



# Town of Newmarket Council Information Package

## Index of Attachments

Date: May 28, 2021

	<b>Pages</b>
<b>General Correspondence Items</b>	
<b>1. Closure of Youth Residence Facilities</b>	<b>1</b>
Township of Matachewan May 7, 2021	
<b>2. Support for Cannabis Licensing and Enforcement</b>	<b>3</b>
Municipality of Chatham-Kent May 12, 2021	
<b>3. Support for Exempt Carbon Tax on all Primary Agriculture Producers</b>	<b>6</b>
Municipality of Chatham-Kent May 12, 2021	
<b>4. Support for Withdraw Prohibition on Golfing and other Outdoor Recreational Activities</b>	<b>12</b>
Municipality of Chatham-Kent May 12, 2021	
<b>5. Support for Withdraw Prohibition on Golfing and other Outdoor Recreational Activities</b>	<b>14</b>
Town of Plympton-Wyoming May 14, 2021	
<b>6. Phragmite Control</b>	<b>16</b>
Municipality of West Elgin May 14, 2021	

<b>7.</b>	<b>Requesting Consideration of Tax Breaks on 2020 CERB payments</b>	<b>19</b>
	Township of McKellar May 17, 2021	
<b>8.</b>	<b>Supporting Affordable Housing</b>	<b>23</b>
	Town of Whitchurch-Stouffville May 19, 2021	
<b>9.</b>	<b>Durham Dead-End Road Kids</b>	<b>41</b>
	Township of Brock May 19, 2021	
<b>10.</b>	<b>Reopening of Greenwater Provincial Park - Cochrane Ontario</b>	<b>57</b>
	Town of Cochrane May 19, 2021	
<b>11.</b>	<b>Endorsement of 988 Suicide and Crisis Prevention Hotline Initiative</b>	<b>59</b>
	City of Owen Sound May 21, 2021	
<b>12.</b>	<b>Support for Lottery Licensing to Assist Small Organizations</b>	<b>61</b>
	Municipality of Calvin May 25, 2021	
<b>13.</b>	<b>Support for Dead End Roads Bus Turnaround</b>	<b>62</b>
	Municipality of Calvin May 25, 2021	
<b>14.</b>	<b>Domestic COVID-19 Vaccine Production and Capacity</b>	<b>64</b>
	Perth County May 26, 2021	
<b>15.</b>	<b>Timing of Step 1 of the Provincial Roadmap to Reopen</b>	<b>66</b>
	York Region May 28, 2021	
	<b>Proclamation, Lighting Requests and Community Flag Raising</b>	
<b>1.</b>	<b>Pride Month</b>	<b>67</b>

Proclamation - June  
Flag raising - June 14 - 20

**2. Action Anxiety Day**

68

Proclamation - June 10  
Lighting - June 10 (blue)

**Information Reports**

The following information report was distributed during this period:

- INFO-2021-17: Mulock Drive Multi-use Path Feasibility Study Update  
Engineering Services  
Distributed May 20, 2021



**THE CORPORATION OF THE  
TOWNSHIP OF MATACHEWAN**

May 7, 2021

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

Dear Premier Ford:

At the meeting held on April 7, 2021, the Council of the Corporation of the Township of Matachewan passed Resolution 2021-064 requesting that the Province of Ontario reverse their decision on the closure of Youth Justice Facilities in Northeastern communities.

A copy of Resolution 2021-064 is attached. Your consideration and support of this resolution would be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Barbara Knauth". The signature is stylized and cursive.

Barbara Knauth  
Deputy Clerk Treasurer

Cc: Honourable Todd Smith, Minister of Children, Community and Social Services  
Honourable Sylvia Jones, Minister of Indigenous Affairs  
All Municipalities with the Province of Ontario





## THE CORPORATION OF THE TOWNSHIP OF MATACHEWAN

P.O. Box 177, Matachewan, Ontario P0K 1M0

DATE: April 7, 2021

RESOLUTION #: 2021-064

Moved by:

Seconded by:

**WHEREAS** the MeeQuam Youth Residence in Cochrane is one of the facilities that will be closing effective April 30; and

**WHEREAS** children aged 12 to 17 from the northeastern communities will be impacted by this closure. These are children who have increased needs yet limited access to much needed set of services and support that assist them with their transition to productive and flourishing adulthood; and

**WHEREAS** with the closure of the MeeQuam Youth Residence, these vulnerable children will find themselves in a facility hundred and thousands of kilometers away from their community and their families; and

**THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the Township of Matachewan requests that the Province of Ontario reverse their decision to close the youth justice facility in Cochrane, known as MeeQuam Youth Residence, as these vulnerable children need to be as close as possible to their families and communities.

**BE IT FURTHER RESOLVED THAT** this Resolution be forwarded to the Honourable Doug Ford, Premier of Ontario, the Honourable Todd Smith, Minister of Children, Community and Social Services; Honourable Sylvia Jones, Minister of Indigenous Affairs; and all municipalities within the Province of Ontario.

	COUNCILLOR	YEA	NAY	PID
CARRIED	✓ Ms. A. Commando-Dubé Mayor			
AMENDED	Mr. N. Costello Deputy Mayor			
DEFEATED	Mr. G. Dubé Councillor			
TABLED	Ms. S. Ruck Councillor			
	Mr. A. Durand Councillor			

Anne Commando-Dubé  
Mayor

Barbara Knauth  
Deputy Clerk Treasurer

Certified to be a true  
copy of the original.


**Municipality of Chatham-Kent**
*Corporate Services*

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

May 12, 2021

 Via email: [amber.lapointe@portcolborne.ca](mailto:amber.lapointe@portcolborne.ca)

City of Port Colborne  
 Corporate Service Department  
 66 Charlotte Street  
 Port Colborne, ON L3K 3C8

**Re: Support Resolution for Cannabis Licensing and Enforcement**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on May 10, 2021 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Moved by Councillor Latimer, Seconded by Councillor Faas

“That Chatham-Kent Council supports the resolution from the City of Port Colborne supporting the Township of Brock re: Cannabis Licensing and Enforcement”

A copy of the above noted resolution is enclosed for your reference. If you have any questions or comments, please contact Judy Smith at [judys@chatham-kent.ca](mailto:judys@chatham-kent.ca)

Sincerely,

Judy Smith

Digitally signed by Judy  
 Smith  
 Date: 2021.05.13 11:15:57  
 -04'00'

Judy Smith, CMO  
 Director Municipal Governance  
 Clerk /Freedom of Information Coordinator

C

Honourable Patty Hajdu, Federal Minister of Health  
 Honourable Christine Elliott, Minister of Health  
 Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs  
 Honourable Marie-Claude Bibeau, Minister of Agriculture and Agri-Food  
 Local MP and MPP  
 Chatham-Kent Police Services Board  
 Association of Municipalities of Ontario (AMO)  
 Ontario Municipalities



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

March 2, 2021

The Honourable Patty Hajdu  
Minister of Health Canada  
Via email: [Patty.Hajdu@parl.gc.ca](mailto:Patty.Hajdu@parl.gc.ca)

Health Canada  
Ottawa, Ontario  
via email: [hcinfo.infosc@canada.ca](mailto:hcinfo.infosc@canada.ca)

Dear Honourable Madam:

Re: Cannabis Licencing and Enforcement

---

Please be advised that the Council of the Township of Brock, at their meeting held on February 22, 2021 adopted the following resolution:

**Resolution Number 22-2**

**MOVED by Michael Jubb and SECONDED by Cria Pettingill**

WHEREAS the Government of Canada introduced Bill C-45 (the Cannabis Act) to create the foundation for a comprehensive national framework to provide restricted access to regulated cannabis, and to control its production, distribution, sale, importation, exportation, and possession;

WHEREAS the police have not been given lawful authority to lay charges under the Cannabis Act to appropriately respond to violations of Health Canada Registrations and Licenses;

WHEREAS there is no direct communication or dedicated effort to provide a communication channel between Municipal government staff or Police Agencies for dealing with Health Canada Registrations and Licenses;

WHEREAS the Township of Brock has not been consulted by Health Canada prior to the issuance of licenses for properties not in compliance with municipal zoning by-laws;the future;

BE IT RESOLVED THAT the Township of Brock requests that Health Canada:

1. Require Federal Licenses and Registrations for Designated Growers to conform with local zoning and control by-laws;
2. Ensure local authorities are provided with notification of any licence issuance, amendment, suspension, reinstatement or revocation within their region;

If this information is required in an accessible format,  
please contact the Township at 705-432-2355.

3. Provide dedicated communication with local governments and Police services;
4. Provide lawful authority to Police agencies to lay charges when registered or licences operations grow in excess of their registration or licence through Health Canada; and,
5. Provide enforcement support and guidance to local municipalities for dealing with land use complaints relating to Cannabis.

AND FURTHER BE IT RESOLVED THAT the Township of Brock will forward this motion by email to the following partners: All municipalities in Ontario; the MP and MPP of Haliburton–Kawartha Lakes–Brock; the Minister of Agriculture, Food and Rural Affairs; the Minister of Agriculture and Agri-Food; and the Durham Region Police Services with the request that the Federal government enact legislation to better support local governments with land use management and enforcement issues as they relate to Cannabis Production and Processing.

**MOTION CARRIED**

Thank you for your consideration. Should you have any questions please do not hesitate to contact the undersigned.

Yours truly,

THE TOWNSHIP OF BROCK



Becky Jamieson  
Municipal Clerk

BJ:dh

- cc. The Honourable Christine Elliott, Minister of Health, Ontario –  
christine.elliott@ontario.ca  
The Honourable Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock -  
laurie.scottco@pc.ola.org  
Jamie Schmale, MP, Haliburton-Kawartha Lakes-Brock - Jamie.schmale@parl.gc.ca  
The Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs –  
minister.omafra@ontario.ca  
The Honourable Marie-Claude Bibeau, Minister of Agriculture and Agri-Food - Marie-  
Claude.Bibeau@parl.gc.ca  
Inspector Ryan Connolly, DRPS - northdivision@drps.ca  
Ontario municipalities


**Municipality of Chatham-Kent**
*Corporate Services*

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

May 12, 2021

The Honourable Jonathan Wilkinson  
 Minister of Environment and Climate Change  
 House of Commons  
 Ottawa, ON K1A 0A6

The Honourable Marie-Claude Bibeau  
 Minister of Agriculture and Agri-Food  
 House of Commons  
 Ottawa, ON K1A 0A6

Re: Support Resolution for Exempt Carbon Tax on all Primary Agriculture Producers

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on May 10, 2021 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Moved by CI Latimer; Seconded by CI Pinsonneault:

“That Chatham-Kent Council support the resolution from the County of Norfolk re: Exempt Carbon Tax on all Primary Agriculture Producers.”

and

“In addition, that the exemption extend to the transportation system for all trucking across Canada.”

A copy of the above noted resolution is enclosed for your reference. If you have any questions or comments, please contact Judy Smith at [judys@chatham-kent.ca](mailto:judys@chatham-kent.ca)

Sincerely,

Judy Smith

Digitally signed by Judy  
 Smith  
 Date: 2021.05.14 14:49:01  
 +0400

Judy Smith, CMO  
 Director Municipal Governance  
 Clerk /Freedom of Information Coordinator

- c. Premier of Ontario  
 Association of Municipalities of Ontario  
 Federation of Canadian Municipalities  
 All Municipalities in Ontario



CORPORATION OF THE MUNICIPALITY OF CALVIN

Resolution

DATE: April 13, 2021 NO. 2021-097

MOVED BY Heather Olmstead

SECONDED BY Sandy Cross

“THAT the Council of the Corporation of the Municipality of Calvin supports the Norfolk County Agricultural Advisor Board’s letter dated December 20, 2020 regarding the application of the carbon tax on primary agriculture producers, and;

THAT this resolution be sent to the Premier of Ontario, the Minister of Environment and Climate Change, the Honourable Vic Fedeli, MPP and circulated to all municipalities in Ontario. ”



CARRIED \_\_\_\_\_

DIVISION VOTE

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



Norfolk County  
 Officer of the Mayor  
 Governor Simcoe Square  
 50 Colborne St., S.  
 Simcoe, Ontario N3Y 4H3  
 519-426-5870  
 Fax: 519-426-7633  
 norfolkcounty.ca

February 23, 2021

The Honourable Jonathan Wilkinson  
 Minister of Environment and Climate Change  
 House of Commons  
 Ottawa, ON K1A 0A6

The Honourable Marie-Claude Bibeau  
 Minister of Agriculture and Agri-Food  
 House of Commons  
 Ottawa, ON K1A 0A6

Dear Ministers,

I am writing to advise that Norfolk County Council supports the attached Norfolk County Agricultural Advisory Board's letter regarding the application of the carbon tax on primary agriculture producers. It is the recommendation of Norfolk County Council that the Federal Government consider the concerns of the agricultural community and move to exempt all primary agriculture producers from current and future carbon taxes. Please find attached the full recommendation.

Thank you for your attention,

Yours truly,

A handwritten signature in black ink that reads "Kristal Chopp".

Kristal Chopp  
 Mayor, Norfolk County

P.c. Norfolk County Council  
 Association of Municipalities of Ontario  
 Federation of Canadian Municipalities  
 Ontario Municipalities



Dec 7, 2020

The Honourable Marie-Claude Bibeau, MP  
Minister of Agriculture and Agri-Food House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Minister Bibeau

Our agricultural advisory board (AAB) who represents the agricultural sector in Norfolk County, Ontario is very concerned about the federal government's current carbon pricing policies. It is our hope that you consider our concerns and move to exempt all primary agriculture producers from current and future carbon taxes.

Carbon tax remains as a major cost of production for producers in Norfolk County. Although some farm fuel purchases are exempt, it is selective and does not meet the needs of the entire agriculture industry. Currently crop drying, heating/cooling of livestock barns and cooling of perishable commodities are still subject to full carbon taxes.

Currently there are no replacements for fossil fuels in agricultural production. As a result, carbon tax policies are not appropriate for the agricultural sector and only decrease farm margins.

Norfolk County which is known as Ontario's garden is home to one of the country's largest diversity of crop production. In addition to the extensive vegetable, fruit and grain production it boasts some of the highest ecological diverse natural habitats, plants and animals in Canada. There is approximately 25% tree cover in the county which is the highest percentage of forested land in Southwestern Ontario. Norfolk County It is also home to over 10,000 acres of woodlots and wetlands protected under Long Point Conservation Authority. In addition to the natural woodlots and wetlands there is also extensive fruit production with 2000 acres of apples and 1000 acres of sour cherries. A mature orchard can fix upwards of 18 mt of CO<sub>2</sub> annually.

The adoption of production practices to protect the soil and environment are advanced in Norfolk County. There has been a wide implementation of cover cropping, planting green and reduced tillage practices all of which sequester carbon. Additional farming practices of 4R nutrient management coupled with precision technology ensure that appropriate nutrients are applied at the right time, place and rate. In many cases sensitive water sources around ponds and wetlands are planted with buffer strips and soil erosion control measures of grassed waterways and windbreaks are also common practices. ALUS (alternative land use) programs have been embraced across the county, taking unproductive land out of production, and returning it to natural native grass plantings, trees and constructed wetlands. Currently there are 1148 active projects with 189 producers covering 1573 acres in Norfolk County managed under the ALUS program.

The agriculture industry has made great strides to protect the environment and will continue to improve production practices that reduces the carbon footprint in food production.

The AAB board believes that all on farm fuels used in agricultural production should be exempt from carbon tax. This should include natural gas, propane, gas, and diesel. We strongly urge the government to be consistent with a sector wide exemption to current carbon tax policies.

Sincerely,

Dustin Zamecnik  
Chair of Norfolk County Agriculture Advisory Board

**Municipality of Chatham-Kent***Corporate Services*

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

May 12, 2021

Via email: [tdaniels@brantford.ca](mailto:tdaniels@brantford.ca)

City Of Brantford  
P.O Box 818  
Brantford, ON N3T 5R7

**Re: Support Resolution  
Withdraw Prohibition on Golfing and other Outdoor Recreational Activities**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on May 10, 2021 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Moved by CI Thompson Second by CI Crew

That Chatham-Kent Council supports the resolution from the City of Brantford dated April 30, 2021 re: Withdraw Prohibition on Golfing and other Outdoor Recreational Activities.

A copy of the above noted resolution is enclosed for your reference. If you have any questions or comments, please contact Judy Smith at [judys@chatham-kent.ca](mailto:judys@chatham-kent.ca)

Sincerely,

**Judy Smith**

Digitally signed by Judy  
Smith  
Date: 2021.05.13 11:16:28  
-04'00'

Judy Smith, CMO  
Director Municipal Governance  
Clerk /Freedom of Information Coordinator

Hon. Doug Ford, Premier  
Local MP& MPP  
Association of Municipalities of Ontario (AMO)  
All Municipalities in Ontario



April 30, 2021

Hon. Doug Ford, Premier  
 Room 281  
 Legislative Building, Queen's Park  
 Toronto, ON M7A 1A1

*Sent via email: [premier@ontario.ca](mailto:premier@ontario.ca)*

Dear Premier Ford,

Please be advised that at the Brantford City Council Meeting held April 27, 2021, the following resolution was adopted:

**Request - Province of Ontario withdraws its prohibition on golfing and any other outdoor recreational activities**

WHEREAS COVID-19 restrictions have had significant impacts; and

WHEREAS many forms of socializing, recreation and sport have been curtailed; and

WHEREAS the game of golf can be enjoyed while maintaining proper social distancing;

THEREFORE BE IT RESOLVED THAT The Corporation of The City of Brantford recommends:

- A. THAT The Province of Ontario withdraws its prohibition on golfing and any other outdoor recreational activities which can be enjoyed while maintaining proper social distancing; and
- B. THAT the City Clerk BE DIRECTED to forward a copy of this resolution to the Premier of Ontario; Will Bouma, MPP, Brantford-Brant, the Association of Municipalities of Ontario, Ontario Big City Mayors; and the list of other Municipalities in Ontario.

Yours truly,

Tanya Daniels  
 City Clerk  
[tdaniels@brantford.ca](mailto:tdaniels@brantford.ca)

cc MPP Will Bouma, Brantford-Brant  
 Association of Municipalities of Ontario (AMO)  
 Ontario Big City Mayors  
 All Ontario Municipalities

CITY CLERK'S OFFICE City Hall, 100 Wellington Square, Brantford, ON N3T 2M2 P.O Box 818, Brantford, ON N3T 5R7  
 Phone: (519) 759-4150 Fax: (519) 759-7840 [www.brantford.ca](http://www.brantford.ca)



Hon. Doug Ford, Premier  
Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

Sent via email: [premier@ontario.ca](mailto:premier@ontario.ca)

May 14<sup>th</sup> 2021

Attn: Premier Ford,

Please be advised that at the Town of Plympton-Wyoming Council Meeting held Wednesday, May 13<sup>th</sup> 2021, the following resolution was adopted:

**Motion 20**

*Moved by Mike Vasey, Seconded by Netty McEwen that Council support item 'p' of correspondence from the City of Brantford regarding a request for the Province of Ontario to withdraw its prohibition on golfing and any other outdoor recreational activities.*

**Motion 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](mailto:ekwarciak@plympton-wyoming.ca).

Sincerely,

Erin Kwarciak  
Clerk  
[ekwarciak@plympton-wyoming.ca](mailto:ekwarciak@plympton-wyoming.ca)

Cc: (via e-mail)  
Bob Bailey, MPP  
AMO  
All Ontario Municipalities



April 30, 2021

Hon. Doug Ford, Premier  
Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

Sent via email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Ford,

Please be advised that at the Brantford City Council Meeting held April 27, 2021, the following resolution was adopted:

**Request - Province of Ontario withdraws its prohibition on golfing and any other outdoor recreational activities**

WHEREAS COVID-19 restrictions have had significant impacts; and

WHEREAS many forms of socializing, recreation and sport have been curtailed; and

WHEREAS the game of golf can be enjoyed while maintaining proper social distancing;

THEREFORE BE IT RESOLVED THAT The Corporation of The City of Brantford recommends:

- A. THAT The Province of Ontario withdraws its prohibition on golfing and any other outdoor recreational activities which can be enjoyed while maintaining proper social distancing; and
- B. THAT the City Clerk BE DIRECTED to forward a copy of this resolution to the Premier of Ontario; Will Bouma, MPP, Brantford-Brant, the Association of Municipalities of Ontario, Ontario Big City Mayors; and the list of other Municipalities in Ontario.

Yours truly,

Tanya Daniels  
City Clerk  
[tdaniels@brantford.ca](mailto:tdaniels@brantford.ca)

cc MPP Will Bouma, Brantford-Brant  
Association of Municipalities of Ontario (AMO)  
Ontario Big City Mayors  
All Ontario Municipalities



# The Municipality of West Elgin

22413 Hoskins Line, Rodney Ontario N0L 2C0

May 14, 2021

At the Regular Meeting of Council on May 13, 2021 the Council of the Municipality of West Elgin passed the following Resolution:

**Resolution No. 2021- 147**

**Moved: Councillor Rowe**

**Seconded: Deputy Mayor Leatham**

**Whereas** *Phragmites australis* (*Phragmites*) is an invasive perennial grass that continues to cause severe damage to wetlands and beaches in areas around the Great Lakes; and

**Whereas** *Phragmites australis* grows and spreads rapidly, allowing the plant to invade new areas and grow into large monoculture stands in a short amount of time, and is an allelopathic plant that secretes toxins from its roots into the soil which impede the growth of neighbouring plant species; and

**Whereas** *Phragmites australis* results in loss of biodiversity and species richness, loss of habitat, changes in hydrology due to its high metabolic rate, changes in nutrient cycling as it is slow to decompose, and increased fire hazard due to the combustibility of its dead stalks, and can have an adverse impact on agriculture, particularly in drainage ditches; and

**Whereas** invasive *Phragmites* has been identified as Canada's worst invasive plant species by Agriculture and Agrifood Canada;

**Whereas** the Ontario government has made it illegal to import, deposit, release, breed/grow, buy, sell, lease or trade invasive *Phragmites* under the Invasive Species Act; and

**Whereas** volunteers, non-governmental organizations and various municipalities have invested hundreds of dollars in investments and labour annually for more than eight years in executing management plans to control invasive *Phragmites* on roads, shorelines and in wetlands; and

**Whereas** roads and highways where *Phragmites* that are left untreated become spread vectors that continually risk new and treated wetlands and shoreline areas; and

**Whereas** according to “Invasive Phragmites Best Management Practices” by the Ontario Phragmites Working Group, best roadside management practices for Phragmites australis include detection, herbicide application, cutting, and re-treatment of re-growth as necessary; and

**Whereas** these best management practices are most effective when used in a multi-pronged approach as opposed to when used as stand-alone control measures; and

**Whereas** mother nature does not recognize political boundaries. Therefore, it is imperative that Municipalities, Districts, the Province and the Federal government work together in collaboration to eradicate Canada’s worst invasive plant species Phragmites australis;

**Whereas** the Municipality of West Elgin has been implementing measures for eradication of Phragmites over the past 3 years, including mapping of cells along Municipal and County Roadways, applying herbicide, cutting and monitoring re-growth; and ensuring clean equipment protocols for appropriate contract tenders; and

**Whereas** the Ontario Ministry of Transportation (MTO) has carried out some Phragmites eradication along Provincial highways, however this process has not been successful because the process has not included a program to deal with surviving plants, and also has not dealt with growth beyond the road allowance, therefore enabling fast re-growth; and

**Whereas** in the past there has been no approved herbicide for use in wet sites; however, in 2020 a product (Habitat Aqua) has been approved for use in areas of lying water and along waterways in Ontario;

**Now Therefore be it Resolved** that the Municipality of West Elgin request the Ontario Ministry of Transportation (MTO) to map, treat, monitor, and eradicate re-growth of invasive Phragmites annually on all Provincial highways, including areas beyond the road allowances, where Phragmites cells extend; and

**Be It Further Resolved** that the Ontario Ministry of Transportation (MTO) communicates that strategy on mapping (detecting sites) and controlling invasive Phragmites on provincial highways, the specific highway management plans and results by each MTO region and each highway in the region and work in coordination with the Municipality of West Elgin; and

**Be it Further Resolved** that the Province of Ontario designate Phragmites australis as a noxious weed under the Noxious Weed Act; and in collaboration with the Ontario Federation of Agriculture, the Ontario Phragmites Working Group, and Ontario Municipalities, carry out a public education campaign regarding best practices in



eradicating Phragmites; and if possible, develop a system of grants to support the uptake of these best practices by citizens; and

**Be it Further Resolved** that the Council for the Corporation of the Municipality of West Elgin directs staff to send this resolution to all Municipalities in Ontario; Honourable Omar Alghabra, Minister of Transportation (Canada); Honourable Caroline Mulroney, Ontario Minister of Transport; James Corcoran, General Services Coordinator, vegetation, MTO West Region; Honourable Ernie Hardeman, Ontario Ministry of Agriculture, Food, and Rural Affairs; Jeff Yurek, MPP; and Karen Vecchio MP.

**Carried**

Sincerely,



Jana Nethercott  
Clerk



## **Township of McKellar**

701 Hwy #124, P.O. Box 69, McKellar, Ontario POG 1C0

Phone: (705) 389-2842

Fax: (705) 389-1244

May 17, 2021

The Honourable Justin Trudeau  
Prime Minister of Canada  
Email: pm@pm.gc.ca

**Re: Requesting Consideration of Tax Breaks on 2020 CERB payments**

---

Please be advised that at its regular meeting held, May 11, 2021 the Council of the Township of McKellar passed the following resolution:

**Resolution No. 21-195**

**Moved by: Marco Ancinelli**  
**Seconded by; Don Carmichael**

**WHEREAS** the Government of Canada has implemented the Canada Emergency Response Benefit (CERB) to financially assist those in dire need during the Covid-19 pandemic;

**AND WHEREAS** the CERB grant has helped many Canadians in dire need;

**AND WHEREAS** many of those that applied were single women, single parents, lower income citizens without employment and lacking in tax knowledge;

**AND WHEREAS** the Government of Canada did not initially inform CERB recipients that CERB was a taxable benefit;

**AND WHEREAS** when the CERB was merged with Employment Insurance Benefits (EI) in the fall of 2020, the Federal Government stated that they would have tax withheld similar to EI;

**AND WHEREAS** the Federal Government did not withhold tax on CERB for the second time as promised;

**AND WHEREAS** CERB recipients are surprised to learn that they are expected to pay income tax on CERB funds;

**AND WHEREAS** these recipients were never advised of this issue;

**AND WHEREAS** these recipients are now faced with an added burden of paying unexpected taxes on CERB, which they can ill afford;

**AND WHEREAS** the Federal Government has, in the past, found ways to assist businesses and corporations through difficult times by forgiving large loans and debts to the Government;

**AND WHEREAS** many businesses and corporations have the means to find ways to reduce their tax obligations;

**AND WHEREAS** those most in need do not have the means or understanding of how the tax system and are simply trying to survive and cope with the effects of Covid-19, feed their families and put a roof over their head;

**NOW THEREFORE**, since the Federal Government did not inform the recipients of the CERB grant that it is taxable;

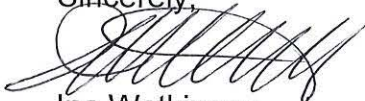
**AND FURTHER** when the CERB grant and EI were merged, the Federal Government did not, as they stated, withhold tax from CERB as they did on EI, and are now insisting CERB recipients repay as much as \$3,000.00 to \$4,000.00 in tax, which they can ill afford to pay;

**THEREFORE** we urge the Federal Government to address this serious issue and consider giving disadvantaged CERB recipients a tax break for 2020, or giving them a tax credit for 2021;

**AND FURTHER**, that this resolution be forwarded to the Prime Minister of Canada, the Federal Minister of Finance, Parry Sound-Muskoka MP Scott Atchison, and Ontario Municipalities.

**Carried.**

Sincerely,



Ina Watkinson  
Acting Deputy Clerk  
Township of McKellar

Encl.

cc: Chrystia Freeland, Minister of Finance  
Scott Aitchison, MP, Parry Sound-Muskoka  
Ontario Municipalities

# TOWNSHIP OF MCKELLAR

DATE: May 11, 2021

RESOLUTION No. 21- 195

<b>Moved by:</b>	Marco Ancinelli	<input checked="" type="checkbox"/>	<b>Seconded by:</b>	Marco Ancinelli	<input type="checkbox"/>
	Don Carmichael	<input type="checkbox"/>		Don Carmichael	<input checked="" type="checkbox"/>
	Morley Haskim	<input type="checkbox"/>		Morley Haskim	<input type="checkbox"/>
	Mike Kekkonen	<input type="checkbox"/>		Mike Kekkonen	<input type="checkbox"/>

WHEREAS the Government of Canada has implemented the Canada Emergency Response Benefit (CERB) to financially assist those in dire need during the Covid-19 pandemic; and

WHEREAS the CERB grant has helped many Canadians in dire need; and

WHEREAS many of those that applied were single women, single parents, lower income citizens without employment and lacking in tax knowledge; and

WHEREAS the Government of Canada did not initially inform CERB recipients that CERB was a taxable benefit; and

WHEREAS when the CERB was merged with Employment Insurance Benefits (EI) in the fall of 2020, the Federal Government stated that they would have tax withheld, similar to EI; and

WHEREAS the Federal Government did not withhold tax on CERB for the second time, as promised; and

WHEREAS CERB recipients are surprised to learn that they are expected to pay income tax for 2020 on CERB funds; and

WHEREAS these recipients were never advised of this issue; and

WHEREAS these recipients are now faced with an added burden of paying unexpected taxes on CERB, which they can ill afford; and

WHEREAS the Federal Government has, in the past, found ways to assist businesses and corporations through difficult times by forgiving large loans and debts to the Government; and

WHEREAS many businesses and corporations have the means to find ways to reduce their tax obligations; and

WHEREAS those most in need do not have the resources, means or understanding of the tax system and are simply trying to survive and cope with the effects of Covid-19, feed their families and put a roof over their head;



NOW THEREFORE, since the Federal Government did not inform the recipients of the CERB grant that it is taxable;

AND FURTHER, when the CERB grant and EI were merged, the Federal Government did not, as they stated, withhold tax from CERB as they did on EI, and are now insisting CERB recipients repay as much as \$3,000.00 to \$4,000 in tax, which they can ill afford to pay;

THEREFORE, we urge the Federal Government to address this serious issue and consider giving disadvantaged CERB recipients a tax break for 2020, or giving them a tax credit for 2021;

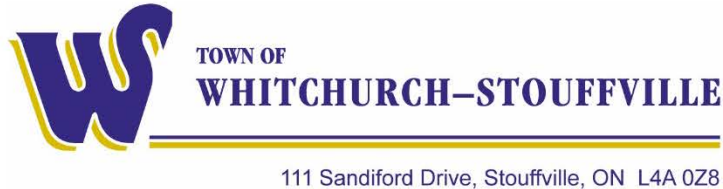
AND FURTHER, that this resolution be forwarded to the Prime Minister of Canada, the Federal Minister of Finance, Parry Sound Muskoka MP Scott Atchison, and Ontario Municipalities.

Carried ✓      Defeated \_\_\_\_\_      Deferred \_\_\_\_\_

  
\_\_\_\_\_  
Peter Hopkins, Mayor

**DIVISION VOTE**

	<b>YEA</b>	<b>NAY</b>
Councillor Marco Ancinelli	_____	_____
Councillor Don Carmichael	_____	_____
Councillor Morley Haskim	_____	_____
Councillor Mike Kekkonen	_____	_____
Mayor Peter Hopkins	_____	_____



**Customer Service Centre:** 905-640-1900  
Toll Free: 1-855-642-TOWN (8696)  
**Automated:** 905-640-1910  
Toll Free: 1-855-642-TOWS (8697)  
**Fax:** 905-640-7957  
[www.townofws.ca](http://www.townofws.ca)

May 19, 2021

**Delivered by email**  
[regionalclerk@york.ca](mailto:regionalclerk@york.ca)

The Regional Municipality of York  
17250 Yonge Street  
Newmarket, ON  
L3Y 6Z1

**RE: Report No. DS-019-21 Supporting Affordable Housing**

Please be advised the above-noted matter was placed before Council at its meeting held on May 18, 2021 and the following resolution was passed:

- 1) That Council recognizes and acknowledges that an affordable housing crisis exists in the Town and the Region of York; and
- 2) That Council support in principle, either directly or in partnership, the provision of 2 acres of land over the next 5 years for Housing York Inc. or a not-for profit or for profit site dedicated to support affordable housing within the Town, and direct staff to review and provide recommendations on the most appropriate means to acquire lands for the purposes of affordable housing; and
- 3) That Council supports in principle, the reduction or exemption of parkland dedication fees for Housing York Inc., and direct staff to bring forward proposed amendments to the Town's Parkland Dedication By-law 2002-118-FI, as an outcome of the Leisure and Community Services Master Plan review and update; and
- 4) That Council direct staff to identify and evaluate the most appropriate opportunities to support and facilitate the development of affordable housing within the Town, through the on-going Town Official Plan Review; and
- 5) That Council direct Staff to circulate Report No. DS-019-21 to York Region and the local municipalities for information, in response to York Region Council Motions of February 25, 2021.



**Customer Service Centre:** 905-640-1900  
Toll Free: 1-855-642-TOWN (8696)  
**Automated:** 905-640-1910  
Toll Free: 1-855-642-TOWS (8697)  
**Fax:** 905-640-7957  
[www.townofws.ca](http://www.townofws.ca)

Please find attached a copy of Staff Report No. DS-019-21 Supporting Affordable Housing.

If you have any questions, please contact Rob Adams, Acting Director, Development Services at [rob.adams@townofws.ca](mailto:rob.adams@townofws.ca) or 905-640-1910 x2245.

Yours truly,

Kristina Soolepp, Council Coordinator  
(905) 642-4130

#### Attachments

cc. Town of Aurora  
Town of East Gwillimbury  
Town of Georgina  
Township of King  
City of Markham  
Town of Newmarket  
City of Richmond Hill  
City of Vaughan

**Town of Whitchurch-Stouffville Council Report****Item 3**

---

**Subject:** Supporting Affordable Housing (D08)

**Staff Report No.** DS-019-21

**Department:** Development Services

**Date:** May 18, 2021

---

**Recommendation:**

- 1) That Council recognizes and acknowledges that an affordable housing crisis exists in the Town and the Region of York; and
- 2) That Council support in principle, either directly or in partnership, the provision of 2 acres of land over the next 5 years for Housing York Inc. or a not-for profit or for profit site dedicated to support affordable housing within the Town, and direct staff to review and provide recommendations on the most appropriate means to acquire lands for the purposes of affordable housing; and
- 3) That Council supports in principle, the reduction or exemption of parkland dedication fees for Housing York Inc., and direct staff to bring forward proposed amendments to the Town's Parkland Dedication By-law 2002-118-FI, as an outcome of the Leisure and Community Services Master Plan review and update; and
- 4) That Council direct staff to identify and evaluate the most appropriate opportunities to support and facilitate the development of affordable housing within the Town, through the on-going Town Official Plan Review; and
- 5) That Council direct Staff to circulate Report No. DS-019-21 to York Region and the local municipalities for information, in response to York Region Council Motions of February 25, 2021.



## **1. Purpose:**

The purpose of this Report is to provide recommendations to Council with respect to the Regional Council motions requesting local municipalities for the provision of land and parkland dedication exemptions related to the development of affordable housing, and identify innovative options that may be considered through the Town's Official Plan Review to support the development of affordable housing in the Town.

## **2. Executive Summary:**

Affordable housing serves a critical necessity of life and economic function by supporting a productive workforce, reducing social service costs, and is an essential component of the Town's vision for healthy and complete communities. On February 25, 2021, York Region Council passed a resolution that recognizes and acknowledges that an affordable housing crisis exists in the Region. Furthermore, it is recommended that Council also recognize and acknowledge that an affordable housing crisis exists in the Town and the Region of York and pursue appropriate actions to support the development of affordable housing within the Town.

The purpose of this Report is to provide recommendations to Council with respect to the Regional Council motions requesting local municipalities for the provision of land and parkland dedication exemptions related to the development of affordable housing, and identify innovative options that may be considered through the Town's Official Plan Review to support the development of affordable housing in the Town.

Staff is recommending that Council support the Region's request in principle to provide 2 acres of land over the next 5 years for the development of affordable housing, and direct staff to explore feasible options to secure land. The Report outlines some options that may be considered in securing lands for the development of affordable housing.

While Town staff supports in principle the notion of providing parkland dedication reductions and/or exemptions for affordable housing developments, the details of which, and potential amendments to the Town's Parkland Dedication By-law requires further consideration. The Leisure and Community Services Master Plan is being updated in 2021/22 in order to ensure that the plan meets anticipated growth targets. Provisions around affordable housing and parkland dedication will be addressed through this review process. This Master Plan update will consider a review of any related policies, the development of a parkland acquisition strategy, and a review of the current park/playground standard. The Leisure and Community Services Master Plan update will inform proposed amendments to the Town's Parkland Dedication By-law 2002-118-FI, and considerations for reductions and/or exemptions for affordable housing developments.

The Town is currently undertaking an Official Plan Review, which will include the preparation of a Housing, Sustainability, and Complete Communities Study to develop

new policies to promote and encourage the development of affordable housing within the Town. On January 14, 2021, Regional Council endorsed a Report on Regional Official Plan Update – Housing Challenges and Opportunities. The Report explored the correlation between lagging population growth and a lack of affordable housing being developed, and identified innovative approaches to increase affordable housing options for further analysis and discussion. As outlined in this Report, innovations in affordable housing may relate to: built form and more diverse housing options, municipal programs, process improvements and financial tools, and innovations in design and construction. The Town's Official Plan Review will consider appropriate measures necessary to address the affordable housing crisis.

The Town will be undertaking a Development Charge Study (2022) to update the Development Charges By-law and a Community Benefits Charge (CBC) Feasibility Study to assess the potential implications of implementing a CBC By-law under the *Planning Act*, which will consider opportunities for collecting funds to support the development of affordable housing in the Town and the collection of funds for parks and open space facilities. It is anticipated that staff will report back to Council in the Fall 2021 regarding the outcomes of the CBC Feasibility Study.

### **3. Background:**

Affordable housing serves a critical necessity of life and economic function by supporting a productive workforce, reducing social service costs, and is an essential component of the Town's vision for healthy and complete communities. On February 25, 2021, York Region Council passed a resolution that recognizes and acknowledges that an affordable housing crisis exists in the Region.

Furthermore, Regional Council passed the following related motions:

*That in order to support the acceleration of Affordable Housing in York Region, York Regional Council asks all lower tier municipalities to pass a resolution in support, in principle, of the provision by each municipality either directly or through partnership, of 2 acres of land over the next 5 years for Housing York Inc. or a not-for profit or for profit site dedicated to support affordable housing as deemed appropriate by the municipality, and provide a decision to York Region by May 30, 2021.*

and

*In order to support the acceleration of Affordable Housing in York Region, York Region Council requests all lower tier municipalities to amend their parkland dedication bylaw to exempt Housing York Inc. from being required to pay parkland fees and to provide a decision to York Region by May 30, 2021.*

The purpose of this Report is to provide recommendations to Council with respect to the Regional Council motions requesting local municipalities for the provision of land and parkland dedication exemptions related to the development of affordable housing, and to identify innovative options that may be considered through the Town's Official Plan Review to support the development of affordable housing in the Town.

On January 14, 2021, Regional Council endorsed a Report on **Regional Official Plan Update – Housing Challenges and Opportunities**. The Report explored the correlation between lagging population growth and a lack of affordable housing being developed in the Region, and identified innovative approaches to increase affordable housing options for further analysis and discussion.

The York Region Official Plan includes a policy that targets 35% of new housing in Regional Centres and Key Development Areas to be affordable and that 25% of new housing outside those areas be affordable. The Region's 2019 monitoring report identified that only 11% of new ownership housing units across the Region were affordable, 99% of which were studio or 1-bedroom condominiums – not suitable for families. In 2019, the affordable ownership housing threshold was approximately \$484,000, which was well below the average cost of all new housing types, which provides a barrier to home ownership in York Region.

Furthermore, in 2019, only 3% of new housing across the Region was classified as purpose built rental housing. As of 2016, only 14% of the Region's housing stock was rental in tenure, compared to 33% in the GTHA, which is the lowest proportion of rental tenure housing stock in the GTHA. Not achieving affordability targets limits who can live in the Region and does not contribute to the development of complete communities.

The Provincial Policy Statement, 2020 (PPS) requires planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area.

The PPS defines affordable housing as:

- a) *in the case of ownership housing, the least expensive of:*
  1. *housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or*
  2. *housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;*
- b) *in the case of rental housing, the least expensive of:*
  1. *a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or*
  2. *a unit for which the rent is at or below the average market rent of a unit in the regional market area.*

While provincial policy directs municipalities to provide for affordable housing through residential intensification and infill development, providing a range of housing built forms, densities and unit sizes, and promoting secondary dwelling units – these policies are not always effective in realizing the construction of affordable housing units from the development industry. However, Council recognizes and acknowledges that an affordable housing crisis exists in the Town and the Region of York, and is supportive of exploring creative solutions, including a broader suite of tools, incentives and mechanisms to support the Town in achieving the development of affordable housing units.

## **4. Analysis and Options:**

### **4.1 Provision of Land for Affordable Housing**

York Region Council motion of February 25, 2021, requested each local municipality to support in principle, either directly or through partnership, the provision of 2 acres of land over the next 5 years for Housing York Inc. or a not-for profit or for profit site dedicated to support affordable housing as deemed appropriate by the municipality.

Housing York Inc., the Region of York housing corporation, is currently in the process of finalizing the site plan approval application for an affordable housing development located at 5676 Main Street in Stouffville. The Town has also begun the process of a Site Plan Agreement, which is to be registered on title to fulfill the requirements of the Site Plan approval application for the proposed York Region Affordable Housing development.

The proposed 6-storey affordable housing development is situated on approximately 1.49 ha (3.7 acres) and has a total of 97 units. The unit break-down contains a mix of 65 one-bedroom units, 26 two-bedroom units, and 6 three-bedroom units. The units will accommodate a mix of rental and market housing units for a variety of tenures, including housing for seniors, families, young couples and those living independently. The proposed development also includes 185 sq.m. (1,985 sq.ft.) of commercial space in addition to indoor and outdoor amenity space including a rooftop amenity space. It is Staff's understanding that Phase 2 of the redevelopment of the property is intended to accommodate a mix of rental and market rate housing units.

At this time, Staff is recommending that Council support the Region's request in principle to provide 2 acres of land over the next 5 years for the development of affordable housing, and direct staff to explore feasible options to secure land. Given that there is a Phase 2 being considered for the Housing York lands at 5676 Main Street, which amounts to approximately 1.5 acres, staff recommend that these lands be given primary consideration by the Region for the development of affordable housing over the next 5 years. The lands are already under Housing York Inc. ownership and would represent an appropriate use of the land and resources.

The following identifies some potential options that may be considered in securing lands for the development of affordable housing:

- **Development Charges and Community Benefits Charge** – The *Development Charges Act* (DCA) allows a municipality to impose development charges against land to pay for increased capital costs required because of increased needs for services (including housing services) arising from development in an area to which the by-law applies. On September 18, 2020, Ontario Regulation 509/20 came into force under the *Planning Act* to support the implementation of Community Benefits Charges (CBCs) and parkland regulation. Municipalities have a two year transition period to implement the new framework, should they choose to do so. CBCs are to be implemented under the “new” Section 37 of the *Planning Act* and give municipalities the ability to fund various community services not otherwise covered by development charges. The DCA does not prevent a CBC from being imposed with respect to the services listed in the DCA, provided that the capital costs that are intended to be funded by the CBC are not capital costs that are intended to be funded under a Development Charge By-law.

The Town will be undertaking a Development Charge Study (2022) to update the Development Charges By-law and a CBC Feasibility Study to assess the potential implications of implementing a CBC By-law under the *Planning Act*, which will consider opportunities for collecting funds to support the provision of affordable housing in the Town. Opportunities to acquire funds through the DCA/CBC for the purchase of land for affordable housing will need to be evaluated.

It should be noted, that as per Section 3.3 of the Town’s DC By-law 2018-165-FI that is currently in enforce, the By-law states that DC’s are not applicable for lands owned by the Region of York or a local board. As such, the collection of DC’s for affordable housing developments that fall under the umbrella of Housing York Inc. are not applicable. In instances where the Town may be negotiating affordable housing on developable lands (i.e., a percentage of units to be developed by a developer that will be deemed “affordable”), an updated policy may be required in order to address such developments where only a certain percentage of the development would constitute affordable housing. Furthermore, the Town will need to ensure consistency with the Region’s and School Boards’ DC By-laws in such cases.

- **Publicly Owned Lands** – Vacant or underutilized lands owned by the Town, or other levels of government could be used for the development of affordable housing through partnerships with developers or other non-profit agencies. Various options could be considered, including: selling the land at market value in exchange for affordable housing units elsewhere, selling the land at below market value in exchange for the development of affordable housing units on the property, or a long-term lease on the lands to a developer or non-profit organization based on the number of affordable units provided.

- **Affordable Housing Strategy** – The Town may undertake an Affordable Housing Strategy to develop a 5-year plan for securing land for the provision of affordable housing. As part of the Town’s Official Plan Review, staff will be undertaking a Housing, Sustainability and Complete Communities Study that will include an assessment of the housing stock, affordability targets, and identify strategies to support the development of affordable housing units.
- **Identify Partnerships** – Partnerships with senior levels of government, non-profit organizations and the development community is critical to implementing solutions to address affordable housing and special needs housing within the Town. The Town may work with the development community to secure land through the planning process for the development of affordable housing.

Section 4.3 of this Report identifies other innovative approaches that may also be considered to contribute to the development of affordable housing within the Town.

The provision of land is not the only opportunity the Town can pursue, as the development of affordable housing units can also be achieved through a percentage of units within apartment and condominium developments providing a mix of affordable and market units. The integration of affordable and market units within medium and higher density developments can also provide a greater mix of unit types, sizes, tenures and contribute to complete community building throughout the Town.

It should also be noted, that through the planning approvals process, the Town is also working to secure the provision of approximately 30 affordable rental housing units within the TopFar development (5531 Main Street) and the seniors development included within the Flato Minister’s Zoning Order.

#### **4.2 Parkland Dedication Exemption**

York Region Council motion of February 25, 2021, requested each lower tier municipality to amend their parkland dedication by-law to exempt Housing York Inc. from being required to pay parkland fees. At this time, Staff is recommending that Council support in principle, the reduction or exemption of parkland dedication fees related to Housing York Inc. affordable housing developments within the Town. It is recommended that as part of the Leisure and Community Services Master Plan update, that staff undertake a review of the Town’s parkland strategy and policies with respect to parkland dedication reduction or exemptions related to affordable housing developments, and direct staff to bring forward proposed amendments to the Town’s Parkland Dedication By-law 2002-118-FI.

In regards to Housing York Inc. proposed affordable housing development at 5676 Main Street in Stouffville, on February 2, 2021, Council approved a parkland dedication reduction at the request of the Regional Municipality of York, in response to Report No. DS-004-21, as follows:

- 1) *That Council require Housing York Inc. to provide payment of money in lieu of approximately \$159,000 in accordance with the Town's Parkland Dedication By-law 2002-118-FI, as a condition of Site Plan Approval for the development of proposed York Region Affordable Housing development at 5676 Main Street; and*
- 2) *That the Parkland Dedication mentioned above is for the Phase 1 development of 97 Units and any future development of Phase 2 or a future sale of the property will be deferred and subject to the Town's Parkland Dedication By-law for Council's consideration at that time.*

While Town staff supports in principle the notion of providing parkland dedication reductions for affordable housing developments, the details of which, and potential amendments to the Town's Parkland Dedication By-law requires further consideration. Any exemption or reduction in cash-in-lieu of parkland dedication related to the development of affordable housing would have a financial impact to the Town, as the funds which would currently be collected to support the development of parks and recreation facilities, would not be collected. In instances where a parkland dedication exemption or reduction may be granted by the Town, consideration should be given for the development of enhanced private open space and recreational areas on the subject property, to address the needs of the residents. Additionally, and as per the current Leisure and Community Services Master Plan, parks/playgrounds are to be located within a 800 meter radius of residential dwellings, therefore some form of park amenities will need to be considered as part of the development should it not meet the current service standard.

### **Parkland Strategy**

The update to the Town's Leisure and Community Services Master Plan will consider the provision of a comprehensive parkland strategy throughout the Town. Depending upon the proposed location of the affordable housing development(s), there could exist a shortage of open space and park facilities for the existing residents in the area and an increase in population may pose greater pressure on the existing facilities. The collection of cash-in-lieu of parkland dedication may not be sufficient to address the needs within a specific area, and only exacerbate the problem.

The Town is already seeing unprecedented development interest and anticipating future intensification projects along the Main Street corridor that would generate additional population and potentially result in an increase in parks and open space needs in the community. As such, future developments may also require upgrades to existing park and recreational infrastructure if new land is not available. Staff is of the opinion that the current parks and open space facilities in significant growth areas may not be supportive of the growth that is occurring and that there is a potential need to create additional park spaces within these areas. The payment of cash-in-lieu of parkland dedication would be necessary to provide for any required improvements and to build new facilities, where parkland dedication is not feasible.

A Strategy for the acquisition of parkland within areas experiencing significant growth pressures is required to address any potential deficiencies in parks and open space facilities. Staff continues to work towards strategically planning for adequate parks and open space facilities, as per the park/playground service standard, in order to serve the needs of our residents and ensure that there are no impacts on the current parks and open space infrastructure, as our Town continues to grow.

### **Community Benefits Charges**

As previously indicated, the Town is also undertaking a Community Benefits Charge (CBC) Feasibility Study as part of the update to the Town's Development Charges By-law. The CBC may provide the Town an opportunity to impose alternative parkland dedication requirements, beyond those established in the *Planning Act*. However, it should be noted that CBCs may not be imposed on developments fewer than 5 storeys or buildings with fewer than 10 residential units. A Community Benefits Charge Strategy would need to be completed to implement a CBC By-law, which would identify the facilities, services and matters that will be funded with CBCs.

### **Other Municipal Approaches to Parkland Dedication**

As outlined in Report DS-004-21, February 2, 2021, staff reviewed the by-laws and policies of eight local municipalities in York Region as they relate to parkland dedication requirements and exemptions. Four local municipalities, including the City of Markham, Town of Newmarket, Town of Richmond Hill and Township of King, provide reductions and/or exemptions from parkland and/or payment of cash-in-lieu of parkland requirements for public agencies or public service facilities.

The City of Vaughan and the Towns of East Gwillimbury, Georgina and Aurora do not currently provide for any exemptions for parkland dedication and/or payment of cash-in-lieu of parkland requirements for public agencies or public service facilities.

## **4.3 Options to Address Affordable Housing**

Affordable housing serves a critical necessity of life and economic function by supporting a productive workforce, reducing social service costs, and is an essential component of the Town's vision for healthy and complete communities.

A key objective of the Town's Official Plan in support of healthy communities is to provide within the Town a choice of secure, adequate and affordable housing (Section 2.3 viii)), and to encourage housing forms and densities designed to be affordable to moderate and lower income households (Section 6.2.2 i)). It is recognized that additional tools/incentives and enhanced policies are required for the Town to proactively address the affordable housing crisis.

The Town is currently undertaking an Official Plan Review, which will include the preparation of a Housing, Sustainability, and Complete Communities Study to develop



new policies to promote and encourage the development of affordable housing within the Town.

On January 14, 2021, Regional Council endorsed a Report on Regional Official Plan Update – Housing Challenges and Opportunities. The Report explored the correlation between lagging population growth and a lack of affordable housing being developed, and identified innovative approaches to increase affordable housing options for further analysis and discussion.

The following highlights innovative approaches to support the provision of affordable housing, as outlined in the Region's Report, and further augmented by the Town. Innovations in affordable housing may relate to: built form and more diverse housing options, municipal programs, process improvements and financial tools, and innovations in design and construction. The Town's Official Plan Review will consider appropriate measures necessary to address the affordable housing crisis. While not exhaustive, the following identify some potential options which will be further assessed through the OPR.

### **Built Forms and Diverse Housing Types**

The built form and a broad range and mix of housing options can provide more affordable housing solutions, while also supporting municipal intensification objectives. The Official Plan should encourage a diverse range and tenure of affordable housing options including rental and freehold units specifically geared towards more vulnerable populations, such as seniors and other supportive housing units, young families and empty nesters. Some innovative built form housing options which may be considered include:

- **Additional Residential Units** – Recent changes to the *Planning Act* now permit additional residential units, which include an additional unit in the primary dwelling (single-detached, semi-detached and townhouse dwelling), in addition to a unit in an accessory building. Previously only one secondary unit was permitted, however, the changes now provide for up to two additional units to be created, in addition to the primary dwelling unit. Additional residential units can provide increased housing choices to meet specific needs or accommodate an aging population. Additional residential units can provide housing options for renters and is a form of gentle intensification, which makes more efficient use of infrastructure and services within existing and new communities. Laneway housing is also a form of secondary dwellings, which may be constructed behind traditional street-facing homes. Garden suites also provide an opportunity to provide a temporary form of detached accessory housing associated with a residential dwelling. Updated Official Plan policies are required to permit additional residential units associated with the primary dwelling. Currently, the Town's Zoning By-law only permits one secondary suite within most residential zones in the Town.
- **Live/Work Units** – Live/work units comprise a single unit that functions as both a commercial or office use and a primary dwelling unit. Live/work units provide a dedicated workspace and office for clients within the dwelling unit, without having

to pay for the costs of leasing separate office space and may be desirable for entrepreneurs and creative industries.

- **Micro Suites** – A micro suite is a one-room, self contained living space that accommodates a living area, sleeping area, bathroom and kitchenette, ranging up to 450 square feet in size (42m<sup>2</sup>). Rents and sale prices are traditionally scaled with the unit size, and may provide an opportunity for more affordable ownership and rental options. Micro suites are typically associated with more urban environments with convenient access to facilities, transit and work opportunities.
- **Tiny Homes** – Tiny homes are small, self contained residential units, which are limited in size to the minimum standard set out in Ontario's Building Code (17.5m<sup>2</sup>). They may offer a ground related alternative to save on housing costs as they are less expensive to maintain and build than traditional ground related dwellings.
- **Conversion of Old Buildings** – The adaptive reuse of older buildings (hotels, offices, institutional buildings) may provide opportunity for new affordable housing developments, while retaining historical spaces and neighbourhood character.
- **Family Friendly Housing** – Updated policies may facilitate the provision of more housing with two to four-bedrooms to accommodate affordable housing for families. Opportunities for larger dwelling units within apartment buildings may provide more affordable housing options than the typical ground related housing stock. Consideration may be given to providing incentives for the development of more family-sized affordable housing units.
- **Multi-Generational Housing** – A multi-generational home is designed to accommodate more than two generations living within the same dwelling. Benefits may include lower operating and maintenance costs, and childcare cost savings. Major homebuilders are now offering multi-generational floor plans to accommodate the specific needs of family members sharing the same house.

### Municipal Programs

The Town could also consider implementing other municipal programs, incentives and measures to support the development of affordable housing, by reducing the gap between market prices and affordability. Within the existing planning framework, other measures that may support affordable housing could include infill development, pre-zoning or greater flexibility in the zoning. Some of the municipal programs that may be considered, which require further evaluation include:

- **Publicly Owned Lands** – Vacant or underutilized lands owned by the Town, or other levels of government could be used for the development of affordable housing through partnerships with developers or other non-profit agencies. Various options could be considered, including: selling the land at market value in exchange for affordable housing units elsewhere, selling the land at below market

value in exchange for the development of affordable housing units on the property, or a long-term lease on the lands to a developer or non-profit organization based on the number of affordable units provided. Some municipalities have adopted an 'affordable housing first' policy when selling surplus municipal owned lands.

- **Community Land Trusts** – A Community Land Trust (CLT) is a non-profit corporation that may develop and manage affordable housing, community gardens, and other assets on behalf of a community. A CLT may retain title to properties and convey ownership through long-term leases to ensure affordability.
- **Application Fees and Development Charges** – The Town may consider reducing, waving or deferring planning and building application fees for affordable housing developments to reduce the associated costs on a case-by-case basis. Development charge by-laws can also be phased to stimulate development or exempted or reduced for certain types of development specific in the by-law, such as affordable housing.
- **Fast Track Applications** – The Town could consider establishing a process to prioritize and fast-track *Planning Act* applications for the development of affordable housing units, thus reducing the development process timeframe and providing potential cost savings.
- **Rental Housing Protection** – Through the demolition, conversion, or redevelopment of existing housing stock, affordable rental units are often lost. The *Planning Act* allows municipalities to designate “demolition control areas” to help maintain existing housing stock, and municipalities may enact policies to prohibit and regulate the demolition of residential rental properties containing six or more dwelling units and the conversion of such properties to purposes other than rental units.
- **Municipal Covenants** – Municipalities can enact covenants in housing agreements to restrict who can live on a property and how much the property may be sold or rented for, thereby maintaining affordable rental or ownership properties. Development covenant agreements would typically be enacted through a rezoning process to ensure the developer provides and maintains the units as affordable housing, but only in instances where the developer has agreed to.
- **Short-term Rentals** – Short terms rentals are increasingly common as they provide property owners with additional revenues. However, they also reduce the availability of units that could otherwise provide affordable housing options (i.e., apartments, secondary suites, rental homes). Regulating short-term rentals will to be assessed through the OPR and implemented through the Town’s Zoning By-law with a goal of limiting the impact on the supply of rental units.
- **Reduced Parking Requirements** – The costs of providing parking often add significantly to development costs, particularly within areas of higher land cost and

where underground parking is required. Reduced parking requirements for affordable housing units through the Town's Zoning By-law can assist in making units more affordable, particularly in areas that are more transit supportive (MTSA's) where there is frequent transit services and community services and amenities are within walking distance.

- **Vacant Unit Tax** – Imposing a vacant unit tax is a tool that has more recently been used by municipalities to increase the supply of rental units by taxing owners of properties that are not being fully used, thus encouraging them to make the properties available for rent. Implementing a vacant unit tax would require legislative changes and require further assessment by the Town.
- **Parkland Dedication** – The *Planning Act* allows municipalities to require a certain percentage of land proposed for development to be conveyed to the municipality for park or other public recreational purposes, or the provision of cash-in-lieu of parkland dedication. Municipalities may modify their parkland dedication and cash-in-lieu requirements to facilitate the development of rental or ownership affordable housing by waiving or reducing parkland dedication or cash-in-lieu requirements.
- **Partnerships** – Enhancing partnerships with senior levels of government, non-profit organizations and the development community is critical to implementing solutions to address affordable housing and special needs housing within the Town.

### **Mechanisms to Deliver Affordable Housing**

There are a few tools under the *Planning Act* that may assist in delivering affordable housing, by providing incentives to the development industry. Some options for consideration may include:

- **Inclusionary Zoning** – Inclusionary Zoning (IZ) is a relatively recent tool implemented through the *Planning Act* which allows municipalities to require or incentivize developers to develop a certain percentage of units within a project at below market rates, targeted to middle-lower income households. IZ may only be implemented in designated Major Transit Station Areas (MTSA's) or Community Planning Permit System areas. IZs may only be implemented by local municipalities and are the only tool provided by the Province to require the inclusion of affordable housing in new developments.

Incentives may include density bonuses, reduced development standards, and financial assistance in exchange for developing affordable units. The price of below market rate is based on the Area Median Income which makes IZ effective for developing housing for middle-income residents, typically not served by other non-profit programs. Such units would need to be maintained as affordable over a specified period of time. The *Planning Act* outlines the requirements for

developing an IZ program, which is implemented through a zoning by-law, and requires the preparation of an assessment report, official plan policies to support IZ, procedures for administration and monitoring, and public reporting every two years. Assessing the feasibility of implementing an IZ within the Stouffville GO or Lincolnville GO MTSAs would require much further study.

- **Community Improvement Plan** – The *Planning Act* gives municipalities the authority to implement Community Improvement Plans (CIPs) to provide financial incentives (grants or loans) to private property owners to undertake physical improvements that are designated within the official plan. CIPs may provide for the provision of affordable housing within a defined geographic area. The Town recently approved a new Town-wide CIP in 2020 which may provide incentives for the development of affordable/attainable housing (including upper storey accommodations, multi-unit housing, purpose built rental housing, and apartment dormitory style developments) through an Increased Assessment Grant Program. The program is currently targeted to the Gateway/Western Approach Area and the Community Core Area in Stouffville. The implementation of the Increased Grant Program for a specific development would require the approval of Council.

### **Innovations in Design and Construction**

The increasing costs of traditional construction methods and materials can have an increase on the cost of dwelling units. However, innovations in housing design and construction can help create more sustainable housing and affordable housing options, both through more modest building materials, and through reduced utility costs over time. Some innovative design and construction options may include:

- **Modular Construction** – Modular construction involves constructing buildings off-site, which allows for building construction to occur simultaneously with site works, allowing projects to be completed 30-50% sooner than traditional construction. Furthermore, modular buildings may be disassembled and relocated or refurbished, reducing the demand for raw materials. Modular construction has the potential to yield more than 20% savings in construction costs with additional potential gains in full-life costs.
- **Container Housing** – The repurposing of shipping containers is a recent innovation to create affordable housing. They offer an alternative to expensive building costs and time, by providing the base structure, and supports sustainable housing solutions.
- **Complete Units with Unfinished Interiors** – In order to save labour and material costs, a developer could leave a portion of completed units unfinished to allow owners to complete on their own budget, resulting in reduced upfront construction costs.

- **Passive House / Green Building** – While passive and green building technologies are designed to help impact affordability through energy savings, they sometimes require higher up-front capital costs. Energy efficient buildings with lower maintenance and operating costs also curtail greenhouse gas emissions and use renewable resources and less energy which make them more affordable.

#### 4.4 Next Steps

##### **Official Plan Review**

As part of the Town's OPR, an assessment of the most appropriate options to support the provision of affordable housing within the Town will be undertaken. A Housing, Sustainability, and Complete Communities Study will be completed, which will include a housing assessment and the development of new policies and strategies to support the provision of affordable housing. The Study will include an Affordable Housing Summit (anticipated in the Fall 2021) to generate discussion and ideas from the community on addressing affordable housing issues in the Town. The Study findings will inform the OPR Policy Direction Reports anticipated to be available by the end of 2021.

##### **Community Benefits Charge and Development Charges**

The Town will be undertaking a Development Charge Study (2022) to update the Development Charges By-law and a CBC Feasibility Study to assess the potential implications of implementing a CBC By-law under the *Planning Act*, which will consider opportunities for collecting funds to support the provision of affordable housing in the Town and the collection of funds for parks and open space facilities. It is anticipated that staff will report back to Council in the Fall 2021 on the outcomes of the CBC Feasibility Study.

##### **Leisure and Community Services Master Plan**

The Leisure and Community Services Master Plan is being updated in 2021/22 in order to ensure that the plan meets anticipated growth targets. Provisions around affordable housing and parkland dedication will be addressed through this review process. This update will consider a review of any related policies, the development of a parkland acquisition strategy, and a review of the current park/playground standard. The Leisure and Community Services Master Plan update will inform proposed amendments to the Town's Parkland Dedication By-law 2002-118-FI.

## **5. Financial Implications:**

None at this time. However, there may be financial implications with respect to any exemption or reduction in cash-in-lieu of parkland dedication related to the development of affordable housing or the provision of land for affordable housing. Furthermore, there may also be financial implications associated with implementing some of the affordable

housing tools identified in this Report. Staff will report back to Council regarding any future financial implications.

## 6. Alignment with Strategic Plan:

2. Expanding the tax base through a growing, diversified economy  
Building and maintaining a tax base that supports the highest quality program and service delivery.
  - Focus on servicing and development of Provincially Significant Employment Zones
  - Identify expansion areas for Industrial / Commercial growth
  
4. Asset Planning, Maintenance and Development  
Successful stewardship of the infrastructure and facilities required to support a growing community and vibrant economy.
  - Address / plan for maintenance of existing assets & infrastructure; Create new infrastructure

## 7. Attachments:

None

## 8. Related Reports:

Staff Report DS-004-21 - Request from the Regional Municipality of York for exemption from Parkland Dedication for proposed York Region Affordable Housing Project, February 2, 2021

**Authors:** Randall Roth, Senior Policy Planner  
Meaghan Craven, Manager, Policy Planning  
Hena Kabir, Manager, Development Planning  
Marilou Murray, Director, Leisure and Community Services  
Clayton Pereira, Manager, Budgets and Financial Planning

**For further information on this report, please contact the Chief Administrative Officer:** Rob Adams, at 905-640-1910 or 1-855-642-8697 ext. 2245 or via email at [rob.adams@townofws.ca](mailto:rob.adams@townofws.ca)



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

May 19, 2021

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

Sent via email: [doug.fordco@pc.ola.org](mailto: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](http://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](mailto:clerks@brock.ca).

Yours truly,

THE TOWNSHIP OF BROCK



Deena Hunt  
Deputy Clerk



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

DH:ss

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

Date:	30/04/2021
Refer to:	Not Applicable
Meeting Date:	May 10, 2021
Action:	Full
Notes:	Deputation
Copies to:	

**BUS STOP NOTICE OF MOTION:**

That Dead-End Road delegations be received: from parents, [video](#), site [www.durhamdeadendroadkids.ca](http://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 DTS 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](http://www.DurhamDeadEndRoadKids.ca)

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

Update

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

toronto.com | MuskokaRegion.com | INQUISITR | CBC | BRADFORDTODAY.ca  
CTV NEWS | iHeartRADIO | TIMMINSTODAY.com | YouTube CA | TODAY'S NORTHUMBERLAND

Toronto Star by Kristen Rushowy, Jul 2/19

**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, 5<sup>th</sup> 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

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)

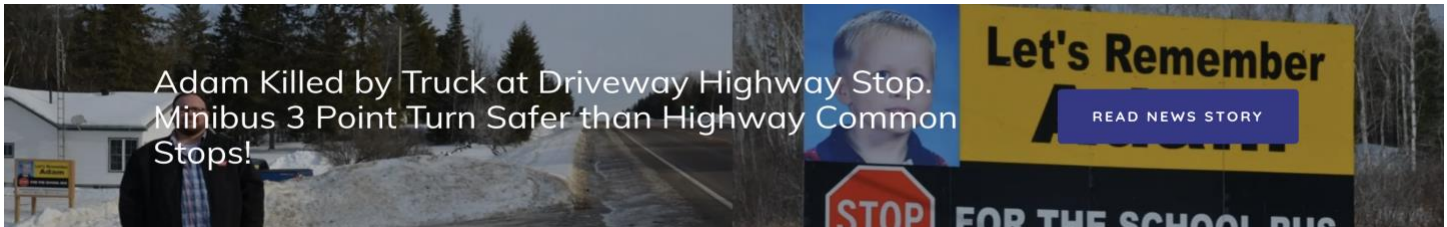
**[Christmas '20 accessing his bus at the base of a hill](#) (see Dad's public facebook post above). Where bus stops are located is important. Parents around the province feel sick with fear and worry for their dead-end road kids whose bus stops are being moved to higher trafficked high-speed**



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?](#)**

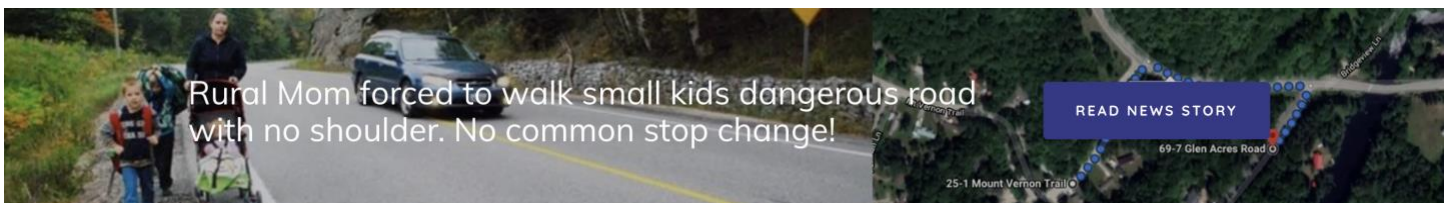
**[Durham Dead End Road Kids' Video](#) re: Durham District School Board Bus Stop Changes (Ajax, Brock, Clarington, Oshawa, Pickering, Scugog, Uxbridge, Whitby)**

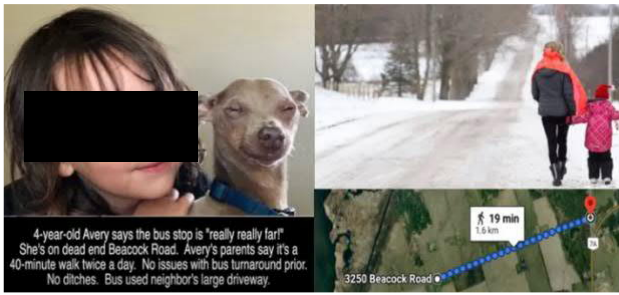
**[Watch Parents' Video](#) Fearful of Trillium Lakelands District School Board's Bus Stop Change (Kawartha Lakes, Haliburton, Muskokas)**

**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 Mechoulan, 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.)

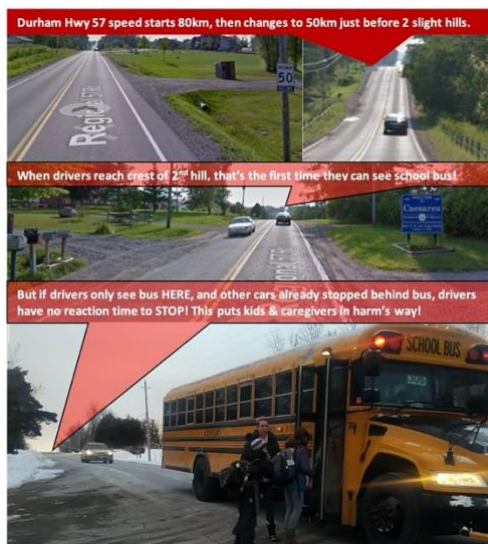
**2) Parents request exceptions to allow indemnification agreements to access private land** for bus turnarounds, to keep bus stops safer and closer to prescribed 800m distance away.



**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?”](#)

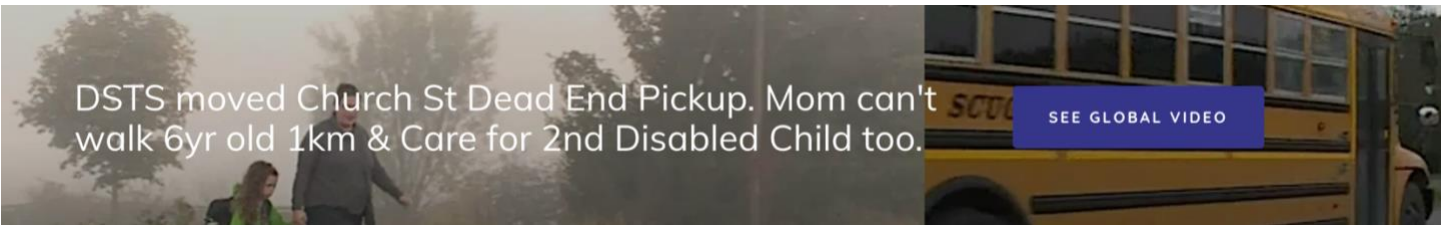
(Mom Laura Turnbull, Feb '21 Email to Trustee Morton & DSTS CAO Mechoulan)



**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)



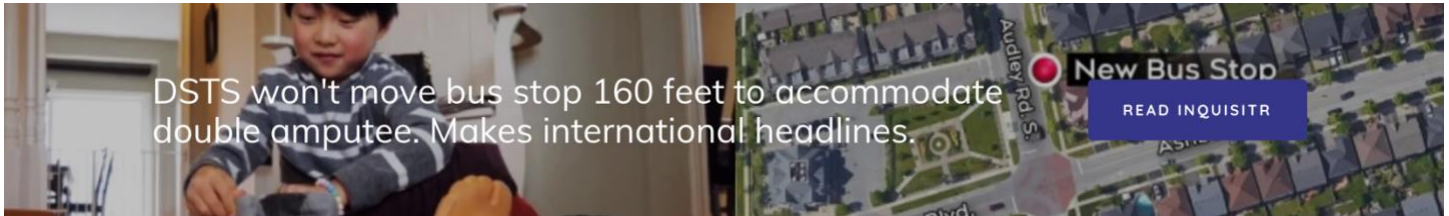
Parents being told busing policy is schoolboard’s but [they say it’s STS’s](#), but STS say busing changes are schoolboard governance & policy of Ministry of Transportation, meanwhile Ministry of Education says it’s [“transportation consortia that administer policies”](#). Parents are spinning in circles 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.

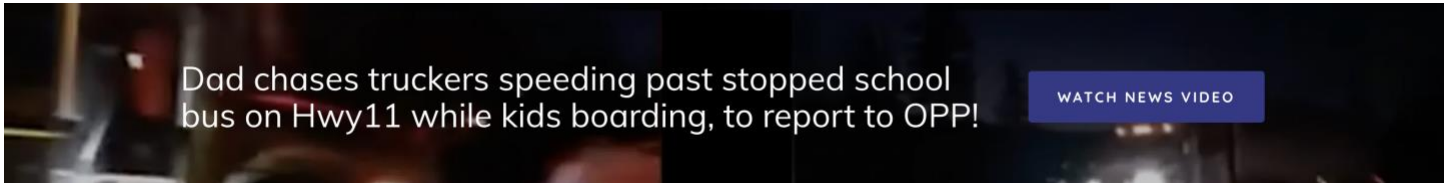
**5) Parents request Kid KPI “Key Performance Indicator” be included for future Ministry “Effectiveness & Efficiency Follow Up Reviews”**, establishing benchmarks for responsive problem solving for kids & parents’ busing concerns, and this be a factor to receive funding. **Viktoria says DSTS, “senseless 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)



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)



[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.

*D. Kiezebrink*

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

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



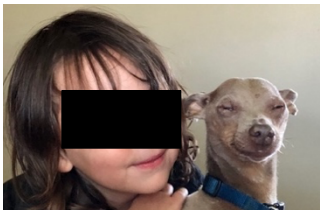
Brent Clemens, [WPCA](#) President  
[bclemmy@aol.com](mailto:bclemmy@aol.com)

*M. Burg*

and Michelle Burg, WPCA Board Director  
[michelle.j.burg@gmail.com](mailto: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 Swards 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 Swards

[redacted]  
L0B 1L0

Re: Email to Durham Student Transportation Services Governance Committee

Dear Mr. Swards,

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,

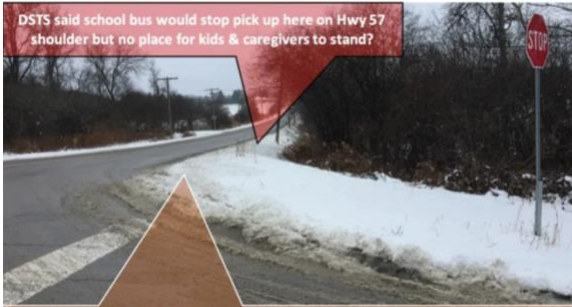
Kelly Mechoulan  
Chief Administrative Officer, DSTS

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 Swards  
[redacted]



DSTS said school bus would stop pick up here on Hwy 57 shoulder but no place for kids & caregivers to stand?

Dec 9/20 city truck tracks showing how truck made turn driving OVER curb! This is where kids supposed to wait for bus! Williams Point has no road shoulder. No place to park! Most parents WON'T use unsafe stop!



Feb 8/21 bus picked up MIDDLE of road part way down the hill (not what DSTS said). Cars stopped behind bus on hill! No TACC warning "bus stop ahead" signage required! Where were measurements taken from?



This car came round William's Point bend and nearly ran over kids accessing bus! Parents yelling "Stop, stop!" Kids scared... Cars coming over hill honking...

Durham Hwy 57 speed starts 80km, then changes to 50km just before 2 slight hills.



When drivers reach crest of 2<sup>nd</sup> hill, that's the first time they can see school bus!



But if drivers only see bus HERE, and other cars already stopped behind bus, drivers have no reaction time to STOP! This puts kids & caregivers in harm's way!



**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.

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



**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 Advocation, School Bus Safety

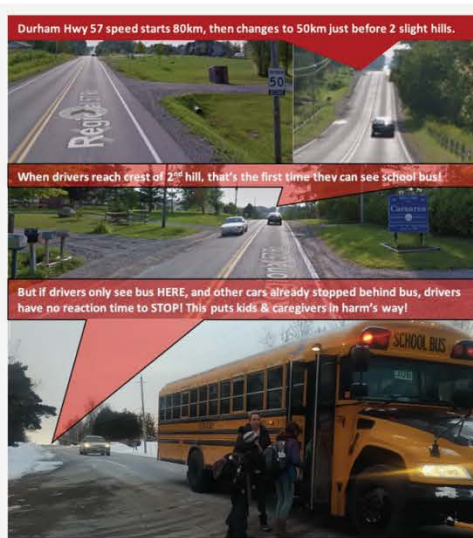


I am writing on behalf of the deeply concerned parents and community members of Williams Point. Monday, February 8, 2021 was the first pick up and drop off at the new bus stop located on the highway. Most parents found alternative measures to get their children to school as they are not willing to risk 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.

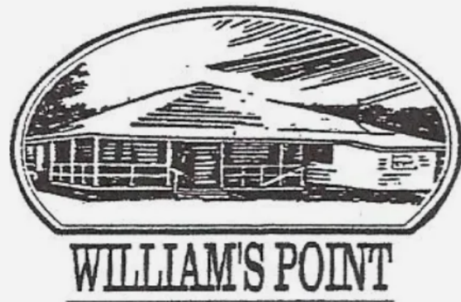
Each of our solutions, letters, and requests, have been dismissed as not possible. DSTS actions have made it clear that there is no intention to collaborate, have open dialogue or to work to resolve our very valid concerns. They have only restated what the policy is, in any email, meeting, or letter; 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.

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.



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

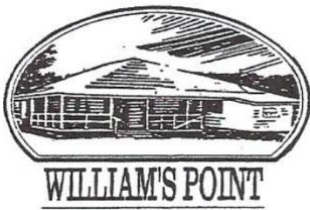


the only ones impacted... The Williams Point Cottagers Association is quickly growing and the number of children on the street is steadily increasing. These concerns only multiply the further away the residence is down the street from the new bus stop.

***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

“Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

May 19, 2021  
The Honourable Doug Ford  
Premier of Ontario  
Legislative Building  
Queen’s Park  
Toronto, ON  
M7A 1A1

Dear Premier Ford:

**Re: Reopening of Greenwater Provincial Park**

This will serve to advise you that Council, at its regular meeting held Tuesday, May 11th, 2021 passed the following resolution pertaining to the above noted:

**“Resolution No.: 123-2021**

**Moved by: Councillor Daniel Bélisle    Seconded by: Councillor Robert Hutchinson**

**WHEREAS** the pandemic has caused people to stay indoors for an extended period of time; and

**WHEREAS** there is an extreme demand for camping and RVing from Ontarians wanting to go and enjoy our great outdoors; and

**WHEREAS** in 2013 approximately 10 Provincial Parks were closed by the Ministry of Natural Resources (MNR) in the North; and

**WHEREAS** Northerners have very little areas to be able to enjoy the outdoors, as the closest Provincial Park are Kettle Lakes and Rene Brunelle; and

**WHEREAS** these Provincial Parks will be fully booked with nowhere for Cochranites to go camping nearby;

1/2





**THEREFORE BE IT RESOLVED THAT** the Corporation of the Town of Cochrane call on Premier Ford and the Minister of Natural Resources to reopen the Greenwater Provincial Park;

**AND FURTHER THAT** the Council of the Corporation of the Town of Cochrane establish an Ad Hoc Committee to petition the Provincial Government;


**AND FURTHER THAT** a copy of this resolution be forwarded to the MP, Charlie Angus, MPP John Vanthof and the Federation of Northern Ontario Municipalities for their endorsement and support

**CARRIED”**

Your attention to this matter is greatly appreciated!

Yours truly,

**THE CORPORATION OF THE TOWN OF COCHRANE**



Alice Mercier

Clerk

/am

c.c.:

Charlie Angus, MP, Timmins – James Bay  
John Vanthof, MPP, Timiskaing - Cochrane  
Federation of Northern Ontario Municipalities



May 21, 2021

Hon. Patty Hajdu  
Minister of Health  
Brooke Claxton Building, 16<sup>th</sup> Floor 0916A  
Ottawa, ON K1A 0K9  
[hccminister.ministresc@canada.ca](mailto:hccminister.ministresc@canada.ca)

Dear Minister Hajdu:

**Re: Endorsement of 988 Suicide and Crisis Prevention Hotline Initiative**

At its Regular meeting held on May 17, 2021, the Council of the Corporation of the City of Owen Sound considered the above noted matter and passed Resolution No. R-210517-009 as follows:

R-210517-009

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

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

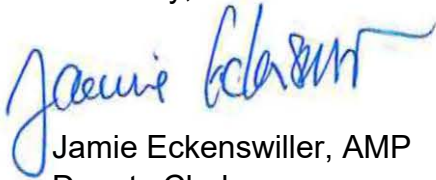
**WHEREAS existing suicide prevention hotlines require the user to remember a 10- digit number and go through directories or be placed on hold;**

**THEEFORE BE IT RESOLVED THAT City Council endorses the 988 crisis line initiative to ensure critical barriers are removed to those in a crisis and seeking help; and**

**THAT a letter demonstrating City Council's support be sent to the Honourable Patty Hajdu, Federal Minister of Health, the Honourable Alex Ruff MP Bruce-Grey-Owen Sound, the Honourable Bill Walker MPP Bruce-Grey-Owen Sound, Ian Scott Chairperson and Chief Executive Officer, Canadian Radio-Television and Telecommunications and all municipalities in Ontario."**

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Jamie Eckenswiller, AMP  
Deputy Clerk  
City of Owen Sound

- cc. Hon. Alex Ruff, MP Bruce-Grey-Owen Sound
- Hon. Bill Walker, MPP Bruce-Grey-Owen Sound
- Ian Scott, Chairperson and CEO, Canadian Radio-television and Telecommunications Commission
- All Ontario Municipalities

CORPORATION OF THE MUNICIPALITY OF CALVIN

Resolution

DATE: May 25, 2021

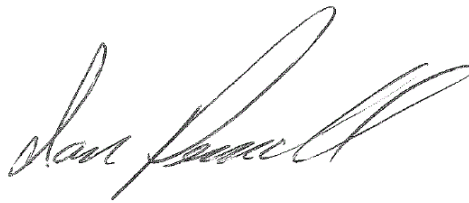
NO. 2021-136

MOVED BY Heather Olmstead

SECONDED 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>	_____
Coun Maxwell	<u>X</u>	_____
Coun Olmstead	<u>X</u>	_____
Coun Shippam	<u>X</u>	_____
Mayor Pennell	<u>X</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](http://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>	<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>

MPP Randy Pettapiece  
[randy.pettapiece@pc.ola.org](mailto:randy.pettapiece@pc.ola.org)

May 26, 2021

**RE: Domestic COVID-19 Vaccine Production and Capacity**

---

Dear MPP Pettapiece,

At the regular meeting of Council held on May 20, 2021, Perth County Council passed the following resolution brought forward from a Notice of Motion:

Moved by: Councillor Doug Eidt  
Seconded by: Councillor Doug Kellum

WHEREAS throughout the COVID-19 pandemic, Canada has relied on international partners to provide COVID-19 vaccinations; and

WHEREAS the distribution of COVID-19 vaccines to Canada may be delayed due to the production/distribution of the vaccine outside of Canada; and

WHEREAS the increased support from all levels of government on the creation of COVID-19 vaccines domestically would increase Canada's vaccine capacity; and

NOW THEREFORE the Council of Perth County recommend to the Federal Government to support domestic production of a COVID-19 vaccine; and

THAT the Council of Perth County encourage all levels of Government to engage and support domestic vaccine capacity; and

THAT this motion be sent to Perth / Wellington MPP Randy Pettapiece, MP John Nater and to all municipalities of Ontario.

The conversation was centered around the COVID-19 vaccination, but further developed to ensuring that as a Country we can best create and supply all necessary vaccinations. We thank you for your

advocacy on this matter and look forward to supportive responses from our municipal counterparts and officials from all levels of government.

Sincerely,

A handwritten signature in black ink, appearing to read 'JA' or 'Jim Aitcheson', written in a cursive style.

Jim Aitcheson, Warden  
The Corporation of the County of Perth

CC:

MP John Nater - [John.Nater@parl.gc.ca](mailto:John.Nater@parl.gc.ca)

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](mailto:christopher.raynor@york.ca) | [york.ca](http://york.ca)

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



May 14, 2021

Sent to: [REDACTED]

Dear Tristan Coolman:

**RE: Proclamation Request - June - Pride Month**

On behalf of the Town of Newmarket Council I am pleased to recognize the month of June as Pride Month.

In addition, the community flag pole located at Peace Park on Cane Parkway will fly your flag from June 14<sup>th</sup> to June 20<sup>th</sup>.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

John Taylor  
Mayor



## **Action Anxiety Day**

WHEREAS, June 10, 2021 has been declared the first World Anxiety Day, to be known as Action Anxiety Day – an annual awareness and education day created in Vancouver, British Columbia, Canada by Anxiety Canada; and

WHEREAS, prior to the COVID-19 pandemic, at least 18 % of Canadians and up to 5.8% of the world population were affected by anxiety disorders, with women being impacted nearly twice as much as men; and

WHEREAS, anxiety disorders interfere with an individual's every day activities that may include participation in work, school, and making social connections; and

WHEREAS, stigma and access to affordable treatment can be major barriers to individuals living life the way they want; and

WHEREAS sharing evidence-based resources and engaging communities about anxiety and anxiety disorders can reduce stigma and improve the well-being of communities;

NOW KNOW YE THAT We do by these presents proclaim and declare that June 10, 2021, shall be known as "Action Anxiety Day"



*May 25, 2021*

Sent to: info@anxietycanada.com

Dear Maxine Berthiaume:

**RE: Proclamation Request - June 10 - Action Anxiety Day**

On behalf of the Town of Newmarket Council I am pleased to recognize June 21, 2021 as Action Anxiety Day.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in blue on June 10, 2021 from sunset until 11:00 PM.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

John Taylor  
Mayor