

TOWN OF HALTON HILLS – GENERAL INFORMATION PACKAGE**COUNCIL MEETING – JUNE 14, 2021****ADVISORY/SPECIAL COMMITTEES AND BOARD MEETING MINUTES**

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PASSED RESOLUTIONS CONTINUED

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149-151	TOWN OF PLYMPTON-WYOMING – Resolution passed at their Council meeting held on May 26, 2021, regarding Support for Advocacy for Reform MFIPPA.
152	REGIONAL MUNICIPALITY OF YORK – Resolution passed at their Council meeting held on May 27, 2021, regarding Timing of Step 1 of the “Provincial Roadmap to Reopen”.

SUPPORT

PAGE	INFORMATION
153-154	TOWN OF HALTON HILLS – Letter to Brian Lennie, Senior Advisor, Municipal Affairs – Ontario South/West, Enbridge Gas Inc dated June 1, 2020, regarding Expression of Support for Natural Gas Expansion to the Town of Halton Hills – Ballinafad, Limehouse and Silvercreek Expansion Project.
155-156	MINISTRY OF ENERGY, NORTHERN DEVELOPMENT AND MINES – Response from the Office of the Associate Minister of Energy dated June 9, 2021, regarding the above Expression of Support.



**MINUTES OF THE
ACTIVE TRANSPORTATION COMMITTEE
MAY 18, 2021**

Minutes of the Active Transportation Committee meeting held on
Tuesday May 18, 2021 Via Zoom

Members Present: Councillor J. Fogal, Chair, Councillor C. Somerville, A. Stiehl, R. Hendry, C. Lenz, A. Sommer, S. Suprina (left at 8:00 p.m.), A. Welter

Regrets: Councillor W. Farrow-Reed, G. Price-Jones, K. Willard

Staff Present: K. Okimi, Director of Parks and Open Space;
M. Van Ravens, Director of Transportation;
M. Taylor, Senior Landscape Architect;
M. Lawr, Deputy Clerk;
R. Brown, Committee Clerk

1. CALL TO ORDER

Councillor J. Fogal called the meeting to order at 7:02 p.m.

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

Councillor C. Somerville declared a pecuniary/conflict of interest with respect to the verbal update regarding the lowering of speed limits on local streets to 40 kmh from the previous meeting (Active Transportation Committee Meeting held on January 26, 2021) as he is the owner of property on Cobblehill Road, a location for this project. He did not partake in any discussions or voting on this matter.

3. RECEIPT OF PREVIOUS MINUTES

M. Van Ravens advised the committee that Council approved the 40kmh pilot project and the neighbourhoods have been selected. M. Van Ravens also advised that in 2022-2023 there could also be photo radar programs in community safety zones/school zones.

Recommendation No. ACT-2021-0004

THAT the Minutes of the Active Transportation Committee Meeting held on January 26, 2021 be received.

CARRIED

4. SCHEDULED ITEMS FOR DISCUSSION

4.a Hungry Hollow Accessways update

M. Taylor explained the difference between the types of access points to Hungry Hollow and the criteria used to determine the type of access point that is appropriate for a given area.

1. Lucinda Place

M. Taylor advised the committee that the access point located at Lucinda place has traditionally been a non-formalized entry point only defined by a post and a well-travelled grass portion. Due to increased use of this access point the property owner immediately adjacent to the access point has requested a concrete sidewalk.

The committee discussed the various ways of formalizing and noted that limestone screening may be a more appropriate way of defining the access and defining the property lines between the private property and the access point.

2. Gooderham Drive/Maple Creek Parkette

M. Taylor advised that there has been increased driving traffic to the access point located at Gooderham Drive and Maple Creek Parkette and they are looking to formalize the access point.

The committee discussed the various ways of formalizing and noted that limestone screening may be the best approach at defining the access and defining the property lines between the private property and the access point. The committee agreed that this may warrant further discussion for formalization to address environmental concerns.

The committee suggested that limestone screening or granular with a low fence and better signage may be an appropriate means of formalizing the access point in this area.

4.b Hungry Hollow West Branch Dr. Park to Downtown Georgetown update

M. Taylor advised that Phase 1 has funding, the Credit Valley Conservation Permit and is waiting for the Ministry of Conservation and Parks permit. It is anticipated that construction for Phase 1 will commence this summer (2021). Phase 2 will be tendered later this year for construction in 2022.

4.c 2022 Trails Capital Budget Requests**1. Upper Canada College Trail (Credit Valley Trail Section)**

M. Taylor explained to the committee that as part of the Active Transportation Master Plan and the Trails Capital Budget the Credit Valley Trail Section of the Upper Canada Trail Section will be included in the 2022 Capital Budget.

2. Birchway Place/Fairy Lake Trail

M. Taylor noted that the request for Phase 1 of the Birchway Place/Fairy Lake Trail connecting around the Acton Seniors Residence, will be included in the 2022 Trails Capital Budget. Phase 2 (Mill Street) will not be included at this time.

3. Trafalgar Sports Park to Black Creek Estates

M. Taylor advised the committee that included in the 2022 Trails Capital Budget requests will be the Trafalgar Sports Park to Black Creek Estates trail that runs through Holy Redeemer Cemetery. This piece of trail will create a connection to Limehouse. M. Taylor noted that Subdivision has land that was allocated for a trail however the subdivision has not been assumed yet.

M. Taylor requested formal endorsement of the three 2022 Trails Capital Budget requests from the committee. The committee provided the following endorsement:

Recommendation No. ACT-2021-0005

THAT the Active Transportation Committee endorses the proposed 2022 Capital Budget requests for the trail projects of Upper Canada College Trails, Trafalgar Sports Park to Black Creek Estates Trail and the Birchway Place/Fairy Lake Trail.

CARRIED

4.d Eighth Line Environmental Assessment

M. Van Ravens advised the committee that to accommodate for growth (mainly Vision Georgetown) there will be a need to widen Eighth Line. M. Van Ravens provided an overview of the Eighth Line Environmental Assessment (EA) to the committee.

4.e Maple Avenue drawings

M. Van Ravens provided the committee with an overview of the pavement management for Maple Avenue. The committee provided some feedback that M. Van Ravens advised she would take back to the design team.

4.f Signage on Main Street North Bridge

M. Van Ravens provided the committee with an overview of the signage on the Main Street North Bridge.

5. SUB-COMMITTEES AND WORKING GROUPS**5.a Bike It Committee**

Recommendation No. ACT-2021-0006

THAT the following Bike It Sub-Committee meeting minutes be received by the Active Transportation Committee:

1. Bike it Committee minutes dated January 14, 2021
2. Bike It Committee minutes dated February 11, 2021
3. Bike It Committee minutes dated March 11, 2021
4. Bike It Committee minutes dated April 8, 2021

CARRIED

6. CLOSED SESSION

NIL

7. ITEMS TO BE SCHEDULED FOR NEXT MEETING

NIL

8. ADJOURNMENT

The meeting adjourned at 9:04 p.m.



COMMITTEE OF ADJUSTMENT MINUTES

Minutes of the Committee of Adjustment hearing held on **April 7, 2021**, at 6 p.m. via Zoom.

Members Present: Todd Jenney, Chair, Jane Watson, Lloyd Hillier, Neal Panchuk, Thomas Hill

Staff Present: Jeff Markowiak, Director of Development Review
Ruth Conard, Planner
Tharushe Jayaveer, Planner
Niloo Hodjati, Secretary-Treasurer, Committee of Adjustment & Consent Official

1. CALL TO ORDER

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

None.

3. APPLICATIONS HEARD

The order was altered to accommodate applicants.

b) Minor Variance D13VAR21.006H – Brar

Location: 15769 5 Side Road, Town of Halton Hills (Esquesing), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

- 1.** To reduce the side yard setback from the minimum 1.5 m to permit a 1.23 m side yard setback (accessory structure).
- 2.** To reduce the rear yard setback from the minimum 1.5 m to permit a 1.22 m rear yard setback (accessory structure).

To accommodate the already-relocated existing heritage-listed accessory structure.

Owner(s): Ranjit Singh Brar

The Town Planner noted no objections to approval, subject to condition. The owner was present to answer questions. Discussions included the structure foundation and heritage status.

It was MOVED by Thomas Hill, SECONDED, and CARRIED

THAT the application be approved, subject to condition.

c) Minor Variance D13VAR21.007H – Pinheiro

Location: 33 Logan Court, Town of Halton Hills (Georgetown), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To reduce the side yard setback from the minimum 1 m to permit a 0.6 m side yard setback (cabana).
2. To reduce the rear yard setback from the minimum 1 m to permit a 0.6 m rear yard setback (cabana).
3. To increase the encroachment of the roof overhang from the maximum 50% of the side yard setback (0.3 m from the side lot line) to permit a roof overhang encroachment of 80% (0.12 m from the side lot line), (cabana).

To accommodate a proposed cabana.

Owner(s): Emanuel Pinheiro

The Town Planner referenced written support which were received after the report was finalized, and noted no objections to approval, subject to condition. The owner was present to answer questions. Discussions included the existing concrete foundation being moved by the contractor, so that the structure may be built to the requirements of the Zoning By-law.

It was MOVED by Neal Panchuk, SECONDED, and CARRIED

THAT the application be refused.

d) Minor Variance D13VAR21.008H – Lemma

Location: 10 Brucewood Road, Town of Halton Hills (Georgetown), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To reduce the exterior side yard setback from the minimum 4.5 m to permit a 3.82 m exterior side yard setback (addition).
2. To reduce the rear yard setback from the minimum 7.5 m to permit a 7.41 m rear yard setback (addition).

To accommodate an addition to the existing house under construction.

Owner(s): Etsegenet Lemma, **Agent:** Tony Rocchetti

The Town Planner noted no objections to approval, subject to condition. The owner and agent were present to answer questions. Discussions included how a height variance was never required as the height of the dwelling is permitted by the Zoning By-law, and that the existing footprint and foundation walls were used for the new build.

It was MOVED by Neal Panchuk, SECONDED, and CARRIED

THAT the application be approved, subject to condition.

e) Minor Variance D13VAR21.005H – Arias

Location: 120 Confederation Street, Town of Halton Hills (Glen Williams), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To reduce the side yard setback from the minimum 2.25 m to permit a 0.61 m side yard setback (driveway).
2. To increase the driveway width from the maximum 7 m to permit a driveway width of 9 m.
3. To reduce the side yard setback from the minimum 2.25 m to permit a 0.98 m side yard setback (attached garage).

To accommodate the as-built attached carport, which is proposed to be enclosed as a garage, and driveway.

Owner(s): Carlos Arias, **Agent:** Joliette Arias

Oral Submission: Chris Sargent, 118 Confederation Street

The owner joined the hearing after it was already in session.

The Town Planner addressed the written objection which was received after the report was finalized. In response to the concerns, stated that the setbacks and driveway are existing situations, the shed does not require variances, the hammerhead is to allow vehicles to maneuver and exit safely, and screening is not included as part of conditions.

The Director of Development Engineering spoke to the grading and site alteration process.

Chris Sargent, 118 Confederation Street: spoke against the application noting issues with the carport, screening, drainage, and driveway, however, later noted no issues with the driveway.

The owner spoke about the proposal, the retaining wall, problems with various contractors, and stated that he does not need the existing carport.

Committee Discussions included the retaining wall, grading, drainage, driveway, and the existing carport.

It was MOVED by Lloyd Hillier, SECONDED, and CARRIED

THAT Variances 1 & 2 be approved, subject to conditions, and Variance 3 be refused.

Variances related to the driveway were approved, and the variance related to the existing carport was refused.

4. ADJOURNMENT

Adjourned at approximately 7:45 p.m.



COMMITTEE OF ADJUSTMENT MINUTES

Minutes of the Committee of Adjustment hearing held on **May 5, 2021**, at 6 p.m. via Zoom.

Members Present: Todd Jenney, Chair, Jane Watson, Lloyd Hillier, Neal Panchuk, Thomas Hill

Staff Present: Jeff Markowiak, Director of Development Review
John McMulkin, Planner
Ruth Conard, Planner
Niloo Hodjati, Secretary-Treasurer, Committee of Adjustment & Consent Official

1. CALL TO ORDER

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

None.

3. APPLICATIONS HEARD

a) Minor Variance D13VAR21.009H – Shaw

Location: 5 Temple Road, Town of Halton Hills (Georgetown), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

- 1.** To reduce the interior side yard setback to the second storey from the minimum 1.8 m to permit a 1.4 m side yard setback.
- 2.** To reduce the interior side yard setback to the second storey from the minimum 1.8 m to permit a 1.3 m side yard setback.

To accommodate a proposed second storey addition to the dwelling.

Owner(s): Jamie Shaw, **Agent:** Alana Nielsen

The Town Planner discussed the intent of setbacks, shared pictures to show setbacks of the dwellings on the street, referenced the written support received from the property owners of 3 Temple Road, noted no objections to variance 1 subject to condition(s), and noted objections to variance 2, recommending that the Committee refuse it.

The owners and agent were present to answer questions. Discussion included the owners having spoken with the neighbours about the proposal, no objections having been received, and that bringing in the second-floor walls would be very costly.

It was MOVED by Todd Jenney, SECONDED, and CARRIED

THAT the application be approved, subject to conditions.

b) Minor Variance D13VAR21.010H – McDonald

Location: 13 Charles Street, Town of Halton Hills (Georgetown), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To reduce the rear yard setback from the minimum 7.5 m to permit a 2.14 m rear yard setback (addition).

To accommodate a proposed addition above the existing attached garage.

Owner(s): Geoff McDonald, **Agent:** Ryan Green

The Town Planner noted no objections to approval, subject to conditions. The owner and agent were present to answer questions. Discussions included permits having been obtained for other works on site.

It was MOVED by Neal Panchuk, SECONDED, and CARRIED

THAT the application be approved, subject to conditions.

c) Minor Variance D13VAR21.011H – MacLean

Location: 21 Temple Road, Town of Halton Hills (Georgetown), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To reduce the setback from the right-of-way owned by a federally regulated railway company from 30 m to permit a setback of 18.75 m.

To accommodate a proposed addition to the dwelling.

Owner(s): Neil MacLean, **Agent:** Alana Nielsen

The Town Planner noted no objections to approval, subject to condition. The owner and agent were present to answer questions.

It was MOVED by Jane Watson, SECONDED, and CARRIED

THAT the application be approved, subject to condition.

d) Minor Variance D13VAR21.012H – Martin

Location: 8 Blue Mountain Place, Town of Halton Hills (Silvercreek), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To increase the floor area for a single accessory structure from the maximum 60 sq m to permit a 67 sq m accessory structure.
2. To increase the total floor area for all accessory structures from the maximum 80 sq m to permit a total floor area of 114 sq m.
3. To increase the height for an accessory structure from the maximum 4.5 m to permit a height of 5.5 m.

To accommodate a proposed accessory structure.

Owner(s): Jeff Martin, **Agent:** Mathew Partridge

The Town Planner noted no objections to approval, subject to condition. The owner and agent were present to answer questions.

It was MOVED by Thomas Hill, SECONDED, and CARRIED

THAT the application be approved, subject to condition.

e) Minor Variance D13VAR21.013H – Schruder

Location: 6 Meagan Drive, Town of Halton Hills (Glen Williams), Regional Municipality of Halton

Purpose: Requesting relief from Zoning By-law 2010-0050, as amended,

1. To increase the height for an accessory structure from the maximum 4.5 m to permit a height of 5.73 m.

To accommodate a proposed accessory structure (cabana).

Owner(s): Brad Schruder

The Town Planner noted no objections to approval, subject to condition. The owner was present to answer questions. Discussions included the height of the structure and fence.

It was MOVED by Thomas Hill, SECONDED, and CARRIED

THAT the application be approved, subject to condition.

4. ADJOURNMENT

Adjourned at approximately 6:50 p.m.

The BIA was approved the Healthy Communities Initiative grant and those funds will go towards the Farmers Market costs. Money from approved Market vendors are now being collected. Bethany Hanman (Summer Student) starts working at the BIA this week. She will be assisting at the Farmers Market.

a) **Acceptance of financial statements**

Motion: To accept the April 2021 financial statements as presented

Motion Moved By: Cindy Robinson

Second: Ted Flanagan

Motion passed

9. Business Arising

a) **IFP/Metroland agreement**

The monthly campaign will cost \$1,495.00 per month. It includes:

- Opportunity to promote the Farmers Market and the new gift certificates.
- The half page ads can be used to promote BIA businesses. (1 per month, 12 businesses in total)
- Social media retargeting
- Email acquisition
- Google Adwords
- Branded content
- Takeovers
- SEO

ACTION: Board members to send ideas to Yaw how to make sure businesses don't feel left out in print promotions, due to only 12 half pages available. How do we select the 12 businesses to be given the half page ads?

b) **Update: BIA gift cards**

ACTION: BIA staff keep the Board updated with how much is outstanding and not cashed in as gift cards on the BIA's financial books.

ACTION: Yaw to reach out to the Downtown businesses and ask them for their input about the gift cards and how they want to handle the balance remaining on a BIA gift card after a patron has partially used one. Ask businesses like Heather's Bakery, Silvercreek Socialhaus, Mill Street Cheese Market.

ACTION: Find out which Downtown businesses are willing to participate in the BIA gift card program. Then Yaw will present his findings to Jamie.

c) **Update: BIA "Welcome Box"**

Yaw, Connie Ward and Suzanne have been in talks about creating Welcome Boxes made up of products from Downtown businesses. They will be given to the new residents in Amico's new constructions in and around the Downtown and Amico seems willing to take on the costs. There is no idea when residents will move into their new homes, so this is still in brainstorming and planning phase.

10. Council Update – Councilor Jane Fogal

The Town continues to work on its Al Fresco patio program. They are also working with the McGibbon project; students will hopefully paint and decorate the hoarding that will be put up while it undergoes construction. The pricing for the lighting project on Guelph and Mill Street should be made available this week.

11. Committee Updates

a) **Beautification Committee – Sandy**

The banners quotes will be the next item on its upcoming meeting's agenda.

b) Marketing Committee – Jamie

Everything was already discussed under Business Arising.

c) Farmers Market - Yaw

Someone used social media to complain about the Farmers Market. It was a farm vendor who wasn't happy to be offered a booth in the Church Street parking lot and wanted one on Main Street South instead.

ACTION: If any board member wants to participate at the Farmers Market, please let Yaw know as soon as possible. Vendor spots are filling up fast.

12. New Business – Yaw**a) Road closure in the Downtown**

Filming is supposed to take place May 26 for the Disney/National Geographic production "Hot Zone". Road closure may take place for a half or full day.

ACTION: If the road closure in Downtown for filming is approved, make sure that it is clearly communicated to all the BIA members. Let them know details such as where they may park, etc. Yaw to update the Board and members about the road closures and compensation to the Downtown businesses.

13. Meeting Adjournment:**Motion: To Adjourn**

Motion Moved By: Ron Quinlan Second: Beverley King

Motion passed

Meeting adjourned at 9:54 AM

Next Meeting – Tuesday, June 8, 2021 @ 9:00 AM

<u>ACTIONABLE ITEMS</u>	<u>STATUS</u>
<p>BIA Gift Certificates:</p> <p>Investigate creating BIA gift certificates or coupons with expiry dates to offer to organizations like Light Up The Hills.</p> <p>The BIA gift certificates replacements are to be finalized and available by the end of the first quarter of 2021. The new certificates must be printed to minimize the risk of fraud. Priority to be given to the promotional gift certificates since they have expiry dates and are in higher demand for thank-you gifts and promotional purposed. Certificates that can be sold are also required but less of a priority.</p> <p>Staff will report to the Marketing Committee on the status and progress of the new BIA gift certificates. The Executive will also be consulted.</p> <p>Yaw, Jamie and Beverley will oversee the process of the BIA gift certificates.</p>	In progress - target May 2021
<p>Manager to contact local service clubs (and organizations like Cadets, Guides, Scouts, etc.) to ask if they can help out at events (e.g. manning barricades during car show, etc.) in return for a donation/payment to their organization.</p>	On hold due to COVID Will resume when large events resume
<p>Request Silvercreek Commercial to purchase and install brackets for the hanging baskets onto the McGibbon. Come to some sort of agreement e.g. if you purchase three, we will assist and purchase another 3. Also request brackets for the front of the BIA office for hanging baskets.</p>	Pending - target May 2021
<p>Find grants to assist the BIA with Beautification projects including lighting in Downtown, Directional Signage, Retaining wall and sidewalk on Back Street.</p>	In progress
<p>The BIA Manager to find out the budget the Town will provide to assist the BIA's beautification projects.</p>	In progress
<p>Nikki to follow up on the Town's MAP reimbursement for 2020.</p>	In progress
<p>Yaw to collect all the unpaid invoices from Town's Public Works. E.g. snow clearing.</p>	In progress
<p>Strategic Planning Committee to create a formal plan from the current Strategic Plan's working document for Board approval at the February meeting that can then be shared with members and the Town.</p>	In progress
<p>Yaw to draft a document that outlines the procedures for how to elect for an Executive Board position including timeframe, variances for new term elections vs mid-term elections.</p>	In progress
<p>Staff will document all procedures for events and operations of the BIA office.</p>	In progress
<p>Consider using Square as another financial transaction option for the gift certificates.</p>	In progress
<p>Staff to reformat the Strategic Plan formal document for easier printing capabilities.</p>	In progress
<p>Board members to please submit their ideas and wish list for the Downtown (2021) via email to Yaw. E.g. lit arches into the Downtown</p>	In progress

area, event like "Taste of the Downtown", virtual events model like a wine and cheese tasting (i.e. collect your cheese tray and wine and then join store online via Zoom and learn about how to pair wine with cheese etc.), interview the businesses in the Downtown on Facebook Live videos, etc. Look at examples from other towns and cities.	
Yaw to look at the events calendars from other BIAs for additional ideas for the Downtown.	In progress
Post videos from the Downtown businesses onto the BIA's YouTube channel, and then they will automatically appear on the BIA website. Make sure that the videos have closed captioning for AODA compliance.	Pending
BIA to investigate about pop-up parkettes and other ways to encourage people to come and stay in the Downtown. Find out how to use grants to cover costs such as closing streets on Friday and Saturday evenings for restaurants and other businesses, staffing the barricades, etc. The area around Knox Church may be a good spot for a pop-up parkette. Councillor Jane Fogal offered to assist. Ideas and research will be discussed in the next marketing committee meeting.	In progress
Jamie to bring restaurants' feedback about Downtown Drive-Through Taste event to the next Marketing Committee meeting.	Pending
For documents that the BIA must keep (e.g. board minutes), approach Mark Row (Esqueusing Historical Society) to store our documents in a closed collection, or ask Valerie Petryniak if the Town be willing to keep and archive the BIA's documents.	Pending
The BIA to create marketing brochures, literature of the Downtown (great place to work and build a business). Scout for high level players.	Pending
Find out what Amico is planning to do in terms of beautification of the McGibbon, particularly on the Mill Street side.	Pending
Yaw to remind the Town that the BIA must be at the table too for Heritage Downtown discussions and committees.	In Progress
The BIA to start working on developing these welcome baskets: costs, what is in it, approaching Downtown businesses to participate, find out from Amico the timeframe when residents will move into the buildings.	In Progress
Have Downtown businesses share the BIA promotions on their own networks.	Pending
Yaw to follow up with Beverley for the library's donation of children-sized face masks.	Pending
Yaw to forward details of the Town's focus groups (CIP updating) to the board members so they may join and participate.	
Price quotes for banners must presented to both the board and the beautification committee as soon as the Manager has them.	
Board members to send ideas to Yaw how to make sure businesses don't feel left out in print promotions, due to only 12 half pages available. How do we select the 12 businesses to be given the half page ads?	
BIA staff keep the Board updated with how much is outstanding and not cashed in as gift cards on the BIA's financial books.	
Yaw to reach out to the Downtown businesses and ask them for their input about the gift cards and how they want to handle the balance remaining on a BIA gift card after a patron has partially used one. Ask	

businesses like Heather's Bakery, Silvercreek Socialhaus, Mill Street Cheese Market.	
Find out which Downtown businesses are willing to participate in the BIA gift card program. Then Yaw will present his findings to Jamie.	
If any board member wants to participate at the Farmers Market, please let Yaw know as soon as possible. Vendor spots are filling up fast.	
If the road closure in Downtown for filming is approved, make sure that it is clearly communicated to all the BIA members. Let them know details such as where they may park, etc. Yaw to update the Board and members about the road closures and compensation to the Downtown businesses.	

**Downtown Georgetown BIA
Manager's Report
May 2021**

A. Beautification

a. Public Art

- The 'After Nature' public art banners currently on poles in the downtown will be taken down and replaced by the Canada-themed banners towards the end of June. This replacement will come at no extra cost the DGBIA. The BIA Manager will be sending out a request for proposal for new banners that will be installed during the summer.
- LED lights remain wrapped around the median poles on Main Street as they continue to provide a strong visual appeal for the downtown. Administration is finalizing options for storage and has received quotes for space in the basement of the 66 Mill Street building, and for part of a storage trailer.

b. Welcoming place from Front & Back Lots

- The DGBIA recently launched the Floral Beautification Program. Formally dubbed the 'Hanging Baskets Program,' the program will now offer downtown businesses the option to either purchase hanging baskets or window boxes for their building facades. The cost per unit has been reduced to \$100, and will also cover watering and maintenance through the season. Since its launch, the program has been well received by the DGBIA membership with several orders being placed. The communicated deadline for orders was June 7.
- Planting in the flower beds and median bumps has begun and will be completed before the end of the week of June 7. The Flowershed has also begun installing hanging baskets throughout the downtown. Hanging baskets that have been ordered by individual businesses will be installed over the next few days.
- The 'Hot Zone' Film Production placed a turf in the flower bed located around 56 Main Street South as part of their filming. Following some correspondence between the BIA Manager, BIA Board Chair, and an adjacent business, the turf was removed and will be reverted back to a flower bed.

B. Economic Development

a. Advocate for Economic Wellbeing

- Administration has been researching and applying for several available grants. If approved, these grants will provide financial assistance for the BIA's events and projects.

b. Maintain good relationships with stakeholders (municipality, region & community groups)

- The BIA Manager has remained in constant communication with the Town of Halton Hills, providing feedback on business sentiments through the province-wide lockdown. Discussions have also centered around the Georgetown Farmers Market and obtaining approvals for the Market's food vendors.
- Recent communications with the Region of Halton have also centered around the Georgetown Farmers Market and the appropriate safety protocols for patrons, staff, volunteers and vendors.
- The BIA Manager was regularly informed about the 'Hot Zone' film production that took place in the downtown. Businesses that were affected by the street closures were compensated. Overall community feedback on the production has been positive with many suggesting a road closure for a period-themed event when provincial restrictions for public gatherings are lifted.

C. Support Membership Success (support small Business Success)**a. Market & communicate the BIA's message to the members & community**

- The website will continue to be a source of up-to-date news and information for the Downtown businesses and their patrons. Updating the business directory with current and relevant information has been a top priority for administration over the past number of weeks. The update process has involved online research as well as calling businesses to verify information.
- The BIA Manager will be liaising with representatives at Metroland to finalize details about a bi-weekly IFP newspaper insert that will feature downtown businesses. Operating as part of the BIA's larger marketing partnership with Metroland, the bi-weekly newspaper insert is targeted to feature business stories or flyers from individual businesses.

b. Promote success of small business owners through innovative approaches to doing business

- Administration is in the final stages of finalizing the revamped BIA Gift Certificate Program. Once finalized, the Gift Certificates will be issued out as a purchasable voucher only. The vouchers will be in one denomination and will be available for purchase at the BIA offices.

c. Advocate on behalf of businesses on all levels of government

- The BIA Manager has regularly participated in Ontario BIA Association (OBIAA) 'Best Practices Calls' where representatives from various levels of government have been present to discuss legislations and grants relating to small businesses. A recent call included a discussion brought forth by the BIA Manager about BIA

and municipalities incorporating diversity and inclusivity statements and policies into their by-laws.

d. Offer events that directly support and promote the overall economic health of the BIA members

- The DGBIA received approval from the Town of Halton Hills for its revised plans for the Georgetown Farmers Market. Since announcement of the approval, there has been very strong interest from new and returning market vendors. The BIA Manager has been reviewing vendor applications and liaising with the Town of Halton Hills and Halton Region Public Health to ensure that all vendors have the proper credential to sell at the market. The market is already at capacity and fielding applications for the vendor waiting list.
- Following discussion with the Town of Halton Hills the farmers market was allowed to insert additional vendor spaces. These spaces are located in front of the old McGibbon Hotel, and will operate as a pilot until construction begins on the building later this year.
- The BIA Manager continues to explore possible additions and attractions to the farmers market, as well as other events that may fall within the provincial, region and municipal guidelines for public gatherings.

e. Establish relationships with business owners to ensure open dialogue and ongoing support.

- The BIA Manager has continued regular communication with business owners through emails and phone calls. Recent communications have centered around the BIA's revamped gift certificate and what protocols they would be comfortable with when processing transactions. Recent communications have also centered around the upcoming Georgetown Farmers Market and facilitating business participation during the market.



HERITAGE HALTON HILLS COMMITTEE

MINUTES

May 19, 2021

Minutes of the Heritage Halton Hills Committee meeting held on Wednesday,
May 19, 2021 at 3:31 p.m. Via Zoom.

Members Present: M. Rowe, Acting Chair, B. Cosper, R. Denny, L. Quinlan,
G. Miller, A. Walker

Regrets: Councillor T. Brown, S. Frick, C. Donaldson

Staff Present L. Loney, Senior Heritage Planner, K. Robbins, Summer
Student, L. Bateson, Administrative Coordinator, R. Brown,
Deputy Clerk - Administration

1. CALL TO ORDER

Meeting was called to order by M. Rowe, Acting Chair at 3:31 p.m.

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

There were no disclosures of pecuniary/conflict of interest declared.

3. RECEIPT OF PREVIOUS MINUTES

Recommendation No. HH-2021-0012

THAT the Minutes of the Heritage Halton Hills Committee Meeting held on April
19, 2021 be received.

CARRIED

4. SCHEDULED ITEMS FOR DISCUSSION**4.a Welcome Kylie Robins - 2021 Cultural Heritage Assistant**

L. Loney introduced Kylie Robins, Heritage Student to the committee.

4.b 12438 Kirkpatrick Lane - Research & Evaluation Report (Final Version)

L. Loney reviewed the Research and Evaluation Report with the committee. The committee requested that the roof boards be added to the Report. L. Loney agreed that they should be added.

The committee approved the report and supported and recommended that the property be designated.

Recommendation No. HH-2021-0013

THAT Heritage Halton Hills receive the Research and Evaluation Report with the minor modification with respect to the roof boards for the property at 12438 Kirkpatrick Lane;

AND FURTHER THAT Heritage Halton Hills recommends that Council designate the property at 12438 Kirkpatrick Lane under Part IV of the *Ontario Heritage Act*.

CARRIED

4.c Cultural Heritage Master Plan Update

L. Loney advised that a report will be going to Council on Tuesday, May 25, 2021 recommending the retention of ERA Architects as the consultants for the Cultural Heritage Master Plan. Once the project commences there will be opportunities for the committee members to be involved both as part of the committee and as individuals.

5. SUB-COMMITTEES AND WORKING GROUPS

L. Loney advised that the Heritage Halton Hills Committee has been approached to participate in a community history podcast regarding Town of Halton Hills' history. Committee member S. Frick has agreed to take the lead on this project.

6. CLOSED SESSIONRecommendation No. HH-2021-0014

THAT the Heritage Halton Hills Committee convene into Closed Session to address a Confidential Verbal Update by L. Loney regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board. (Heritage Property).

CARRIED

Committee convened into Closed Session at 3:50 p.m.

Recommendation No. HH-2021-0015

THAT the Heritage Halton Hills Committee do now reconvene this meeting into Open Session.

CARRIED

Committee reconvened into Open Session at 3:54 p.m.

6.a Confidential Verbal Update by L. Loney regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board. (Heritage Property)Recommendation No. HH-2021-0016

THAT the Confidential Verbal Update by L. Loney regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board (Heritage Property) be received for information.

CARRIED**7. ITEMS TO BE SCHEDULED FOR NEXT MEETING**

NIL

8. ADJOURNMENT

The meeting adjourned at 3:55 p.m.



**MINUTES OF THE
TOURISM ADVISORY COMMITTEE MEETING
MAY 20, 2021**

Minutes of the Tourism Advisory Committee meeting held on Thursday,
May 20, 2021 at 2:00 p.m. Via Zoom

MEMBERS PRESENT: Councillor A. Lawlor, Chair, C. Bower, K. Gastle (left at 3:00 p.m.), M. Frazer (left at 3:00 p.m.), G. Coman, C. Thibeault

REGRETS: S. Mazhari, L. Bengtson, P. Rowe

STAFF PRESENT: A. Graham, Economic Development and Tourism Officer;
M. Lawr, Deputy Clerk
R. Brown, Deputy Clerk

1. CALL TO ORDER

Councilor A. Lawlor, Chair called the meeting to order 2:00 p.m.

1.a Introductions

C. Lawlor asked the committee to introduce themselves.

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

No disclosures were made.

3. RECEIPT OF PREVIOUS MINUTES**3.a Minutes of the Tourism Advisory Committee Meeting held on February 18, 2021.**

Recommendation No. TAC-2021-0001

THAT the Minutes of the Tourism Advisory Committee Meeting held on February 18, 2021 be received.

CARRIED

4. SCHEDULED ITEMS FOR DISCUSSION**4.a COVID UPDATE**

The committee discussed some of the issues faced by themselves and other business owners due to the pandemic. Businesses have had to pivot and alter focus due to the pandemic with the lockdowns/shutdowns and the established legislative rules governing them. It was noted that many businesses have had to close and others are barely hanging on and without additional funding some businesses may not recover. Those businesses that do manage to hang on, it will likely take them 12-18 months to recover if they do recover at all.

It was also noted that there are ghost businesses operating right now, they are businesses that are staying open for the funding but that will not likely reopen when the pandemic is over.

It was noted by the committee that with the anticipated re-opening to happen this summer that the Town needs to be ready for visitors/tourism by ensuring that we have things like garbage cans, porta potties and picnic tables in outdoor public places that can meet the provincial requirements.

4.b Tourism Strategy and Direction

The committee discussed tourism and the possible events that may go ahead this summer including some returning events.

C. Thibeault let the committee know that other communities have come up with some very innovative ways to have outdoor events proceed in 2021 and will provide A. Graham with the information he has on how they are making this happen.

M. Frazer let the committee know that the Chamber is partnering with the Town to provide a COVID-19 rapid screening test program for local companies/businesses with 150 or less employees.

The committee discussed the need to explore innovative and creative ideas to help support local businesses and support Economic Development and Tourism initiatives. The Committee passed the following motion to show their support.

Recommendation No. TAC-2021-0002

THAT The Tourism Advisory Committee supports the Town of Halton Hills exploring opportunities and best practices for creative outdoor dining opportunities and retail sales on Main Street (Georgetown) and perhaps other locations in Halton Hills.

CARRIED

Quorum was lost at 3:00 p.m.

(The remaining committee members remained in the meeting to talk further about the current situation for businesses and tourism but no recommendations or decisions were made)

5. ITEMS TO BE SCHEDULED FOR NEXT MEETING

NIL.

6. ADJOURNMENT

The meeting adjourned at 3:00 p.m.



May 20, 2021

In This Issue

- AMO Podcast: A conversation with Susan Gardner.
- Apply for an AMO Federal Gas Tax Award!
- PJ Marshall Awards - Submissions deadline is May 28, 2021.
- Province launches consultation on Land Use Compatibility Guidelines.
- Applications for Canada Healthy Communities Initiative now open!
- Second date added for *Human Rights and Equity*.
- Delegation request deadline fast approaching.
- Second training date added for *Leading Through Crisis*.
- Space still available for AMO's Land Use Planning workshops.
- What's new and what's changed at MindBeacon.
- Easily manage boards, member appointments, and vacancies.
- Making smart decisions for your road networks.
- Municipal Group Buying Program: A Fresh Start.
- Energy reporting deadline is fast approaching.
- IESO launches engagement on Gas Phase-out Impact Assessment.
- Careers: Hastings & Prince Edward DSB and Orillia.

AMO Matters

On the latest episode of AMO ON Topic, Susan Gardner shares highlights of her 30-year career as Municipal World CEO, including her favourite podcast guests and how the sector has changed over time.

Has your community financed an innovative, exciting, or impactful infrastructure project with the federal Gas Tax Fund? Apply for an AMO Federal Gas Tax Award to celebrate your municipality's efforts!

The PJ Marshall Awards recognize municipal excellence and innovation in capital projects, operating efficiencies and new approaches to service delivery. If you have a project for submission, the deadline for 2021 submissions is May 28, 2021.

Provincial Matters

The Ministry of the Environment, Conservation and Parks has posted a proposed Land Use Compatibility Guideline for consultation (ERO 019-2785) until July 3; municipal webinars are also being organized (June 2: registration; June 9: registration; and June 16: registration).

Federal Matters

Applications for the Healthy Communities Initiative are now open to local governments and other organizations for projects, programming, and services that help communities. Apply by June 25, 5 pm PST.

Eye on Events

2020 was an historical moment for laying bare the necessity to honestly and transparently face the issues of human rights, diversity, equity and inclusion. AMO has developed training to help members better understand these important and complex issues along with their roles and obligations. AMO has added a second date for this in demand training. Space is limited.

Delegation meetings are a key feature of the AMO Conference. To request meetings as part of your AMO 2021 Conference experience, visit the Conference website and click on the “Delegations” tab before June 4. Don’t forget, you must be a registered delegate to participate.

AMO and the Loomex Group are offering training that provides tools for elected officials to build resilience and strength in providing leadership through and beyond COVID-19. *Leading Through Crisis: Strengthening Personal Resilience* training is now also being offered on June 17, 2021. This important training has limited capacity, register today.

Join this 3 hour workshop on May 27 or June 3 to learn the fundamentals of planning and your important role as an elected official in decision making. Register here.

MindBeacon, AMO’s digital mental health program partner, has made a number of enhancements to its Workplace Mental Health Program. Join us for a webinar on May 26 at noon where MindBeacon will share its new program to support a greater number of Canadians looking for mental health therapy.

Interested in streamlining the management of boards, appointments, and vacancies? Join eSCRIBE, AMO’s electronic meeting management and livestreaming partner, for a webinar on May 27 at 3 pm to learn how you can save time and effort managing your boards with the Board Manager solution.

LAS

Making the right decisions with your road budget starts with quality data. The LAS Road (and sidewalk) Assessment offers a 3D camera-based assessment and a GIS-based software designed to get the most out of every maintenance dollar. FCM funding is currently available to cover up to 90% of the project cost. Contact Tanner for more information.

Big changes are coming to the Municipal Group Buying Program. Stay tuned in the upcoming weeks for exciting news and a big reveal!

The Ministry of Energy, Northern Development and Mines is now accepting O. Reg. 507/18 annual energy reports. Reporting is for the energy used in 2019 and **due by July 1, 2021**. Ministry information webinars will be on May 26, and June 9 and 23. Email any questions to BPSsupport@ontario.ca.

Municipal Wire*

Phasing out gas generation is being discussed among municipalities. Register for the IESO’s May 27 webinar as they seek input on the scope of an assessment around possible impacts to the electricity system.

Careers

Director of Education - Hastings and Prince Edward District School Board. Situated in the heart of the beautiful Bay of Quinte region, the District School Board serves approximately 15,000 students each day at 40 schools. To be considered for this

pivotal mandate with high visibility, accountability and impact, please send your covering letter, resume and professional references with contact information, no later than TUESDAY, MAY 25, 2021 AT 10:00 AM, in confidence to:
directorselection.committee@hpedsb.on.ca.

Chief Financial Officer & Treasurer - City of Orillia. Orillia is located one hour north of the GTA and offers affordable living alongside major employers like Lakehead University, Georgian College and the Ontario Provincial Police headquarters. Position reports to General Manager of Corporate Services. Please apply through the City's [on-line portal](#). Applications will be accepted until May 30, 2021 at 4:30 P.M.

About AMO

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AMO Contacts

[AMO Watch File](#) Tel: 416.971.9856

[Conferences/Events](#)

[Policy and Funding Programs](#)

[LAS Local Authority Services](#)

[MEPCO Municipal Employer Pension Centre of Ontario](#)

[ONE Investment](#)

[Media Inquiries](#) Tel: 416.729.5425

[Municipal Wire, Career/Employment and Council Resolution Distributions](#)

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May 27, 2021

In This Issue

- Apply for an AMO Federal Gas Tax Award!
- Province launches consultation on Land Use Compatibility Guidelines.
- Housing Supply Challenge Round 2.
- Second date added for *Human Rights and Equity*.
- Delegation request deadline fast approaching.
- Second training date added for *Leading Through Crisis*.
- Space still available for AMO's Land Use Planning workshops.
- Joint Health and Safety Committee eLearning bundle training.
- Seven simple tips to win your excel battle.
- Safe sidewalks for healthy communities.
- Municipal Group Buying Program: A new face.
- Energy reporting deadline is approaching.
- Careers: Thunder Bay, Simcoe County and Parry Sound DSSAB.

AMO Matters

Has your community financed an innovative, exciting, or impactful infrastructure project with the federal Gas Tax Fund? [Apply for an AMO Federal Gas Tax Award](#) to celebrate your municipality's efforts!

Provincial Matters

The Ministry of the Environment, Conservation and Parks has posted a proposed Land Use Compatibility Guideline for consultation ([ERO 019-2785](#)) until July 3; municipal webinars are also being organized (June 2: [registration](#); June 9: [registration](#); and June 16: [registration](#)).

Federal Matters

Local governments, and other eligible organizations may apply to [Round 2 of the Housing Supply Challenge](#) for up to \$75,000 to prototype their solutions. Applicant support consultations are now open.

Eye on Events

2020 was an historical moment for laying bare the necessity to honestly and transparently face the issues of human rights, diversity, equity and inclusion. AMO has developed training to help members better understand these important and complex issues along with their roles and obligations. [AMO has added a second date](#) for this in demand training. Space is limited.

Delegation meetings are a key feature of the AMO Conference. To request meetings as part of your AMO 2021 Conference experience, visit the Conference [website](#) and click on the "Delegations" tab before **June 4**. Don't forget, you must be a registered delegate to participate.

AMO and the Loomex Group are offering training that provides tools for elected officials to build resilience and strength in providing leadership through and beyond COVID-19. *Leading Through Crisis: Strengthening Personal Resilience* training is now also being offered on June 17, 2021. This important training has limited capacity, [register today](#).

Join this 3 hour workshop on May 27 or June 3 to learn the fundamentals of planning and your important role as an elected official in decision making. [Register here](#).

4S Consulting Services, AMO's occupational health and safety service partner, is offering [JHSC online training](#) at member [preferred pricing](#). Use the code **AMO2021** at checkout.

LAS

Do you cringe at the thought of having to use Excel? Aliya, our Energy Billing & Settlement Clerk, has written the [latest blog on simple ways to use Excel](#) so you can keep your sanity.

Safe sidewalks are an important part of any active community. A [sidewalk assessment through LAS](#) provides a detailed analysis of your sidewalk network, including trip hazards and accessibility compliance. Know the condition of your pedestrian infrastructure to get the most out of your maintenance budgets. [Contact Tanner](#) for a free quote.

Mark your calendars! Stay tuned for our **big reveal on June 1**. Exciting changes are coming to the face of our [Municipal Group Buying Program](#).

The Ministry of Energy, Northern Development and Mines is now accepting [O. Reg. 507/18](#) annual energy reports. Reporting is for the energy used in 2019 and due by July 1, 2021. Ministry information [webinars](#) will be on June 9 and 23. For any questions, email BPSsupport@ontario.ca.

Careers

[Property Agent - City of Thunder Bay](#). Division: Realty Services. Competition No.: DEV-36-21. Job Type: Full-Time. [Application forms](#) must reference the competition number and be submitted to Human Resources by 11:59 p.m. on the closing date of June 1, 2021.

[Community Paramedicine Program Manager - County of Simcoe](#). Reference Code: 1273. Closing Date: June 4, 2021. Employment Status: Temporary, Full Time. Location: Midhurst. Reports to: Deputy Chief Operations. To view the job description and submit your application online, please see Simcoe County [Career Opportunities](#).

[Director, Finance & Asset Management - District of Parry Sound Social Services Administration Board](#). Located on Hwy 400, approximately 2 hours north of Toronto, Parry Sound is located on the shores of Georgian Bay in the UNESCO designated Georgian Bay Biosphere Reserve. Please submit cover letter & resume referencing Job ID #21N-01, by 4:30 pm on June 9, 2021 to: Attn: Danielle Villeneuve, Manager of Human Resources, 1 Beechwood Drive, 2nd Floor, Parry Sound, ON P2A 1J2. Fax: 705.751.5370; Email: jobs@psdssab.org.

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June 3, 2021

In This Issue

- Apply for an AMO Federal Gas Tax Award!
- Province launches consultation on Land Use Compatibility Guidelines.
- Housing Supply Challenge Round 2.
- Second date added for *Human Rights and Equity*.
- Delegation request deadline is tomorrow - June 4.
- Second training date added for *Leading Through Crisis*.
- Space still available for AMO's Land Use Planning workshop on June 3.
- Joint Health and Safety Committee eLearning bundle training.
- Save the date - Municipal Cyber Security Forum.
- Introducing the Canoe Procurement Group!
- One month until Energy Reporting deadline.
- Careers.

AMO Matters

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role as an elected official in decision making. [Register here](#).

4S Consulting Services, AMO's occupational health and safety service partner, is offering [JHSC online training](#) at member [preferred pricing](#). Use the code **AMO2021** at checkout.

Join AMO and the Municipal Information Systems Association of Ontario (MISA-ON) this fall as we co-host our 2nd annual Municipal Cyber Security Forum. Learn from leading experts and peers about the shared responsibility of cyber security and how you can build cyber security resiliency across your municipality and organization. Save the date: October 14, 2021. Fee: \$50.

LAS

Have you heard? LAS is proud to introduce the [Canoe Procurement Group](#)! As a founding partner, we are happy to announce the new logo and name which now represents our united group buying organization!

Annual energy reports under O. Reg. 507/18 are due to the Ministry of Energy, Northern Development and Mines on July 1, 2021. Now is a good time to [log in to their portal](#) and submit your 2019 consumption values. Ministry information [webinars](#) will be on June 9 and 23. Questions, email BPSsupport@ontario.ca.

Careers

[Director, Housing Programs Branch - Ministry of Municipal Affairs and Housing](#). As the Director of the Housing Programs Branch, you will have the opportunity to affect change and have a lasting impact on the lives of Ontarians. You will act as a strategic partner across a vast array of stakeholders. Please [apply online, only](#), by Thursday, June 10, 2021. Faxes are not being accepted at this time.

[RFP - Community Recreational Needs Assessment - Town of Goderich](#). The Town is soliciting proposals from professional qualified consultants for the development of a comprehensive Community Recreational Needs Assessment. The Needs Assessment will be used to guide Council and staff on the long-term and future needs of recreation. Proposals must be submitted no later than 12:00 noon, Local Time, Friday, June 11, 2021 to: Town of Goderich, 57 West St., Goderich ON, N7A 2K5, Attention: Andrea Fisher, Clerk.

[Treasurer / Trésorier - Township of Alfred and Plantagenet / Canton d'Alfred et Plantagenet](#). Reports to: CAO. Language: Orally/Written in French and English (Bilingual). Interested candidates are required to submit a letter describing their interests for the position and marked "Employment offer – Treasurer", with their résumé before 4:00 p.m., Wednesday, June 16, 2021 by email to: clortie@alfred-plantagenet.com, or by mail to: Carole Lortie, Township of Alfred and Plantagenet, 205 Old Highway 17, P.O. Box 350, Plantagenet, Ontario K0B 1L0.

[Project Manager, Rapid Transit Office \(RTO\) - Region of Durham](#). Reporting to the Manger of the Rapid Transit Office, the successful applicant will be responsible to coordinate and lead the delivery of rapid transit/Regional road projects. To learn more about this opportunity, please visit [Durham Region Job Postings](#) and apply online directly to Job ID# 14333 no later than June 22, 2021.

[ADM, Community Services Division - Ministry of the Solicitor General](#). Location: Toronto. Duration: 1 Permanent. As part of Correctional Services, this division has jurisdiction over approximately 40,000 adult offenders under community supervision, and provides programs, services and support designed to assist in offender rehabilitation and community safety. Please apply online by Tuesday, June 22, 2021 by visiting [Ontario Public Service Careers](#) and following the instructions to submit your application.

[Director, Economic Development - County of Haliburton](#). The Haliburton Highlands is a

vibrant region located in Central Ontario. There are over 600 clear lakes, stunning scenery and it is only a 2 ½ hour drive from the Greater Toronto Area. For more information about this position, please visit [Haliburton County Careers](#). Please submit a detailed resume indicating your skills and experience no later than Monday, June 28, 2021 to: Andrea Bull, Human Resources Manager; abull@county.haliburton.on.ca.

Director, Arts Across Canada and Arts Abroad Programs and Director, Explore and Create Program - Canada Council for the Arts. The Council invites applications from all qualified candidates. Canada Council is partnering with BIPOC Executive Search to ensure an applicant list that includes Black, Indigenous, and People of Colour, thereby reflecting Canada's diverse population. Interested candidates should submit their Resume and Application Form to: ukhan@bipocsearch.com. Closing date: July 5, 2021.

Town of Georgina - Senior Project Manager. This position is responsible for providing project management, technical expertise and engineering input from planning and inception through the design, construction and warranty period of multi-disciplinary capital works projects involving roads, bridges and water/wastewater and storm water infrastructure projects. Qualified applicants are invited to submit a resume and cover letter, identifying the Job Title and Job ID#. Please apply by visiting www.georgina.ca/careers.

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**VIA EMAIL**

May 20, 2021

Metrolinx, Syed Quli
Halton Regional Police Services, Chief Stephen Tanner
Town of Halton Hills, Valerie Petryniak

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Please be advised that at its meeting held Wednesday, May 19, 2021, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: PW-18-21 - Request for Prohibition of Train Whistling -
Trafalgar Road (Regional Road 3) between Lindsay Court and
20 Side Road, Town of Halton Hills**

1. THAT Regional Council enact a By-law prohibiting all train whistling at the Trafalgar Road (Regional Road 3) railroad crossing between Lindsay Court and 20 Side Road in the Town of Halton Hills as detailed in Report No. PW-18-21.
2. THAT Regional Council request the Town of Halton Hills to enter into an Indemnity and Insurance Agreement and Memorandum of Understanding with The Regional Municipality of Halton and Metrolinx to implement whistle cessation at the Trafalgar Road railroad crossing between Lindsay Court and 20 Side Road in the Town of Halton Hills.
3. THAT the Regional Chair and Clerk be authorized to execute the necessary agreements to the satisfaction of the Director of Legal Services, as may be required, to implement a whistle cessation at the Trafalgar Road railroad crossing between Lindsay Court and 20 Side Road in the Town of Halton Hills.
4. THAT the Commissioner of Public Works be authorized to instruct Metrolinx to advise the Canadian National Railway through Transport Canada to prohibit train whistling at the Trafalgar Road railroad crossing between 20 Side Road and Lindsay Court in the Town of Halton Hills once the above recommendations are executed.
5. THAT the Regional Clerk forward a copy of Report No. PW-18-21 to the Town of Halton Hills, the Halton Regional Police Service, and Metrolinx.

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1

905-825-6000 | Toll free: 1-866-442-5866

Included please find a copy of Report No. PW-18-21 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in blue ink, appearing to read 'G. Milne', is positioned above the typed name.

Graham Milne
Regional Clerk
graham.milne@halton.ca

**The Regional Municipality of Halton**

Report To:	Regional Chair and Members of Regional Council
From:	Andrew Farr, Commissioner, Public Works
Date:	May 19, 2021
Report No:	PW-18-21
Re:	Request for Prohibition of Train Whistling - Trafalgar Road (Regional Road 3) between Lindsay Court and 20 Side Road, Town of Halton Hills

RECOMMENDATION

1. THAT Regional Council enact a By-law prohibiting all train whistling at the Trafalgar Road (Regional Road 3) railroad crossing between Lindsay Court and 20 Side Road in the Town of Halton Hills as detailed in Report No. PW-18-21.
2. THAT Regional Council request the Town of Halton Hills to enter into an Indemnity and Insurance Agreement and Memorandum of Understanding with The Regional Municipality of Halton and Metrolinx to implement whistle cessation at the Trafalgar Road railroad crossing between Lindsay Court and 20 Side Road in the Town of Halton Hills.
3. THAT the Regional Chair and Clerk be authorized to execute the necessary agreements to the satisfaction of the Director of Legal Services, as may be required, to implement a whistle cessation at the Trafalgar Road railroad crossing between Lindsay Court and 20 Side Road in the Town of Halton Hills.
4. THAT the Commissioner of Public Works be authorized to instruct Metrolinx to advise the Canadian National Railway through Transport Canada to prohibit train whistling at the Trafalgar Road railroad crossing between 20 Side Road and Lindsay Court in the Town of Halton Hills once the above recommendations are executed.
5. THAT the Regional Clerk forward a copy of Report No. PW-18-21 to the Town of Halton Hills, the Halton Regional Police Service, and Metrolinx.

REPORT

Executive Summary

- Local residents who live near the railroad crossing on Trafalgar Road between Lindsay Court and 20 Side Road in the Town of Halton Hills have advocated for a train whistle cessation for several years. Staff supports the implementation of whistle cessation at this railroad crossing to address noise concerns raised by local residents.
- *The Railway Safety Act* allows municipalities to request whistle cessation at railway roadway at-grade crossings if the safety requirements provided in the Grade Crossings Regulations are met.
- Halton Region retained CIMA+ to conduct a detailed safety assessment at the railroad crossing on Trafalgar Road between Lindsay Court and 20 Side Road to determine if this railroad crossing is eligible to be exempt from train whistling.
- The assessment concluded that this railroad crossing is suitable for whistle cessation.
- On behalf of Metrolinx, AECOM conducted a second detailed safety assessment and recommended this railroad crossing is suitable for whistle cessation.
- Transport Canada will issue an order to prohibit whistling at this crossing contingent on Halton Region adopting a By-law to prohibit train whistling and entering into an Indemnity and Insurance Agreement and Memorandum of Understanding between The Regional Municipality of Halton, the Town of Halton Hills, and Metrolinx.

Background

This report seeks a Regional Council resolution to allow for a whistle cessation at the at-grade road/rail crossings on Trafalgar Road between Lindsay Court and 20 Side Road in the Town of Halton Hills (Attachment #1), as required by Transport Canada.

Train whistling is an important tool to alert motorists, cyclists and pedestrians a train is approaching a crossing. The Canadian Rail Operating Rules require all trains to whistle whenever they approach a crossing. In some cases, these whistles can be bothersome to residents living nearby. Municipalities may wish to implement whistle cessation to provide local residents relief from the noise. A municipality wishing to implement whistle cessation must fulfill section 23.1 of the *Railway Safety Act* and section 104 of the Grade Crossings Regulations and Appendix D of the Grade Crossing Standards.

Local residents who live near railroad crossing on Trafalgar Road between Lindsay Court and 20 Side Road have advocated for whistle cessation for several years.

Staff supports the implementation of whistle cessation at this crossing to address noise concerns raised by local residents. Staff has been following the regulatory framework and process that municipalities must undertake to implement whistle exemptions as outlined in Metrolinx's Whistling Exemption Process Guidelines.

Discussion

Train whistling requirements are controlled through the Canadian Rail Operating Rules as prescribed under the *Railway Safety Act* of Canada. The procedures as outlined in Metrolinx's Whistling Exemption Process Guidelines adopt the same requirements of section 23.1 of the *Railway Safety Act*, section 104 of the Grade Crossings Regulations, and the Grade Crossing Standards.

This rail corridor is owned by Metrolinx and the Canadian National Railway (CN Rail) is the rail traffic controller. As owner of the rail, Metrolinx can instruct the Canadian National Railway to prohibit whistling at this crossing.

The requested whistle cessation is an interim measure as a grade separation will be constructed as part of the proposed Trafalgar Road widening currently. Construction is scheduled to start in 2024.

Whistle Exemption Process

In order to request a whistle cessation, municipalities must follow Transport Canada's eight-step procedure as outlined below which is consistent with the regulatory requirements for eliminating whistling at crossings and ensures at-grade crossings remain safe.

1. Interest from residents for whistling cessation is expressed.
2. Municipality consults with the railway company regarding the feasibility to pursue whistle cessation.
3. Municipality issues notifications and/or public notices of its intention to implement whistle cessation.
4. Municipality and railway company assess crossing against prescribed requirements in the Grade Crossings Regulations and Grade Crossing Standards.
5. Municipality and railway company agree the crossing meets requirements for whistle cessation.
6. Municipality passes a By-law declaring that whistles should not be used at this crossing, thereby prohibiting train whistling.
7. Railway company notifies Transport Canada and informs the municipality within 30 days that it has arranged to have whistling ceased at the crossing(s).

8. Municipality and railway company share responsibility for monitoring and maintaining the conditions required to support the cessation of train whistling at the crossing(s).

Halton Region retained CIMA+ to conduct a detailed safety assessment to identify any non-conformities of the *Railway Safety Act*, *Grade Crossing Regulations*, and Grade Crossing Standards and any other deficiencies at the study railroad crossing to ensure that potential safety concerns are identified and removed or mitigated.

The detailed safety assessment determined the existing warning system meets the requirements in the Grade Crossing Regulations and Grade Crossing Standards to proceed with whistle cessation. Halton Region was instructed to update existing pavement markings and warning signs so they are consistent with the Manual of Uniform Traffic Control Devices standards, clear vegetation that may effect sightlines of approaching trains at the crossing, and to conduct a campaign to notify nearby residents that whistling will cease at this crossing (Attachment #2). Fences and walkways owned by the Town of Halton Hills were recommended to be repaired where there was evidence of trespassing. As a result, repairs were completed by the Town of Halton Hills and additional signage was installed related to trespassing.

Metrolinx and AECOM conducted a second detailed safety assessment following the implemented recommendations from the CIMA+ assessment and determined no additional warning systems or crossing design changes are necessary and to ensure pavement markings and warning signs are consistent with the Manual of Uniform Traffic Control Devices and Grade Crossing Standards. When whistle cessation is enacted, Halton Region will unveil warning signs on Trafalgar Road indicating to motorists that trains do not whistle at this crossing.

Memorandum of Understanding and Indemnity and Insurance Agreement

If Regional Council adopts a By-law prohibiting whistling at this railroad crossing and authorizes Halton Region to enter into the Indemnity and Insurance Agreement and Memorandum of Understanding with Metrolinx and the Town of Halton Hills, Metrolinx will then advise the Canadian National Railway to issue special instructions pursuant to Rule 14(L) (ii) of the Canadian Rail Operating Rules which will advise train operators to cease whistling at this crossing. Metrolinx will then install proper Canadian Rail Operating Rules signage on the railway approaching this crossing to indicate whistling is prohibited.

Halton Region has worked with the Town of Halton Hills and Metrolinx to develop a Memorandum of Understanding prescribing each party's respective rights, obligations and responsibilities to implement whistle cessation at this crossing. This Memorandum of Understanding sets out all pertinent technical details for the design and construction of safety upgrades and maintenance responsibilities. It also provides for ongoing maintenance and inspection of the crossings.

Halton Region and the Town of Halton Hills will each be required to execute an agreement with Metrolinx to provide for liability, insurance and indemnification related to whistle cessation at the Regional crossings. These obligations are consistent with the Anti-Whistling Warrant Criteria Policy.

After the By-law is adopted and once all parties fulfill their obligations as outlined in the Memorandum of Understanding, it is recommended that the Commissioner of Public Works be authorized to instruct Metrolinx to advise Canadian National Railway to prohibit train whistling at this crossing which is anticipated to be in place by end of summer 2021.

FINANCIAL/PROGRAM IMPLICATIONS

Halton Region is required to enter into a standard Whistle Cessation Insurance Agreement with Metrolinx with a recognized commercial insurer on an occurrence basis in an amount of \$10 million, which is currently provided under Halton Region's existing policy. Halton Region's costs related to safety upgrades, maintenance and inspections can be accommodated within the Road Operations division's approved operating budget.

Respectfully submitted,



Rob Rivers CET
Director, Waste Management and Road
Operations



Andrew Farr
Commissioner, Public Works

Approved by



Jane MacCaskill
Chief Administrative Officer

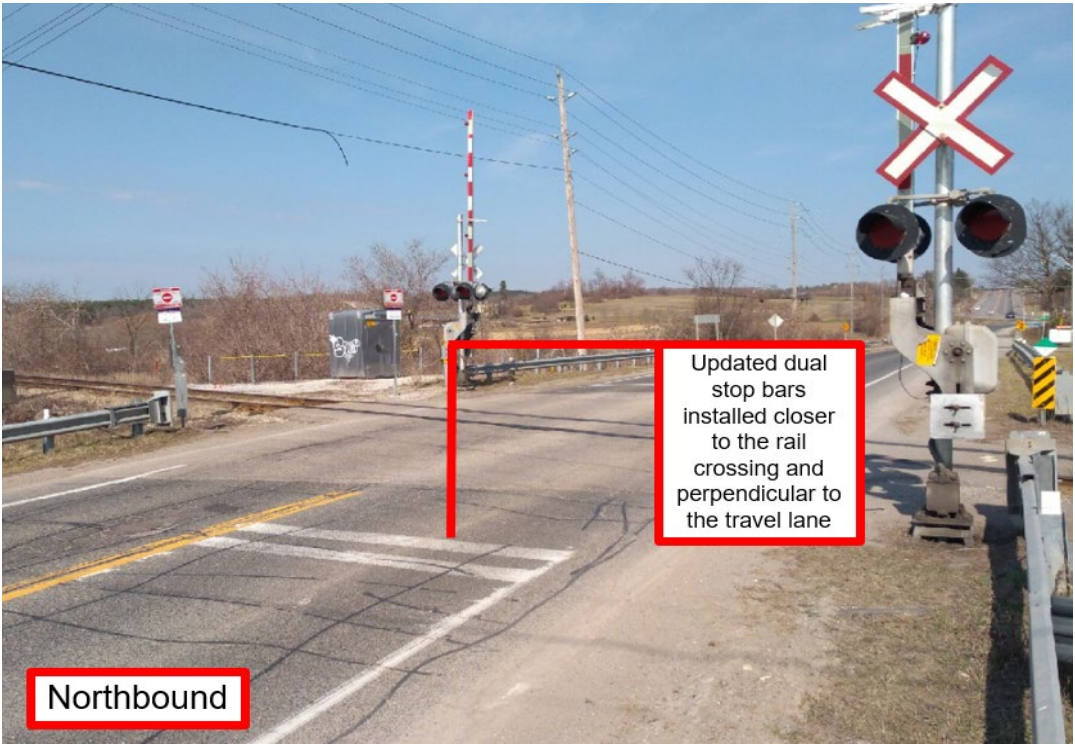
If you have any questions on the content of this report,
please contact:

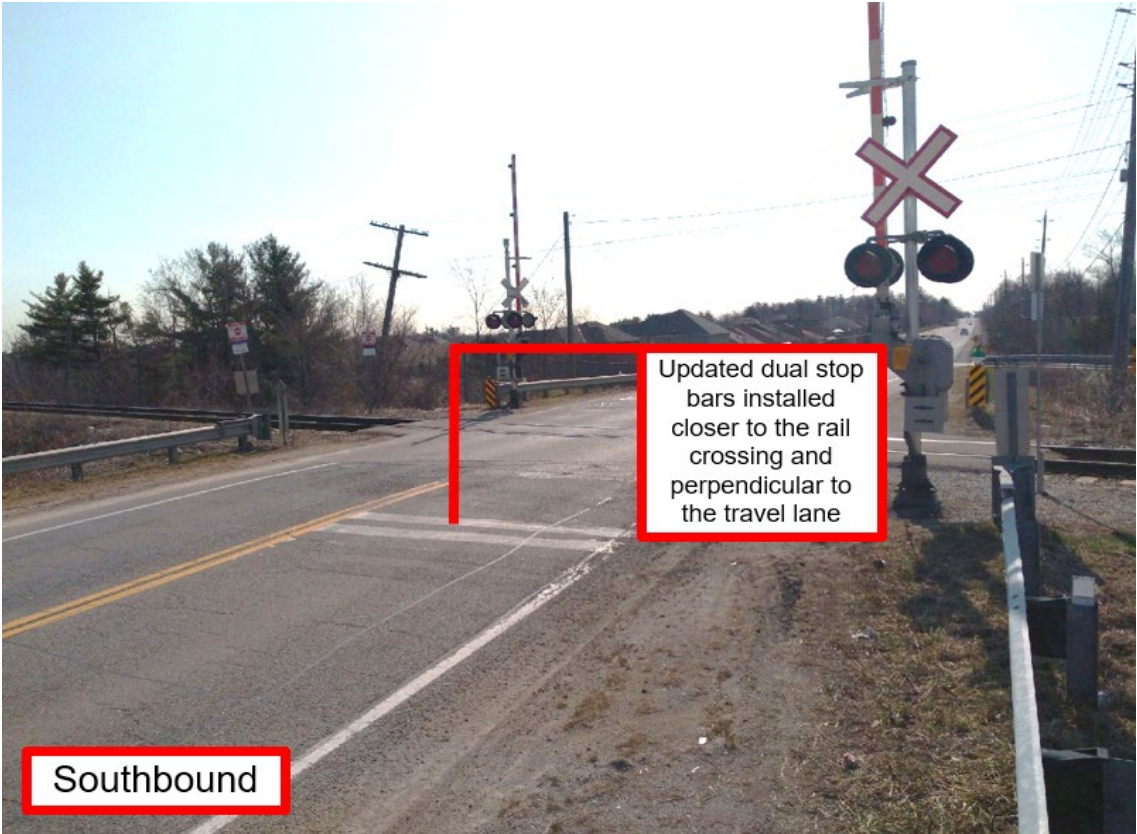
Rob Rivers

Tel. # 8829

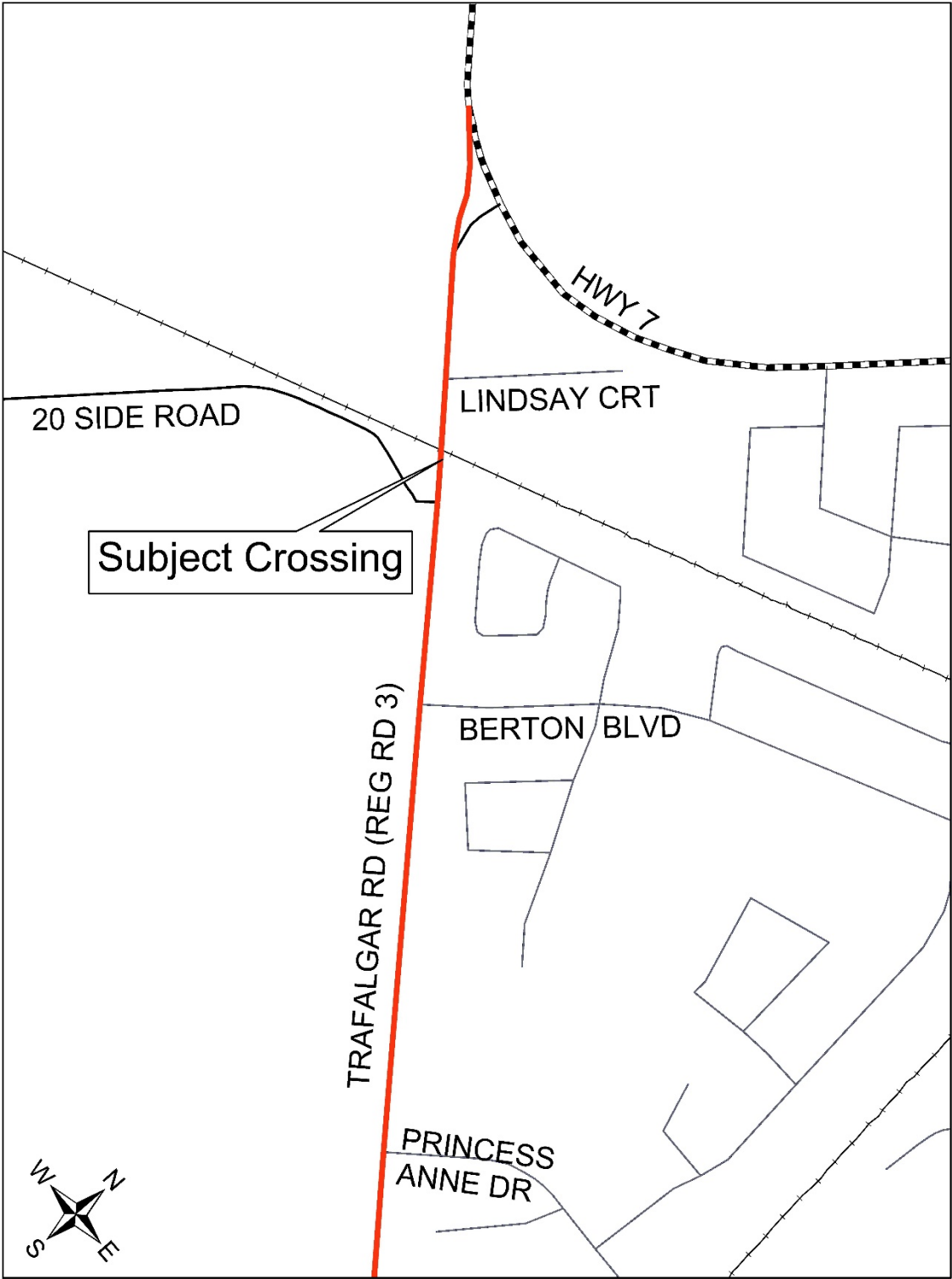
Attachments: Attachment #1 – Railroad Crossing Location Map
Attachment #2 – Pavement Marking and Signage Upgrades

Pavement Marking and Signage Upgrades





Railroad Crossing Location Map



**VIA EMAIL**

May 20, 2021

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Royal Botanical Gardens, Nancy Rowland
City of Hamilton, Janette Smith
Hamilton Region Conservation Authority, Lisa Burnside
Conservation Halton, Hassaan Basit
Hamilton Naturalist Club, Gord McNulty
Bruce Trail Conservancy, Michael McDonald
McMaster University, Robert Baker
City of Burlington, Kevin Arjoon
Town of Milton, Meaghen Reid
Town of Halton Hills, Valerie Petryniak
Town of Oakville, Vicki Tytaneck

Please be advised that at its meeting held Wednesday, May 19, 2021, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS24-21 – Cootes to Escarpment EcoPark System Strategic Plan 2021-2030

1. THAT the Cootes to Escarpment EcoPark System Strategic Plan 2021-2030 as contained in Attachment #1 in Report No. LPS24-21 be endorsed.
2. THAT the Regional Clerk forward a copy of Report No. LPS24-21 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Royal Botanical Gardens, the City of Hamilton, the Hamilton Region Conservation Authority, Conservation Halton, the Hamilton Naturalists' Club, the Bruce Trail Conservancy and McMaster University for their information.

Included please find a copy of Report No. LPS24-21 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Milne", written over a light blue circular stamp.

Graham Milne
Regional Clerk
graham.milne@halton.ca

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1

905-825-6000 | Toll free: 1-866-442-5866



The Regional Municipality of Halton

Report To:	Regional Chair and Members of Regional Council
From:	Bob Gray, Commissioner, Legislative and Planning Services and Corporate Counsel
Date:	May 19, 2021
Report No:	LPS24-21
Re:	Cootes to Escarpment EcoPark System Strategic Plan 2021-2030

RECOMMENDATION

1. THAT the Cootes to Escarpment EcoPark System Strategic Plan 2021-2030 as contained in Attachment #1 in Report No. LPS24-21 be endorsed.
2. THAT the Regional Clerk forward a copy of Report No. LPS24-21 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Royal Botanical Gardens, the City of Hamilton, the Hamilton Region Conservation Authority, Conservation Halton, the Hamilton Naturalists' Club, the Bruce Trail Conservancy and McMaster University for their information.

REPORT

Executive Summary

- The Cootes to Escarpment EcoPark System (the "EcoPark System") is a collaboration among nine government and not-for-profit agencies to collectively protect, restore and connect more than 3,900 hectares (9,600 acres) of natural lands, in the City of Burlington and the City of Hamilton.
- Regional involvement since inception in 2007 has been guided by the approved Memoranda of Understanding with partner agencies to achieve the long term vision for the EcoPark System, annual funding for the Cootes to Escarpment EcoPark System Secretariat, and Regional representation on the Governing Council and the Management Committee.
- In January 2010, Regional Council endorsed the "Cootes to Escarpment EcoPark System - A Conservation and Land Management Strategy" (November 2009) as the strategic plan for the EcoPark System. An updated Strategic Plan is necessary

for the EcoPark System partnership to set priorities and goals reflective of the current vision for the EcoPark System for the next 10-years.

- Prepared by the partner agencies, the Cootes to Escarpment EcoPark System Strategic Plan 2021-2030 updates the goals and objectives from the previous Strategic Plan and establishes five strategic priorities with directions and actions for the EcoPark System partnership to achieve by 2030.
- Partner boards and municipal councils are being asked to endorse the Cootes to Escarpment EcoPark System Strategic Plan 2021-2030 as contained in Attachment #1. Through this report, staff recommend that Regional Council endorse the Strategic Plan as it continues to align with many of Council's Objectives.
- The partner agencies are currently updating the 2016 Memorandum of Understanding to align with the goals and objectives of the Cootes to Escarpment EcoPark System Strategic Plan 2021-2030. Staff will provide Regional Council with the 2021-2026 Memorandum of Understanding for its review and approval in July 2021.

Background

The Cootes to Escarpment EcoPark System is a collaborative to protect, restore and connect more than 3,900 hectares (9,600 acres) of natural lands at the western end of Lake Ontario, in the City of Burlington (within the North Aldershot area) and City of Hamilton. These lands provide extensive ecosystem services and recreational opportunities, and are considered among Southern Ontario's richest areas of biodiversity. The geographic extent of the EcoPark System is illustrated in the Cootes to Escarpment Strategic Plan 2021-2030, included as Attachment #1.

Currently, over 2,000 hectares (5,000 acres) are partner owned, with the remaining lands in private ownership and considered as stewardship lands. The partner agencies include the City of Burlington, the City of Hamilton, the Region of Halton, the Royal Botanical Gardens, Conservation Halton, the Hamilton Conservation Authority, the Bruce Trail Conservancy, McMaster University, and the Hamilton Naturalists' Club.

Since 2007, Halton Region has been working with partners to advance the EcoPark System initiative. In 2009, the Region endorsed the Strategic Plan for the EcoPark System which outlined the Vision, and the strategic goals and objectives required to achieve it. A governance structure is in place and includes a Governing Council (senior management from partner agencies), a Management Committee (management staff from each partner agency), and a Secretariat (EcoPark System Coordinator) which is housed at the Royal Botanical Gardens and funded annually through partner contributions.

In 2013, the Region entered into a formal partnership with other agencies to begin work on the EcoPark System by signing a 3-year Memorandum of Understanding (July 2013

to July 2015), which was extended for a 5-year period (July 2016 to June 2021) in order to maintain momentum towards achieving the long term vision for the EcoPark System. A Communications Plan and Land Securement Strategy were also developed in 2018.

In 2019, work commenced on the Strategic Plan update in order for the EcoPark System partnership to set priorities and goals reflective of the current vision for the EcoPark System for the next 10-years. Representatives from partner agencies and a diversity of interested individuals from various other organizations participated in consultations and workshops to discuss strategic priorities, directions, and actions. In October 2020, Governing Council, approved the release of the draft Cootes to Escarpment EcoPark System Strategic Plan 2021-2030 for public comment on implementation of the strategic priorities.

In November 2020, Regional Council received a memorandum appraising of the draft Cootes to Escarpment EcoPark System Strategic Plan 2021-2030 and the associated public consultation activities including an online public engagement, stakeholder consultation including the “Friends of the EcoPark System”, and online focus group consultation with local businesses facilitated by the Hamilton Chamber of Commerce and the Burlington Economic Development Corporation. In April 2021, the Governing Council approved the Cootes to Escarpment EcoPark System Strategic Plan 2021-2030 and is requesting endorsement by partner boards and municipal councils. The Management Committee will continue to engage and involve the public, stakeholders and agencies throughout the Strategic Plan 2021-2030 on ideas and opportunities to implement the strategic priorities.

Discussion

Achievements to Date

Over the last decade much progress has been made towards achieving the vision for the EcoPark System. Some key highlights and achievements are described below:

- The nine partner agencies have raised \$8.5 million dollars for the EcoPark System and almost \$2.2 million was received in grants from the Friends of the Greenbelt Foundation, the Ontario Trillium Foundation, the Great Lakes Guardians Community Fund, and other funding agencies.
- Over 123 hectares (300 acres) has been secured by partner agencies through donations, purchases or conservation easements. The Halton Region Greenlands Securement Program contributed \$121,000 to partner land securement efforts.
- Six Heritage Lands Management Plans have been prepared with the most recent being the Lower Grindstone Heritage Management Plan in 2020.

- The Wildlife Corridor Mapping Study was completed for the EcoPark System in 2020 to support landscape connectivity and conservation within the EcoPark System.
- Public awareness activities in the form of community stewardship workshops and volunteer restoration events remain central to the EcoPark System. Between April 2018 and September 2019, there were 15 events involving 549 participants. Two of these were BioBlitz events and were organized to map plants and wildlife residing in the EcoPark.
- Engagement with officials in the Provincial and Federal governments about special legislation and/or recognition and funding for the EcoPark System is continuing.

Cootes to Escarpment EcoPark System Strategic Plan 2021-2030 Overview

The Strategic Plan, for the years 2021–2030, updates the goals and objectives to better align with the Vision and Mission as set out in the 2009 plan and is contained in Attachment #1. This Strategic Plan sets strategic priorities for the EcoPark System partner agencies to achieve by 2030 and includes a framework for tracking and reporting on each of these strategic priorities.

The Vision remains for the EcoPark System to be a permanently protected natural lands sanctuary linking Cootes Paradise Marshlands with Hamilton Harbour and the Niagara Escarpment. The Mission is for partner agencies to continue collaboration in order to preserve and enhance the natural lands they own and steward by using sustainable approaches to protect biodiversity, highlight ecosystem services, and enable responsible human connection to nature. Both the Vision and Mission are rooted in core values on ecological connectivity, biodiversity and sustainable recreation, education and research, and additional lands to reconnect isolated habitats in the EcoPark System.

Cootes to Escarpment EcoPark System Strategic Plan Objectives and Priority Areas

The five main objectives of the Cootes to Escarpment Strategic Plan have not changed from the 2010 Strategic Plan and include Natural Heritage, Recreation, Cultural Heritage, Interpretation, and Management. However, each objective has been updated to better align with the EcoPark's Vision and Mission.

Five strategic priorities are identified in the Strategic Plan to align with the five main objectives and reflect the collective values and vision of the partnership, including:

1. **Healthy Ecosystems** - A healthy ecosystem helps ensure that near urban natural areas within Hamilton and Burlington provide society with many benefits. These benefits include resilience to climate and environmental change, research and educational opportunities, recreational opportunities and support for biodiversity, among others.

2. Human Experience - Connecting with nature provides community members with enriching experiences that include multiple mental and physical health benefits. The opportunity to be in nature from a young age often leads to lifelong support for protecting and conserving natural areas.
3. Innovation and Discovery - The EcoPark System is a collage of ecologically complex landscapes near an intensely urbanized area. Using the lands and resources of partner agencies, the EcoPark System partners and stakeholders will research new approaches in protecting urban natural spaces, supporting human wellbeing through nature and opportunities for citizen science, and improving management of these areas in the face of urban growth and population pressures.
4. Thriving Partnerships - Strong partnerships are the foundation of the EcoPark System's unique collaboration of landowners, stakeholders and the community working together to conserve, protect and support the natural lands linking Cootes Paradise with the Niagara Escarpment.
5. Financial Sustainability - The EcoPark System provides efficient and effective services for its alliance of partners, stakeholders and the community. Delivering these functions requires funding for programmatic expenses, land securement, and operational coordination. The secretariat and partner agencies will explore diverse sources for multi-year and self-sustainable funding for existing and future essential EcoPark System work.

Each strategic priority provides direction on what is to be accomplished, and outlines the action items required to achieve that priority. These five strategic priorities constitute the framework for annual tracking and the reporting of outcomes through an EcoPark System Report Card. The Report Card will also assist in resource allocation for planning and budgeting, as well as the development of a fundraising and financing plan to secure sustainable funding opportunities.

The Cootes to Escarpment Strategic Plan 2021-2031 aligns with the Halton Region Strategic Business Plan 2019-2022, and the Environmental Sustainability and Climate Change Objectives in particular. The Region's Actions including greenlands securement, natural heritage restoration, and natural heritage remediation are consistent with the goals and objectives of the Cootes to Escarpment Strategic Plan.

The EcoPark System is seeking endorsement from partner councils and boards on the Cootes to Escarpment EcoPark System Strategic Plan 2021-2030 as contained in Attachment #1. Once the Strategic Plan is endorsed by all partner agencies, the EcoPark Secretariat, Management Committee and Governing Council will use this Plan to implement the objectives and strategic priorities for the next 10-years.

Next Steps

Concurrent to requesting endorsement of the Cootes to Escarpment Strategic Plan 2021-2031 by partner boards and municipal councils, the Management Committee is finalizing the 2021-2026 Memorandum of Understanding to ensure Plan implementation. The new Memorandum of Understanding will be submitted to partner Boards and municipal councils for approval in early summer 2021.

FINANCIAL/PROGRAM IMPLICATIONS

Regional support for the Secretariat of the Cootes to Escarpment EcoPark System have been accommodated within the Planning Services operating budget.

Annual financial contributions will be established through the new MOU process and for Regional Council's approval in summer 2021.

Respectfully submitted,



Curt Benson
Director, Planning Services and Chief
Planning Official



Bob Gray
Commissioner, Legislative and Planning
Services and Corporate Counsel

Approved by



Jane MacCaskill
Chief Administrative Officer

If you have any questions on the content of this report,
please contact:

Curt Benson

Tel. # 7181

Attachments: Attachment #1 – Cootes to Escarpment Strategic Plan 2021-2030



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The use of the terms “partner” or “partners” throughout this plan indicates only participating agencies which have signed the EcoPark System Memorandum of Understanding. The EcoPark System is not a legal partnership.

BACKGROUND DOCUMENTS AND RESOURCES

- Cootes to Escarpment Conservation and Land Management Strategy Phase I Background Report, 2008
- The Cootes to Escarpment Park System Conservation and Land Management Strategy Phase II Report, 2009
- Cootes to Escarpment Park System: A Conservation Vision, 2009 (Summary of Phase II report)
- Land Securement Strategy
- Six Individual Heritage Lands Management Plans

PHOTO CREDITS

- All photos by Peter Kelly, except for photo on page 8 and photo by Grace Hunter on page 9

February 2021



Land Acknowledgement

The participating agencies that make up the Cootes to Escarpment EcoPark System recognize the long history of First Nations and Métis people in the province of Ontario, and pay respects to the Mississaugas of the Credit First Nation, the treaty and rights holder to these lands and the Six Nations of the Grand River Territory. These lands are the traditional territory of the Haudenosaunee, Anishinaabe and Huron-Wendat nations.

Cootes to Escarpment EcoPark System Vision Map



- Legend:**
- EcoPark Land Boundaries
 - Privately Owned Outreach Area
 - Hydro Corridors
 - Water Bodies
 - Roads
 - Rail Lines
 - Hiking Trails



STUDY AREA

Introduction

The Cootes to Escarpment EcoPark System is a collaboration among government and not-for-profit agencies that collectively protect nearly 2,200 ha of open space and nature sanctuary between Cootes Paradise Marsh, Hamilton Harbour, and the Niagara Escarpment. Since 2007 the collaboration has evolved as a voluntary park alliance in which the participating agencies own and manage their lands individually but collaborate on areas of mutual interest.

The idea of a partnership around these natural areas was brought forward in 2006 by the Natural Heritage Planning Committee of the Bay Area Restoration Council. Following extensive background research and consultation a first strategic plan, the *Cootes to Escarpment Park System: Conservation Land Management Strategy*, was finalized in 2009 and approved in principle by all participating boards and councils in 2010. The participating agencies agreed to establish the EcoPark System as a voluntary collaboration operating under a three-year Memorandum of Understanding in 2013, which was amended and extended for five years in 2016.

This Strategic Plan, for the years 2021–2030, is an update to the goals and objectives set out in the 2009 plan. Consultations and workshops for this strategic plan began in early 2019 and involved representatives of the participating agencies as well as a diversity of interested individuals from various other organizations and perspectives. This strategic plan sets priorities and objectives for the EcoPark System partner agencies to achieve by 2030 and a framework for tracking and reporting back on each of these objectives.

The goals set out in this strategic plan were identified by the participating partner agencies as crucial for the development of the EcoPark System through 2030. The partner agencies invite participation in achieving these goals by of a wide range of interested persons and groups, other orders of government, NGOs, and the private sector, including those already volunteering as the “Friends of the EcoPark System.”



Produced by Michael Karpavage of Mapformation.com. Last updated February 2021.



Participating agencies in the Cootes to Escarpment EcoPark System include government and not-for-profit agencies that own land in the area and have agreed to the shared values of the park alliance through a formal memorandum of understanding for implementation.

We Value

- Conserving, protecting and restoring the natural lands we own and steward
- Collaborating on initiatives that support ecological connectivity, biodiversity and sustainable recreation to achieving the vision and mission of the ecopark system
- Promoting innovation in education, discovery and research in the ecopark system
- Securing and protecting additional protected lands in the ecopark system to better reconnect isolated habitats
- The support of the public for the EcoPark System and its neighbouring property owners
- Reciprocal and respectful engagement with indigenous communities and the bridging of traditional ecological knowledge and western science in our approaches to land management
- The many municipal, regional, provincial and federal policies, programs and initiatives that help achieve our jointly held goals

Participating agencies (as of August 2020)



Naturally Connected

Our **VISION** for the Cootes to Escarpment EcoPark System is that it becomes a permanently protected natural lands sanctuary linking Cootes Paradise Marshlands with Hamilton Harbour and the Niagara Escarpment.

Our **MISSION** as partners is to collaborate to preserve and enhance the natural lands we own and steward by using sustainable approaches to protect biodiversity, highlight ecosystem services, and enable responsible human connection to nature.



Objectives

Our five objectives for natural lands management are:



Natural Heritage

To protect, restore and enhance the ecological system by ensuring the health and diversity of species, habitats and natural processes.



Recreation

To provide opportunities for appropriate passive recreation that support active living while maintaining the biological and physical integrity of the lands.



Cultural Heritage

To identify, protect and preserve cultural heritage features for their valuable reflection of the historical use and occupancy of the area.



Interpretation

To provide educational opportunities that promote knowledge, innovation and discovery that furthers understanding and appreciation of natural and cultural values, environmental sensitivity and significance, and the need for conservation.



Management

To promote responsible stewardship of the lands and involve the community in park planning and management.

Strategic Priority Areas

The EcoPark System partner agencies have identified five strategic priorities to advance in a coordinated manner for the years 2021 to 2030. They reflect the collective values and vision of the partners for the purpose of contributing to the Cootes to Escarpment EcoPark System. These priorities guide our framework for annually tracking and reporting outcomes in the EcoPark System Report Card. They also direct resource allocation for staff planning and budgeting.

1. Healthy Ecosystems
2. Human Experience
3. Innovation and Discovery
4. Thriving Partnerships
5. Financial Sustainability



OBJECTIVES



DIRECTIONS

- D.1.1** Develop and implement joint strategies for ecosystem restoration, rehabilitation and naturalization projects (including through research to advance our understanding of the ecology and other aspects of the land)
- D.1.2** Improve ecological connectivity and increase natural corridors between partner-owned lands through additional land securement research and joint partner-led initiatives
- D.1.3** Guide stewardship efforts with the co-operation of neighbouring private landowners
- D.1.4** Reduce biodiversity loss throughout EcoPark System properties and adjacent properties
- D.1.5** Explore additional opportunities for partner agencies and the public to extend protection to lands that connect and enhance the EcoPark System through restoration, stewardship, land securement and research

ACTION ITEMS

- A.1.1** Facilitate opportunities for partner agency staff to engage in stewardship, ecological restoration, learn about emerging EcoPark System research and create collective goals
- A.1.2** Implement a joint in-depth ecological mapping program to support ecological connectivity, natural corridors and other initiatives
- A.1.3** Inspire, support and recognize landowners interested in restoration and stewardship efforts on their property
- A.1.4** Prioritize and implement recommendations from the Cootes to Escarpment EcoPark System Heritage Lands Management Plans and the 2019 Land Securement Strategy

Healthy Ecosystems

A healthy ecosystem helps ensure that near urban natural areas within Hamilton and Burlington provide society with many benefits.

These benefits include resilience to climate and environmental change, research and educational opportunities, recreational opportunities and support for biodiversity, among others.

Partner agencies aim to effectively manage this connected and biodiverse landscape through ecological restoration, rehabilitation, protection of additional lands and naturalization projects that balance nature's needs with human use.

Human Experience

Connecting with nature provides community members with enriching experiences that include multiple mental and physical health benefits. The opportunity to be in nature from a young age often leads to lifelong support for protecting and conserving natural areas. By supporting opportunities for people to understand, engage and celebrate the landscape, EcoPark System partners will ensure its relevance and importance for present and future Burlington and Hamilton residents.

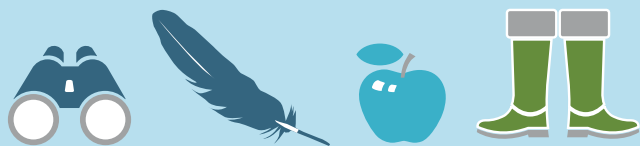
DIRECTIONS

- D.2.1** Work with partner agencies and stakeholders to provide events and other opportunities for the public to experience the EcoPark System
- D.2.2** Inspire private landowners in the EcoPark System to share their stewardship efforts and results with the community
- D.2.3** Gather and develop relevant educational and outreach material on the EcoPark System's natural and cultural heritage for partner agencies, stakeholders, decision makers and the public

ACTION ITEMS

- A.2.1** Promote sustainable recreation opportunities for mental and physical well-being within the EcoPark System for the public, and support partner-led recreational trail development by supporting the Hamilton-Burlington Trails Council
- A.2.2** Finalize and implement a private land-owner stewardship outreach and engagement strategy
- A.2.3** Establish a communications committee that identifies partners gaps, priorities and joint opportunities to connect with various audiences

OBJECTIVES

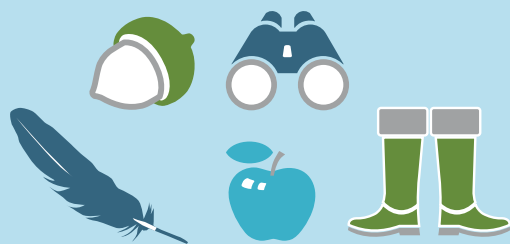




STRATEGIC PRIORITY



OBJECTIVES



Innovation and Discovery

The EcoPark System is a collage of ecologically complex landscapes near an intensely urbanized area. Using the lands and resources of partner agencies, the EcoPark System partners and stakeholders will research new approaches in protecting urban natural spaces, supporting human wellbeing through nature and opportunities for citizen science — improving management of these areas in the face of urban growth and population pressures.

DIRECTIONS

- D.3.1** Provide leadership in addressing global climate change and other issues through local solutions
- D.3.2** Inspire citizen science contributions to better understand the EcoPark System on partner-owned lands and surrounding lands
- D.3.3** Identify and explore knowledge gaps and research opportunities on nature connectedness in urban areas
- D.3.4** Advance novel ecological stewardship, land management and restoration research and practices

ACTION ITEMS

- A.3.1** Establish and nurture research projects with local colleges, universities and other research bodies to advance our understanding of the ecology and other aspects of the land
- A.3.2** Develop unique educational resources and organize an annual event to engage landowners and the public
- A.3.3** Disseminate and pursue research priorities within each EcoPark System Heritage Lands Management Plans
- A.3.4** Share timely and relevant research findings with EcoPark System partners, stakeholders and the public

Thriving Partnerships

Strong partnerships are the foundation of the EcoPark System's unique collaboration of landowners, stakeholders and the community working together to conserve, protect and support the natural lands linking Cootes Paradise with the Niagara Escarpment. Ensuring a thriving partnerships means maintaining existing relationships while pursuing new collaborative opportunities and support.

DIRECTIONS

- D.4.1** Maintain existing collaborative relationships with partner agencies
- D.4.2** Promote the uniqueness of the EcoPark System locally, nationally and internationally
- D.4.3** Secure additional support from the provincial and federal government
- D.4.4** Improve support from local stakeholders, including private landowners, businesses and relevant environmental and educational institutions

ACTION ITEMS

- A.4.1** Engage with partner agencies monthly and as required to maintain existing collaborative relationships
- A.4.2** Present the unique EcoPark System story to relevant local, national and international audiences
- A.4.3** Explore Provincial, Federal and/or international recognition of the EcoPark System to align accomplishments with national and global conservation goals
- A.4.4** Explore collaborative opportunities with local stakeholders including landowners, businesses, institutions, youth and other community sectors

OBJECTIVES



Financial Sustainability

The EcoPark System provides efficient and effective services for its alliance of partners, stakeholders and the community. Delivering these functions requires funding for programmatic expenses, land securement, and operational coordination. The secretariat and partner agencies will explore diverse sources for multi-year and self-sustainable funding for existing and future essential EcoPark System work.

DIRECTIONS

- D.5.1** Maintaining multi-year core operational partner funding commitments while diversifying non-core funding for programmatic expenses
- D.5.2** Investing financial resources in 2021–2030 Cootes to Escarpment EcoPark System Strategic Plan actions and priorities
- D.5.3** Exploring and pursuing opportunities for land securement fundraising
- D.5.4** Express the present value of ecosystem services provided by protected lands within the EcoPark System and envision the value provided by ecosystem services under alternative management scenarios

ACTION ITEMS

- A.5.1** Establish a fundraising committee and strategy to:
 - a. Identify and undertake a fundraising and financing plan to secure existing, new and primarily sustainable funding opportunities
 - b. Report on Return on Investment to date and on an ongoing basis
 - c. Plan appropriate investments in the programs and initiatives outlined within the 2021–2030 Cootes to Escarpment EcoPark System Strategic Plan
- A.5.2** Implement suggestions from the 2019 Land Securement Strategy
- A.5.3** Investigate the value of ecosystem services provided by protected lands within the EcoPark System and consider alternative management scenarios to increase that value



OBJECTIVES





Evaluation and Implementation Plan

STRATEGIC:

► Directions ► Action items ► Report card

OPERATIONAL:

► Strategic Plan ► Committee planning ► Annual budget ► Alliance priorities and measurables (Secretariat and Partner Agencies)

Progress will be monitored by the EcoPark System secretariat and Management Committee. Biannually, progress will be reported to the EcoPark System Governing Council, Management Committee and posted on the website. An annual report card will be produced to track progress against the priority targets outlined on pages 8–12 (strategic priority areas).



**VIA EMAIL**

May 20, 2021

City of Burlington, Kevin Arjoon
Town of Milton, Meaghen Reid
Town of Halton Hills, Valerie Petryniak
Town of Oakville, Vicki Tytaneck

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Please be advised that at its meeting held Wednesday, May 19, 2021, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: FN-19-21 – Debenture Issuance

1. THAT Report No. FN-19-21 re: “2021 Debenture Issuance” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. FN-19-21 to the City of Burlington, the Town of Milton, and the Town of Oakville.
3. THAT the Director of Legal Services be authorized to prepare the necessary By-laws to issue the debentures as set out in Report No. FN-19-21.

Included please find a copy of Report No. FN-19-21 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Milne", written over a light blue circular stamp.

Graham Milne
Regional Clerk
graham.milne@halton.ca



The Regional Municipality of Halton

Report To:	Regional Chair and Members of Regional Council
From:	Keshwer Patel, Commissioner, Finance and Regional Treasurer
Date:	May 19, 2021
Report No:	FN-19-21
Re:	2021 Debenture Issuance

RECOMMENDATION

1. THAT Report No. FN-19-21 re: “2021 Debenture Issuance” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. FN-19-21 to the City of Burlington, the Town of Milton, and the Town of Oakville.
3. THAT the Director of Legal Services be authorized to prepare the necessary By-laws to issue the debentures as set out in Report No. FN-19-21.

REPORT

Executive Summary

- Halton Region (“the Region”) facilitates all debenture financing transactions on behalf of the Region and the Local Municipalities.
- On April 30, 2021 Halton Region issued a \$20.12 million 1-10 year serial debenture with an all-in average borrowing rate of 1.826%.

Background

Report No. FN-16-21 re: “Authority to Negotiate and Place a Debenture Issue”, provided authority to the Commissioner of Finance and Regional Treasurer to negotiate a debenture for capital financing on behalf of the local municipalities for an amount not to exceed \$20.12 million. This debenture negotiation included financing for the City of Burlington, the Town of Milton and the Town of Oakville.

On April 30, 2021 the Region successfully completed a \$20.12 million 1-10 year serial debenture issuance transaction at an all-in average borrowing rate of 1.826%. This

debenture issuance will be completed on May 26, 2021, following Council enactment of the Debenture By-laws on May 19, 2021.

The Novel Coronavirus (COVID-19) has had a significant impact on global economies. As communicated to Council in Report No. FN-13-21 re: “2020 Annual Report on Investments and Cash Management” the Federal government introduced large scale fiscal measures as an emergency response to the COVID-19 pandemic. With bond yields near their recent lows and with solid investor interest for the Region’s serial debenture issue, market conditions were ideal to secure the Region’s capital financing requirements at extremely favourable levels while alleviating the potential risk of borrowing at higher rates later in the year. The Region’s last debenture issue was completed in June 2020 for a 1-10 year serial debenture at an average net borrowing cost of 1.634%.

Discussion

As shown below, the total capital funding secured by the recent debenture issuance for the Local Municipalities was \$20.12 million. This is within the amount authorized by Council through Report FN-16-21 re: “Authority to Negotiate and Place a Debenture Issue”.

Municipality	Amount
1-10 Year Serial	
City of Burlington	\$ 6,685,000
Town of Milton	12,335,000
Town of Oakville	1,100,000
Total	\$ 20,120,000

FINANCIAL/PROGRAM IMPLICATIONS

Based on Halton Region's pay-as-you-go financing strategy, the Region's 2020 Budget & Business Plan (excluding Halton Regional Police Service), does not include debenture financing for capital projects in 2021. As outlined in the 2021 Budget and Business Plan, the Region's annual projected debt level is expected to decline over the next 10 years and will remain well within the Region's borrowing capacity.

Respectfully submitted,



Matthew Buist
Director, Capital and Development
Financing



Keshwer Patel
Commissioner, Finance and Regional
Treasurer

Approved by



Jane MacCaskill
Chief Administrative Officer

If you have any questions on the content of this report,
please contact:

Matthew Buist

Tel. # 7873

Attachments: None

**VIA EMAIL**

May 20, 2021

City of Burlington, Kevin Arjoon
Town of Milton, Meaghen Reid
Town of Halton Hills, Valerie Petryniak
Town of Oakville, Vicki Tytaneck

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

Please be advised that at its meeting held Wednesday, May 19, 2021, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS47-21 – 2020 Employment Survey Results

1. THAT Report No. LPS47-21 re: “2020 Employment Survey Results” and attached Document under Separate Cover be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS47-21 to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information.

Included please find a copy of Report No. LPS47-21 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Milne", written over a light blue circular stamp.

Graham Milne
Regional Clerk
graham.milne@halton.ca

**The Regional Municipality of Halton**

Report To:	Regional Chair and Members of Regional Council
From:	Bob Gray, Commissioner, Legislative and Planning Services and Corporate Counsel
Date:	May 19, 2021
Report No:	LPS47-21
Re:	2020 Employment Survey Results

RECOMMENDATION

1. THAT Report No. LPS47-21 re: "2020 Employment Survey Results" and attached Document under Separate Cover be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS47-21 to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information.

REPORT**Executive Summary**

- In 2020, the Region conducted its 11th annual survey of businesses in Halton to collect information about business and employment activities.
- As a result of the COVID-19 pandemic and its impact on business operations and employment activities in Halton, the 2020 Employment Survey was conducted with changes to its timeframe and methods that adhered to the public health measures in place at the time.
- Given the challenging circumstances faced by businesses and adjustments to the Survey timeframe and methods, the participation rate in the 2020 Employment Survey was lower than previous years. By the end of December, 40.3 per cent of businesses participated (5,496 businesses) in the survey, while 57.8 per cent were unable to participate (7,884 businesses) and 2.0 per cent declined to participate (267 businesses).
- Despite these challenges, the responses to the 2020 Employment Survey as well as additional analysis conducted on the basis of these responses provide valuable

information about business and employment activity in Halton Region in 2020 and in the context of the COVID-19 pandemic.

- Key findings from the 2020 Employment Survey include:
 - A total of 13,647 businesses were identified, which is a slight decrease from the 13,650 businesses identified in 2019.
 - A total of 880 businesses that were operating in 2019 were identified as closed in 2020 while 877 businesses were newly identified in 2020, which resulted in a net decrease of 3 businesses between 2019 and 2020.
 - A total of 228,400 jobs were estimated in Halton in 2020, representing a significant decrease by 5.4 per cent (13,000 jobs) from 241,423 jobs in 2019.
 - Of the 4,973 businesses that responded to a new survey question regarding working from home, 21.6 per cent (1,072 businesses) indicated that the businesses had work-from-home arrangements with employees.
 - In terms of business counts, the Retail Trade sector had the highest net decrease of 40 businesses in 2020, down 1.6 per cent from 2,428 businesses in 2019 to 2,388 businesses in 2020. Conversely, the Health Care and Social Assistance sector had a net increase of 41 businesses, up 2.6 per cent from 1,662 businesses in 2019 to 1,706 businesses in 2020.
 - In terms of job counts, the Accommodation and Food sector was significantly impacted in 2020, with a net decrease of about 3,800 jobs, down 20.1 per cent from the 18,911 jobs identified in 2019 to 35,100 estimated jobs in 2020. Conversely, the Health Care and Social Assistance sector saw a net increase of about 2,200 jobs, up 8.7 per cent from the 25,154 jobs identified in 2019 to 27,400 estimated jobs in 2020.

Background

The 2020 Employment Survey was the 11th annual survey of businesses in Halton Region. Through the Employment Survey, information is collected on business and employment activities in Halton. This includes, among other things, data on: number of employees, type of employment (full-time, part-time or seasonal), business location, industry sector, floor space, and building type. For the 2020 Employment Survey, a new question was added to collect data on working from home in the context of the COVID-19 pandemic.

Information gathered through the Employment Survey is used to inform and support Regional analysis and decision-making related to land use planning and economic development and to provide an overall understanding of economic and employment trends in Halton, among other things.

COVID-19 Pandemic Impact on the 2020 Employment Survey

As noted in Report No. LPS46-20, the 2020 Employment Survey could not commence in May 2020 as planned due to the impacts of COVID-19. In that report, it was also noted that Regional staff would assess alternative options for administering the survey given the importance of the data it provides. After careful consideration, the 2020 Employment Survey was conducted using an alternative approach that included the following key adjustments:

- **Survey Timeframe** – The timeline for the survey was shifted from the usual 5-month period between May and September to a shorter 3-month period from mid-September to late-December. As a result of this change, the survey period was reduced by almost two months and occurred during the fall/winter employment season rather than the typical summer employment season.
- **Survey Methods** – The survey typically relies on in-person, face-to-face interactions at business locations throughout Halton. This approach was adjusted in order to adhere to public health measures and ensure physical distancing:
 - **Site Visits** – At the outset of the survey, site visits were undertaken at all business locations in Halton to visually confirm business activity and status (i.e. businesses that remained active, businesses that had permanently closed, and new businesses that had not been previously identified). Where site visits could not be completed safely (e.g. enclosed spaces in large office buildings), confirmation of business activity and status were completed remotely based on the best information available (e.g., confirmation through online research).
 - **Remote Surveys** – The surveying of businesses identified as active or new through site visits was limited to approaches that allowed for physical distancing. This included engaging businesses over the phone, by email, or by directing businesses to the online survey form available at Halton.ca.

Given the challenging circumstances faced by businesses (i.e., temporary closures, operational adjustments, limited capacities and hours, etc.), as well as the necessary changes to the survey timeframe and methods described above, the participation rate in the 2020 Employment Survey was lower than previous years. At the conclusion of the 2020 Employment Survey in December, 5,496 businesses had participated, resulting in a participation rate of 40.3 per cent. Typically, the Employment Survey achieves a participation rate of 80 per cent or higher.

Despite these challenges, the 5,496 responses received provide valuable information about business and employment activity in Halton Region in 2020 and in the context of the COVID-19 pandemic. Further, the businesses that participated in the survey constitute a representative sample of all businesses identified in Halton in terms of their sector, size, and location. As a result, these responses allowed Regional staff to undertake additional statistical analysis to estimate the impact on employment in Halton Region as a whole.

Specifically, the 2020 Employment Survey was able to provide information on the total number of active businesses, closed businesses, and new businesses in Halton Region, as well as their economic sector. This information was available based on site visits and/or confirmation through online research. Responses to the survey questions related to job counts, among others, were collected only from the 5,496 businesses (40.3 per cent) that responded. As these businesses are a representative sample of all businesses in Halton, Regional staff undertook statistical analysis to produce estimated 2020 job counts for the remaining 59.7 per cent of businesses that did not participate in the survey. Consequently, the job counts in the 2020 Employment Survey results report are estimates based on this statistical analysis. Further, the job counts presented are rounded to the nearest 100 to reflect their status as estimates.

Discussion

2020 Employment Survey Highlights

The Document under Separate Cover titled “2020 Employment Survey Results” provides information on business and employment activity in Halton based on the results of the 2020 Employment Survey. It also highlights key observed trends in the identified business and estimated job counts, including the distribution of businesses and jobs across Halton by municipality and land use area.

The 2020 Employment Survey results suggest:

- **Business operations in Halton Region remained relatively resilient with a slight net decrease compared to the number of businesses identified in 2019.**

A total of 13,647 businesses were identified in Halton in 2020, which is a slight decrease from the 13,650 businesses identified in 2019. The total number of businesses identified in 2020 includes 877 businesses identified for the first time through the Employment Survey in 2020, generally making up for the 880 businesses that were identified as having closed since 2019.

Despite this overall resiliency, a significant number of businesses were observed to be temporarily closed due to the provincial orders in place at the time. As these closures were temporary, the businesses were still considered to be active for the purposes of the Employment Survey. The status of these businesses will be confirmed through the 2021 Employment Survey.

While each municipality saw varying impacts on the number of business operations, the share of Halton’s total businesses identified within each municipality also remained relatively unchanged. Oakville continues to have the highest share of businesses in Halton at 38.0 per cent (5,187 businesses), followed by Burlington at 36.2 per cent (4,947 businesses). Milton and Halton Hills have shares of 14.8 per cent (2,021 businesses) and 10.9 per cent (1,492 businesses), respectively.

- **There was a significant decrease in the number of jobs in Halton due to business closures and reductions in the size of business operations.**

The 2020 Employment Survey Results report estimated a total of 228,400 jobs in Halton, a decrease of about 13,000 jobs or a 5.4 per cent decrease from the 241,423 jobs identified in 2019. The total number of jobs estimated in 2020 represents the loss of 7,600 jobs from business that closed in 2020, as well as a loss of 22,500 jobs in existing businesses that remained active. Combined, this represents an estimated total of 30,100 jobs lost in 2020. On the other hand, there were 3,300 jobs gained from new businesses identified in 2020 and 13,800 jobs gained in existing active businesses. Combined, that represents an estimated 17,100 jobs gained in 2020. Typically, the Employment Survey observes an overall net increase of jobs from both existing businesses and newly identified businesses resulting in more jobs than the previous years.

As noted above, these Region-wide job counts are estimates based on the representative sample of responses received to the 2020 Employment Survey. In addition, many survey respondents noted that their reductions in the number of employees were temporary. It is anticipated that the 2021 Employment Survey will help to confirm whether these positions have been reinstated at these businesses or whether they represent permanent job losses.

By municipality, while each municipality saw varying impacts on the number of jobs, the share of Halton's total jobs remain relatively unchanged. Oakville continues to have the highest share of jobs in Halton at 39.3 per cent (89,800 estimated jobs), followed by Burlington at 36.5 per cent (83,400 estimated jobs). Milton and Halton Hills have shares of 15.1 per cent (34,400 estimated jobs) and 9.1 per cent (20,800 estimated jobs), respectively.

- **Although many businesses are not able to support employees in working from home, businesses that allow employees to work from home still represent a significant portion of the work force.**

In 2020, the Employment Survey introduced a new question that asked whether employees worked from home, and if so, how many were doing so. Of the 4,973 businesses that responded to the survey question, 21.6 per cent indicated that the businesses had work-from-home arrangements with employees. Of these respondents, 739 businesses provided information on the specific number of employees working from home. Within these businesses, 9,100 employees were identified to be working-from-home, representing about 38.3 per cent of the total employees within these businesses. Overall, this suggests that more than a third of employees are working from home at the businesses that have these arrangements.

The work-from-home survey question will continue to be included as part of the Employment Survey to allow for observation of this trend over time.

- **In 2020, in terms of business counts, the Retail Trade sector had the highest net decrease in businesses whereas the Health Care and Social Assistance sector had the highest net increase.**

The impact of COVID-19 pandemic varied across different sectors. In terms of business operations, the Retail Trade sector had the highest net decrease in the number of business counts by 1.5 per cent, down from the 2,428 businesses identified within the sector in 2019 to 2,388 businesses in 2020. The Retail Trade sector includes businesses retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.

Top Sector with the Highest Net Decrease of Business Count	2019 Business Count	2020 Business Count	Change Between 2019 and 2020
Retail Trade Sector	2,428	2,388	- 40 (- 1.6%)

Conversely, the Health Care and Social Assistance sector had the highest net increase in number of businesses by 2.5 per cent increase, up from the 1,662 businesses identified within the sector in 2019 to 1,706 businesses in 2020. The Health Care and Social Assistance sector includes businesses providing health care by diagnosis and treatment, providing residential care for medical and social reasons, providing social assistance, and child care to those requiring such assistance.

Top Sector with the Highest Net Increase of Business Count	2019 Business Count	2020 Business Count	Change Between 2019 and 2020
Health Care and Social Assistance	1,662	1,706	+ 44 (+ 2.6%)

- **In 2020, in terms of job counts, the Accommodation and Food Services sector had the highest net decrease in the number of jobs whereas the Health Care and Social Assistance sector had the highest net increase.**

Similar to business operations, the impact of COVID-19 pandemic on jobs varied across different sectors. The Accommodation and Food Services sector had the highest net decrease in number of jobs with an estimated 3,800 jobs lost, representing a 20.1 per cent decrease, down from 18,911 jobs identified within the sector in 2019 to 15,100 jobs in 2020. The Accommodation and Food Services sector includes businesses providing short-term lodging and complementary services to travelers, vacationers and others.

Top Sector with the Highest Net Decrease of Job Count	2019 Job Count	2020 Job Count (Estimate)	Change Between 2019 and 2020 (Estimate)
Accommodation and Food Services Sector	18,911	15,100	- 3,800 (- 20.1%)

Conversely, the Health Care and Social Assistance sector had the highest net increase in number of jobs with an estimated 2,200 jobs gained, representing an 8.7 per cent increase, up from 25,154 jobs identified within the sector in 2019 to 27,400 jobs in 2020. The Health Care and Social Assistance sector includes businesses providing health care by diagnosis and treatment, providing residential care for medical and social reasons, providing social assistance, and child care to those requiring such assistance.

Top Sector with the Highest Net Increase of Job Count	2019 Job Count	2020 Job Count (Estimate)	Change Between 2019 and 2020 (Estimate)
Health Care and Social Assistance Sector	25,154	27,400	+ 2,200 (+ 8.7%)

Next Steps

Despite various challenges and limitations due to on-going COVID-19 pandemic, the 2020 Employment Survey was able to directly engage over five-thousand businesses in Halton and achieve a 40.3 per cent participation rate. This provided valuable information and insight relating to impacts of the pandemic on Halton's businesses and employment activities.

To continue to monitor the COVID-19 pandemic impacts and economic and employment trends in Halton, the 2021 Employment Survey is expected to return to the standard timeframe between May and September, but will continue to build on the adjusted survey methods used in 2020. A report on the results of the 2021 Employment Survey will be provided to Regional Council in 2022.

FINANCIAL/PROGRAM IMPLICATIONS

The cost of undertaking the annual region-wide comprehensive employment survey is funded from the Planning Services Operating Budget.

Respectfully submitted,



Curt Benson
Director, Planning Services and Chief
Planning Official



Bob Gray
Commissioner, Legislative and Planning
Services and Corporate Counsel

Approved by



Jane MacCaskill
Chief Administrative Officer

If you have any questions on the content of this report,
please contact:

Curt Benson

Tel. # 7181

Attachments: Attachment #1 – 2020 Employment Survey Results (Document Under Separate Cover)



2020

Employment Survey Results





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Message from Halton Regional Chair Gary Carr

On behalf of Regional Council, I am pleased to present the results of the 2020 Employment Survey. Each year, local businesses respond to our survey to provide valuable information about employment in the area. Their feedback helps the Region plan for the future by informing policy and decision-making, including planning for infrastructure and service improvements to support our community.

The COVID-19 pandemic has had significant and widespread impacts on Halton's business community. The results of the 2020 Employment Survey show that many sectors, particularly in Accommodation and Food Services, had to downsize their workforce and faced large-scale temporary layoffs. Despite the challenges, the results suggest many sectors in Halton remain resilient and are well-positioned to recover as the economy reopens.

Here are some key highlights from the 2020 Employment Survey:

- The survey identified 13,647 businesses (a slight decrease from 13,650 businesses in 2019) and estimated 228,400 jobs (a decrease by 5.4 per cent from 241,423 jobs in 2019);
- Halton's Employment Areas continue to play a significant role in supporting regional economic activities with 43.8 per cent of total businesses and 53.6 per cent of total jobs located in these areas;
- In 2020, 4,973 businesses responded to the work-from-home survey question. 21.6 per cent of the responding businesses (1,072 businesses) indicated that the employees at the business locations were working from home under various arrangements.
- The top sector affected by the most net decrease in total jobs was Accommodation and Food Services sector (a decrease by 3,800 jobs, or a 20.1 per cent decrease from 18,911 jobs in 2019); and
- The top sector with the highest net increase in total jobs was Health Care and Social Assistance sector (an increase by 2,200 jobs, or an 8.7 per cent increase from 25,154 jobs in 2019).

I encourage you to read this report and learn why Halton is one of the best places to do business in Canada. To learn more about employment in Halton, visit [halton.ca](https://www.halton.ca).

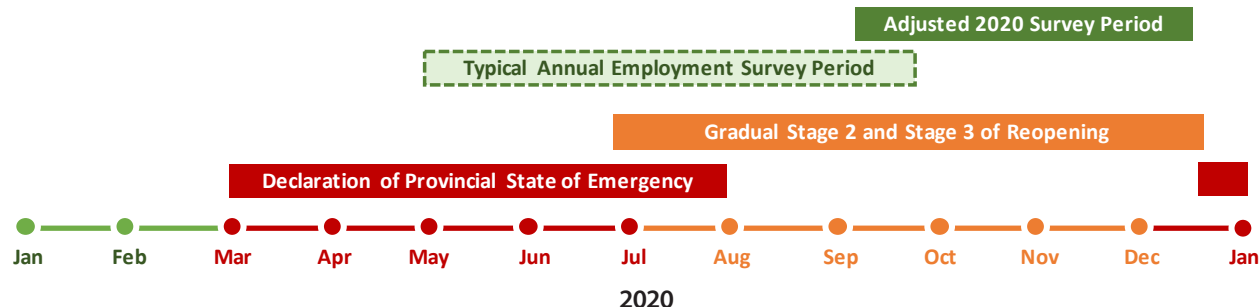
Thank you to the local businesses that participated in the 2020 Employment Survey. By working together, we continue to ensure Halton remains a great place to live, work, raise a family and retire.

Sincerely,

Gary Carr
Halton Regional Chair

Preface

Special notes on data collection in 2020



COVID-19 impact and considerations

In 2020, the COVID-19 pandemic had significant impacts on business operations and employment activities in Halton. Impacts included mandatory closure of non-essential businesses for a varying period of time, limited capacity at businesses that operate indoors, and a reduction in overall business operations, among others. As a result, the approach to the 2020 Employment Survey was adjusted to account for the challenges and limitations that businesses faced.

The 2020 Employment Survey was planned to launch in May 2020 for a period of five months until September 2020. However, beginning on March 17, 2020, the Province declared a provincial state of emergency under the *Emergency Management and Civil Protection Act* in an effort to curb the spread of COVID-19. This was in effect until July 31, 2020. Effectively, certain businesses deemed to be non-essential were legally required to close for a period of time. Consequently, the 2020 Employment Survey was postponed from the initial planned survey period.

Starting on June 12, 2020, select regions in Ontario began to gradually enter the Stage 2 and Stage 3 of the Provincial Reopening Strategy. Halton Region entered Stage 2 on June 19, then Stage 3 on July 24. With the gradual reopening of certain workplaces in Halton, the timing of the 2020 Employment Survey was adjusted to be conducted between mid-September 2020 and December 2020 for a period of about three months.

At the launch of the 2020 Employment Survey in mid-September, the team of Employment Surveyors conducted site visits of all business locations in Halton to visually confirm business activities (i.e. business closures and new businesses). Site visits were completed while maintaining physical distancing and following all public health measures. In a few instances where it was not possible to complete the site visits safely (i.e. enclosed business spaces such as office buildings), confirmation of business activities were completed remotely with the best information available such as confirmation through online research.

While businesses are typically engaged in-person for the annual survey, businesses were reached remotely by phone calls or emails in 2020. Businesses were also provided with a range of options to remotely participate in the 2020 Employment Survey including providing responses over the phone, returning an electronically completed survey questionnaire by email, or completing the online survey form available on halton.ca.

Understanding the importance of the survey, many businesses participated in the 2020 Employment Survey. The vast majority provided responses directly over the phone and others participated by email or completing the online survey form. Although efforts were made to secure responses from all businesses in Halton, a number of challenges affected these efforts such as limited or reduced business hours, temporary closures of businesses at the time, or the survey contact being unavailable at the time of the contact. There was a further challenge due to additional province-wide lockdowns in December as a result of increasing COVID-19 cases.

At the conclusion of the 2020 Employment Survey in December 2020, 40.3 per cent of the total businesses identified in 2020 participated in the survey. While this response rate is substantially lower than previous years, the businesses that responded constitute a representative sample in terms of sector, size, and location in Halton. As a result, the 2020 Employment Survey report includes estimates of Region-wide job counts based on the responses received as well as inferential statistics that draw conclusions about the 59.7 per cent of businesses that were not able to respond in 2020. Unlike previous years, this approach is unique to the 2020 Employment Survey. For additional information on the 2020 Employment Survey methodological and data notes, see page 20 of this report.

2020 Employment Survey

Introduction and Highlights

2020 Employment survey

In 2020, the Region conducted its 11th annual Employment Survey of businesses in Halton. Through the survey, the Region collects and updates information on businesses and employment across Halton. This includes data such as the number of employees, type of employment (full-time, part-time or temporary), industry sector and business space.

The results of this survey represent voluntary responses and input from businesses. These businesses have a physical location within Halton and are visible to the general public with business signage. In addition, as a result of the response rate in 2020, the results as they relate to job counts are presented as estimates. See page 23 for methodological notes on job counts in 2020.

Report content

This report provides a summary of the 2020 Employment Survey results. In particular, the report:

- highlights the total number of businesses identified and jobs estimated in 2020 and provides a five-year trend from 2016 to 2020;
- presents additional information on businesses and jobs based on survey responses; and
- examines the geographic distribution of businesses and jobs across Halton, including within the Employment Areas identified in Halton's Regional Official Plan.

The 2020 Employment Survey Results report is organized as follows:

	Businesses Provides highlights related to businesses in Halton.
	Jobs Provides highlights related to jobs in Halton.
	Businesses and Jobs by Sector Identifies key economic sectors in Halton by businesses and jobs.
	Employment Area Provides highlights of businesses and jobs within Halton's Employment Areas.

For information on the survey methodology, please see page 20.

2020 business highlights

13,647businesses in Halton
(13,650 in 2019)**- 3**net change in businesses
between 2019 and 2020
(+ 397 between 2018 and 2019)**880**business closures
(1,167 in 2019)**43.8%**of businesses were
located in Halton's
Employment Areas
(43.3% in 2019)**Retail trade**

Top sector by business count



2020 job highlights

228,400estimated (rounded)
jobs in Halton
(241,423 in 2019)**- 13,000**net estimated (rounded)
change in jobs between
2019 and 2020
(+ 12,529 between 2018 and 2019)**72.2%**of estimated (rounded)
jobs were full-time
positions
(71.3% in 2019)**53.6%**of estimated (rounded)
jobs were located in
Halton's Employment
Areas
(53.8% in 2019)**Retail trade**

Top sector by job count



2020 Employment Survey

Businesses: Summary



13,647

businesses identified
in 2020

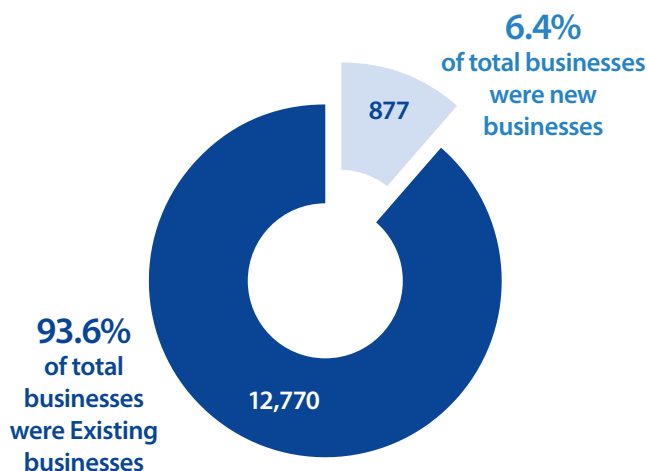
- 3

net change in businesses
between 2019 and 2020

Businesses by type

The 2020 Employment Survey identified a total of 13,647 businesses in Halton Region. Of the businesses identified, 93.6 per cent (12,770 businesses) were existing businesses, or businesses that have been operating in Halton since 2019 or earlier. The remaining 6.4 per cent (877 businesses) were businesses identified for the first time in 2020. These represent businesses that were not identified during previous survey years.

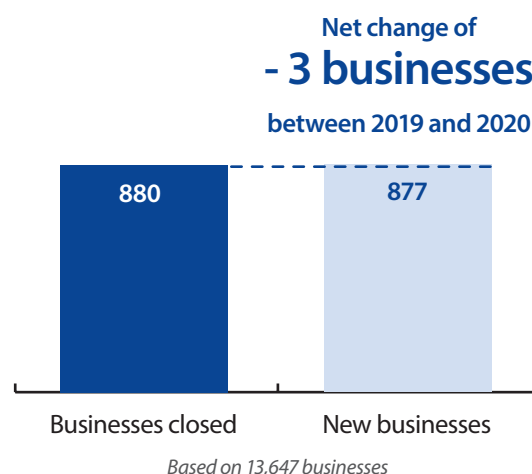
Businesses by type



Net change between 2019 and 2020

In 2020, 880 businesses that have been operating in Halton since 2019 or earlier were identified as closed. The survey also identified 877 new businesses in 2020. As a result, there was a slight overall net decrease of three businesses between 2019 and 2020. Business closures do not include businesses that were temporarily closed (i.e. anticipated to reopen at a later date).

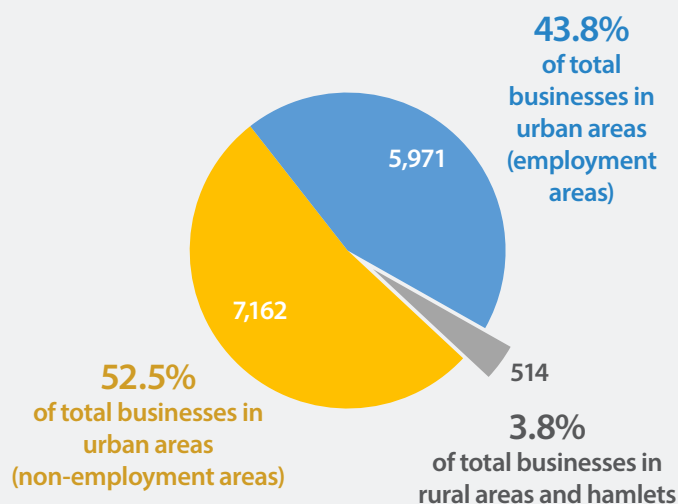
Net change of total businesses between 2019 and 2020



Businesses by Halton's land use areas

In 2020, 96.2 per cent (13,133 businesses) of Halton's total businesses were located in urban areas. Urban areas are where the majority of Halton's population and employment growth occur. Within the urban areas are employment areas with a specific role of supporting Halton's key economic activities. 43.8 per cent (5,971 businesses) of Halton's total businesses were located in the employment areas. For more highlights on the employment areas, see page 17 of the report.

The remaining 3.8 per cent (514 businesses) were located in hamlets and rural areas. Hamlets are part of Halton's settlement area, but located within rural areas. Limited population and employment growth are directed to these areas; however, they play an important economic role in Halton to support rural and agricultural activities.



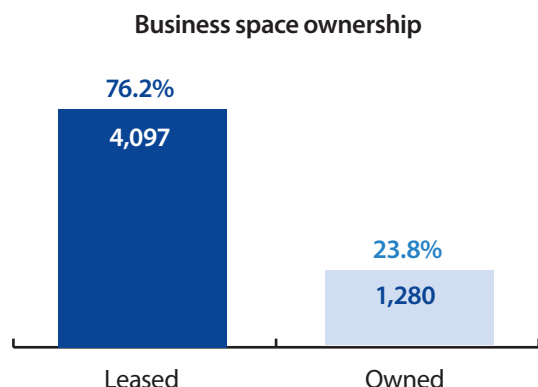
2020 Employment Survey

Businesses: Key trends in 2020



Business space ownership

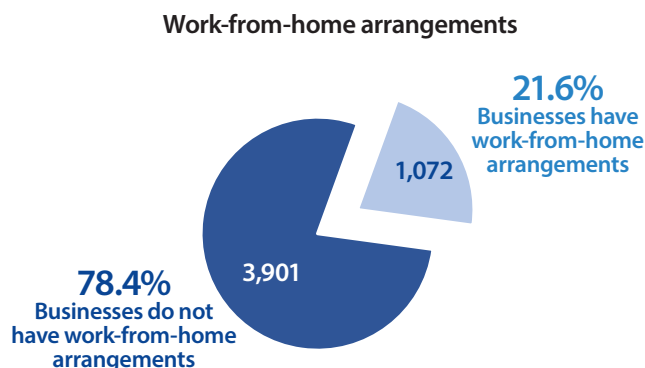
In 2020, 76.2 per cent (4,097 businesses) of businesses that responded to the survey operated in a business space that was leased. The remaining 23.8 per cent (1,280 businesses) owned the business space. 5,377 businesses responded to the survey question on the business space ownership.



Based on 5,377 responses

Work-from-home arrangements

In 2020, of the 4,973 businesses that responded to the work-from-home survey question, 21.6 per cent (1,072 businesses) indicated that the businesses had work-from-home arrangements with employees. The remaining 78.4 per cent (3,901 businesses) indicated that they do not have work-from-home arrangements.



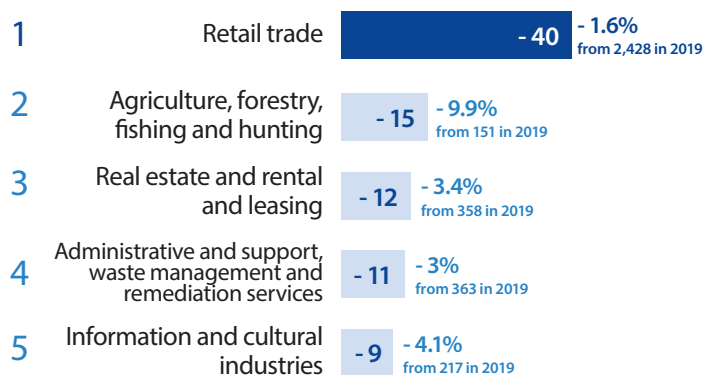
Based on 4,973 responses

Top sectors by net business closures

In 2020, the Retail Trade sector had the highest decrease in net number of businesses due to higher number of closures with a decrease by 40 businesses, or a 1.6 per cent decrease from 2,428 businesses identified within the sector in 2019.

The chart below identifies the top five sectors by net number of business closures. For descriptions of the sectors, see page 22 of this report.

Top 5 sectors by net number of business closures



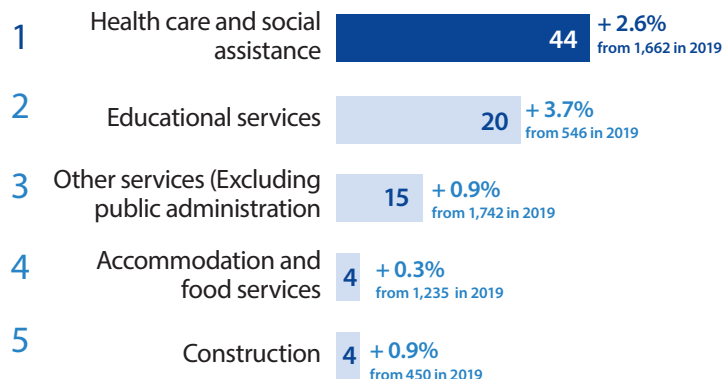
Based on 880 business closures and 877 new businesses

Top sectors by net new businesses

In 2020, the Health Care and Social Assistance sector had the highest increase in net number of businesses with an increase by 44 businesses, or a 2.6 per cent increase from 1,662 businesses identified within the sector in 2019.

The chart below identifies the top five sectors by net number of new businesses. For descriptions of the sectors, see page 22 of this report.

Top 5 sectors by net number of new businesses



Based on 880 business closures and 877 new businesses

2020 Employment Survey

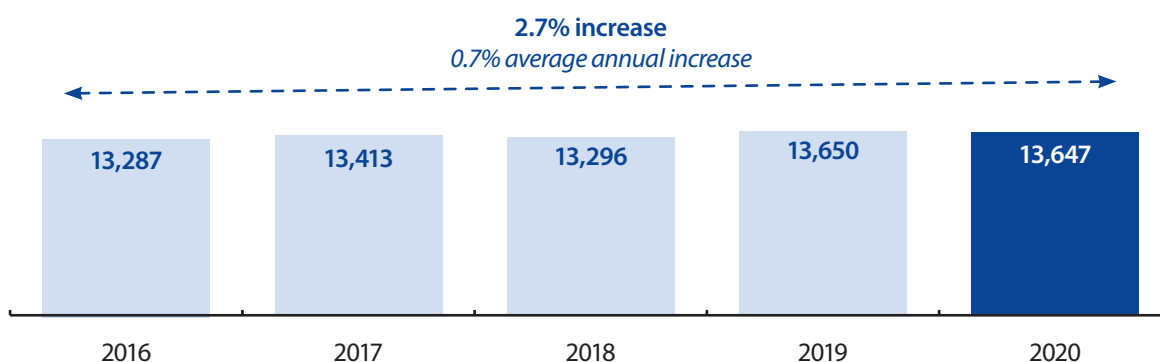
Businesses: Five-year trends



Five-year business trend in Halton (2016 – 2020)

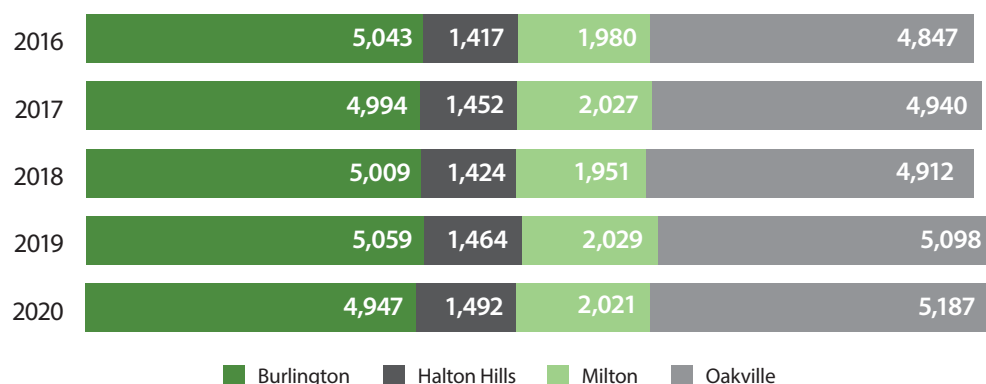
Between 2016 and 2020, the Employment Survey results show an overall increase by 2.7 per cent (360 businesses) in the total number of businesses identified over the five-year period. The results suggest an average annual increase by 0.7 per cent, or 72 additional businesses each year during this period.

Total number of businesses in Halton, 2016 - 2020



Five-year business trend by municipality (2016 – 2020)

By municipality, Oakville had the highest annual rate of change in the number of businesses identified, with an average annual increase by 1.7 per cent. Halton Hills and Milton had average annual increases by 1.3 per cent and 0.6 per cent, respectively. Between 2016 and 2020, Burlington observed a declining trend in the number of businesses identified with an average annual decrease by 0.5 per cent.



	Burlington	Halton Hills	Milton	Oakville	Halton Region
Five-year change (2016 – 2020)	- 1.9%	5.3%	2.1%	7.0%	2.7%
Annual average (2016 – 2020)	- 0.5%	1.3%	0.6%	1.7%	0.7%

2020 Employment Survey

Businesses: Geographic distribution

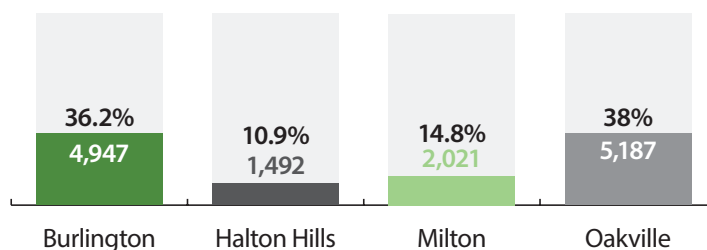


Distribution by municipality

By municipality, Oakville had the highest share of the total identified businesses in 2020 at 38 per cent (5,187 businesses), followed by Burlington with a share of 36.2 per cent (4,947 businesses). Together, Oakville and Burlington were home to about 75 per cent of Halton's total businesses identified in 2020.

Milton and Halton Hills had shares of 14.8 per cent (2,201 businesses) and 10.9 per cent (1,492 businesses), respectively.

Distribution of businesses in Halton by municipality

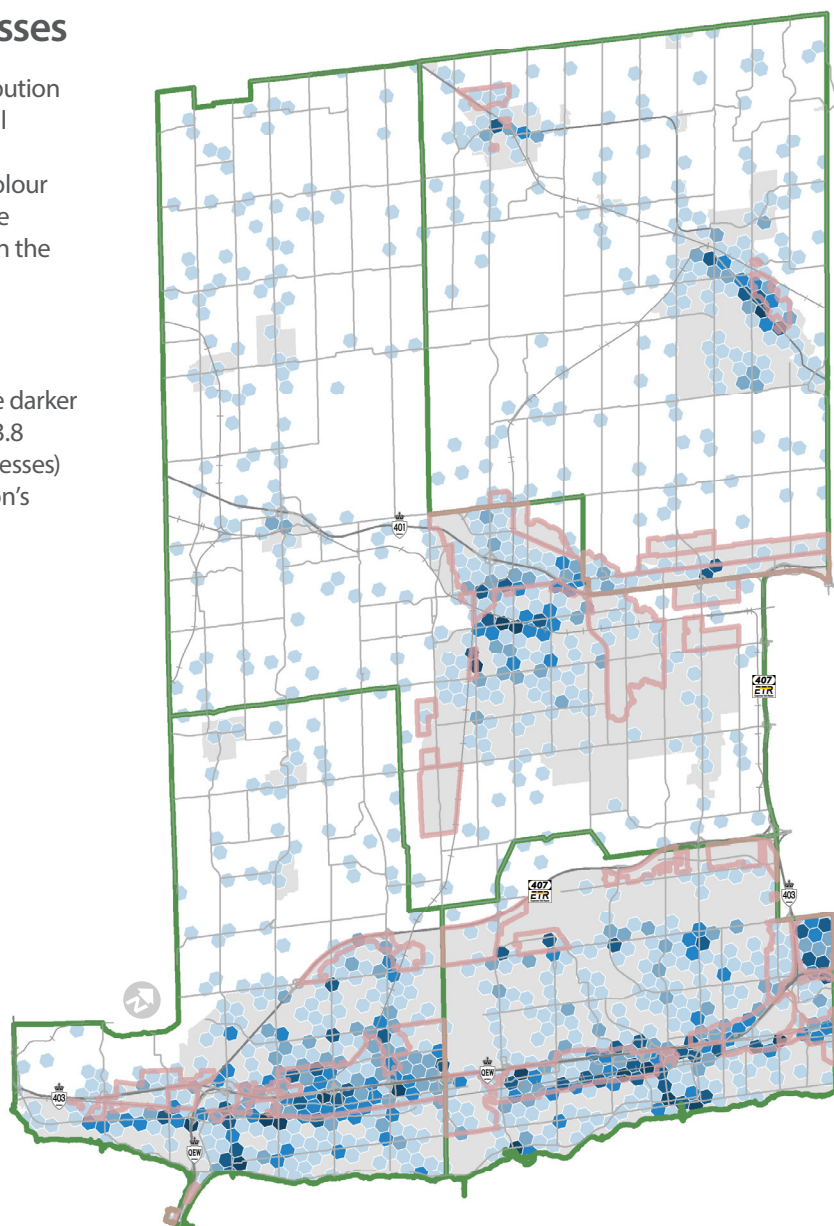


Based on 13,647 businesses

Geographic distribution of businesses

The map shown on this page identifies the spatial distribution of businesses across Halton Region. To provide an overall picture of where businesses are located in Halton, each geographic area highlighted on the map is assigned a colour based on the number of businesses within that area. The darker the colour, the higher the number of businesses in the area.

The 13,647 businesses identified in 2020 are located throughout Halton's settlement areas (urban areas and hamlets) and rural agricultural areas. As illustrated by the darker shades, there are visible concentrations of businesses (43.8 per cent of the total businesses identified, or 5,971 businesses) located within the Employment Areas identified in Halton's Regional Official Plan.



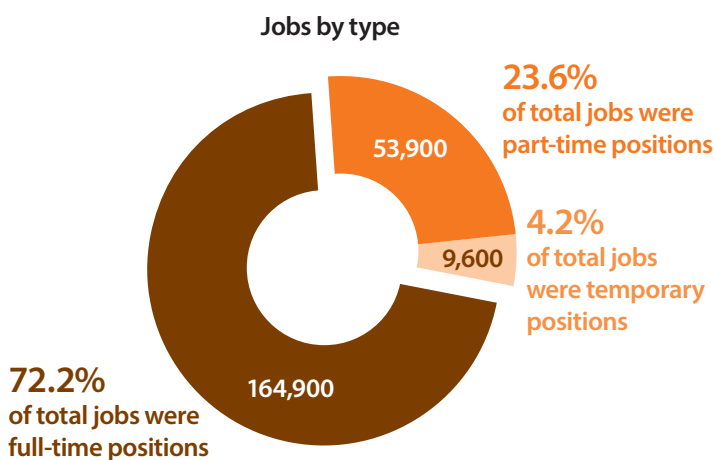
2020 Employment Survey

Jobs: Summary

**228,400**Total estimated (rounded)
jobs in 2020**- 13,000**Net estimated (rounded) change
in jobs between 2019 and 2020

Jobs by type

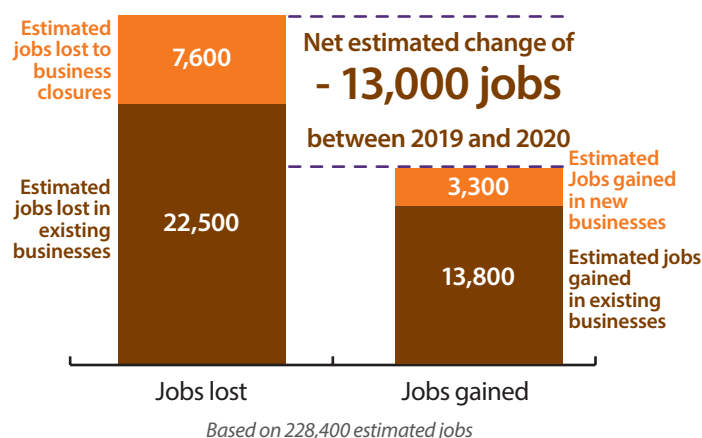
The 2020 Employment Survey estimated a total of 228,400 jobs in Halton Region. The majority of jobs in 2020 were full-time positions¹, representing 72.2 per cent of total jobs (164,900 jobs). 23.6 per cent of the jobs (53,900 jobs) were part-time positions.² The remaining 4.2 per cent (9,600 jobs) were temporary positions.³



Net change between 2019 and 2020

Between 2019 and 2020, there was an estimated net decrease by 5.4 per cent (13,000 jobs) in total jobs. The decrease was due to more jobs lost to business closures and in existing businesses (7,600 jobs and 22,500 jobs, respectively) than jobs gained from new businesses and in existing businesses (3,300 jobs and 13,800 jobs, respectively).

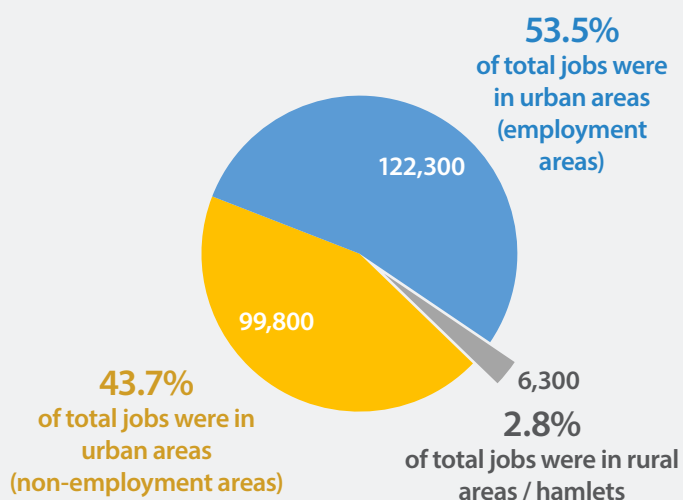
Net estimated change of total jobs between 2019 and 2020



Jobs by Halton's land use area

In 2020, 97.2 per cent (222,100 jobs) of Halton's total jobs were located in urban areas. Urban areas are where the majority of Halton's population and employment growth occur. Within the urban areas are employment areas with a specific role of supporting Halton's key economic activities. 53.5 per cent (122,300 jobs) of Halton's total businesses were located in the employment areas. For more highlights on the employment areas, see page 17 of the report.

The remaining 2.8 per cent (6,300) were located in hamlets and rural areas. Hamlets are part of Halton's settlement area, but located within rural areas. Limited population and employment growth are directed to these areas; however, they play an important economic role in Halton to support rural and agricultural activities.



1. Full-time positions are based on jobs that consist of 30 hours or more per week.

2. Part-time positions are based on jobs that consist of 30 hours or less per week.

3. Temporary positions are based on jobs that are under a contract for a specific, limited amount of time, such as seasonal or holidays.

2020 Employment Survey

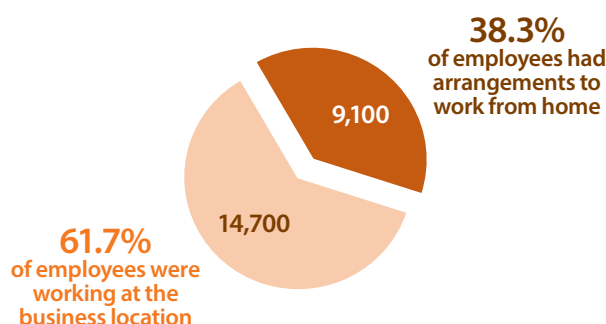
Jobs: Key trends in 2020



Employees working from home

In 2020, 4,973 businesses responded to a new question regarding working from home. Of those, 1,072 businesses indicated employees had the ability to work from home. Out of the 1,072 businesses, 739 businesses provided a specific number of employees working from home. In total, the 739 businesses employed 23,800 jobs with 38.3 per cent (9,100 jobs) working from home. The remaining 61.7 per cent (14,700 jobs) at those businesses continued to work at the business location.

Employees working from home



Based on 739 responses and 23,800 work-from-home jobs

Work-from-home by proportion

The proportion of employees working from home differed within the 739 businesses that provided a specific figure to the work-from-home survey question. At a majority of these businesses (55.9 per cent), between 76 to 100 per cent of employees worked from home. 10.1 per cent of these businesses had between 51 and 75 per cent of their employees working from home, while the remaining 33.9 per cent of the businesses had 50 per cent or less of their work from working from home.

Work-from-home by proportion

Proportion of total employees working from home (%)		Number of employees working-from-home at the businesses
1 to 25%	14.8%	1,350 employees at 200 businesses
26 to 50%	19.2%	1,754 employees at 158 businesses
51 to 75%	10.1%	925 employees at 65 businesses
76 to 100%	55.9%	5,115 employees at 316 businesses

Based on 739 responses and 9,100 work-from-home jobs

Top sectors by net jobs lost

In 2020, the Accommodation and Food Sector had the highest number of jobs lost with an estimated net decrease by 3,800 jobs, or a 20.1 per cent net decrease from 18,911 jobs in 2019.

The chart below identifies the top 5 sectors by net number of jobs lost. For descriptions of the sectors, see page 22 of this report.

Top 5 sectors by number of net jobs lost

1	Accommodation and food services	- 3,800	- 20.1% from 18,911 in 2019
2	Manufacturing	- 3,600	- 9.8% from 36,690 in 2019
3	Arts, entertainment and recreation	- 2,300	- 26.5% from 8,679 in 2019
4	Professional, scientific and technical services	- 2,200	- 13.2% from 16,703 in 2019
5	Other services (Excluding public administration)	- 1,100	- 10.3% from 10,653 in 2019

Based on 13,615 businesses with NAICS

Top sectors by net jobs gained

In 2020, the Health Care and Social Assistance sector had the most number of new jobs with an estimated net increase by 2,200 jobs, or an 8.7 per cent increase from 25,154 jobs in 2019.

The chart below identifies the top 5 sectors by net number of new jobs. For descriptions of the sectors, see page 22 of this report.

Top 5 sectors by number of net jobs gained

1	Health care and social assistance	2,200	+ 8.7% from 25,154 in 2019
2	Public administration	900	+ 11.1% from 8,086 in 2019
3	Retail trade	800	+ 2.3% from 34,286 in 2019
4	Utilities	700	+ 26.8% from 2,612 in 2019
5	Finance and insurance	400	+ 4.2% from 9,438 in 2019

Based on 13,615 businesses with NAICS

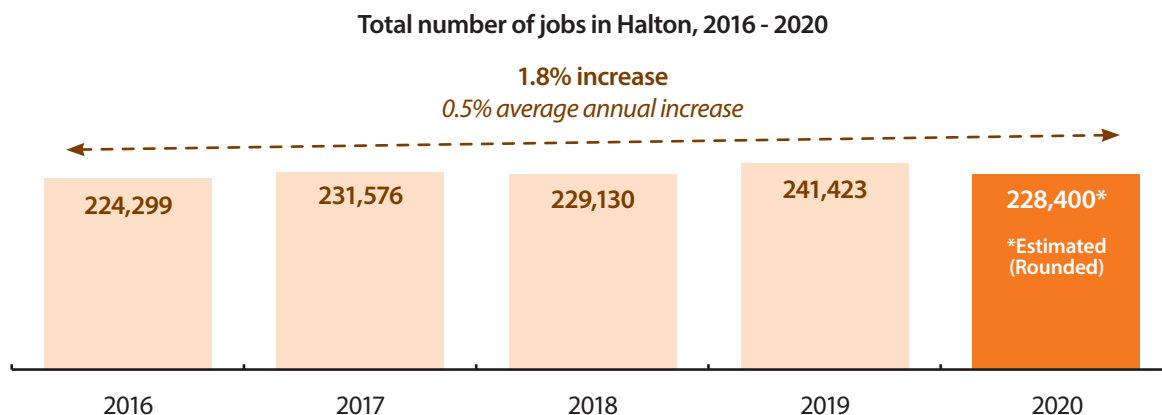
2020 Employment Survey

Jobs: Five-year trends



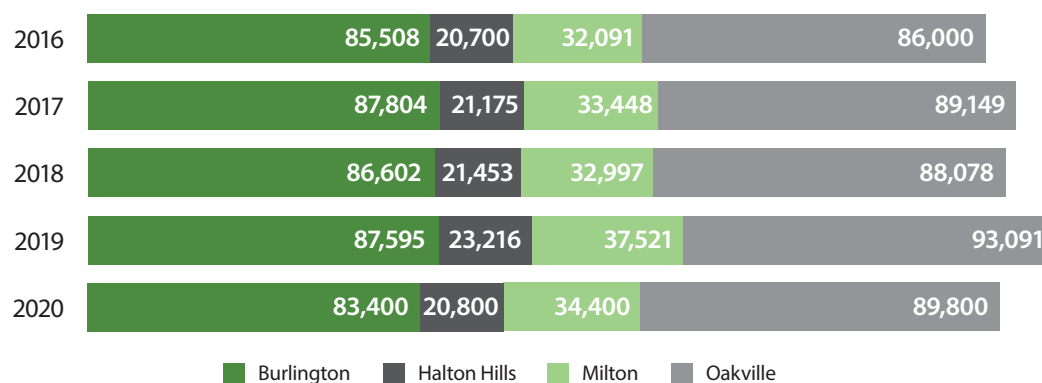
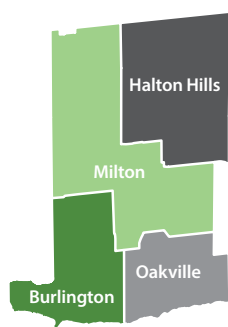
Five-year job trend (2016 – 2020)

Between 2016 and 2020, the Employment Survey results show an overall increase by 1.8 per cent (4,100 jobs) in the total number of jobs identified in Halton over the five-year period. The results suggest an average annual increase by 0.5 per cent over the last five years, or 820 additional jobs identified each year during this period.



Five-year job trend by municipality (2016 – 2020)

By municipality, Milton had the highest annual rate of change in the number of jobs identified with an average annual increase by 2.1 per cent. Oakville and Halton Hills had an average annual increase by 1.2 per cent and 0.4 per cent, respectively. Between 2016 and 2020, Burlington observed a declining trend in the number of jobs identified with an average annual decrease by 0.6 per cent during this period.



	Burlington	Halton Hills	Milton	Oakville	Halton Region
Five-year change (2016 – 2020)	- 2.5%	0.5%	7.2%	4.4%	1.9%
Annual average (2016 – 2020)	- 0.6%	0.4%	2.1%	1.2%	0.5%

2020 Employment Survey

Jobs: Geographic distribution

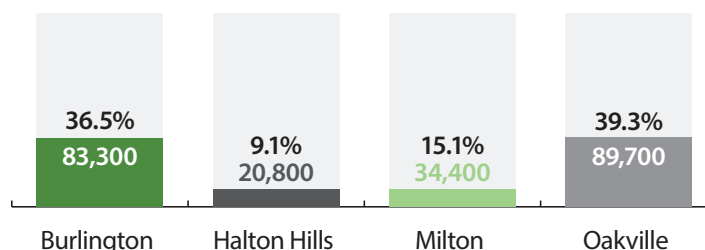


Distribution by municipality

By municipality, Oakville had the highest share of the total estimated jobs in 2020 at 39.3 per cent (89,700 jobs), followed by Burlington with a 36.5 per cent share (83,300 jobs). Together, Oakville and Burlington were home to over 75 per cent of Halton's total estimated jobs in 2020.

Milton and Halton Hills had shares of 15.1 per cent (34,400 jobs) and 9.1 per cent (20,800 jobs), respectively.

Distribution of jobs in Halton by municipality



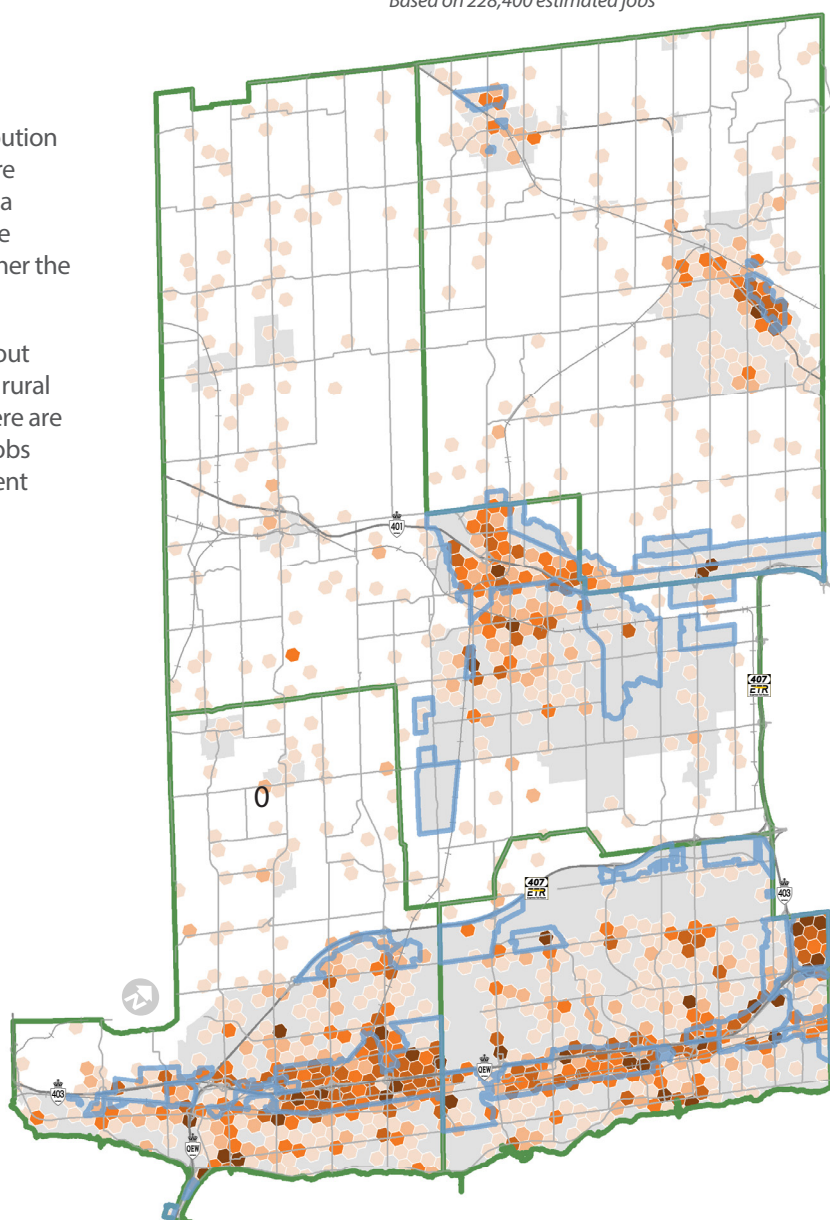
Based on 228,400 estimated jobs

Geographic distribution of jobs

The map shown on this page identifies the spatial distribution of jobs across Halton Region. To provide an overall picture of where jobs are located in Halton, each geographic area highlighted on the map is assigned a colour based on the number of jobs in an area. The darker the colour, the higher the number of jobs in the area.

The 228,400 estimated jobs in 2020 are located throughout Halton's settlement areas (urban areas and hamlets) and rural agricultural areas. As illustrated by the darker shades, there are visible concentrations of jobs (53.6 per cent of the total jobs estimated, or 122,300 jobs) located within the Employment Areas identified in Halton's Regional Official Plan.

- 1 to 100 total jobs
- 101 to 250 total jobs
- 251 to 500 total jobs
- 501 to 1,000 total jobs
- 1,001 to 4,000 total jobs
- Urban area & hamlet
- Employment Area



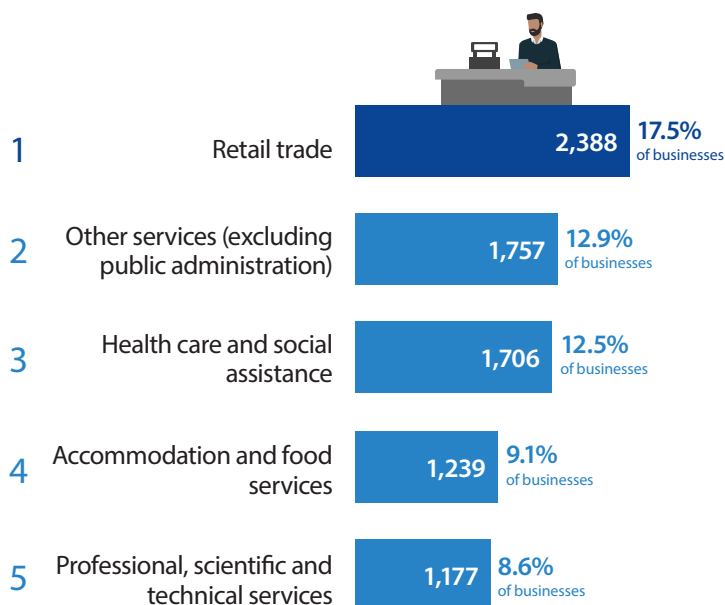
2020 Employment Survey

Businesses and jobs: Top 5 sectors



By business count

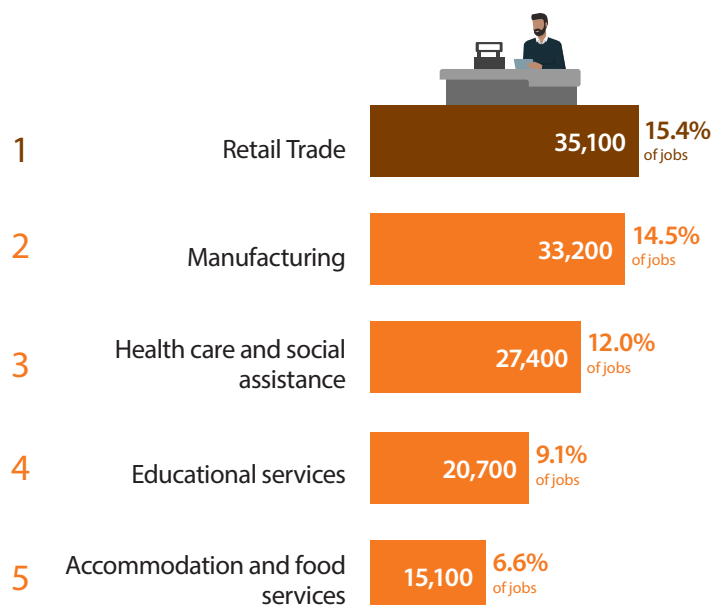
The top sector by total identified business count in 2020 was the Retail Trade sector, representing 17.5 per cent of the total businesses identified in Halton (2,388 businesses). The chart below provides the top 5 sector by business count.



Based on 13,615 businesses with NAICS

By job count

The top sector by total estimated job count in 2020 was the Retail Trade sector, representing 15.4 per cent of the total jobs estimated in Halton (35,100 jobs). The chart below provides the top 5 sector by business count.



Based on 13,615 businesses with NAICS

For descriptions of the NAICS sectors, refer to page 22 of this report.

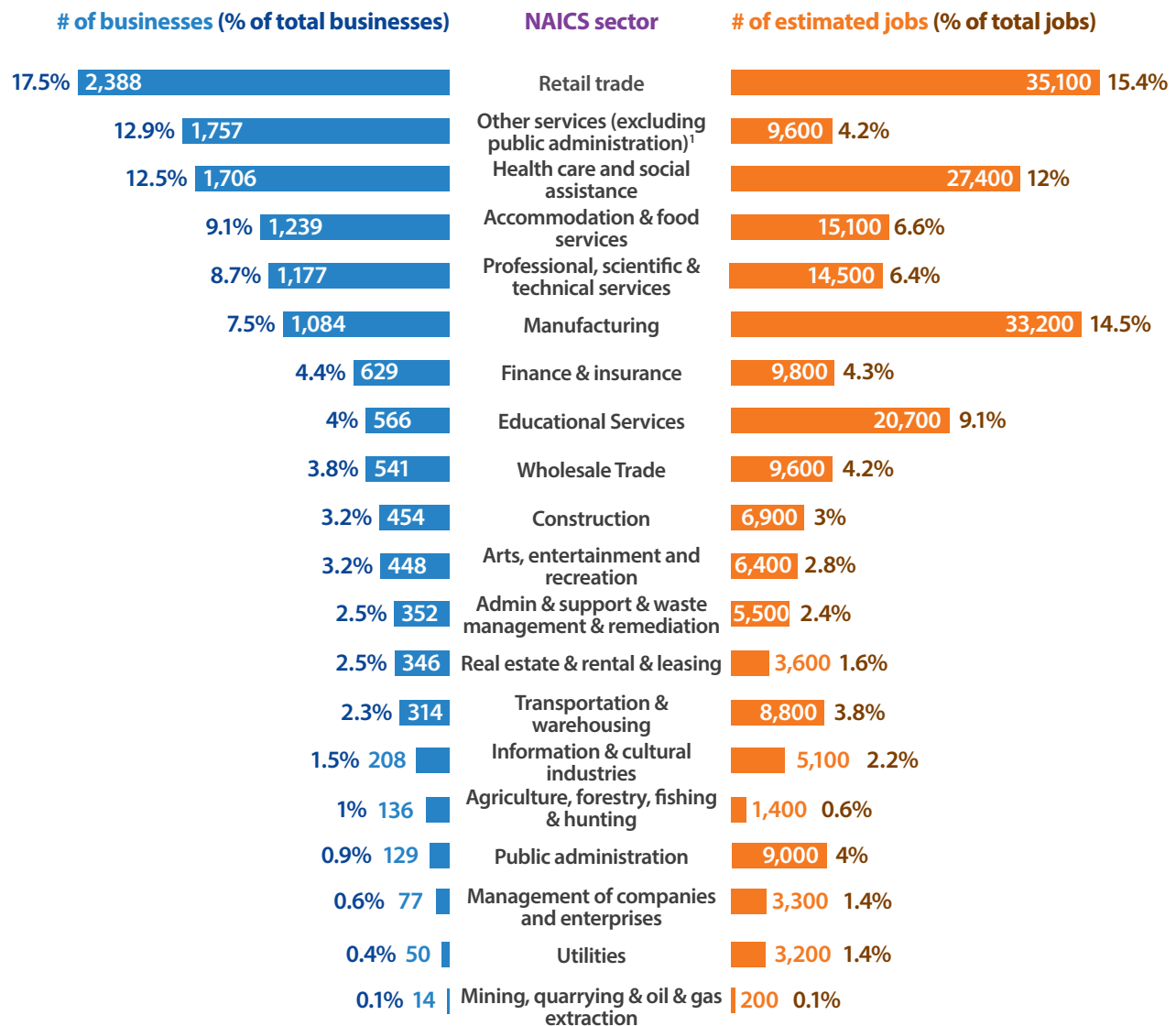
2020 Employment Survey

Businesses and jobs: All sectors



Businesses and jobs by NAICS economic sectors

The graph below represents business and jobs identified in the 2020 Employment Survey results by the sectors as defined in the North American Industrial Classification System (NAICS). For a full description of the sectors, see page 22 of this report.



Based on 13,615 businesses with NAICS

1. Other Services (Except Public Administration) include businesses that are not classified in any other sector, such as repairing motor vehicles, machinery, or equipment; providing personal care services, funeral services, laundry services and other services to individuals, such as pet care services and photo finishing services; organizing and promoting religious activities; supporting various causes through grant-making, advocating (promoting) various social and political causes, and promoting and defending the interests of their members. As defined in the North American Industrial Classification System (NAICS).

2020 Employment Survey

Employment Areas: Highlights



About Halton's Employment Areas

Under the Growth Plan for the Greater Golden Horseshoe (2019), the Province requires municipalities to designate Employment Areas within their official plans to protect and plan for employment uses over the long term.

Through the Regional Official Plan, Halton Region has identified Employment Areas to ensure sufficient lands are available to accommodate forecasted employment growth. These lands are also strategically identified and located based on their close proximity and access to existing major highway interchanges and rail yards.

Halton's Employment Areas represent about eight per cent of the Region's total land size.



Employment Area highlights

Due to their strategic location, as well as Regional policies that protect and support economic activities, Halton's Employment Areas are home to a significant portion of the Region's economic activities.

2020 Businesses Highlights in Employment Areas

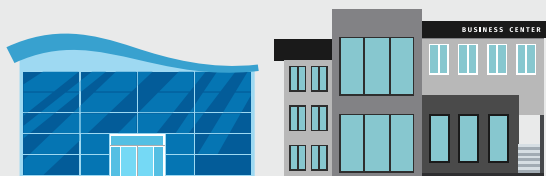
The 2020 Employment Survey identified 5,971 businesses located within Halton's Employment Areas, representing 43.8 per cent of total businesses identified in Halton Region.

5,971

Number of businesses identified in 2020 in Employment Areas

43.8%

Percentage of total businesses located in Employment Areas



2020 Jobs Highlights in Employment Areas

The 2020 Employment Survey estimated 122,300 jobs located within Halton's Employment Areas, representing more than half (53.6 per cent) of total jobs estimated in Halton Region.

122,300

Number of estimated jobs estimated in 2020 in Employment Areas

53.6%

Percentage of total jobs located in Employment Areas



2020 Employment Survey

Employment Areas: Summary

**5,971**

Number of businesses identified in 2020 in Employment Areas

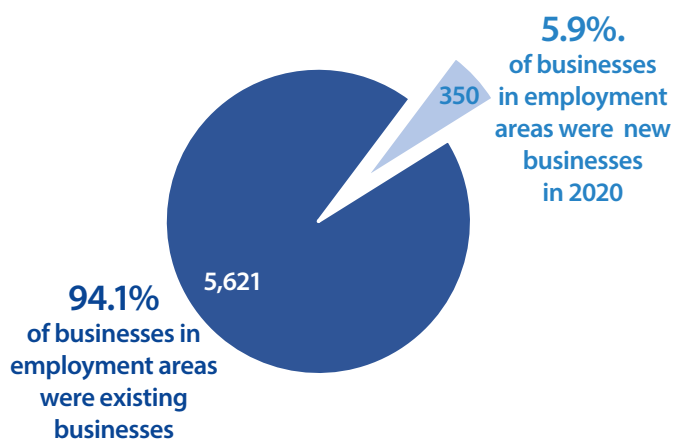
122,300

Number of jobs estimated in 2020 in Employment Areas

Businesses in Employment Areas by type

The 2020 Employment Survey identified a total of 13,647 businesses in Halton Region. Within the Employment Areas, the survey identified 5,971 businesses, representing 46 per cent of the total businesses in Halton.

Of the 5,971 businesses identified in the Employment Areas, 94.1 per cent (5,621 businesses) were businesses identified in 2019 or earlier. The remaining 5.9 per cent (350 businesses) were newly identified businesses in the Employment Areas in 2020.

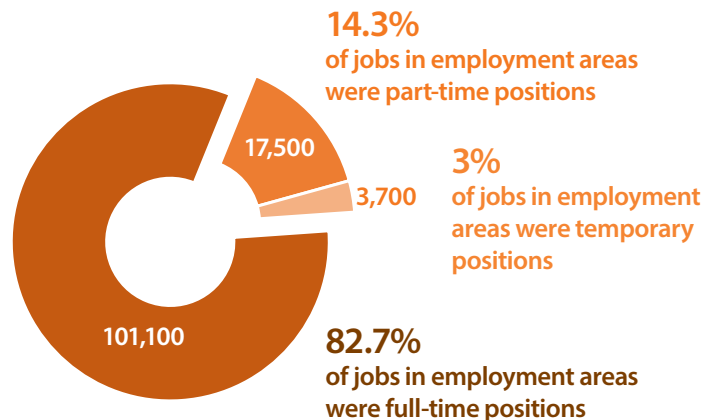
Businesses in Employment Areas by type

Based on 5,971 businesses in employment areas

Jobs in Employment Areas by type

The 2020 Employment Survey estimated a total of 228,400 jobs in Halton Region. Within the Employment Areas, the survey estimated 122,300 jobs, representing 53.6 per cent of the total jobs estimated in Halton.

Of the 122,300 jobs estimated in the Employment Areas, 82.2 per cent of the jobs were full-time positions¹ (100,500 jobs). The remaining 14.6 per cent (17,800 jobs) were part-time positions² and 4.3 per cent (9,900 jobs) were temporary positions³ in the Employment Areas.

Jobs in Employment Areas by type

Based on 122,300 estimated jobs in employment areas

1. Full-time positions are based on jobs that consist of 30 hours or more per week.

2. Part-time positions are based on jobs that consist of 30 hours or less per week.

3. Temporary positions are based on jobs that are under a contract for a specific, limited amount of time, such as seasonal or holidays.

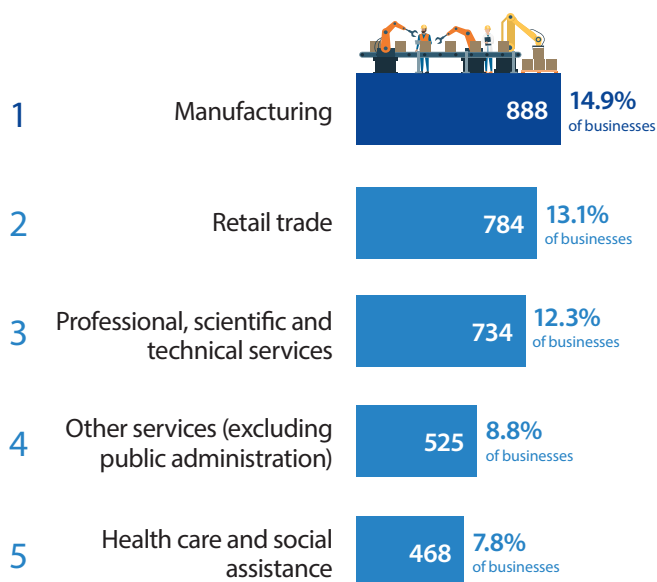
2020 Employment Survey

Employment Areas: Top 5 sectors



By business count

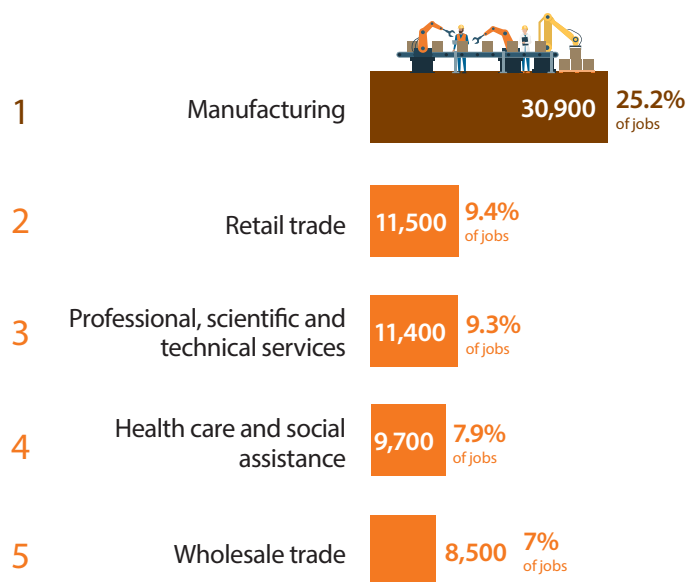
Within Halton's Employment Areas, the top sector by business count in 2020 was the Manufacturing sector, representing 14.9 per cent of the total businesses identified in Halton's Employment Areas (888 businesses). The chart below provides the top five sectors by business count.



Based on 5,957 businesses with NAICS in Employment Areas

By job count

Within Halton's Employment Areas, the top sector by job count in 2020 was the Manufacturing sector, representing 25.2 per cent of the total jobs identified in Halton's Employment Areas (30,900 jobs). The chart below provides the top five sectors by job count.



Based on 5,957 businesses with NAICS in Employment Areas

For descriptions of the NAICS sectors, refer to page 22 of this report.

2020 Employment Survey

Methodological and data notes

Annual survey of businesses in Halton

Halton's Employment Survey is an annual initiative to collect updated information on business and employment activities across the region. The survey includes all businesses that have a physical location within Halton and are visible to the general public with a business signage.

The survey collects information on business types and employment activities to help the Region:

- monitor economic and land use trends across the region;
- plan for future regional infrastructure and services; and
- assist in policy development and decision-making.

Participation in the survey is voluntary and the results presented in this report are based on the input of respondents.

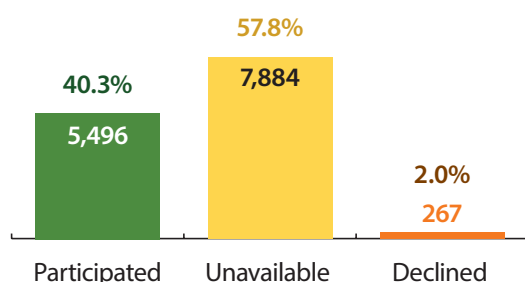
Survey participation rate

The 2020 Employment Survey identified a total of 13,647 businesses in Halton Region. The participation rate for the 2020 Employment Survey was as follows:

- 5,496 (40.3 per cent) businesses participated in 2020 and provided up-to-date information;
- 7,884 (57.8 per cent) businesses were unavailable to participate (i.e. business was not open at the time of survey, the survey contact was not available, etc.); and
- 267 (2 per cent) businesses declined to participate.

In cases where businesses were not available or declined to participate, information from the survey responses during previous survey year was carried over, where appropriate. In 2019, the participation rate was 84.8 per cent.

2020 Employment Survey participation rate



Based on 13,647 businesses identified

Survey methodology

As a result of the COVID-19 pandemic and its impacts on business operations and employment activities in Halton, the 2020 Employment Survey required cautious considerations to account for the challenges and limitations that the business communities in Halton faced. See page 5 of this report on the COVID-19 Impact and Considerations.

The approach to the 2020 Employment Survey was adjusted from its planned launch in May 2020 for a period of five months until September 2020 to mid-September 2020 for a period of about three months until December 2020. Typically, the survey is conducted during the summer employment season; however, as a result of the adjustment, the timing shifted to fall/winter employment season. In addition, the typical five month survey period was reduced to a three month survey period.

At the launch of the 2020 Employment Survey in mid-September, the team of Employment Surveyors conducted site visits of all business locations to visually confirm the business activities (i.e. business closures and new businesses). Site visits were completed while maintaining physical distance and following all public health measures.

While businesses are typically engaged through in-person surveys, throughout the 2020 survey period, businesses were engaged remotely by phone calls or emails. Businesses were also provided with a range of options to remotely participate in the 2020 Employment Survey including providing responses over the phone, returning an electronically completed survey questionnaire by email, or completing the online survey form available on **halton.ca**.

Understanding the importance of the survey, many businesses participated in the 2020 Employment Survey. The vast majority of businesses provided responses directly over the phone and others participated by email or by completing the online survey form. The methods of participation in the 2020 Employment Survey is summarized below:

1. 4,721 responses over the phone (85.9% of responses)

Majority of the businesses that responded in the 2020 Employment Survey provided responses directly over the phone. In these instances, businesses were engaged by phone calls from existing contact information during regular business hours with follow-up calls or voicemails, as appropriate.

2. 504 responses by email (9.2% of responses)

Where businesses could not be reached by phone or were not available at the time of the calls, businesses were engaged by emails from existing contact information. The

2020 Employment Survey

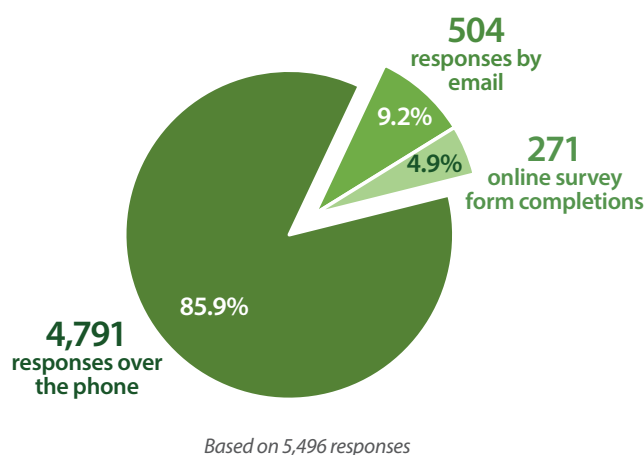
Methodological and data notes (continued)

emails included an electronic survey questionnaire attached and also directed businesses to the online survey form on **halton.ca**.

3. 271 online survey form completions (4.9% of responses)

As part of engaging businesses by phone or by email, businesses were also provided with directions to complete the online survey form on **halton.ca** as an option to participate in the 2020 Employment Survey at their convenience. A link to the online survey form on **halton.ca** was also posted and made available on Halton's social media accounts.

2020 Employment Survey participation by type



Notes on business counts in 2020

The 2020 Employment Survey conducted site visits of all business locations to visually confirm the business activities (i.e. business closures and new businesses). While efforts were made to complete site visits of all business locations in Halton to confirm the status of the business activities (i.e. business closures and new businesses), there were a few instances where it was not possible to complete the site visits safely (i.e. enclosed business spaces such as office buildings). In these instances, confirmation of business activities were completed remotely with the best information available such as confirmation through online research.

In addition, there were a number of instances where businesses were temporarily closed at the time of the site visits due to provincial orders or other reasons such as adjusted business hours. In these instances additional research confirmed that

the businesses did not permanently close. Accordingly, these businesses were not indicated as business closures in 2020.

The 2021 Employment Survey will revisit all business locations to confirm the updated status at the time of the visit in 2021.

Notes on job counts in 2020

As a result of challenges related to COVID-19 impacts and considerations noted in this report (See page 2 of the report), the participation rate of 40.3 per cent (5,496 businesses) at the conclusion of the 2020 Employment Survey resulted in the remaining 59.7 per cent (7,884 businesses) of businesses not being updated with most current information.

In order to determine the total job count that would best reflect the most current circumstances, inferential statistics were used to make the best conclusion on the 7,884 businesses that did not provide updated information in 2020. In other words, sample statistics from the 5,496 businesses that responded were used to make conclusions on the remaining 7,884 businesses. Inferential statistics were conducted at the NAICS sector level based on best representation of the responses received.

Consequently, job counts highlighted and summarized in this report are based on estimates. The estimated job counts are rounded to the nearest 100 to reflect the estimation context.

The 2021 Employment Survey will revisit and reach out to all businesses to collect the most up-to-date information at the time of the survey in 2021.

Data notes

The Employment Survey is a point-in-time survey based on voluntary participation. Accordingly, the data and results may not reflect the most current circumstances, particularly in certain industries experiencing rapid and frequent changes.

Halton Region does not warrant the completeness or accuracy of information contained in this report, and does not accept liability arising from the use or misuse of all or portions of such information. Caution should be used in interpreting the information in the report and making any conclusions.

Regional staff work to continually improve the quality of Employment Survey methodology. Please contact Planning Services at Halton Region with any questions or feedback.

Additional information

North American Industry Classification System (NAICS) Sectors and Description. Visit [StatCan.gc.ca](https://www.statcan.gc.ca) for more information on NAICS.

NAICS Sector	Description
Agriculture, Forestry, Fishing and Hunting	Growing crops, raising animals, harvesting timber, harvesting fish and other animals from their natural habitats and providing related support activities.
Mining, quarrying, and oil and gas extraction	Extracting naturally occurring minerals. Establishments performing similar activities, on a contract or fee basis, are also included.
Utilities	Operating electric, gas and water utilities.
Construction	Constructing, repairing and renovating buildings and engineering works, and in subdividing and developing land.
Manufacturing	Chemical, mechanical or physical transformation of materials or substances into new products.
Wholesale Trade	Wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.
Retail Trade	Retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.
Transportation and Warehousing	Transporting passengers and goods, warehousing and storing goods, and providing services to these establishments.
Information and Cultural Industries	Producing and distributing (except by wholesale and retail methods) information and cultural products.
Finance and Insurance	Engaging in financial transactions or in facilitating financial transactions (involving the creation, liquidation, or change in ownership of financial assets).
Real Estate and Rental and Leasing	Renting, leasing, or otherwise allowing the use of tangible or intangible assets.
Professional, Scientific and Technical Services	Engaging in activities in which human capital is the major input.
Management of Companies and Enterprises	Managing companies and enterprises and/or holding the securities or financial assets of companies and enterprises, for the purpose of owning a controlling interest in them and/or influencing their management decisions.
Administrative and Support, Waste Management and Remediation Services	Engaging in activities that support the day-to-day operations of other organizations or waste management activities.
Educational Services	Providing instruction and training in a wide variety of subjects.
Health Care and Social Assistance	Providing health care by diagnosis and treatment, providing residential care for medical and social reasons, and providing social assistance, such as counselling, welfare, child protection, community housing and food services, vocational rehabilitation and child care, to those requiring such assistance.
Arts, Entertainment and Recreation	Operating facilities or providing services to meet cultural, entertainment and recreational interests of their patrons.
Accommodation and Food Services	Providing short-term lodging and complementary services to travelers, vacationers and others.
Other Services (Except Public Administration)	Not classified in any other sector. Repairing motor vehicles, machinery, or equipment; providing personal care services, funeral services, laundry services and other services to individuals, such as pet care services and photo finishing services; organizing and promoting religious activities; supporting various causes through grant-making, advocating (promoting) various social and political causes, and promoting and defending the interests of their members.
Public Administration	Engaging in activities of a governmental nature.

May 14, 2021

Mr. Graham Milne
Regional Clerk
and Director of Council Services
Region of Halton

regionalclerk@halton.ca

Dear Mr. Milne:

**Subject: Regional Official Plan Review – Integrated Growth Management
Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021**

At its meeting on May 10, 2021, Oakville Town Council approved the following resolution with respect to the subject item noted above:

1. That the report titled *Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021*, be received.
2. That the report titled *Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021*, be submitted to Halton Region as part of the statutory process for ROPA 48 and the Regional Official Plan Review.
3. That the report titled *Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021*, be forwarded for information to the City of Burlington, the Town of Halton Hills, the Town of Milton, Credit Valley Conservation, Grand River Conservation Authority and Conservation Halton.

Should you have any questions regarding this matter or should you require additional information, please contact Kirk Biggar, Senior Planner, Policy Planning, at 905-845-6601, extension 3968, or email kirk.biggar@oakville.ca.

Yours truly,

Kathy Patrick

Kathy Patrick
Acting Town Clerk

email: Curt Benson, Director, Planning Services and Chief Planning Official, Planning
Services, Legislative & Planning Services, Region of Halton
Kevin Arjoon, City Clerk, City of Burlington
Valerie Petryniak, Town Clerk and Director of Legislative Services,
Town of Halton Hills
Meaghen Reid, Director, Legislative and Legal Services/Deputy Clerk,
Town of Milton
Deborah Martin-Downs, Chief Administrative Officer, Credit Valley Conservation
Samantha Lawson, Chief Administrative Officer, Grand River Conservation
Authority
Hassaan Basit, President and CEO, Conservation Halton
Kirk Biggar, Senior Planner, Policy Planning, Planning Services
Franca Piazza, Legislative Coordinator, Planning Services

Attach. Staff Report



REPORT

Planning and Development Council

Meeting Date: May 10, 2021

FROM: Planning Services Department

DATE: May 6, 2021

SUBJECT: **Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021**

LOCATION: Town of Oakville

WARD: Town-wide

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RECOMMENDATION:

1. That the report titled *Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021*, be received.
2. That the report titled *Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021*, be submitted to Halton Region as part of the statutory process for ROPA 48 and the Regional Official Plan Review.
3. That the report titled *Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021*, be forwarded for information to the City of Burlington, the Town of Halton Hills, the Town of Milton, Credit Valley Conservation, Grand River Conservation Authority and Conservation Halton.

KEY FACTS:

The following are key points for consideration with respect to this report:

- Phase 2 of Halton's Regional Official Plan Review is underway and involves research, technical analysis and community engagement around key themes.
- Halton is exploring issues and opportunities related to growth management through the Integrated Growth Management Strategy. This is a key component

of the Regional Official Plan Review that addresses where and how Halton will grow to from 2031 to 2051.

- Another component of the Regional Official Plan Review is Regional Official Plan Amendment 48 that intends to advance certain strategic local municipal plans and priorities related to urban structure.
- Regional Official Plan Amendment 48 helps define a regional urban structure and provides direction on key elements including Urban Growth Centres, Major Transit Station Areas, Regional Nodes and employment areas.
- Public engagement is an ongoing component of the Regional Official Plan Review and a range of opportunities has been provided to date.
- Current opportunities for participation include taking an on-line survey, attending a virtual Public Information Centre and having a discussion with a regional planner through a virtual meeting.
- This report presents an update on the Regional Official Plan Review and highlights comments from town staff.

BACKGROUND:

The purpose of the Regional Official Plan Review (ROPR) is to update the Regional Official Plan (ROP) to meet the evolving needs of Halton Region. The ROPR will also update policies required by the 2019 Growth Plan, as amended, as well as other provincial plans and policies changes affecting the growth, development and protection of lands within the region.

Halton Region is undertaking the ROPR in partnership with its local Municipalities of Oakville, Burlington, Halton Hills and Milton. A wide range of residents, businesses, stakeholder groups, governmental agencies and Indigenous Communities are also engaged.

The ROPR is currently in Phase 2, which involves the following components:

- Integrated Growth Management Strategy
- Draft Regional Official Plan Amendment 48
- Public Engagement

Town staff has participated in the ROPR since it was initiated in 2014 and has provided regular updates to Oakville Council. The most recent update was March 22, 2021 where Oakville Council received the following Discussion Items and accompanying staff presentations:

- Item 3. Regional Official Plan Review - Growth Concepts Discussion Paper - Integrated Growth Management Strategy, March 11, 2021
- Item 4. Regional Official Plan Review - Draft Regional Plan Amendment 48 - An Amendment to Define a Regional Structure, March 11, 2021

This is the link to the meeting agenda containing those items #3 and #4:

<https://securepwa.oakville.ca/sirepub/mtgviewer.aspx?meetid=4176&doctype=AGENDA>

The key messages from *Item 3. Integrated Growth Management Strategy* included:

- Livable Oakville is the town's growth management strategy and Oakville's ongoing official plan review is focused on implementing a town-wide urban structure.
- For Oakville to maximize the benefits of accommodating required population and employment growth, the Preferred Growth Concept resulting from Halton Region's Integrated Growth Management Strategy must:
 - Support existing local urban structure;
 - Minimize greenfield expansions to protect natural heritage and agricultural lands; and
 - Build complete communities in a compact urban form with sustainable transportation choices.

The key messages from *Item 4. Draft Regional Plan Amendment 48* identified areas of agreement and areas where town staff expressed the opinion that further refinement of the draft Regional Plan Amendment 48 (ROPA 48) would be appropriate:

- For the Bronte GO Major Transit Station Area, Halton Region's Employment Area overlay should be entirely removed from the study area lands.
- The use of minimum density targets of combined people and jobs per hectare as required by the 2019 Growth Plan to focus and distribute forecasted population and employment growth to strategic growth areas (SGAs) was appropriate.

- The proposed regional requirements for a *Target Proportion of Residents & Jobs* for SGAs was not appropriate and since this is not a requirement of the 2019 Growth Plan, as amended, should be removed from draft ROPA 48.
- The proposed regional requirements for site-specific employment targets and development criteria such as gross floor area thresholds within mixed use SGAs was prescriptive and not appropriate for an upper-tier municipal official plan.
- Town staff raised concerns with a prescriptive approach in the ROP related to difficulty in implementation and that unintended consequences of a restrictive approach could lead to missed opportunities and limit the town's ability to implement its urban structure and manage required growth accordingly.
- Town staff expressed the opinion that flexibility in the policy framework would enable mixed use SGAs to thrive independently and that a generic or universal approach in the ROP for SGAs was not appropriate.

COMMENT/OPTIONS:

This section of the report provides an update on the ROPR key components listed above and highlights comments and opinion from town staff including areas where further refinement to the region's proposals would be appropriate.

Town staff notes that collaborative discussions with regional staff are ongoing with the aim of reaching consensus on the outstanding matters and to see that this is reflected in the ROPR.

Integrated Growth Management Strategy

The Integrated Growth Management Strategy (IGMS) looking at how and where Halton Region will accommodate forecasted population and employment growth from 2031 to 2051, as required by the 2019 Growth Plan, as amended.

As presented to Oakville Council on March 22, 2021, the regions IGMS Growth Concepts Discussion Paper containing four Growth Concepts and an evaluation of those growth concepts has been released for public consultation.

Since then, through a series of reports and resolutions, regional staff has been directed by Regional Council to undertake:

- An analysis that builds on Concept 3 that accommodates employment growth to 2051 without a settlement area boundary expansion
- An analysis on the creation of a permanent food belt/agricultural preserve

- A comparative assessment of greenhouse gas emissions for each Growth Concept

Report No. LPS45-21 *Additional Information relating to Growth Concepts associated with the Integrated Growth Management Strategy – Regional Official Plan Review* received by Regional Council at their meeting of April 21, 2021, detailed this information and the directions to regional staff.

Town Staff Opinion: Town staff is supportive of a Growth Concept that accommodates employment growth to 2051 without a settlement area boundary expansion.

Town staff is also of the opinion that for Oakville, there is a strong future for high quality and dense employment opportunities in mixed used developments and through employment intensification at strategic locations.

A Growth Concept that does not expand the settlement area boundary will protect agricultural lands and help reduce overall greenhouse emissions across the region.

Draft Regional Official Plan Amendment 48

Draft ROPA 48 helps to define and provide direction on elements of a regional urban structure. This is accomplished through the identification of SGAs across the region including Urban Growth Centres, Major Transit Station Areas, Regional Nodes as well as providing long-term planning direction for employment areas.

Regional staff has stated that draft ROPA 48 implements non-discretionary policies of the 2019 Growth Plan, as amended, in order to achieve conformity with that plan and is intended to advance certain strategic local municipal planning priorities related to urban structure.

As presented to Oakville Council on March 22, 2021, town staff supports the intent of draft ROPA 48 and supports advancing draft ROPA 48 in a timely manner so that local plans and priorities can be recognized and implemented.

Town staff identified areas of support for the region's amendment to the ROP through draft ROPA 48, including:

- The region's proposed hierarchy of SGAs,
- The proposed boundaries for the Midtown Oakville Urban Growth Centre and the Bronte GO Major Transportation Station Area in accordance with provincial requirements,

- Proposed updates to incorporate the revised growth forecasts from the 2019 Growth Plan, as amended. For Halton Region, this is a population of 1,100,000 and 500,000 jobs to the year 2051,
- Assigning Minimum Density Targets to certain SGAs since these are required by the 2019 Growth Plan, as amended, and are considered non-discretionary.

Notwithstanding the areas of support and alignment identified, there are remaining areas where town staff is of the opinion that further refinements to the region's proposals are necessary.

These outstanding matters are addressed in the following sections.

Process Timing and Responses to Comments

According to regional staff, draft ROPA 48 is targeted for a Statutory Public Meeting before Regional Council on June 16, 2021. Town staff has been providing comments to the region on draft ROPA 48 since initial versions were made available in January 2021 and more recently through authorized comments provided through Oakville Council.

Town Staff Opinion: In this context, town staff wishes to understand how and when comments provided to date will be recognized and acknowledged in the region's process.

Regional staff has advised that the date for a final recommendation report on ROPA 48 to Regional Council has yet to be confirmed.

Town Staff Opinion: Town staff is of the opinion that the date for a recommendation report should reflect an appropriate period of time for consideration and acknowledgement of the comments received to date on draft ROPA 48.

Regional Employment Area Overlay

Town staff continues to raise concerns around the application of the region's Employment Area overlay to the Bronte GO Major Transit Station Area (Bronte GO MTSA) and the Neyagawa Urban Core.

Town staff and regional staff continue to engage in productive dialogue to resolve matters and updated comments from town staff are presented below.

Bronte GO MTSA

Town staff is of the opinion that the region's Employment Area overlay should be removed in draft ROPA 48 from the areas in the Bronte GO MTSA proposed to be designated Urban Centre and Urban Core. This would be appropriate since it

reflects the town's priorities, provides local flexibility to develop a mixed use SGA and would be consistent with local Official Plan Amendments being advanced through the town's Official Plan Review.

Neyagawa Urban Core

These lands are identified in the town's urban structure as a Node for Further Study as a mixed use area. Through the town's ongoing official plan review, a study will be undertaken of the Neyagawa Urban Core Area (NUC) to delineate a boundary and to determine an appropriate mix, scale and intensity for this SGA. Town staff anticipate that this study will be initiated in Q4 2021.

This study would also examine the potential role, support and connectivity of the NUC with a future 407 Transitway station at Neyagawa Boulevard and Highway 407.

Although the town will study all four quadrants of the NUC at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West, the northeast and northwest quadrants are currently designated in the region's Employment Area overlay.

Town Staff Opinion: Town staff is of the opinion that the region's Employment Area overlay should be removed from the NUC north of Burnhamthorpe Road West in order for the town's study to proceed. More specifically:

- For the northeast quadrant, the lands extending eastward to line up approximately with the northerly extension of Carding Mill Trail; and
- For the northwest quadrant, the lands west of Neyagawa Boulevard should be removed, as well as the lands west of Fourth Line over to the limit of the Region's Natural Heritage System.

Prescriptive Employment Planning Policies in the Regional Official Plan

Town and regional staff agree that certain SGAs being converted from Employment Area to mixed use areas should still be planned to maintain an employment focus. The success of mixed use nodes will depend on a combination of employment, commercial and residential uses. The region's policies should enable the local municipalities to implement this direction at the local level where it can be tailored to the local context.

However, town staff continues to raise concerns around the prescriptive nature of certain policies proposed for SGAs in draft ROPA 48. Town staff is of the opinion that a prescriptive and universal set of policies do not belong in the ROP since they may not be appropriate for all SGAs across the local Municipalities.

There is a concern for Oakville that development focused on Council priorities and implementing the town-wide urban structure could be impaired through unintended consequences of restrictive policies leading to missed opportunities.

Town Staff Opinion: Town staff is of the opinion that the ROP policies should enable flexibility in the policies for mixed use SGAs so they can thrive and be successful by responding to the market and the changing nature of employment. Greater flexibility is also appropriate in light of the constantly evolving nature of employment recently brought into focus by the COVID-19 emergency pandemic.

This evolution was highlighted recently for Regional Council at their meeting of April 21, 2021 in a presentation from StrategyCorp titled the “Changing Nature of the Economy and Employment”.

That presentation covered initial research findings on the growth and composition of Halton’s economy, impacts of the Covid-19 pandemic, Halton’s non-residential real estate market outlook, financial risks, growth and jobs of the future and strategic approaches for attracting employment. Town staff understand that additional reporting on this research is still to come.

The following sections of this report provide more detailed comments on proposed prescriptive policies in draft ROPA 48.

Site-Specific Development Criteria for Strategic Growth Areas

Draft ROPA 48 proposes a series of policy requirements for the local municipalities in order to plan for employment uses in certain SGAs. These proposed policies would apply to *site-specific* developments and require that multiple development criteria be satisfied, including:

- Identification of *minimum employment targets* for SGAs;
- Identification of minimum amount of *gross floor area* to be planned for employment uses;
- Identification of *a minimum proportion or threshold of the total gross floor area* within this area to be developed for employment uses *(emphasis added)*

Town Staff Opinion: Town staff does not support the introduction of these requirements through draft ROPA 48 and recommends that they be removed to provide greater flexibility for meeting planning goals in SGAs.

The proposed regional policies are not requirements of the 2019 Growth Plan, as amended, and appear to be discretionary policies being introduced by the region.

Target Proportions for Strategic Growth Areas

Draft ROPA 48 introduces a new Table 2b, which contains for certain SGAs, Minimum Density Targets and Target Proportions of Residents & Jobs. As mentioned earlier, minimum density targets are non-discretionary requirements of the 2019 Growth Plan, as amended, and town staff has no concerns with this policy.

However, Town staff has concerns with the proposed Target Proportion of Residents & Jobs. Draft ROPA 48 proposes the following regional requirement:

"Require Local Municipalities to plan for employment uses within Strategic Growth Areas by: ...

... b) planning to achieve, where applicable, the target proportion of residents and jobs within the Strategic Growth Area as identified in Table 2b, through policies that:...

... [iii] identify the minimum amount of gross floor area that should be planned for employment uses, including major office uses, within the Strategic Growth Area in order to meet the minimum jobs target and the target proportion of residents and jobs."

Requiring local municipalities to create official plan policies that identify a minimum amount of gross floor area in order to meet the proposed target proportions is onerous and will be difficult to establish accurately.

Determining a minimum amount of floor area to accommodate a specific number of residents and job requires the use of numerous assumptions and estimates about the nature of the future development.

Some of these assumptions and estimates include:

- estimated gross floor area per employee or job (which varies based on the type of employment)
- estimated mix of employment uses
- estimated average residential unit size
- estimated persons per residential unit
- estimated building efficiency

Knowing the exact values for each of these assumptions prior to development is not possible. The actual values can only be known after a development is completed and residents and tenants have moved in.

Furthermore, these values do not remain constant over the life of a development and change continually as the occupants of the places of employment and residential units change periodically.

The exercise is also not as simple as requiring a minimum proportion of gross floor area that is equal to the target proportion in Table 2b. In general, gross floor area used by a resident is greater than the gross floor area used by an employee or job.

For example, requiring a minimum 35% of all gross floor area to be dedicated to employment would likely yield far more than 35% jobs. Depending on the values selected for the above list of assumptions, 35% gross floor area dedicated to employment could yield 55% jobs and thereby only 45% residents. The target proportion is looking for more residents than jobs. If this same proportion were applied to gross floor area, however, the result would be more jobs than residents.

Town Staff Opinion: Town staff is of the opinion that these targets should be removed from draft ROPA 48. The 2019 Growth Plan, as amended, and companion provincial planning documents do not contain requirements for target proportions of residents and jobs planned to be achieved within SGAs.

In this regard, the proposed regional target proportions appear to be a discretionary policy introduced by the region. And while it may be possible for a regional policy to be more restrictive than a provincial policy, that possibility alone does not constitute a planning rationale for the more restrictive policy.

Public Engagement in the Regional Official Plan Review

Information about the Regional Official Plan Review can be found on-line at their main webpage for the project:

[https://www.halton.ca/The-Region/Regional-Planning/Regional-Official-Plan-\(ROP\)-\(1\)/Halton-s-Regional-Official-Plan-Review-\(ROPR\)?mc_cid=a40331bb63&mc_eid=d937cdb23a](https://www.halton.ca/The-Region/Regional-Planning/Regional-Official-Plan-(ROP)-(1)/Halton-s-Regional-Official-Plan-Review-(ROPR)?mc_cid=a40331bb63&mc_eid=d937cdb23a)

From that page, there are links to additional information, including:

- Learn about the Growth Concepts
- Take a short questionnaire
- Join a virtual Public Information Centre
- Discuss the Growth Concepts with a regional planner

- Read the initial consultation report

A virtual Public Information Centre (PIC) for the Town of Oakville is scheduled for Thursday, May 13 at 7:00 PM. Town staff will attend the Oakville PIC.

The full schedule and instructions on how to join are in the table below:

Dates	How to join
Halton Hills: Tues., May 4 at 7 p.m. Milton: Thurs., May 6 at 7 p.m. Burlington: Tues., May 11 at 7 p.m. Oakville: Thurs., May 13 at 7 p.m. North Aldershot: Mon., May 17 at 7 p.m. Region-wide: Tues., June 29 at 7 p.m.	Online: Visit halton.ca/ropr on the date of the PIC to join. By phone: Call 1-855-703-8985 (toll-free). <ul style="list-style-type: none"> • Meeting ID: 970 665 2261 • Passcode: 858099 (if requested)

CONCLUSIONS:

Town staff will continue to engage in Phase 2 of the Regional Official Plan Review process to improve alignment among the participants and to focus on reaching consensus. Town staff welcomes the opportunity to participate and will be providing information to Oakville Council as appropriate.

Phase 3 of the Regional Official Plan Review will provide a Policy Directions Synthesis Report, draft official plan policies and further draft Regional Official Plan Amendment for consideration.

Town staff anticipates that there will be a considerable amount of reviewing and commenting to undertake during Phase 3 of the Regional Official Plan Review in addition to the ongoing collaboration with staff from the Halton Region and the local Municipalities.

Town staff will continue to provide Oakville Council with further updates, analysis and commentary through Phase 3 of the Regional Official Plan Review.

CONSIDERATIONS:

(A) PUBLIC

There are no public considerations and no notice requirements from this report.

(B) FINANCIAL

There are no financial considerations from this report.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Multiple town departments have had the opportunity to provide input into the town's responses to Halton's Regional Official Plan Review.

(D) CORPORATE STRATEGIC GOALS

This report addresses the corporate strategic goal(s) to be the most livable town in Canada.

(E) CLIMATE CHANGE/ACTION

Managing and directing required population and employment growth to a defined urban structure is an action to mitigate Climate Change.

Prepared by:

Kirk Biggar, MCIP, RPP

Senior Planner, Policy Planning and Heritage

Recommended by:

Diane Childs, MCIP, RPP

Manager, Policy Planning and Heritage

Submitted by:

Gabe Charles, MCIP, RPP

Acting Director, Planning Services



June 2, 2021

SENT VIA EMAIL/MAIL TO:

The Honourable Doug Ford, Premier of Ontario	doug.fordco@pc.ola.org
The Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks	jeff.yurek@pc.ola.org
The Honourable Greg Rickford, Minister of Energy, Northern Development and Mines	greg.rickford@pc.ola.org
Stephen Crawford, MPP, Oakville	stephen.crawford@pc.ola.org
Effie Triantafilopoulos, MPP, Oakville North – Burlington	effie.triantafilopoulos@pc.ola.org
The Honourable Ted Arnott, MPP, Wellington- Halton Hills	ted.arnott@pc.ola.org
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Town of Milton	townclerk@milton.ca
Town of Halton Hills	valeriep@haltonhills.ca
Association of Municipalities of Ontario	amo@amo.on.ca
Federation of Canadian Municipalities	info@fcm.ca

Subject: Notice of Motion - Gas Fired Electricity Generation Phase Out

At its meeting on May 25, 2021, Oakville Town Council approved the following resolution with respect to the subject item noted above:

WHEREAS, the Government of Ontario is planning to increase greenhouse gas (GHG) emissions from Ontario's gas-fired power plants by more than 300% by 2030 and by 500% or more by 2040, reversing more than 40% of the GHG reductions that were achieved by phasing out coal-fired power plants; and
WHEREAS, GHG emissions are causing temperatures to rise in Canada at more than double the rate of the rest of the world, causing impacts to municipal operations and affecting Town of Oakville residents; and

WHEREAS the Federal government recently announced that Canada will enhance our emissions reduction target under the Paris Agreement – known as a Nationally Determined Contribution– by 40-45% below 2005 levels, by 2030

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May 25, 2021

Subject: Notice of Motion - Gas Fired Electricity Generation Phase Out

WHEREAS, in February 2020, Oakville's Town Council endorsed the Oakville Energy Task Force's Community Energy Strategy (CES) which establishes a common vision for Oakville's sustainable energy future that is affordable, clean and resilient and sets ambitious 2041 community-wide goals to improve energy efficiency, reduce GHG emissions and enhance the local economy.

WHEREAS, on June 24, 2019, Oakville's Town Council unanimously endorsed a Climate Emergency declaration. The declaration carried forward a tradition of over 10 years of climate action and environmental leadership by the Town of Oakville, outlined in the Climate Emergency Report to Council; and

WHEREAS, there are feasible, cost-effective alternatives to increasing gas-fired electricity generation that support job creation and reduce GHG emissions, including, but not limited to; reducing energy demands through increasing the efficiency of Ontario's building stock. Increasing distributed and renewable energy resources and increasing investment into municipal and community energy planning initiatives; and

WHEREAS, the Town's Corporate Energy Conservation and Demand Management (CDM) Plan 2020 – 2024, has a target of 20% reduction in energy use and 30% reduction in greenhouse gas (GHG) emissions in our facilities over the next five years. The Town of Oakville remains results driven by working collaboratively with our residents and local climate action organizations; and

WHEREAS, if the Town is to meet its targets under the CES and the CDM, the Ontario electricity grid must remain low carbon. The Made-in-Ontario Environment Plan commits to reducing our emissions to 30 per cent below 2005 levels by 2030.

THEREFORE be it resolved that the Council of the Town of Oakville requests the Government of Ontario:

1. To place an interim cap of 2.5 megatonnes per year on GHG emissions from Ontario's gas-fired power plants and develop and implement a plan to phase-out all gas-fired electricity generation by 2030 to ensure that Ontario meets its climate targets; and
2. To direct Hydro One to build a new 20 km transmission line in Ottawa, increase our ability to import Quebec power by 17.5 billion kWh per year and direct the IESO to seek negotiated long-term electricity supply and storage (load balancing) contracts with Hydro Quebec to help phase-out our gas plants and to meet our electricity needs at a lower cost than re-building up to ten nuclear reactors; and
3. To direct the IESO to purchase Made-in-Ontario wind and solar power that can keep our lights on at a cost that is less than the price of nuclear electricity (e.g., 9.6 cents per kWh in 2021); and

Page 3

May 25, 2021

Subject: Notice of Motion - Gas Fired Electricity Generation Phase Out

4. To ensure a fair, balanced and responsible climate-resilient approach in reducing our emissions intensity while providing energy from a provincial system that is reliable, resilient, and affordable; and

THAT the Council of the Town of Oakville directs the Clerk to distribute this resolution to Ontario's Premier and Minister of the Environment, Conservation, and Parks, Minister of Energy, Northern Development and Mines, and local MPPs as well as the Councils of the Halton municipalities and Ontario's municipal associations.

Should you have any questions regarding this matter or should you require additional information, please contact Vicki Tytaneck, Town Clerk at 905-845-6601, extension 2003, or email vicki.tytaneck@oakville.ca

Sincerely,



Vicki Tytaneck
Town Clerk

Legislative Services
Michael de Rond
905-726-4771
clerks@aurora.ca

Town of Aurora
100 John West Way, Box 1000
Aurora, ON L4G 6J1

May 3, 2021

Delivered by email
Patty.Hajdu@parl.gc.ca

The Honourable Patty Hajdu
Minister of Health
House of Commons
Ottawa, Ontario K1A 0A6

Dear Minister:

Re: Town of Aurora Council Resolution of April 27, 2021

Re: Correspondence from Mayor Allan Thompson, Town of Caledon; Re: Support for 988, a 3-Digit Suicide and Crisis Prevention Hotline

Please be advised that this matter was considered by Council at its meeting held on April 27, 2021, and in this regard Council adopted the following resolution:

- 1. That the memorandum regarding Correspondence from Mayor Allan Thompson, Town of Caledon; Re: Support for 988, a 3-Digit Suicide and Crisis Prevention Hotline, be received; and**
- 2. That Council support the Town of Caledon initiative regarding 988, a 3-Digit Suicide and Crisis Prevention Hotline; and**
- 3. That a letter demonstrating Aurora Council's support be sent to Leona Alleslev, MP Aurora—Oak Ridges—Richmond Hill, Tony Van Bynen, MP Newmarket—Aurora, Michael Parsa, MPP Aurora—Oak Ridges—Richmond Hill, Hon. Christine Elliott, MPP Newmarket—Aurora, Hon. Patty Hajdu, Federal Minister of Health, the Canadian Radio-television and Telecommunications Commission (CRTC), and all Ontario municipalities.**

The above is for your consideration and any attention deemed necessary.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Michael de Rond', written in a cursive style.

Michael de Rond
Town Clerk
The Corporation of the Town of Aurora

MdR/lb

Attachment: Correspondence dated March 31, 2021, from Mayor Allan Thompson,
Town of Caledon; Re: Support for 988, a 3-Digit Suicide and Crisis
Prevention Hotline

Copy: Leona Alleslev, MP Aurora—Oak Ridges—Richmond Hill
Tony Van Bynen, MP Newmarket—Aurora
Michael Parsa, MPP Aurora—Oak Ridges—Richmond Hill
Hon. Christine Elliott, MPP Newmarket—Aurora
Canadian Radio-television and Telecommunications Commission (CRTC)
All Ontario Municipalities

Attachment

March 31, 2021

The Honourable Patty Hajdu
Federal Minister of Health
House of Commons
Ottawa, ON K1A 0A6

Dear Ms. Hajdu,

RE: SUPPORT FOR 988, A 3-DIGIT SUICIDE AND CRISIS PREVENTION HOTLINE

I am writing to advise that at the Town Council meeting held on March 30, 2021, Council adopted a resolution endorsing the 988 crisis line initiative to ensure critical barriers are removed to those in a crisis and seeking help.

The resolution reads as follows:

Whereas the Federal government has passed a motion to adopt 988, a National three-digit suicide and crisis hotline;

Whereas the ongoing COVID-19 pandemic has increased the demand for suicide prevention services by 200%;

Whereas existing suicide prevention hotlines require the user to remember a 10-digit number and go through directories or be placed on hold;

Whereas in 2022 the United States will have in place a national 988 crisis hotline;

Whereas the Town of Caledon recognized that it is a significant and important initiative to ensure critical barriers are removed to those in a crisis and seeking help;

Now therefore be it resolved that the Town of Caledon endorses this 988 crisis line initiative; and

That a letter demonstrating Caledon's support be sent to Kyle Seebach, MP, Dufferin-Caledon, the Honourable Sylvia Jones, MPP, Dufferin-Caledon, the Honourable Patty Hajdu, Federal Minister of Health, the Canadian Radio-television and Telecommunications (CRTC) and all municipalities in Ontario.

Thank you for your attention to this very important matter. We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allan Thompson', with a stylized flourish at the end.

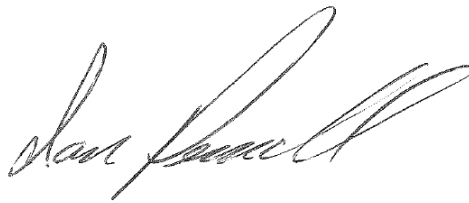
Allan Thompson
Mayor

Cc. Kyle Seeback, MP Dufferin-Caledon, Kyle.Seeback@parl.gc.ca
Honourable Sylvia Jones, MPP Dufferin-Caledon, sylvia.jones@pc.ola.org
Ian Scott, Chairperson and Chief Executive Officer, Canadian Radio-Television and
Telecommunications Commission (CRTC), iscott@telesat.com
All Ontario Municipalities

CORPORATION OF THE MUNICIPALITY OF CALVINResolutionDATE: May 25, 2021NO. 2021-136MOVED BY Heather OlmsteadSECONDED BY Christine Shippam

“That Council hereby requests Staff to contact the Ministry responsible for the Alcohol and Gaming of Ontario to seek their assistance in implementing an additional level of licensing which would permit small organizations to hold fundraisers as a method of sustaining our community and organizations;

And further that all municipalities in Ontario are sent this resolution to seek their assistance in lobbying the Ministry.”



CARRIED _____

DIVISION VOTE

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

CORPORATION OF THE MUNICIPALITY OF CALVINResolutionDATE: May 25, 2021NO. 2021-137MOVED BY Christine ShippamSECONDED BY Sandy Cross

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

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

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

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

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

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

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

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

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

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

CARRIED _____



DIVISION VOTE

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

May 19, 2021

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

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

Dear Honourable Sir:

Re: Durham Dead-End Road Kids

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

Resolution Number 05-6

MOVED by Lynn Campbell

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

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

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

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

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

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

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

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

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

MOTION CARRIED

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

Yours truly,

THE TOWNSHIP OF BROCK



Deena Hunt
Deputy Clerk

DH:ss

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

BUS STOP NOTICE OF MOTION:

That Dead-End Road delegations be received: from parents, [video](https://www.durhamdeadendroadkids.ca), site www.durhamdeadendroadkids.ca and attached correspondence and;

- **Whereas Dead-End Road kids (cul-de-sacs, private roads) busing being moved from long-time residential to highspeed (some 80km) common stop pickups;** percentage of 830,000 Ontario based students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point-turns, or back up; kids expected to walk 1-2km twice daily (caregivers 4x) in morning dark, on narrow road shoulders, with no "bus stop ahead" warning signage,
- **Whereas Parents report employment/housing at risk. Must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised;** secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities not helped like double amputee who needs stop moved 160ft; parents told it's their "responsibility to get kids to bus safely",
- **Whereas Parents being told busing policy is schoolboard's, but they say it's STS's, who say it's Governance Committee or Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer policy";** and trustee, governance say cannot change policies, so parents appealing to police, press, & councils re dangers then; oncoming car killed 12-yr-old Cormac and injured sister while waiting at newly relocated bus stop at the base of a hill, and
- **Whereas STS have advised road improvements are responsibility of municipalities,** yet municipalities don't own needed land, nor have \$ millions to create 77m bus turnarounds, meanwhile
- **Whereas Ontario Transportation Funding is \$1 billion; Jan 27/20 Ministry said they'd improve student transportation,** review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing "Student Transportation Advisory Group" to hear STS sector expertise, experience and ideas,

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

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

Motion be distributed to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham MPP Lindsey Park, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, Durham Region, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).



There are approximately 178 Dead End Roads DSTS doesn't enter with 386 students (as of Dec '20)

Durham Dead End Road Kids

Education Minister Stephen Lecce, Who Will Help Us?

www.DurhamDeadEndRoadKids.ca

WHO WILL TAKE RESPONSIBILITY & KEEP OUR KIDS SAFE?
A STORY ABOUT PARENTS WHO FEEL ABANDONED IN A PANDEMIC.

DEAD END

Update



Toronto Star by Kristen Rushowy, Jul 2/19

Honorable Stephen Lecce you told us, **"You Are Listening to Parents"**. We need your help.

toronto.com

CTV NEWS

MuskokaRegion.com

iHeartRADIO

INQUISITR

TIMMINSTODAY.com

CBC

YouTube CA

BRADFORDTODAY.ca

TODAY'S NORTHUMBERLAND

1:46

Brendan Kerin

Today, the unthinkable for any parent - happened to our family. In a blink of an eye, our son is dead, and our daughter is fighting for her life at Sick Kids Hospital.

I can barely bring myself to write something legible at the moment. On behalf of Jennifer, Aishling and myself, the community response and support have been overwhelming. We cannot thank you enough.

Shea is alive because of the first responders' speedy and professional actions. We are grateful to the Cobourg OPP, the Northumberland Hills Hospital, and the Trauma team at Sick Kids have given our family a sliver of hope.

All I can say at the moment, Shea needs all of our prayers and thoughts. She is still very much in a precarious situation.

Cormac was the most beautiful boy a parent could wish for. The thing to know about Cormac was how much he cared about others. He loved his school, teachers, classmates, friends and teammates. Please know how much he loved you. I can't bring myself to say much more at the moment. It is too much.

We are aware of how far this is affected people and the pain and hurt this has caused. In particular, our concern for their school classmates and staff, teammates and friends.

We ask that you keep our bus driver and the innocent children on the bus at the time in your thoughts and prayers. Amy will need all the support we can give her.

Please help [Durham's Dead End Road Kids](#), and others around the Province!

Remember [Adam](#) & [Cormac](#). Kids Deserve Better. They Deserve to Live.

Help us Keep Busing as Safe as Possible; Keep Kids off Highspeed Roadways.

**Note: in this report, click on images/links to read more details or watch videos.*

April 15, 2021

The Honourable Stephen Lecce, Minister of Education

438 University Ave, 5th Floor, Toronto, ON M7A 1N3

Dear Minister Lecce:

Ontario School Busing is in the news... but not for the right reasons! UPS can do it, garbage trucks, snow plows, fire trucks, ambulances can provide driveway service, but schools can't?

Remember when school children were picked up by school bus at their driveway? **Now private road, cul-de-sac and dead-end road kids are losing long-time neighbourhood school bus pickups.** Student Transportation Services (STS) citing "for safety" school buses cannot do, 3-point-turns, back-ups, or access private roadways even though they have been for years!

Children are being dropped on highspeed thoroughfares and high trafficked intersections and this is more-safe? Minister Lecce, [Adam died at a driveway highway pickup](#). [Cormac died just before](#)



Collision Kills 12-Yr-Old Waiting Common Stop base of hill Dec 2/20. Keep Residential Road Pickups!

READ NEWS STORY



WHY IS MY BUS DROPPING ME OFF ON HIGH SPEED ROADWAY?

WHO WILL PICK ME UP? HOW IS THIS "MORE-SAFE"?

Parent Letter sent to Councillor Apr 14/21

"Why is an 8 yr old dropped off on highway from school bus?"

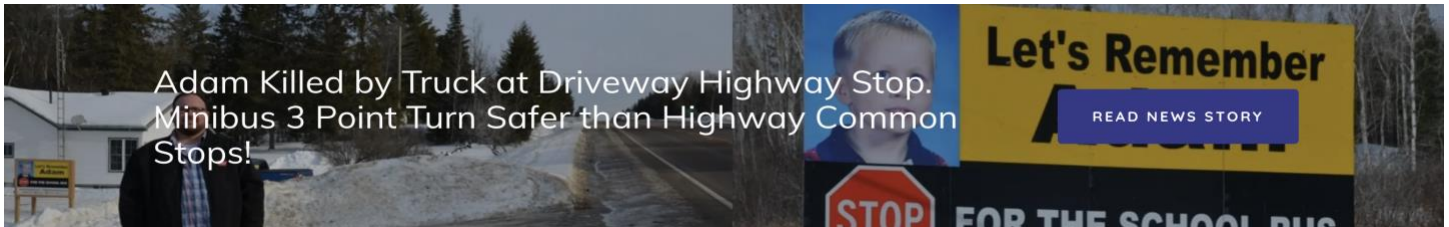
"Scary. Driving to Port Perry Hwy 2 saw child (8-10yrs) getting off school bus on side of highway, middle of nowhere. Walked alone to where? NOT ok for kids with zero road safety awareness to walk on highway. Where parents? Need safer bus stops + database so parents know where kids are." (Dad Aaron Moss Brock Township)

[Christmas '20 accessing his bus at the base of a hill](#) (see Dad's public facebook post above). Where bus stops are located is important. Parents around the province feel sick with fear and worry for their dead-end road kids whose bus stops are being moved to higher trafficked high-speed

roadways. Further, **Dead-End Road Kids are expected to walk upwards of 1-2km twice daily** (caregivers 4x), in morning dark, on narrow road shoulders (no sidewalks). **Parents reporting employment and housing at risk** due to losing senior caregivers who can't walk to new highspeed stops. Parents now having to beg off work daily to drop off/pick up children to avoid safety hazards of then walking alone on highways unsupervised. This puts their employment at risk. Secondary School Youth reporting long distance stops impacting their ability to log back in for afternoon classes, affecting grades.

STS advised parents road improvements are responsibility of municipalities, yet municipalities don't own land adjacent to roadways needed to create 77m bus turnarounds, nor have \$ millions necessary to create turnarounds, so STS keep moving long-time neighborhood pickups to highspeed common stops.

1) Parents request exceptions to allow 3-point turns or backing up where absolutely necessary to provide safer service to dead-end and private road kids, that policies be amended to reflect.



"Something good has to come from this and that something good would be: **no child was killed and no more incidents happen**," (Brother Pierre talking Feb 11/20 about 20 year agony of his little 5-yr old brother Adam's death on Highway Bus Stop.)
Don't let this be the life for Durham families. Let's do everything possible!



For Durham Region alone, this change in busing policy means **178 dead end roads** are not accessed by Durham Student Transportation Services (DSTS), impacting **386 students and their families in Durham Region alone** (DSTS letter Dec '20)! [How many children live on private cottage roads, dead end roads or cul-de-sacs around the province affected by this?](#)

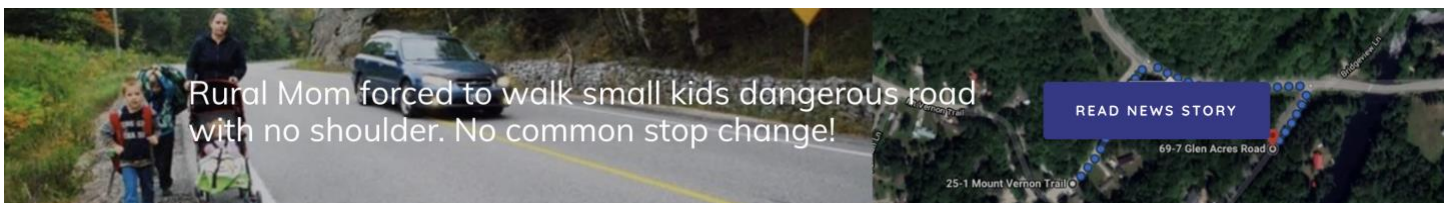
[Durham Dead End Road Kids' Video](#) re: **Durham District School Board Bus Stop Changes** (Ajax, Brock, Clarington, Oshawa, Pickering, Scugog, Uxbridge, Whitby)

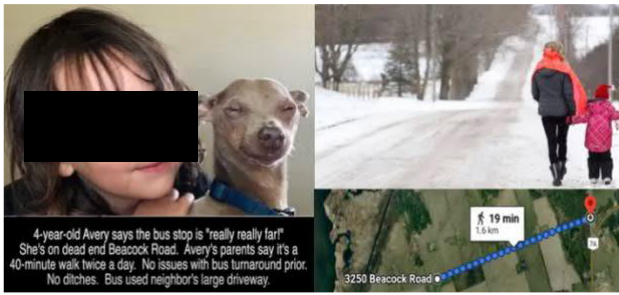
[Watch Parents' Video](#) **Fearful of Trillium Lakelands District School Board's Bus Stop Change** (Kawartha Lakes, Haliburton, Muskoka)

Police report filed when daughter was nearly hit by a car. Mother reports "being thrown around like a baton" trying to get answers. "I am looking for a voice who can help me show TLDSB, that it's common sense not to ask children to stand in an intersection, on an S bend of a busy high traffic area." Kids stand in snow covered ditch or on road shoulder to wait for bus. No other space. "I need a voice who understands that keeping your children safe is a mother's job... Help me fight to keep my children safe. I pray daily that our voices will be heard."
 (Mom Tammy Mitchell Lakelands School District).

"I'm afraid it will be too late before they do anything." News story reports family had one vehicle leaving mom with no choice but to walk 3 children (including baby

in stroller) to new dangerous bus stop. Bus used to pick up on private road since '09 but now TLDSB has denied request to keep safer private stop. "Every morning Katie walks with three young children to the bus stop... she fears they're going to get hit. "It's a blind corner and there's nowhere to go. It's so dangerous, especially with how busy this road is." (Mom Katie Morris, Huntsville)





"We don't take responsibility for children, they are the parents' responsibility up until they get to the bus stop and on the bus," says Catherine Shedden, District Manager, TLDSB

"The Governance Committee concluded that the DSTS Transportation Policy has been applied... the decision is final and not subject to further consideration. Accordingly, no further action will be taken on this matter," says Kelly Mechoulam, CAO of DSTS
(Response to Grandfather trying to get his 4-yr-old granddaughter's bus stop off 80km intersection and back to dead end road.)

2) Parents request exceptions to allow indemnification agreements to access private land for bus turnarounds, to keep bus stops safer and closer to prescribed 800m distance away.



Dad speaks to Council Dec '19 explaining "My kids have had 10 opportunities to be killed!" at new Highway 60 common stop. Used to be picked up on dead-end Millar Hill Road. Now bus passed by speeding cars potentially hitting kids in morning dark while boarding. **Even though Limberlost Forest and Wildlife Reserve has offered their entrance for a bus turnaround**, TLDSB says can't use private land unless they donate it for bus turnaround. (Dad Kevin Miller, Lake of Bays)



A tractor-trailer nearly plowed into the back of kids' bus stopped on highway. STSCO had moved bus stop to Highway 7 where speed limit is 80km, to avoid dead-end Leanne Avenue. "Buses don't typically go down dead-end roads... but with the...increased traffic, STSCO recognized change needed." "It was really traumatic watching (oncoming semi-truck) because there was nothing we could do." (Parents Lisa & Matt Couture, Peterborough)



3) Parents request "Bus Stop Ahead" warning signage be required to notify oncoming traffic prior to STS moving common stop to main roadway.

Durham parents on Dead-End Roads Jack Rabbit Run & William's Point, whose children being moved to base of hill on Regional Road 57, tried to get bus stop warning signage installed, but DSTS said not warranted.

➤ "Bus stop has been on Jack Rabbit Run for years...I have two small boys ages 4.5 and 6. I live over 1.5km from Reg Rd 57. There's no possible way we can walk that far twice daily! Multiple vehicles, parents, and children congregating... There's no parking, no shoulders... I'm a Registered Nurse in critical care. I know accidents can happen without warning! Please take residents' concerns seriously! I work shift work so my elderly mother takes children to bus, but now will not be impossible! How will I support my family (if I have to leave work to pick them up)?" (Mom Cara Tunney, Registered Nurse Critical Care, Scugog)

➤ "My work takes me around province. Puts all responsibility of taking kids (2- and 4-year-olds) to highway on my wife. **What drives me crazy is that it's been possible for a bus to make a three-point turn in the past... why isn't a smaller bus not a possibility?**" (Dad Steve Anning on Video, Hydro One Safety Officer, Scugog)



"How can this be safe? I am beyond upset that this continues to happen:

- * cars stopped on hill behind bus,
- * 1 car trying to turn right around bus,
- * 1 car honking because came over hill and cars stopped behind bus,
- * **ALL parents screaming because another car came around William's Point bend and almost ran over kids boarding! Kids scared... How can this be safe? Imagine if there were snow or ice on hill?"**

"Please explain Mrs. Mechoulan how you are going to deal with a child getting hit by a car and all of us parents have continued to tell DSTS how unsafe it is?"

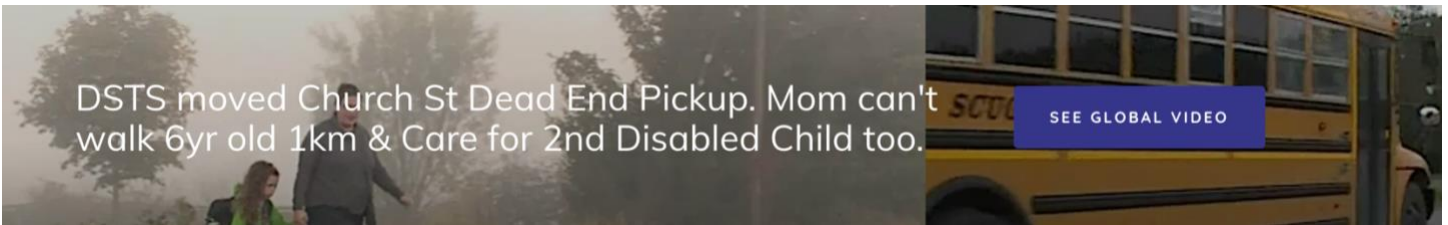
(Mom Laura Turnbull, Feb '21 Email to Trustee Morton & DSTS CAO Mechoulan)



4) Parents request STS be comprised of solutions like taxis, public transit, mini-buses or vans, worked into funding formula so doesn't negatively impact STS funding stats. Other options could be incorporated not just full-size buses that can't navigate dead-end roads. Why not use new [Durham Transit On-Demand?](#)

"We were informed Friday that the bus stop is again, at Cartwright and Church intersection. This is an unsafe stop for any child..." Vehicles are always speeding

(over 80km/hr) not to mention when there's a problem on 7A, they detour through that intersection. **Our neighbours are appalled DSTS refuses to send a bus down our road. All their children were picked up at the ends of their driveways. The road is in the best shape it's ever been. Wilma (Wotten Regional Councillor) had commented that she used to ride the bus that came down this**



road. In 2017, the town came out and met with DSTS to look at areas where the bus could turn around. Nothing ever came of it (don't own enough land there to build turnaround). **We now have 6 children who live on this road, ages 4-13. None of the families are okay with the current bus stop, only one is using it (while they fight DSTS)."** (Mom of Disabled Child, Krista Ormsby, Scugog)



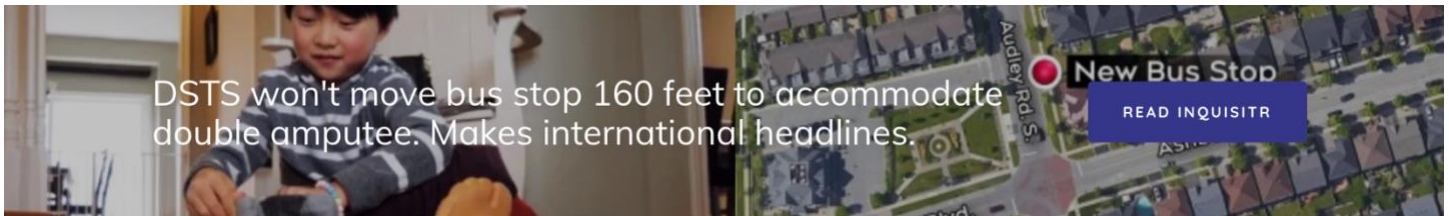
Parents being told busing policy is schoolboard's but [they say it's STS's](#), but STS say busing changes are schoolboard governance & policy of Ministry of Transportation, meanwhile Ministry of Education says it's ["transportation consortia that administer policies"](#). Parents are spinning in circles trying to figure out who to talk to, since STS not responding to their concerns!

Parents reporting frightening near accidents/deaths to Trustees, School Boards, STS, but continue to be advised "it's the parents' responsibility to get children to bus stop safely", and are forced to appeal to councils, press, make videos, yet appeals largely unresolved and unknown liabilities mounting.

5) Parents request Kid KPI "Key Performance Indicator" be included for future Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive problem solving for kids & parents' busing concerns, and this be a factor to receive funding. **Viktoria says DSTS, "senseless bureaucratic approach must change."** There's more to busing than business.

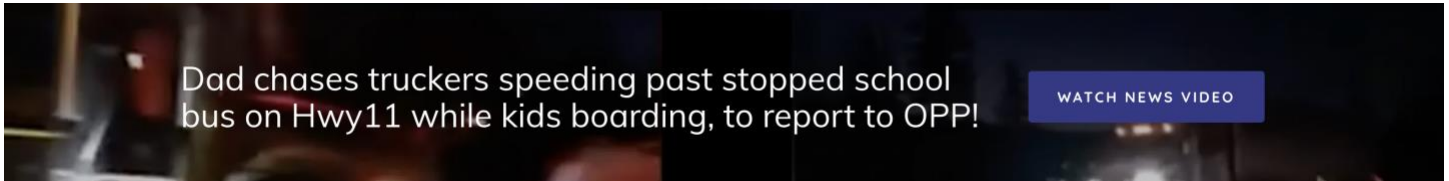
"DSTS picked a community stop but my kids only ones taking bus? ...which drives right by our house? How does 40-minute walk sound four times a day with a 2 and 4-year-old?"

(Mom Viktoria Brown, Scugog '17 Focus Magazine Appeal to DSTS)



DSTS won't move bus stop 160 feet to accommodate double amputee. Makes international headlines.

We need a "Kid" KPI, where high-level service is rewarded. Rui Webster who's lost both his legs, uses prosthetic limbs to walk, yet DSTS won't move bus stop 160 feet to accommodate. "[The bus stop was just a couple of houses down the street from him](#)...however busing contractor changed routes...Rui has to cross intersection to reach (new) bus stop (more traffic)... snow plows deposit large banks of snow... Twice last week, Rui slipped and fell... "We just want bus stop put back where it was or to assign Rui to another bus that still goes past our house – either of these things are easy to do," Kurt says. The busing contractor has steadfastly refused to change route. School district has refused to budge as well." (Parents Kurt & Melissa Webster, Ajax)



Dad chases truckers speeding past stopped school bus on Hwy11 while kids boarding, to report to OPP!

WATCH NEWS VIDEO

[Transports blowing by stopped school buses on area highways a regular occurrence](#). "It's so stressful. It's awful. Every morning I stress out and every afternoon when I know (transport trucks) are coming back." (Mom Cara Smetana, Martin River Nipissing)

Williams Point Cottagers Association advocating for Kids!



Williams Point Cottagers Association have advocated in every way possible to protect their kids from the highway stop at base of hill. If necessary they will give up part of their park to build a turnaround. They are stunned at DSTS to put 22 kids on Regional 57 Road shoulder to board bus.

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

Provincial funding for student transportation is projected to be more than \$1 billion and Ministry routinely has "[Effectiveness and Efficiency Follow-Up Reviews](#)" of STS which is the vehicle of STS funding.

Ontario Government announced January 27, 2020 they'd improve student transportation experience by reviewing funding formula to achieve more efficient and accountable system, reviewing three goals of: 1) equity, 2) fiscal responsibility, accountability, and 3) evidence-based decision making.

Government is establishing a Student Transportation Advisory Group meeting with Parliamentary Assistant and Ministry staff, to hear from STS sector partners expertise, experience and ideas. Parents and children should be included in this review. **Given busing is supposed to be for the children, why not give parents and kids a say?**

7) Province have GPS tracking software to notify parents where children are when dropped off/picked up, giving evidence of safety.

On behalf of Durham Dead End Road Kids, and William's Point Cottager's Association, we hope our website, videos, and this report help explain. We welcome the opportunity to discuss this with you further.

Deborah Kiezebrink

[Deborah Kiezebrink](#), Scugog Ward 4 Councillor
dkiezebrink@scugog.ca

and [Wilma Wotten](#), Scugog Regional Councillor & Deputy Mayor
wwotten@scugog.ca



Brent Clemens, [WPCA](#) President
bclemmy@aol.com

M. Burg

and Michelle Burg, WPCA Board Director
michelle.j.burg@gmail.com

cc: Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham MPP Lindsey Park, Durham Region, all Ontario Municipalities, ROMA, OGRA, and AMO.



Nov. 4, 2020

Good Day,

This letter is to inform whomever can resolve this catastrophe.

My name is Curtis Sowards and live at [REDACTED] Beacock rd., [REDACTED] Ontario. L0B 1L0. I am being told that my granddaughter is to walk 1.4 km to highway 57 to the bus stop. My granddaughter is 4 and just started JK. Her mother has no car or drivers license, so both would have to walk. They would have

to leave about 45 minutes before pick up, which would be in the dark during the winter months. Beacock is a dirt road and has no sidewalks or lights. This is extremely dangerous for such a cute kid.

4 years ago, I was told a similar situation, which meant my grandson would have to walk the 1.2 km to the pick-up point. The reason was it was not safe for the bus to turn around. After taking measurements, the driveway beside mine is 25 feet wide and at least 50 feet long going to a work shop. I discussed this problem with my neighbor and he had absolutely no problem with the bus turning around.

The transportation safety inspector from the bus company came to my house and spoke with said neighbor and the bus started coming with no incidence for the 2 years my grandson was here. I have also had my own 2 children bused to school for their 14 years of public-school education.

Now I am being told someone has determined no bus should turn around on a private driveway? I am not sure where this came from but my house is on a public road well maintained and plowed. I might add the grader, snowplow and garbage trucks easily use Beacock rd. If the bus company is not allowed to send the big bus, send the small one but Avrie deserves an education.



November 2 2020

Curtis Sowards

L0B 1L0

Re: Email to Durham Student Transportation Services Governance Committee

Dear Mr. Sowards,

This letter is in response to your written request for reconsideration of transportation arrangements, received via email on September 30, 2020.

Your correspondence related to a request for a closer bus stop on Beacock Road was forwarded to Durham Student Transportation Services (DSTS) in accordance with Section 7.3 of the procedure outlined under the heading *Request for Reconsideration of Transportation Arrangements* within the DSTS Transportation Policy. Your request was reviewed at the most recent Durham Student Transportation Services Governance Committee meeting held on October 28, 2020.

The Governance Committee concluded that the DSTS Transportation Policy has been applied and administered appropriately in your situation. As outlined in the DSTS Transportation Policy, Section 3.5, "in circumstances where buses cannot gain access, students may be required to walk further to bus stops..." beyond the 800 meters. Additionally Section 7.2 outlines, "DSTS reserves the right to determine if the roadway is suitable for travel, given road conditions and necessary space requirements factoring turn radius of large school vehicles." DSTS has determined that Beacock Road where you reside does not have adequate roadway to safely turn around a school bus vehicle and the closest available school bus stop location is at Beacock Road on Regional Road 57.

As noted in the DSTS Transportation Policy, the decision of the Governance Committee is final and not subject to further consideration. Accordingly, no further action will be taken on this matter by DSTS or the Governance Committee.

Sincerely,

Kelly Mechoulan
Chief Administrative Officer, DSTS

cc: Chairperson and Trustee, DDSB
Director of Education, DCDSB
Director of Education, DDSB
Chairperson and Trustee, DCDSB

This is a problem created with the decision about bus turning, with no plan for the children. I was never consulted about the losing access to education for anyone living at my house. **Please solve this, do it for the kids!**

If any further information is required, I am always available.

Curtis Sowards



If you would prefer to use this bus stop location please let me know and DSTS staff will facilitate the change in bus stop location for your family.

Sincerely,

Kelly Mechoulan

Durham Student Transportation Services



From: Laura Turnbull <[REDACTED]>
Sent: Friday, February 26, 2021 3:20 PM
To: CAROLYN MORTON; Kelly Mechoulan; Deborah Kiezebrink
Subject: School bus incident at Williams point

Good afternoon Mrs. Mechoulan,

I am beyond upset that this continues to happen, this is the first time I finally got it on camera, unfortunately I did not get the car behind the bus because it was so unsafe I cared more for the kids then the pictures, the details of the drop off are as follows:

- parents waiting at the side of Williams point for the bus to arrive 2:54
- bus shows up lights on kids begin to come off bus
- two cars stopped on the hill behind the bus
- **as kids coming off bus, car comes around bend on Williams point road and almost runs them over!**
- all parents begin yelling "Stop, Stop!" so the kids stop, car stops...
- bus closes doors and carries on
- the first car behind the bus wants to turn right on to Williams point but has to wait for the children to clear so the second and then third car start hammering on their horns so they can get by because they just came up over the hill and a car is parked
- the kids all stop walking again because they don't know what's going on with all the horns and they are scared.

How can this be safe? If this bus stop continues, please explain to me Mrs. Mechoulan how you are going to deal with the situation when one of these kids gets hit by a car and all of us parents have continued to tell the bus transportation company how unsafe it is. This is completely unacceptable and please let me remind you it's a sunny dry day, I can't even imagine if it were raining or snowing or ice. I will continue to film and take pictures of this very concerning situation.

Laura

From: KELLY MECHOULAN <[REDACTED]>
Sent: Monday, March 1, 2021 6:04 PM
To: Laura Turnbull; CAROLYN MORTON; Deborah Kiezebrink
Cc: DAVID WRIGHT
Subject: RE: School bus incident at Williams point

Dear Ms. Turnbull,

Thank you for letting us know about the driver at the intersection. Although, DSTS has confirmed with the bus driver that no vehicle has gone through the bus flashing lights at the Regional Road 57 and Williams Point Road, our Safety Officer has reached out to Durham Regional Police to request surveillance in the area at the time of drop off and pick up at the bus stop location.

The car at the stop sign can not legally turn into the bus lights, and the bus driver has been instructed to block as much of the intersection at time of stopping as possible.

DSTS will continue to monitor the bus stop with the bus operator and driver. The current bus stop location is the closest available bus stop location, the next closest available bus stop location is on Regional Road 57 at Park Street.



AUG 7/20 Laura wrote to Durham District Schoolboard Trustee Carolyn Morton, who is also the Chair of the DDSB Governance Committee:

"Good morning, I might not be the first time you are hearing a complaint regarding this but I haven't heard of anything changing so I wanted to voice my concern as well.

My house received a letter from the Durham Bus Transportation (DSTS)... starting this school year the bus would no longer come down the road. I am located end of William's Point 2.4 km from Highway 57 the new pick up.

There is no possible way in good weather (let alone bad weather) my kids are going to be able to make it down there and back, so that leaves me no choice now but to drive them.

Due to Covid if I have to already drive them down the road I might as well drive them right to the school. However upon review of the back-to-school guidelines, I see that the board is discouraging parent drop offs as the area is not built for that many cars.

I can completely understand this, but honestly now that they took the bus away, I'll have no choice. I also would like to know what the guidelines are distance wise as a tax payer for children to receive a bus pick up?

There are kids even further past me down Jack Rabbit Run that also will no longer get bus service. Are we not entitled to bus service after a certain mileage away? Also I would like to complain that the bus has been travelling past my house for over 14 years that I've lived here with the same turn around so why now?

I understand times right now are challenging for all. I just can't sit back and say it's ok that they don't have a bus anymore knowing I pay my taxes and they had one every other year. Any guidance regarding this would be much appreciated."

Laura

From: Carolyn Morton (Trustee)

Sent: Friday, February 5, 2021 5:59 PM

I am sorry, but I have no authority to change decisions made by the CEO of DSTS. That would be out of my hands.

Sorry, Carolyn

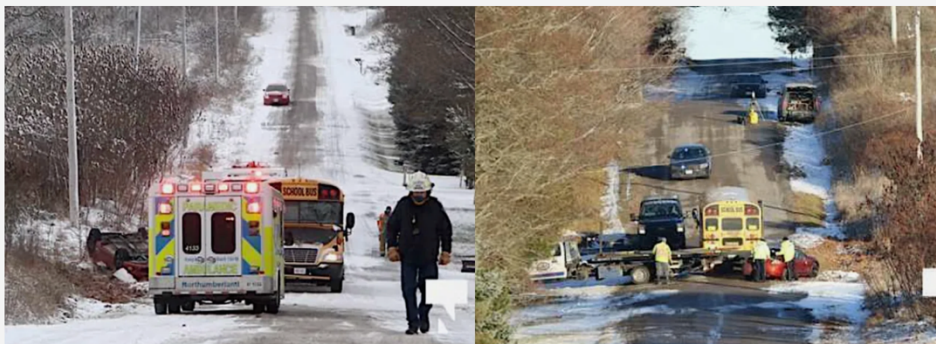
Minister Lecce, who should this mom and others like her go to, who have authority to help?

Minister Stephen Lecce Please Give Safe Stop - Not Highway 57!

February 18, 2021 | Durham Dead End Road Kids, Education Access, Parents Advocacy, School Bus Safety

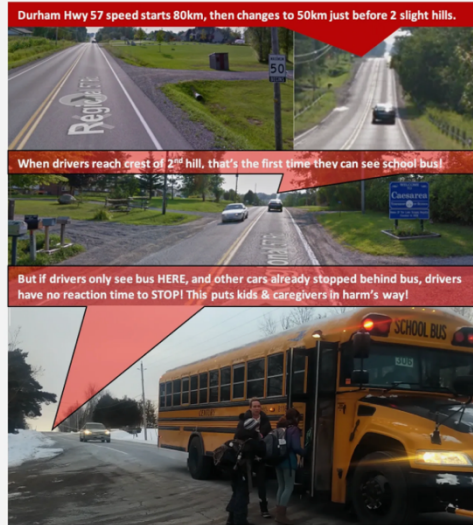


I am writing on behalf of the deeply concerned parents and community members of Williams Point. Monday, February 8, 2021 was the first pick up and drop off at the new bus stop located on the highway. Most parents found alternative measures to get their children to school as they are not willing to risk their children's physical safety by having them congregate at the bottom of a blind hill with no signage, sidewalks, or designated waiting area. Those who did send their children by bus were frightened. Other families have decided to move their children to online schooling, being forced to make a choice between their children's physical safety and their mental health. Our parents are losing sleep regarding this ongoing dispute particularly following the death of a student in Port Hope December 2/2020. [Read news story.](#) [Support the Kerin family here.](#)



Toronto Sun Reports: Cormac Kerin, 12, along with his sisters, Aishling and Shea, 10. Cormac was killed and Shea critically injured after they were struck by a vehicle while waiting for their school bus on Dec. 2/20 in Port Hope.

The parallels that can be drawn between the two bus stops are uncanny and downright terrifying to the parents of 22 kids who are expected to stand in the middle of an intersection on a highway at the base of a hill in winter to board the bus...



New Durham Highway 57 Common Stop where school bus stopping isn't visible until reaching crest of hill. Dangerous for Scugog Dead End Road Kids. Keep safer side road stops until turnaround can be built.

I would like to share with you direct quotes and feedback we have received from our community to better illustrate:

* "There is no stop sign here and the bus is stopping on the bottom of a blind hill where visibility is impossible. The snow and ice makes this dangerous spot even more dangerous. There are no sidewalks and cars are speeding in this area. As a critical care nurse, I am very concerned that this change was made and ultimately puts our children's lives at risk."

* "Pick up and drop off spot at the HWY 57 and William's Point Intersection is not an appropriate alternative. It isn't safe, it's not

suitable for family routines and not good for overall community. The proposed stop is on the downhill side of a blind hill, where vehicles are often travelling well over the posted speed limit. This is very similar to the spot in Northumberland County where a boy tragically lost his life at a school bus stop just this school year. Again, add snow, ice or slippery conditions to this situation and it becomes even more unsafe."

* We made the difficult decision to move our daughter to online. We cannot take this risk for something that should be as simple as getting to school safely. The impacts this will have on her mental health keep me up at night."

We understand that representatives from the Township of Scugog have subcontracted engineers to survey and create a design for a 77 metre turnaround for the bus at the location where it previously did a 3-point-turn, at Jack Rabbit Run and William's Point intersection. This is a very private and safe location and close for families who's children have disabilities to access. Our community has rallied together offering to donate land from our park if need to be construct a bus turnaround, to start a fundraising campaign, volunteer time, and some have even offered to build the bus turnaround themselves if need be, anything to keep our children safe.

We have requested that DSTS explore alternatives that could be available such as committing to send the mini-buses like before, having a parent or a second bus driver act as a spotter for the bus driver to turn around safely. We are aware that Councillor Kiezebrink sent letters to DSTS, our School Board Trustee Carolyn Morton, and Norah Marsh, Director of Education just last week, requesting that the bus stop remain in place in our community until the end of the school year so we can work tougher towards providing a suitable solution and allocate the appropriate amount of time and resources to have the solutions executed.

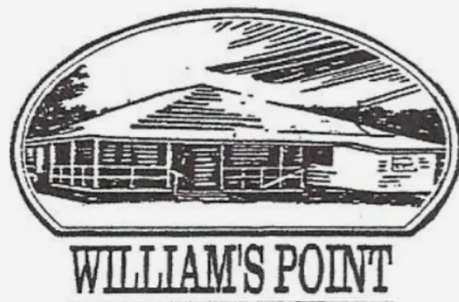
Each of our solutions, letters, and requests, have been dismissed as not possible. DSTS actions have made it clear that there is no intention to collaborate, have open dialogue or to work to resolve our very valid concerns. They have only restated what the policy is, in any email, meeting, or letter; that it's the parents' responsibility to get the children to the bus stop safely, that roadways are the municipality's responsibility, that it's not a hill, not a highway, that sight lines are met and "bus stop ahead" signage is not required (but we wonder where the measurements were taken from because the bus driver stopped mid-hill as it's the only place to stand for the students).

Parents and community members are asking when will DSTS be open and transparent with us? When will our concerns be responded to? Some parents have written letters or emails only to still receive no reply. How is this an acceptable practice of a Tax Funded Agency to simply ignore the very people who pay their taxes that provide the funding? Our families and members feel abandoned and ignored due to our rural status.

Minister Stephen Lecce, our elected Councillors (Ward Councillor Deborah Kiezebrink and Regional Councillor Wotten) have done everything they can think of to assist us. We are now asking that they engage you to investigate not only our concerns for our children's safety but how unfairly this community feels this matter has been handled by DSTS.

We wish to thank you in advance for your assistance and advocacy both on our behalf and on behalf of every Dead-End Road Child in Durham facing this same circumstance. Thank you for taking our concerns seriously and thank you to our Councillors for being safety ambassadors within Scugog Township.

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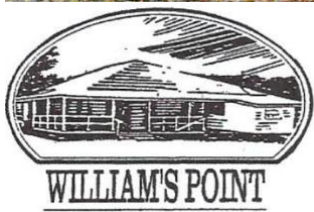
Sincerely,

Michelle Burg, WPCA Director

cc. Brent Clemens, WPCA President

READ BLOG POST:

<https://durhamdeadendroadkids.ca/blog-to-minister/f/minister-stephen-lecce-please-give-safe-stop---not-highway-57>



April 21, 2021

To Whom It May Concern:

We are deeply concerned about there no longer being a bus route on our dead-end street with the safety concerns that it raises for the future of our two children. My wife and I have two young children, a daughter starting school in September and a son who will be starting 2 years behind her. We're not

the only ones impacted... The Williams Point Cottagers Association is quickly growing and the number of children on the street is steadily increasing. These concerns only multiply the further away the residence is down the street from the new bus stop.

The loss of the long-time bus route on William's Point Road will force my wife to walk our daughter to the top of our street and will also force her to bring our son along 2.2km (twice daily) as my work requires that I am often on the road very early or on call while working around the province for the Ministry of Labour, Training and Skills Development and there would be no supervision for him in that time period. You can imagine the difficulties this would present for her. Tying into this, if the snowplow is no longer coming down the street early enough to accommodate for the bus route, you can envision how difficult it would be for two young children walking through unplowed streets with no sidewalk in the morning dark, as well as sharing roads with commuters on their way to work.

Though it breaks our hearts, we will have to consider leaving our beautiful community as this once proposed bus stop change has now become reality.

The challenges and safety concerns this presents for what seems like a minor issue of a three-point turn for the bus as compared to the frightful alternative of children walking up to 2.2 kilometres to reach a bus stop that impedes live traffic coming down a blind hill should really be reconsidered.

If you force parents to drive their children to the bus stop, not only will it congest narrow roadways during commuting hours, but it will also increase emissions from idling vehicles. In many cases this is not even a possibility for parents who would be unable to modify their hours of work to accommodate this. The possible economic impact of having to put off working to accommodate an amended bus route seems very inconsiderate to taxpayers who I guarantee will see no decrease in their taxation in response to the change.

I hope I have provided enough information to allow for thorough debate into this issue and I do hope that the safety of the children residing on Williams Point Road is considered the paramount concern by the school board and the Durham Student Transportation Services. I strongly urge you to reconsider this change.

We are available to discuss our concerns further at [REDACTED] and [REDACTED] or by phone at [REDACTED] and [REDACTED]. We hope you reach out.

Sincerely,

Concerned Parents Residing at [REDACTED] Williams Point Road,
Steven and Kayla Anning



Ministry of Government and Consumer
Services
777 Bay St., 5th Floor
Toronto, ON
M5B 2H7

May 27th 2021

To Whom it May Concern:

Please be advised that at the Town of Plympton-Wyoming Council Meeting held Wednesday, May 26th 2021, the following resolution was adopted:

Motion 10

Moved by Gary Atkinson

Seconded by Muriel Wright

That Council support item 'L' of correspondence from the Township of Terrace Bay regarding Advocacy for Reform MFIPPA.

Carried.

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at ekwarciak@plympton-wyoming.ca.

Sincerely,

Erin Kwarciak

Clerk

Town of Plympton-Wyoming

546 Niagara Street

Wyoming, ON N0N 1T0

p. 519-845-3939

ekwarciak@plympton-wyoming.ca

Cc: All Ontario Municipalities

The Corporation of the Town of Plympton-Wyoming

P.O. Box 250, 546 Niagara Street, Wyoming Ontario N0N 1T0

Tel: 519-845-3939 Ontario Toll Free: 1-877-313-3939

www.plympton-wyoming.com



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0

Phone: (807) 825-3315 Fax: (807) 825-9576

May 18, 2021

Ministry of Government and Consumer Services
777 Bay St., 5th Floor
Toronto, ON
M5B 2H7

To Whom it May Concern:

At the Township of Terrace Bay Regular Council Meeting held on Monday May 17, 2021, the following resolution of support was passed.

RE: Advocacy for Reform MFIPPA

Resolution: 122-2021

Moved by: Councillor St.Louis

Seconded by: Councillor Moore

WHEREAS the Municipal Freedom of Information and Protection of Privacy Act R.S.O. 1990 (MFIPPA) dates back 30 years;

AND WHEREAS municipalities, including the Township of Terrace Bay, practice and continue to promote open and transparent government operations, actively disseminate information and routinely disclose public documents upon request outside of the MFIPPA process;

AND WHEREAS government operations, public expectations, technologies, and legislation surrounding accountability and transparency have dramatically changed and MFIPPA has not advanced in line with these changes;

AND WHEREAS the creation, storage and utilization of records has changed significantly, and the Municipal Clerk of the Municipality is responsible for records and information management programs as prescribed by the Municipal Act, 2001;

AND WHEREAS regulation 823 under MFIPPA continues to reference antiquated technology and does not adequately provide for cost recovery, and these financial shortfalls are borne by the municipal taxpayer;

AND WHEREAS the threshold to establish frivolous and/or vexatious requests is unreasonably high and allows for harassment of staff and members of municipal councils, and unreasonably affects the operations of the municipality;

AND WHEREAS the Act fails to recognize how multiple requests from an individual; shortage of staff resources or the expense of producing a record due to its size, number or physical location does not allow for time extensions to deliver requests and unreasonably affects the operations of the municipality;

AND WHEREAS the name of the requestor is not permitted to be disclosed to anyone other than the person processing the access request, and this anonymity is used by requesters to abuse the MFIPPA process and does not align with the spirit of openness and transparency embraced by municipalities;

AND WHEREAS legal professionals use MFIPPA to gain access to information launch litigation against institutions, where other remedies exist;

AND WHEREAS there are limited resources to assist administrators or requestors to navigate the legislative process;

AND WHEREAS reform is needed to address societal and technological changes in addition to global privacy concerns and consistency across provincial legislation;

BE IT RESOLVED THAT the Ministry of Government and Consumer Services be requested to review the MFIPPA, and consider recommendations as follows:

1. That MFIPPA assign the Municipal Clerk, or designate to be the Head under the Act;
2. That MFIPPA be updated to address current and emerging technologies;
3. That MFIPPA regulate the need for consistent routine disclosure practices across institutions;
4. That the threshold for frivolous and/or vexatious actions be reviewed, and take into consideration the community and available resources in which it is applied;
5. That the threshold for frivolous and/or vexatious also consider the anonymity of requesters, their abusive nature and language in requests to ensure protection from harassment as provided for in Occupational Health and Safety Act;
6. That the application and scalability of fees be designed to ensure taxpayers are protected from persons abusing the access to information process;
7. That administrative practices implied or required under the Act, including those of the IPC, be reviewed and modernized;
8. That the integrity of the Act be maintained to protect personal privacy and transparent governments.

Sincerely,



Jon Hall
CAO/Clerk

CC: Ontario Municipalities

Regional Council Decision – Timing of Step 1 of the “Provincial Roadmap to Reopen”

On May 27, 2021 Regional Council adopted the following:

WHEREAS over 70% of the adult population in York Region has received their first dose; and,

WHEREAS over 65% of the adult population in Ontario has received their first dose; and,

WHEREAS hospitalizations, ICU occupancy and new admissions and case rates have all declined and continue to trend downward; and,

WHEREAS Step One of the Provincial roadmap states “may begin after 60 per cent of Ontario’s adults receive at least one dose of a COVID-19 vaccine and if, and only if, public health indicators, such as hospitalizations, ICU occupancy and new admissions and case rates indicate the province can safely move to this step of the roadmap.”; and,

WHEREAS according to an independent modelling company, a fourth wave for York Region is not on the cards if we re-open after June 2, 2021; and,

WHEREAS the Province “Stay at Home” order originally was to expire June 2, 2021;

THEREFORE BE IT RESOLVED THAT York Regional Council request the province consider entering Step 1 of the “Provincial Roadmap to Reopen” as of 12:01 am May 31, 2021; and,

BE IT FINALLY RESOLVED THAT a copy of this Motion be sent to the Honourable Doug Ford, Premier of Ontario, the Honourable Christine Elliott, Minister of Health, Dr Dave Williams, Chief Medical Officer of Health, all MPPs in the Province of Ontario, and all Heads of Council.

Regards,

Christopher Raynor | Regional Clerk, Regional Clerk’s Office, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

Acton
Georgetown
Esquesing



Town of Halton Hills
Office of the Mayor

June 1, 2020

Mr. Brian Lennie
Senior Advisor, Municipal Affairs – Ontario South/West
Enbridge Gas Inc.
50 Keil Drive North
Chatham ON N7M 5M1

Dear Mr. Lennie:

Re: Expression of Support for Natural Gas Expansion to the Town of Halton Hills – Ballinafad, Limehouse and Silvercreek Expansion Project

In December 2019, the Government of Ontario announced plans to further increase access to natural gas by making financial support available for new service expansion projects. The Natural Gas Expansion Program will provide financial support to expand natural gas service to new areas across Ontario that would otherwise not be economically feasible. Our municipality is one such area, and we support bringing this relatively more affordable and reliable fuel source to our residents and businesses.

On behalf of Halton Hills Town Council, I would like to formally express our interest to have the Ballinafad, Limehouse and Silvercreek Natural Gas Expansion Project included on Enbridge Gas' list of projects being proposed to the Ontario Energy Board (OEB) for consideration for financial support through the Natural Gas Expansion Program.

Based on the draft Guidelines issued by the OEB (EB-2019-0255), we are aware that Enbridge Gas Inc. may be required to include support for the proposed project from Band Council(s) and/or local government, as applicable, demonstrated through a written expression of support and/or a commitment to financial support in its project submissions.

We recognize that natural gas is the most common, affordable heating fuel in Ontario and we support the efforts of Enbridge Gas Inc., the OEB and the Ministry of Energy, Northern Development and Mines.

While the Town does support the limited expansion of natural gas to the three specified and underserved areas based on discussions going back to 2017, we are conscious of the potential impacts

Acton
Georgetown
Esquesing



Town of Halton Hills
Office of the Mayor

of this project on our climate change mitigation goals. Halton Hills remains strongly committed to becoming a Net-Zero community by 2030. As a leader in climate change action, Halton Hills has a variety of projects underway to help achieve this goal, including a Low-Carbon Transition Strategy, Economic Development and Tourism Strategy, and a Foreign Direct Investment (FDI) Strategy – all of which include a climate change/green economy focus.

Having Enbridge as a partner in these efforts would be welcomed. We look forward to discussing this, along with other possible innovative initiatives that will help offset natural gas' environmental impacts, with Enbridge in the near future.

Sincerely,

Rick Bonnette
Mayor, Town of Halton Hills

c. Halton Hills Town Council

Brent Marshall, Chief Administrative Officer

Damian Szybalski, Director of Economic Development, Innovation and Culture

Richard Cockfield, Director of Strategic Initiatives

c. Erin Town Council

Nathan Hyde, Chief Administrative Officer

**Ministry of Energy,
Northern Development
and Mines**

Office of the Associate Minister
of Energy

77 Grenville Street, 10th Floor
Toronto ON M7A 2C1
Tel.: 416-327-6758

**Ministère de l'Énergie,
du Développement du Nord
et des Mines**

Bureau du ministre associé
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77, rue Grenville, 10^e étage
Toronto ON M7A 2C1
Tél. : 416-327-6758



June 9, 2021

His Worship Rick Bonnette
Mayor
Town of Halton Hills
mayor@haltonhills.ca

Dear Mayor Bonnette:

I am writing to update you about our government's efforts to expand access to natural gas for families and businesses in rural, Northern and Indigenous communities in Ontario through Phase 2 of the Natural Gas Expansion Program.

Access to natural gas both lowers heating costs and drives economic development. The Natural Gas Expansion Program encourages communities to partner with natural gas distributors on potential projects that are not currently financially viable and would not be built without additional financial support.

While I appreciate your interest in Phase 2 of the program, I regret to inform you that we will not be able to provide funding for the BALLINAFAD AND SILVER CREEK and LIMEHOUSE proposals at this time.

I would like to ensure that you understand how this decision was reached.

There was tremendous interest in Phase 2 of the program. The 210 submissions received by the Ontario Energy Board requested a total of \$2.6 billion in funding. The government originally intended to make \$130 million in ratepayer-funded financial support available for Phase 2 projects over the three-year period from 2021 to 2023. Even with our decision to increase the budget to \$234.24 million and extend funding to 2025, the total requested funding for the 210 submissions still greatly exceeded the funding available. With so many worthy proposals to consider, I'm sure you can appreciate our challenge.

I can assure you that, in assessing the project submissions, my ministry used consistent criteria to assess each and all projects.

.../cont'd

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Our top priority was to connect the most customers, as broadly across the province as possible, in the most economically feasible way. To account for these factors, we used the Ontario Energy Board's Profitability Index (PI) indicator to guide us in recommending the most suitable projects for eligibility under Phase 2.

The PI measures the economic viability of a project. The OEB determines whether a project is economical based on the number of customers forecast to connect to the project over a 10-year period in relation to the costs of the project. While none of the projects were fully viable without support, after ensuring that short-listed projects were regionally distributed, the projects that were ultimately selected were the ones with the strongest indexes.

Going forward, we will continue to consider opportunities to further support natural gas expansion beyond Phase 2. I would note that natural gas utilities are welcome to propose expansion projects to the OEB at any time if they are economically viable, and municipalities may want to consider what they can do to assist with the economics of projects in their areas.

Our government will continue to work hard to deliver on our commitment to reduce energy costs.

Thank you for your interest in the Natural Gas Expansion Program and please accept my best wishes.

Sincerely,

A handwritten signature in dark ink, appearing to read "Bill Walker", with a long horizontal flourish extending to the right.

The Honourable Bill Walker
Associate Minister of Energy

c: Ted Arnott, MPP, Wellington-Halton Hills
Hon. Greg Rickford, Minister of Energy, Northern Development and Mines,
Minister of Indigenous Affairs