associate Minister of Children and Women's Issues, with a copy to Durham MPPs.
-

Report:

1. Purpose

- 1.1 On March 5, 2021, the Ministry of Municipal Affairs and Housing launched a consultation regarding the Municipal Codes of Conduct. The submission period is open until July 15, 2021. All members of the public and elected officials are encouraged to provide feedback.
- 1.2 The purpose of this report is to provide an overview the current Municipal Code of Conduct and present the recommendations put forward by municipal organizations, including Association of Municipalities of Ontario, for endorsement.

2. Background

- 2.1 The Municipal Code of Conduct is part of a broader Accountability and Transparency Framework outlined in the Municipal Act.
- 2.2 Section 223 of the Municipal Act outlines the broader scope of Accountability and Transparency in municipal governments. It includes legislation that requires:
- a. Each municipality to create a Code of Conduct.
 - The [Region of Durham Code of Conduct](#) is based on the principle that improving equality of Regional administration and governance is best achieved by encouraging high standards of conduct on the part of all municipal officials. It was most recently amended on May 29, 2019.
 - The Code of Conduct covers conduct at meetings and with staff, no improper use of influence, confidential information, gifts, benefits, services, and hospitality, and the use of Regional property, services and other resources.
 - b. Each municipality appoints an Integrity Commissioner or makes arrangements for the responsibilities of the Integrity Commissioner to be provided by the Commissioner of another municipality. The role of the Integrity Commissioner includes independent review of the application of the code of conduct, and any procedures, rules and policies governing the ethical behaviour of members.
 - The Region's Integrity Commissioner, Guy Giorno, was appointed on January 1, 2017 and will continue until the end of the current term of Council, on November 14, 2022.
 - The role of the Integrity Commissioner is:
 - (a) The application of the Code of Conduct for Members of Council and for members of local boards;
 - (b) The application of any procedures, rules and policies of the Region and local boards governing the ethical behaviour of Members of Council and local boards;
 - (c) The application of sections 5, 5.1 and 5.2 of the Municipal Conflict of Interest Act to Members of Council and local boards;
 - (d) Respond to the requests from Members of Council and of local boards for advice respecting their obligations under the Code of Conduct applicable to the member;
 - (e) Respond to requests from Members of Council and of local boards for advice respecting their obligations under a procedure, rule or policy of the Region or of a local board, governing the ethical behaviour of members;
 - (f) Respond to requests from Members of Council and of local boards for advice respecting their obligations under the Municipal Conflict of Interest Act; and

- (g) Provide educational information to Members of Council and local boards.
 - (h) Provide information to the public regarding the Code of Conduct and the obligations of members under the Code of Conduct and the Municipal Conflict of Interest Act
- The Integrity Commissioner may recommend that Regional Council impose penalties in accordance with the Municipal Act, 2001 if in the opinion of the Regional Integrity Commissioner, a Member of Council or a local board has contravened the Code of Conduct.
- c. Each municipality also appoints an Ombudsman. They are responsible for independent investigation of decisions or recommendations made or acts done or omitted during municipal administration. They support the requests of individuals who are not satisfied with the service received from the Region.
 - The Region's Ombudsman is ADR Chambers.
- d. Municipalities are also committed to an open and transparent government. Closed meetings can only take place for specific reasons outlined in the Municipal Act.
 - The Region has a Closed Meeting Investigation Procedure and has appointed Local Authority Services Limited (LAS)/Aird and Berlis as the Region's Closed Meeting Investigator.
- e. The Legislative Services division of Corporate Services, under the direction of the Regional Clerk, serves as the Region's liaison to accountability officials.

3. Previous Reports and Decisions

3.1 Not applicable

4. Recommendations of Association of Municipalities of Ontario (AMO)

- 4.1 On February 3, 2021, the AMO Board of Directors provided a [list of recommendations to Minister Clark](#). The submission contains recommendations that the powers of the Integrity Commissioners be expanded to enforce compliance with a Municipal Code of Conduct to include:
- a. The levying of an Administrative Monetary Penalty for a violation of a Code of Conduct provision, subject to a municipal policy adopted by a Council specifying penalty ranges;
 - b. Suspension of a Council Member for a specified time where the Council Member's attendance at council is affecting the ability of Council to make necessary decisions in the interest of the public such as during an emergency;

- c. Referral to a member of the judiciary with a recommendation to consider removing a councillor from office where continued and serious violations of the Code of Conduct have been documented; and
- d. That Ministry of Municipal Affairs and Housing (MMAH) provide funding and resources to improve the education and performance of Integrity Commissioners to create norms and standards in the office holders to improve councillor and public acceptance and trust.

5. Additional Comments

- 5.1 The Ontario Big City Mayors (OBCM) includes mayors of 29 single and lower-tier cities with a population of 100,000 or more, who collectively represent nearly 70 per cent of Ontario's population. The Municipalities of Ajax, Clarington, Oshawa, Pickering and Whitby are members of OBCM. The recommendations of OBCM are included in Attachment #1.
- 5.2 With the submission of the Integrity Commissioner 2019 and 2020 Annual Reports, Guy Giorno provided personal comments that may be formally submitted as part of the consultation. These comments are included in Attachment #2.
- 5.3 The Chief Administrative Officer has provided senior staff with the link to the province's online survey to facilitate their independent submissions.

6. Relationship to Strategic Plan

- 6.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
 - a. Goal Area 5.3 Demonstrate commitment to continuous quality improvement and communicating results. Durham Region is committed to continuous quality improvement and using data and information to make evidence-informed decisions. We will support transparency and accountability by providing clear and consistent communication and sharing of results with the community

7. Conclusion

- 7.1 The Region of Durham supports the improvement of the Municipal Code of Conduct to ensure municipal governments are a safe and respectful workplace and that there are accountability measures in place for those who violate the code of conduct.

8. Attachments

Attachment #1: Ontario Big City Mayors Recommendations

Attachment #2: Integrity Commissioner's Comments

Respectfully submitted,

Original Signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Attachment #1**Ontario Big City Mayors Recommendations**

April 17, 2021

Moved by Mayor Watson (Ottawa)

Seconded by Mayor Guthrie (Guelph)

Whereas currently the Municipal Act 2001, provides limited actions towards Members of Council who have violated their respective Council Codes of Conduct; and

Whereas there have been several examples in Ontario of Members of Council acting with deliberate and total disregard for any of the principles and values outlined in their respective Council Code of Conduct and the workplace policies proclaimed by Council; and

Whereas AMO has adopted a four-point position that includes allowing a judicial removal of a Member of Council at the recommendation of a municipal Integrity Commissioner in instances of egregious or repeated violations of a Council Code of a Conduct;

Therefore be it resolved that OBCM take the position that there be stronger consequences for flagrant violations of a Council Code of Conduct by a Member of Council, including but not limited to removal of office; and

Be it further resolved that OBCM write to the Honourable Steve Clark, Minister of Municipal Affairs and Housing, and Honourable Jill Dunlop, Associate Minister of Children and Women's Issues seeking revisions to the Municipal Act, 2001 that would provide for the vacating of the seat of a member of council who has been found on clear and convincing evidence to have committed serious misconduct, including any definitions necessary for the implementation of such a provision; and

Be it further resolved that these revisions consider allowing a Council or a municipal Integrity Commissioner to refer a Code of Conduct Violator to the court for a judicial hearing or an arm's length, non-political third party to address the potential removal from office of a Member of Council, similar to the current process with respect to attest relating to the Municipal Conflict of Interest Act.

CARRIED

Attachment #2**Integrity Commissioner's Comments**

April 30, 2021

Excerpt from [Integrity Commissioner 2019 and 2020 Annual Reports](#), Guy Giorno

3. Legislative Reform

The Province is currently consulting on reform of the Code of Conduct / Integrity Commissioner regime. I will likely participate in the consultations as an individual, on my own behalf. Because Integrity Commissioners must operate independently of the municipalities, it would not be appropriate for me to convey a position on behalf of any municipality; I will make clear that my comments are offered in a personal capacity.

While I have not yet made submissions, I am sharing with the Region and its local municipalities some of the considerations that I am likely to raise:

- a. Addressing the cost to municipalities, especially smaller ones. The volume of activity is primarily complaint driven, which places the costs of this provincial mandate outside a municipality's control. Consideration could be given to replacing municipal Integrity Commissioners with the provincial Integrity Commissioner, or a new provincial agency under Tribunals Ontario, or full-time, provincial appointees responsible for geographic areas of the Province – or at least giving municipalities such an option.
- b. Legislated qualifications for Integrity Commissioners, who are appointed as accountability officers under the Municipal Act. Currently there are no standards to prevent the appointment of an individual who has been convicted of a crime, or who has been subject to professional discipline for misappropriating client funds.
- c. A selection process suitable for the appointment of a statutory accountability officer. It is not obvious why appointment of an accountability officer would be decided on a commercial basis via Request for Proposals, or how a corporation or partnership is able exercise the legal authority of an Integrity Commissioner. An alternative view is that appointments of individuals to fill statutory offices should proceed according to an application and/or recruitment process. Various municipalities have started to abandon RFPs for Integrity Commissioners in favour of an application/ recruitment process better suited to appointments of individuals to hold statutory office. Examples include Ottawa and Richmond Hill.
- d. Some stakeholders are advocating for a power to remove councillors from office – which essentially means overturning the results of a democratic election. I do not believe that under any circumstance Integrity Commissioners should be given the power to unseat duly elected municipal councillors. I certainly do not believe that this significant power should be awarded by RFP, or that the power to penalize elected officials should be handed to a corporation.



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner & Medical Officer of Health, Commissioner of Finance and
Commissioner of Works
Report: #2021-COW-20
Date: June 9, 2021

Subject:

Oral Health Clinic Relocation and Expansion to Meet the Needs of the Ontario Seniors
Dental Care Program – Updated Project Approval

Recommendations:

That the Committee of the Whole recommends to Regional Council:

- A) That the tender T-1032-2021 Relocation of the Oral Health Clinic to 200 John St. W., Oshawa be awarded to Gay Company Limited, the lowest compliant bidder, at an amount not to exceed \$1,955,675 plus HST;
 - B) That the project budget for the Oral Health Clinic Relocation and Expansion for the Ontario Seniors Dental Care Program be increased by \$0.5 million from \$2.4 million to \$2.9 million to address updated project costs, with the increase in financing to be provided at the discretion of the Commissioner of Finance; and
 - C) That the Commissioner of Finance be authorized to execute any documents related to the recommendations contained within this report.
-

Report:

1. Purpose

- 1.1 The report seeks approval to award the tender T-1032-2021 Relocation of the Oral Health Clinic to 200 John St. W., Oshawa, to Gay Company Limited.
- 1.2 This report seeks approval to increase the project budget and provide Regional financing of \$0.5 million at the discretion of the Commissioner of Finance to address updated project costs.
- 1.3 In accordance with section 15.3 of the Budget Management Policy, an updated capital project approval by Regional Council is required prior to the award of the tender where the estimated project costs are expected to exceed the capital project

approval in excess of \$250,000.

2. Background

- 2.1 On April 11, 2019, the Province announced the creation of the Ontario Seniors Dental Care Program (OSDCP) to provide oral health services to eligible low-income seniors. The OSDCP is delivered through public health units, local Community Health Centres (CHCs) and Aboriginal Health Access Centres (AHACs). It should be noted that there are no AHACs in Durham Region.
- 2.2 Seniors 65 years of age or older with an annual income of \$19,300 (for a single person), or family income of \$32,300 (for a couple), or less are eligible to receive oral health services provided by public health units. Beginning August 1, 2021, the OSDCP income thresholds will change to \$22,200 for single people and \$37,100 for a couple.
- 2.3 The Ministry of Health (MOH) communicated that the OSDCP will be rolled out in two stages: Stage I was launched on November 20, 2019 and leveraged existing infrastructure; Stage II implementation expanded the program through capital investments to ensure adequate infrastructure to provide care for eligible seniors in each public health unit.
- 2.4 The MOH provided \$1.6 million in base funding for the 2020 funding year to support the OSDCP as articulated in the 2020 Public Health Funding and Accountability Agreement and \$1.1 million in capital funding for the OSDCP, for the period of April 1, 2020 to March 31, 2021, or such later expiry date as agreed to by the parties.
- 2.5 On March 15, 2020, as a result of the pandemic and recommendations of the Royal College of Dental Surgeons, the Oral Health Division (OHD) suspended all Healthy Smiles Ontario (HSO), OSDCP, school screening activities and health promotion activities for Ontario Disability Support Program (ODSP) and Ontario Works (OW) clients.
- 2.6 On July 6, 2020, the OHD began a phased reopening. Currently the Oral Health Clinic is taking clients by appointment only and is providing oral health services to children, youth and seniors.

3. Previous Reports and Decisions

- 3.1 The following motion was approved on December 18, 2019 through report #2019-COW-34:
 - a. That authorization be granted to proceed with a competitive process and award a contract to retain a consultant in accordance with Purchasing By-Law #68-2000, as amended, to determine detailed capital costs to relocate and expand the current Oral Health Clinic from the Whitby Mall at 1615 Dundas St. E. in the Town of Whitby to the Midtown Centre at 200 John St. W. in the City of Oshawa to accommodate up to 4,000 new low-income senior clients;

- b. That financing for the cost of the consultant be funded from within the 2019 approved 100 per cent Provincial operating funding for the Ontario Seniors Dental Care Program as articulated in the 2019 Public Health Funding and Accountability Agreement;
 - c. That authorization be granted to negotiate a lease Agreement with 2381502 Ontario Inc., o/a Midtown Centre to relocate the Oral Health Clinic, conditional upon funding approval from the Province for capital costs related to the Ontario Seniors Dental Care Program and Council approval;
 - d. That the pre-consultant estimated cost of \$2.3 million to relocate and expand the Oral Health Clinic be included for consideration in the 2020 Health Department Business Plans and Budget to be funded from anticipated Provincial capital funding;
 - e. That beginning the work to relocate and expand the Oral Health Clinic be subject to Provincial funding and Council approval; and
 - f. That the Commissioner of Finance be authorized to execute any necessary Agreements.
- 3.2 The December 18, 2019 motion was approved based on the pre-consultant estimated cost of \$2.3 million at the time. A revised estimated cost of \$2.4 million which included the required dental equipment was approved as part of the 2020 Health Department Business Plans and Budget to be funded from the anticipated provincial funding.
- 3.3 The following motion was approved on April 29, 2020 through report #2020-COW-12:
- a. That Works Department staff be authorized to finalize a lease agreement with 2381502 Ontario Inc., o/a Midtown Centre for approximately 9,000 square feet of space at 200 John Street Oshawa to relocate the Oral Health Division, including the Oral Health Clinic and staff office space in order to accommodate the Ontario Senior's Dental Care Program, prior to approval from the Province for funding for the capital costs related to the Ontario Seniors Dental Care Program;
 - b. That staff be authorized to begin the capital work to relocate and expand the Oral Health Clinic from 1615 Dundas Street E., Whitby to 200 John Street W., Oshawa at an estimated total cost of \$2.3 million in advance of receiving Provincial funding approval and that any required Regional financing be provided at the discretion of the Commissioner of Finance;
 - c. That the Commissioner of Finance be authorized to execute any necessary funding or contract agreements subject to the review and concurrence of the Regional Solicitor; and
 - d. That the Regional Chair and Clerk be authorized to execute all documents associated with the lease agreement.

4. Tender Information

- 4.1 The tender for construction (T-1032-2021 Relocation of Oral Health Clinic to

200 John St., Oshawa) was issued on April 14, 2021 and closed May 13, 2021.

- 4.2 Thirteen companies submitted bids in response to tender T-1032-2021 to relocate the Oral Health Clinic to 200 John St. W., Oshawa. The bids ranged from \$1.96 million to \$3.06 million.
- 4.3 The scope of the work includes construction and renovation of the existing space at 200 John St. W. and demolition of the existing layout at 1615 Dundas St. E.
- 4.4 The bid includes costs related to mechanical, plumbing, electrical, communications, security and life safety systems, structural and architectural improvements and it is inclusive of all labour, equipment and products required, necessary, or normally recognized as necessary, for the proper and complete execution of the work.
- 4.5 Based on an overall evaluation of the bids, it is recommended that Gay Company Limited, the lowest compliant bidder, be awarded the contract at an amount not to exceed \$1,955,675 plus HST.
- 4.6 Due to significant plumbing issues at the current Oral Health Clinic location, challenges with accessibility for the senior population, and timelines associated with provincial funding, there is an urgency to award the tender and begin construction at the new location.

5. Financial Implications

- 5.1 The preliminary construction cost estimate to move from the current location and re-design the new location to accommodate the HSO program and OSDCP was \$2.1 million; including equipment costs, the total capital cost was estimated at \$2.4 million. The estimate included the demolition costs of the current Oral Health Clinic space at 1615 Dundas St. E., Whitby, to return the space back to its original state.
- 5.2 This preliminary cost estimate was approved as part of the 2020 Health Department Business Plans and Budget and it was anticipated at that time that the capital costs would be funded by the MOH.
- 5.3 Following approval of the 2020 Health Department Business Plans and Budget, the MOH informed DRHD that it will only consider funding the OSDCP portion of the capital costs of relocating and expanding the Oral Health Clinic through the OSDCP capital funding application process and that equipment costs should be funded using any available surplus operating funds.
- 5.4 The MOH approved \$1.1 million in capital funding for the OSDCP, for the period of April 1, 2020 to March 31, 2021, or such later expiry date as agreed to by the parties. As construction has not commenced and most of the approved capital funding remains unspent, DRHD has requested an extension for use of the capital funds. While it is anticipated that the MOH will approve the request, a response has not yet been received.

- 5.5 With the results of tender T-1032-2021 and the lowest bid of \$1.96 million, the updated project cost, including costs for construction and equipment is \$2.9 million. A detailed breakdown of costs is included in Attachment #1.
- 5.6 In accordance with section 15.3 of the Budget Management Policy, an updated capital project approval by Regional Council is required prior to the award of the tender where the estimated project costs are expected to exceed the capital project approval in excess of \$250,000.
- 5.7 The original cost estimate for this project was developed in 2019, before COVID-19. COVID-19 has significantly impacted the design of the space and costs for construction. The project cost as submitted by the lowest bidder reflects the impacts of COVID-19 including increases with sourcing and availability of supplies, materials, labour and required changes to design parameters. The construction industry is currently experiencing shortages of many construction materials and skilled labour causing large increases in costs for projects across Durham Region. There are also additional costs incurred by contractors for compliance with the public health measures implemented by the Government of Ontario.
- 5.8 Costs have also been impacted by new codes and requirements as a result of COVID-19, including more stringent HVAC regulations for conditioned clean air for healthcare facilities and infection prevention and control (IPAC) regulations impacting millwork. The new mechanical system has been designed to comply with the CSA standard CSAZ317.2, special requirements for HVAC systems in health facilities.
- 5.9 In addition to COVID-19, design changes, including the relocation of the electrical room to create a more cohesive clinic layout, and the addition of a large denturist lab to support the OSDCP, have impacted the construction cost.
- 5.10 As a result, the project requires additional financing of \$0.5 million, increasing the project budget from \$2.4 million to \$2.9 million in order to award the tender and commence work. This additional financing will be identified and provided at the discretion of the Commissioner of Finance.
- 5.11 Through the MOH's 2021 one-time funding application process, DRHD has requested an additional \$1.1 million for capital costs related to the relocation of the Oral Health Clinic. The additional request of \$1.1 million was based on an estimated cost increase at the time of application. There is no indication from the MOH if this request will be approved.
- 5.12 Lease and facility operating costs of \$157,637 for the new space at 200 John St. W., Oshawa were approved as part of the 2021 Health Department Business Plans and Budget. The 2021 Health Department Business Plans and Budget also includes \$164,159 for facilities related costs at 1615 Dundas St. E. for the Breastfeeding Clinic and Oral Health Clinic space.

- 5.13 The current lease at 1615 Dundas St. E. expires on August 31, 2021. An overholding of the space to March 31, 2022 has been negotiated, with the same terms, conditions and rates provided under the current lease, to accommodate the program until the space at 200 John St. W. is available for occupancy.
- 5.14 The additional rent and operating costs at 1615 Dundas St. E., Whitby for the seven-month period of September 1, 2021 to March 31, 2022 are estimated at \$57,734 plus HST and will be funded from the 2021 approved and 2022 proposed Health Department Business Plans and Budgets.
- 5.15 The rent and operating costs are estimated based on previously negotiated annual rates of \$14 per square foot for rent and \$7 per square foot for operating costs. The OHD space at 1615 Dundas St. E., Whitby is 4,713 square feet.

6. Conclusion

- 6.1 Staff has negotiated the overholding of space with the landlord at 1615 Dundas St. E., Whitby until March 31, 2022, with lease and operating cost financing to be provided from the 2021 approved and 2022 proposed Health Department Business Plans and Budgets at an estimated cost of \$57,734 plus HST, to accommodate the delay in construction at 200 John St. W., Oshawa.
- 6.2 It is recommended that approval be received to award the tender T-1032-2021, Relocation of the Oral Health Clinic to 200 John St. W., Oshawa, to Gay Company Limited, the lowest compliant bidder, at an amount not to exceed \$1,955,675 plus HST.
- 6.3 It is recommended that the project budget be increased from \$2.4 million to \$2.9 million with additional Regional financing to be provided at the discretion of the Commissioner of Finance to manage the updated project cost as provided by the lowest compliant bidder.

7. Attachments

Attachment #1: Detailed Project Cost – Oral Health Division Relocation

Respectfully submitted,

Original signed by

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

Original signed by

Nancy Taylor, BBA, CPA, CA
Commissioner of Finance

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

Attachment #1
Detailed Project Cost – Oral Health Division Relocation

Project Item	Net Cost (\$)
Net Construction Cost – Gay Company Limited	1,955,675
Net HST @1.7602%	34,424
Total Construction	1,990,099
Consulting Costs (including applicable taxes)	138,514
Construction - Demolition at 1615 Dundas	60,000
Miscellaneous Equipment	25,672
Dental Equipment Tender (including applicable taxes)	426,327
Permits	9,377
Contingency	250,000
Total Project Cost	\$2,899,989