

# INFORMATION ITEMS

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Week Ending January 19, 2018

## REPORTS

1. Fire Department Vehicles – Bill 174

## INTERGOVERNMENTAL CONSULTATIONS

1. Climate Change Adaptation
2. Tire Regulation under the Resource Recovery and Circular Economy Act, 2016 (RRCEA)
3. Regulatory Proposal for Province-Wide Implementation of Green Button
4. Proposed Regulation under the Planning Act related to Inclusionary Zoning
5. Establishment of a Regulation under the Safe Drinking Water Act, 2002
6. Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe
7. Guideline on Community Emissions Reduction Planning
8. Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring

## CORRESPONDENCE

1. City of Guelph Response to Intergovernmental Consultation re: EBR Registry Number 013-1634 – Developing a Voluntary Carbon Offsets Program for Ontario “Discussion Paper”
2. City of Guelph Response to Intergovernmental Consultation re: EBR Registry Number 013-1814 – Policy Proposal Notice: Food and Organic Waste Framework
3. GRCA Current, January 2018
4. Town of Amherstburg Resolution re: Proposed Changes to the Cannabis Act (Bill C-45)
5. Ontario Good Roads Association re: Municipal Class Environmental Assessment (MCEA) Process Reform

## BOARDS & COMMITTEES

1. [Committee of Adjustment Meeting Minutes – December 7, 2017](#)

## ITEMS AVAILABLE IN THE CLERK'S OFFICE

1. None

# Information Report



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Service Area      Public Services

Date                Friday, January 19, 2018

Subject            **Fire Department Vehicles – Bill 174**

Report Number    PS-2018-03

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## Executive Summary

### Purpose of Report

To provide background information on the addition of flashing blue lights to Fire Department vehicles.

### Key Findings

Bill 174 permits the use of flashing blue lights on Fire Department vehicles to improve safety and visibility for firefighters and motorists.

### Financial Implications

Changes to lighting packages will be funded within existing budget for 2018.

## Report

On December 12, 2017 Bill 174 received Royal Assent. This bill authorized a number of Ontario legislative initiatives, including the use of intermittent blue flashing lights on Fire Department vehicles. This legislation was introduced with the support of the Ontario Professional Fire Fighters Association, and the Ontario Association of Fire Chiefs.

The Bill 174 amends the Highway Traffic Act section 62 to allow the use of intermittent blue flashing lights on Fire Department vehicles and ambulances. The change has been authorized to improve the safety of both workers and the public. Studies have shown that the human eye is able to see blue light more effectively at night than red light, allowing for earlier driver intervention when navigating around emergency vehicles. A similar change was made to the Highway Traffic Act in 2008, when the use of intermittent blue flashing lights was authorized for Police Service vehicles, with a goal of reducing collisions and injuries to police officers and members of the public.

Guelph Fire Department will be instituting changes to Fire Department vehicles equipped with flashing lights, by switching out modular lighting units on those vehicles, and replacing some red elements with blue elements to improve safety.

## Financial Implications

The financial implications will be managed within the 2018 budget, and at this time the full cost is not known, as each Fire Department vehicle will have to be assessed for light replacement.

## Consultations

Guelph Police Service Deputy Police Chief has been advised of the impending changes to Fire Department vehicle lighting, and has been supportive of the change to improve safety and prevent collisions.

Although the legislation also allows for blue lights to be added to ambulances, the Ambulance Act - Ontario Land Ambulance and Emergency Response Vehicle Standard still does not allow for the addition of blue lights. Accordingly, Guelph Wellington Paramedic Service will wait until that standard has been changed before implementing the new blue lights.

## Corporate Administrative Plan

### Overarching Goals

Service Excellence

### Service Area Operational Work Plans

Our Services - Municipal services that make lives better

## Attachments

ATT-1      OAFIC Briefing Note and Position Paper

## Departmental Approval

N/A

## Report Author

Dave Elloway, Deputy Chief



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### Approved By

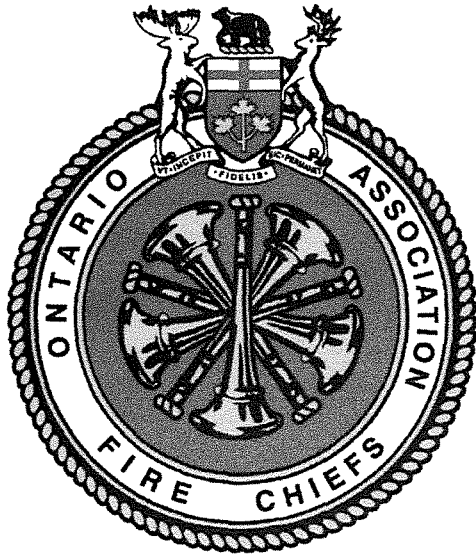
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Ontario Association of Fire Chiefs

# Briefing Note and Position Paper: Intermittent Blue Lights on Fire Apparatus

September 27, 2017



# ONTARIO ASSOCIATION OF FIRE CHIEFS

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## INTRODUCTION

A member of the Ontario Association of Fire Chiefs (OAFCh), Chief Gord Weir, Clarington, has raised and championed the issue of blue lights on fire trucks in an effort to improve the safety of firefighters responding to emergencies, especially when conditions (i.e. snow, fog) limit motorists' visibility. Chief Weir noted in correspondence with the Ministry of Transportation (MTO) that over the last few years, with increases in traffic and changing weather conditions, his department has had several near misses and some minor collisions along the 115/35 Highway. In response to Chief Weir's request, the MTO reached out to the OAFCh, requesting further consultations to discuss this matter.

Currently, only police vehicles are permitted under the *Highway Traffic Act* (HTA) to have intermittent or flashing blue lights on vehicles. This was accomplished in 2007 through Bill 203, the *Safer Roads for a Safer Ontario Act*. Multiple research studies have found that blue lights are more visible to the human eye at night. Several other studies – specific to emergency vehicle markings, reveal that blue lights also improve the ability of drivers to determine a vehicle's motion.

Using this evidence, the Police Association of Ontario (PAO) successfully lobbied the provincial government to amend the HTA through Bill 203, giving police vehicles exclusive permission to have blue flashing lights on vehicles. Other classes of emergency vehicles were not included in the provision at that time. However, the OAFCh supports any measure that increases the level of safety for first responders. And further, while the fire service has been fortunate to not experience the number of traffic-related tragedies as the police service, we want to avoid such fatalities in future – at all costs, and blue intermittent lights are one method that is evidenced to decrease those odds.

Since the Ministry of Community Safety and Correctional Services (MCSCS), which governs both the police and fire service, enacted this Bill to better protect police officers, the OAFCh believes the same protection should be extended to the fire service. Furthermore, by permitting blue intermittent lights to be installed on *all* classes of emergency vehicles, the MCSCS would ensure **equal** health and safety precautions are applied and available to all first responders. This provision would demonstrate the Ministry's commitment to the improved safety of each and every "frontline" emergency response worker.

## BACKGROUND

In 2007, Bill 203 was passed. It included amendments to the HTA and the *Remedies for Organized Crime and Other Unlawful Activities Act, 2001*, as well as consequential amendments to other Acts. The amendments included a new HTA provision, allowing police department vehicles to exclusively use intermittent blue flashing lights. The PAO pursued this Bill after a police officer was struck and killed at an accident scene during foggy conditions, noting also that between 1994 and 2007, two-thirds of police officer deaths in Ontario were the result of traffic-related accidents.

Through Bill 203, the HTA was amended as follows:

- (1) *Subsection 62 (14) of the Act is amended by striking out "Subject to subsection (15)" at the beginning and substituting "Subject to subsections (14.1) and (15)".*
- (2) *Section 62 of the Act is amended by adding the following subsection:*  
*Red and blue lights to the front restricted*



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- (14.1) In addition to the lighting requirements in this Part, a police department vehicle may carry lamps that cast red and blue lights, but no other motor vehicle shall carry any lamp that casts red and blue lights to the front.
- Subsection 62 (32) of the Act is repealed and the following substituted:  
*Restriction on use of flashing blue light*
  - (32) No person shall operate a lamp that produces intermittent flashes of blue light on a highway except,
    - (a) a person operating a road service vehicle in the circumstances described in subsection (31); or
    - (b) a person operating a police department vehicle, together with a lamp that produces intermittent flashes of red light, as permitted by subsection (14.1).
- Subsection 159 (1) of the Act is amended by striking out the portion before clause (a) and substituting the following:  
*Fire department vehicles, etc., approaching*
  - The driver of a vehicle, upon the approach of a police department vehicle upon which a bell or siren is sounding or upon which a lamp is producing intermittent flashes of red light or red and blue light, or upon the approach of an ambulance, fire department vehicle or public utility emergency vehicle upon which a bell or siren is sounding or upon which a lamp is producing intermittent flashes of red light, shall immediately bring such vehicle to a standstill,
- Subsection 159.1 (1) of the Act is amended by striking out "intermittent flashes of red light" and substituting "intermittent flashes of red light or red and blue light".

### **Explanatory Note from the HTA – Use of flashing coloured lights**

Section 62 restricts the use of different coloured lights to various classes of vehicles. Currently, flashing red lights are permitted to a number of classes of vehicles (e.g. police department vehicles, ambulances) listed in subsection 62 (15) and green flashing lights are permitted to firefighters only. The section is amended as follows: to allow that further classes of vehicles, to be prescribed by the regulations, may use red flashing lights; to give police department vehicles the exclusive right to use red and blue flashing lights; and to allow volunteer medical responders, to be prescribed by the regulations, to use green flashing lights. Consequential amendments are made to sections 144, 159 and 159.1.

### **OVERVIEW**

Section 62 of the HTA restricts the use of different coloured flashing lights to various classes of vehicles. Red lights are permitted for a number of classes of vehicles (e.g. police department vehicles, ambulances, fire trucks), green flashing lights are permitted for volunteer firefighter vehicles only, and with the passing of Bill 203, blue flashing lights are permitted for police vehicles only. Prior to the passing of Bill 203, Ontario was the only jurisdiction in North America that did not permit the use of blue flashing lights on police vehicles.



## ONTARIO ASSOCIATION OF FIRE CHIEFS

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The OAFCh remains unsure as to why the permission to install blue flashing lights was restricted to only police vehicles when the HTA was amended in 2007. However, extensive evidence reveals the benefits of installing blue flashing lights on all classes of emergency vehicles to improve the safety of first responders attending to roadside emergencies. The United Kingdom has adopted a model where **flashing** blue lights are permitted on all emergency response vehicles, including fire apparatus, ambulances and police vehicles, and **static** blue lights are permitted only on police vehicles.

Under low light conditions, vision is shifted substantially toward shorter wavelengths, which appear as blue or violet, and away from longer wavelengths, which appear as red. This means that a vehicle equipped with blue lights is better able to draw drivers' attention to its presence, even when other road users are not actively looking for it (Cook et. al., 1999). Ultimately, during the night time, blue surfaces become more visible (Flannagan and Devonshire, 2007).

More specific to this proposal, the Florida Highway Patrol conducted a study of effective police vehicle emergency lighting in 2003 and 2004. This study revealed that blue is the best colour of lighting to improve visibility at night. Blue also gives the truer perception of the vehicle's motion than red, as it stands out against the predominantly red background provided by other vehicles.

Similarly, in 2008, the University of Michigan Transportation Institute studied the effects of warning lamp colour and intensity on driver vision. Blue markings were the most easily distinguishable by participants. The 2002 Arizona Blue Ribbon Panel Study also had similar findings. Tests showed that the human eye is more sensitive to blue lights at night, and red lights during the daytime.

### **RECOMMENDATION**

The OAFCh recommends that intermittent blue lights be permitted for installation on the front and rear of fire apparatus to improve the safety of firefighters responding to roadside emergencies, with a further recommendation to allow the same permissions for all emergency vehicles under the HTA.

### **CLOSING STATEMENT**

The continued safety and wellbeing of members of the fire service, as well as those who make up the broader emergency services system, is of paramount importance to the OAFCh. The installation of blue flashing lights on the front and rear of fire apparatus presents a simple, evidence-based solution that will help to prevent future tragedies within our ranks, while making Ontario's roadways safer.

The OAFCh will continue to monitor this issue as it develops.

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Climate Change Adaptation	Ministry of the Environment and Climate Change	January 21, 2018	<p>The Province is seeking feedback regarding its climate change adaptation approach.</p> <p>Ontario has made progress on a number of climate change adaptation actions, and this proposal outlines the next set of actions to help ensure communities and their partner organizations, governments, private businesses and individual Ontarians have the information they need to build resilience in a changing climate</p>	<p>Staff comments will be submitted on the online Environmental Registry (EBR) and provided to Council via the Information Package following the consultation deadline.</p> <p>A joint response will be prepared through EWaCC and Climate Change Office</p>	<p>Staff level comments will be consistent with the City's approach to climate change mitigation strategies and adaptation planning.</p> <p>Given that climate change is affecting Guelph, it is the City's desire to ensure provincial programming assists with our adaptation planning.</p>	Climate Change Office	<a href="http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzNjA3&amp;statusId=MjAzMTcz&amp;language=en">http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzNjA3&amp;statusId=MjAzMTcz&amp;language=en</a>



Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Tire Regulation under the Resource Recovery and Circular Economy Act, 2016 (RRCEA)	Ministry of the Environment and Climate Change (MOECC)	January 22, 2018	<p>The MOECC is proposing a regulation under the RRCEA that would make tire producers environmentally accountable and financially responsible for recovering resources and reducing waste associated with tires that they supply into the Ontario market.</p> <p>The regulation would require producers to meet resource recovery standards and to establish an accessible and convenient tire collection network across Ontario to reduce the amount of tires lost to disposal, among other things.</p> <p>On December 1, 2017, the draft RRCEA tire regulation was posted on the Environmental Bill of Rights (EBR) Registry for a 52-day consultation period (Dec. 1, 2017 – Jan. 22, 2018). The proposed regulation outlines a number of requirements, including:</p> <ul style="list-style-type: none"> <li>• Meeting resource recovery and collection standards;</li> <li>• Providing a free and convenient used tire collection network in Ontario;</li> <li>• Educating consumers;</li> <li>• Registering with and reporting to the Resource Productivity and Recovery Authority; and,</li> <li>• Other requirements, including record keeping and third-party audits.</li> </ul> <p>The proposed regulation also includes phased-in implementation dates for requirements to enable a seamless transition for the management of tires in Ontario.</p>	Staff comments will be submitted on the EBR Registry and provided to Council following the consultation deadline.	<p>The City of Guelph has a vested interest in diverting tires from landfill, fostering the continued growth and development of the circular economy, and providing Guelph residents with accessible and well-communicated diversion services.</p> <p>Managing our resources more effectively will benefit Guelph residents, our environment and economy and support our efforts to fight climate change.</p>	Environmental Services	For details about the draft RRCEA regulation for tires, visit the <a href="#">EBR Registry</a>

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Regulatory Proposal for Province-Wide Implementation of Green Button	Ministry of Energy	January 22, 2018	<p>The Green Button program is about appropriate access to smart meter data—and the ability to share that data with innovative applications, products, services, and solutions. It can therefore help Ontario households and businesses conserve energy and better manage their electricity bills.</p> <p>The proposed regulation would mandate the implementation of Green Button data management by electricity and natural gas utilities as the common standard for energy data and protocol for the secure transfer of energy data, upon authorization by the customer, to third parties of the customer's choice.</p>	Staff comments will be submitted on the online Environmental Registry (EBR) and provided to Council via the Information Package following the consultation deadline.	<p>Staff level comments will be consistent with the City's approach to climate change mitigation strategies.</p> <p>The ability for customers to access electricity and natural gas meter data (or allow their data to be accessed by third parties) will help customers to understand their energy usage, and to work on reducing it.</p>	Climate Change	<a href="https://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzOTk1&amp;statusId=MjAzODI3&amp;language=en">https://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzOTk1&amp;statusId=MjAzODI3&amp;language=en</a>

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Proposed regulation under the Planning Act related to inclusionary zoning	Ministry of Municipal Affairs and Housing	February 1, 2018	<p>The Province is seeking input on proposed regulations regarding inclusionary zoning.</p> <p>The <i>Promoting Affordable Housing Act, 2016</i> (Bill 7) was introduced on September 14, 2016 and received Royal Assent on December 8, 2016. Schedule 4 of Bill 7 amended the <i>Planning Act</i> to enable municipalities to adopt official plan policies and to pass zoning by-laws related to inclusionary zoning. The legislation would, if proclaimed, enable the Minister to make regulations under the Planning Act to provide direction on a variety of matters related to inclusionary zoning.</p> <p>The proposed regulatory content related to inclusionary zoning, if Schedule 4 is proclaimed, would include details on the following:</p> <ol style="list-style-type: none"> <li>1. Prescribed official plan policies;</li> <li>2. Municipal assessment report;</li> <li>3. Provisions required in inclusionary zoning by-laws;</li> <li>4. Provisions required in inclusionary zoning agreements – share of proceeds related to equity;</li> <li>5. Reporting by council of a municipality;</li> <li>6. Restrictions on off-site;</li> <li>7. Restrictions on use of s. 37;</li> <li>8. Developments or redevelopments; and</li> <li>9. Community planning permit system.</li> </ol>	<p>Staff level response submitted to the Ministry prior to the deadline.</p> <p>Staff comments will be provided to Council via the Information Package following the consultation deadline.</p>	<p>The current proposal is seeking a technical response on the proposed regulations. The regulations do not limit Municipal council's ability to determine if they choose to implement inclusionary zoning or not.</p> <p>The staff level response will be informed by the Council approved action in the City's Affordable Housing Strategy to further examine the potential to use inclusionary zoning as a tool to address identified affordable housing issues within the City of Guelph.</p>	Planning Policy and Urban Design	<a href="https://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTM0MDk1&amp;statusId=MjAzOTg2&amp;language=en">https://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTM0MDk1&amp;statusId=MjAzOTg2&amp;language=en</a>

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Establishment of a regulation under the Safe Drinking Water Act, 2002 (EBR 013-1840)	Ministry of the Environment and Climate Change (MOECC)	February 20, 2018	<p>The proposed regulation would apply to municipal residential drinking water systems when they are proposing new or expanded systems with water sources that are within a source protection area, delineated in accordance with the Clean Water Act. The proposal would require owners of municipal residential drinking water systems to pass municipal council resolutions in support of any necessary amendments to the applicable assessment report(s) and source protection plan(s) prior to submitting an application for a new or an amendment to their existing drinking water works permit.</p> <p>The ministry is also proposing amendments to Ontario Regulation 287/07 "General" under the Clean Water Act which sets out the requirements for the preparation, approval and amendments of assessment reports and source protection plans (see separate posting EBR #013-1839 for details). These proposed amendments address implementation challenges and increase transparency related for minor plan amendments, including those related to properly decommissioned wells and intakes of municipal residential drinking water systems.</p>	<p>Staff comments will be submitted on the online Environmental Registry (EBR) and provided to Council via the Information Package following the consultation deadline.</p> <p>Additionally, a Water Services representative will attend a public consultation event hosted by the MOECC.</p> <p><b>City of Guelph's position:</b> If passed, the proposed Regulation under the Safe Drinking Water Act would require a council resolution from other affected municipalities within our Source Water Wellhead Protection Area (Guelph/Eramosa, Puslinch and/or Milton) to pass a council resolution on the feasibility of new source water for Guelph before the source is approved by the Ministry.</p> <p>As the Environmental Assessment Process (EA) will scientifically assess the feasibility of a qualified source, <b>a council resolution from a neighbouring municipality should not be required.</b> Adoption of this requirement could allow for political interference and impede progress regardless of the conclusions of the EA.</p> <p><b>Water Services is recommending that a council resolution from an affected neighbouring</b></p>	<p>The EA Assessment Process is science based and will determine the feasibility of potential new drinking water sources for the City of Guelph. As such, adding the requirement to have a council resolution from a neighbouring municipality will not "add an additional level of assurance that drinking water is being protected at the source" that the Ministry indicates is the rationale for the proposed regulation. Furthermore, this proposal could have the unintended consequence of politicizing an already challenging science based process for new municipal water supply approval.</p>	Water Services	<a href="http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzOTUx&amp;statusId=MjAzNzUy&amp;language=en">http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzOTUx&amp;statusId=MjAzNzUy&amp;language=en</a>

			<p><b>municipality be removed as a requirement to achieving Ministry approval to commission a new water source.</b></p> <p>This position will be articulated in the response to the ER posting and expressed during the public consultation.</p> <p><b>UPDATE – JANUARY 19, 2018</b></p> <p>The Province has scheduled open houses. Details are as follows:</p> <ul style="list-style-type: none"> <li>• <b>Barrie</b> - Wednesday, January 31, 2018, 5:30-8:00pm Southshore Community Centre, 205 Lakeshore Drive</li> <li>• <b>Guelph</b> - Tuesday, February 6, 2018, 5:30-8:00pm Italian Canadian Club, 135 Ferguson Street</li> <li>• <b>Orangeville</b> - Thursday, February 8, 2018, 5:30-8:00pm Tony Rose Memorial Sports Centre, 6 Northmen Way</li> <li>• <b>Alliston</b> - Thursday, February 15, 2018, 5:30-8:00pm Alliston Memorial Arena, 49 Nelson Street West</li> <li>• <b>Brantford</b> - Tuesday, February 20, 2018, 6:00-8:30pm Branlyn Community Centre, 238 Brantwood Park Road</li> <li>• <b>Kitchener</b> - Thursday, February 22, 2018, 5:30-8:00pm Tannery Event Centre, 151 Charles Street West</li> </ul>			
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Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
EBR Registry Number: 013-2016  Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe	Ministry of Municipal Affairs	February 28, 2018	<p>To implement the Growth Plan for the Greater Golden Horseshoe, 2017, The City of Guelph will be required to use a standard provincially-developed process, known as a land needs assessment, to calculate the amount of land needed to meet the 2041 growth forecasts of Places to Grow. This process will help ensure municipalities are using land efficiently and in accordance with provincial forecasts and targets.</p> <p>The Ministry of Municipal Affairs is seeking feedback on a draft approach that was released on December 19<sup>th</sup>, 2017. Once submissions and comments are received and considered, the province will establish a final land needs assessment methodology.</p> <p>The final methodology will be used by municipalities to determine the amount of land needed to accommodate future growth. It will inform decisions about whether to expand the boundary of urban areas (settlement area boundary expansion), or whether sufficient or excess land are identified.</p> <p>The results of that land needs assessment will then be used to inform the work of municipalities in applying the policies of the Growth Plan to update their own official plans. This is known as the municipal comprehensive review process.</p>	<p>A staff level written submission to the Ministry of Municipal Affairs.</p> <p>Staff comments will be provided to Council via the Information Package following the consultation deadline.</p>	<p>The province is seeking input into a technical land use planning process that will determine the land needs to accommodate the Growth Plan's forecast population and employment to the year 2041. A staff level response will provide the appropriate technical feedback to the Ministry of Municipal Affairs.</p>	<p>Policy Planning and Urban Design staff, Planning, Urban Design and Building Services</p>	<p><a href="#">EBR: 013-2016</a></p> <p><a href="http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTM0MjQ4&amp;statusId=MjA0Mjl3&amp;language=en">http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTM0MjQ4&amp;statusId=MjA0Mjl3&amp;language=en</a></p>

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Guideline on Community Emissions Reduction Planning	Ministry of the Environment and Climate Change	March 4, 2018	<p>The Ministry is seeking feedback on a draft Guideline, which will help municipalities to complete greenhouse gas inventories and develop community emissions reduction plans. This Guideline supports actions on climate change and Growth Plan policies.</p> <p>The purpose of the Guideline is two-fold:</p> <ol style="list-style-type: none"> <li>1. Provide implementation support to Growth Plan, 2017, policy 4.2.10 which requires municipalities in the Greater Golden Horseshoe to incorporate climate change policies in their municipal official plans and encourages them to complete greenhouse inventories, set targets, and develop emission reduction strategies; and,</li> <li>2. Support municipalities in conducting community energy and emissions planning under the Municipal Action Plan Program (name and program details still being developed) under the Five-Year Climate Change Action Plan.</li> </ol>	<p>Staff to provide written comments to the MOECC prior to the deadline.</p> <p>Staff comments will be provided to Council via the Information Package following the consultation deadline.</p>	<p>City staff want to ensure the Community Energy Initiative is in compliance with the guideline, along with the Official Plan and any other relevant policies and plans. Compliance may be an eligibility requirement for new funding programs disbursing the proceeds from the Cap and Trade system.</p>	Climate Change Office – support from Planning	<a href="http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTM0MjUy&amp;statusId=MjA0MjMy&amp;language=en">http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTM0MjUy&amp;statusId=MjA0MjMy&amp;language=en</a>

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring	Ministry of Municipal Affairs (MMA)	March 7, 2018	<p>The Province is seeking input on a study area for potential Greenbelt expansion to protect water resources in the outer ring of the Greater Golden Horseshoe (GGH).</p> <p>The study area is based on locations with high concentrations of important water features under pressure from current or forecasted urban development.</p> <p>The focus of this consultation is to seek input on:</p> <ul style="list-style-type: none"> <li>• The province's approach to identifying moraines, coldwater streams and wetlands as important features for protecting water in the outer ring of the Greater Golden Horseshoe</li> <li>• The process followed for mapping a study area based on the locations of these features</li> <li>• Other factors to be considered when mapping a proposed Greenbelt boundary, such as accommodating forecasted population and employment growth, and other provincial interests including agriculture, natural heritage, mineral aggregates and infrastructure, and any other local considerations.</li> </ul> <p>The province has identified seven features and areas within their study area.</p> <p>Guelph is identified within the Province's study area.</p> <p>Natural heritage features and water resource areas that support the City's drinking water supply are adjacent to the City and may also be considered</p>	<p>A report to Council is scheduled for February 26, 2018 in order to endorse the City's comments.</p> <p>Community consultation can take place directly with Province via submission of comments through the EBR and/or through attendance at a public session.</p>	<p>Public consultation process is being led by the Province.</p> <p>The council report will provide formal City comments from a corporate/ technical planning perspective.</p> <p>The Province is seeking public input from all stakeholders directly through the EBR posting and public consultations that will be held in late January – February of 2018.</p> <p><b>Council can encourage members of the public to participate by submitting comments to the Province directly.</b></p>	<p>Planning Policy and Urban Design</p> <p>With input from Engineering and Capital Infrastructure - Source Water Protection &amp; Services and Water Services</p>	<p><a href="http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzNzcz&amp;statusId=MjAzNDU4&amp;language=en">http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMzNzcz&amp;statusId=MjAzNDU4&amp;language=en</a></p>



Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
			<p>through the review, along with the City's river corridors.</p> <p>There may also be implications effecting the City's long term growth management.</p>				



January 15, 2018

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Dear Ms. Anderson:

Re: **EBR Registry Number 013-1634  
Developing a Voluntary Carbon Offsets Program for Ontario “Discussion  
Paper”**

The following comments are in response to the Minister’s invitation for public consultation on Ontario’s Environmental Bill of Rights Registry No. 013-1634 - Developing a Voluntary Carbon Offsets Program for Ontario. We would like to offer our most sincere thanks for the opportunity to contribute to this consultation process.

As an early adopter of best management practices in environmental waste diversion and responsible waste management strategies, the City of Guelph was one of the leaders in investing in composting and methane gas recovery and destruction initiatives at its closed landfill. These substantial investments were not mandated by the Province and were implemented solely as a result of the City taking a leadership position with respect to environmental responsibility.

## **GENERAL COMMENTS**

In general, we are supportive of the development of such a program. This program will support the long-term protection of natural heritage systems in Ontario and assist with further development of knowledge and standards around natural capital, ecological goods and services and sequestration of carbon by natural features.

The City of Guelph is one of a few municipalities that currently participate in offset generation, verification and sale of carbon credits within the voluntary market. The City currently has two projects that for the past 7 years have been involved in the sale of greenhouse gas offset offsets. The Eastview landfill site (closed in 2003) generates

carbon credits through the capture and destruction of methane. The City's state-of-the-art Organics Waste Processing Facility, built and commissioned in 2000, generates carbon offsets by avoiding methane emissions produced by anaerobic decomposition of this waste material in a landfill.

1. The City's preference is for waste management projects such as those described above to be eligible for compliance grade carbon offsets under the cap and trade program. The current draft of the landfill protocol excludes our landfill project from eligibility; the protocol for organics processing has not yet been released. Should these projects not be eligible, we would strongly encourage the Ministry to include these types of projects in this voluntary carbon offsets program in Ontario.
2. Municipalities are by nature risk averse, and need particular considerations to assist with risk mitigation. Renewable natural gas production processes are highly influenced by factors over which the municipality has little control (for example, the gradual decline of landfill gas production over the life of the project). While it is attractive to have a purchaser of the carbon credits resulting from such operations, we have some concern about the risk of having contractual obligations based on forward-looking predictions of gas output rather than retrospective actual production values. We would therefore request that any regulation resulting from this consultation process would include provisions to allow after-the-fact sale of carbon credits, or some other measure to mitigate the risk that production volumes do not meet predictions and that the provider would be liable for any shortfall compared to the contractually obligated volume.
3. It is recommended that furthering the knowledge, practice and standards of natural capital inventory, ecological goods and services value calculations and quantification of carbon sequestration by natural features be included as priorities to the development of the program as there continues to be much uncertainty associated with them and these items are critical to implementing a functional offset program. For example, some municipalities may quantify the natural capital of a street tree as the cost to operate and maintain the asset, while others may factor in the ecological goods and services that a street tree provides. Additionally, the amount of carbon that natural features sequester differs based on the type of feature (wetland, woodland, meadow) and the age of that feature (young trees vs. old trees). As part of the voluntary offsets program, these knowledge gaps should be further researched and standards developed to assist in quantification. For example, there is potential for carbon sequestration arising from naturalization of storm water ponds. Such facilities often attract a variety of species, including bulrushes, cat tails, and other wetland flora. We would be interested in seeing this opportunity considered as an eligible project for voluntary carbon credits.
4. In terms of co-benefits that should be prioritized in the offset program, it is suggested that rather than prioritizing co-benefits, a suite of co-benefits be made eligible but not prioritized. Co-benefits must be examined in detail on a site-by-site basis, since natural features have specific ecological functions based on their form and the species that inhabit them. Prioritizing co-benefits could result in

biasing functions, and result in negative impacts to other ecological functions that are also highly valuable. For example, if flood attenuation is prioritized over localized temperature regulation, there may be projects that propose to flood out deciduous forests which may result in a community shift toward swamp and eventually treed marsh, which provide different habitat for different species.

5. The project types that should be a priority for the program should include restoration of natural heritage systems. Obtaining funding to restore and manage natural areas that are protected as part of natural heritage systems has proven difficult across the Province. Promoting restoration as part of this program can contribute to generating funding to ensure that natural heritage systems are not only protected in terms of area, but also in terms of the health and integrity of the system.

## CONCLUSION

The City asks that these comments and recommendations be taken into consideration when drafting the associated legislation for the voluntary carbon offsets program in Ontario.

Sincerely,

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City of Guelph

Barbara Swartzentruber, Executive Director

Intergovernmental Relations, Policy and Open Government  
City of Guelph

Chris Ballard  
The Honourable Minister  
Environment and Climate Change

January 15, 2018

Ian Drew  
Senior Policy Advisor  
Ministry of the Environment and Climate Change  
Climate Change and Environmental Policy Division  
Resource Recovery and Policy Branch  
40 St. Clair Avenue West, Floor 8  
Toronto, Ontario  
M4V 1M2

Dear Mr. Drew:

**Re: City of Guelph Response to EBR Number 013-1814 – Policy Proposal Notice:  
Food and Organic Waste Framework**

The following comments are in response to the Minister's invitation for further dialogue on Ontario's Environmental Bill of Rights Registry No. 013-1814, Policy Proposal Notice: Food and Organic Waste Framework. We would like to take this opportunity to thank the Ministry for the invitation to participate in this important discussion and applaud the government's continued efforts to drive resource recovery.

With diversion as its core strategy, the City has approximately 100 employees providing comprehensive waste management services to the citizens of the City of Guelph (the City). The City has invested in a state of the art waste collection fleet, material recovery facility, organic waste processing facility and provides public drop-off and household hazardous waste drop-off services as well as various reuse and diversion programs. These programs are planned, integrated and award winning, providing cost effective solutions to taxpayers of the City. Moving forward, municipal governments have a key role to play in waste reduction and resource recovery.

**General Comments**

**Vision, Guiding Principles and Objectives**

The City is pleased to see a strong focus on reducing food and organic waste **at the source**, which has the greatest positive impact on the environment, economy and society. Guided by the Ministry's vision towards zero food and organic waste and zero greenhouse gas emissions from the waste sector, the Framework needs to establish realistic and achievable goals and actions.

The Ministry identified a number of guiding principles that were considered for the development of the Framework. The City recommends the Ministry consider the following elements missing from the Guiding Principles:

- “Enabling efficient and effective **food** recovery systems”. Insert the word “food” into this principle to delineate the ideas that recovery of food for reintegration is of higher priority than waste recovery.
- Principles of food waste “**prevention and reduction**” are missing from the list, although they are the backbone of the Framework. Consider adding “creating a culture of food waste prevention and reduction” to align with the Framework and be consistent with the Ontario Food Recovery Hierarchy.

The City is supportive of the objectives listed in the document:

1. Reduce food and organic waste
2. Recover resources from food and organic waste
3. Support resource recovery infrastructure
4. Promote beneficial uses of recovered resources

#### **Part A: Proposed Food and Organic Waste Action Plan**

The Action Plan identifies strategic actions to be undertaken by the Ministry to address food and organic waste. The City requests that the Ministry consider the following recommendations highlighted under the respective actions:

##### ***Action 2: Province to enhance and incorporate waste reduction and resource recovery activities within schools***

The City supports waste reduction and resource recovery activities within schools; however, a significant amount of work will be required to provide uniform access to diversion programs in all school boards across the province. At present, waste reduction and diversion programs including access to green bin programs vary between schools depending on the individual school board and administration. The City recommends the Ministry develop standard guidelines for successful implementation of three-stream waste programs in Ontario schools. This may include development of training modules or guidance materials for independent contractors (e.g. waste management and cafeteria staff) to support successful implementation, as well as incorporating food waste information into the school curriculum to engage teachers and students.

##### ***Action 7: Province to develop data collection mechanisms for measuring progress in waste reduction and resource recovery of food and organic waste***

The City is encouraged by the Ministry’s proposal to develop data collection mechanisms to

establish a baseline related to food and organic waste in Ontario. Data on the amount and composition of food and organic waste generated in Ontario is limited, particularly in the multi-residential and IC&I sectors. It is recommended that the Ministry consult with key stakeholders on data collection approaches and build on existing efforts to gather data needed to track resource recovery and waste reduction under the new policy framework. The City encourages the Ministry work collaboratively with cross sector departments including Public Health to establish health related metrics that correlate with food waste reduction; gathering data on behaviour change; food literacy; and, food security.

The City would like to know when the Ministry will be providing guidance on methods used to collect food waste data. In the MOECC webinar on the 1<sup>st</sup> December 2017, the Ministry were asked about how the 70% diversion targets would be measured and what baseline data would be used, the Ministry said they would be providing guidance once the framework has been agreed. How quickly will this guidance be provided? The City would also be interested to learn what the penalties might be if you fail to meet the targets laid out in the proposed framework.

#### ***Action 9: Province to ban food and organic waste from ending up in disposal sites***

The City would like to know when the consultation for implementing a ban will begin. It is our hope that the consultation process will be thorough and engage with a variety of stakeholders from a broad range of sectors before the Ministry makes any decisions in this area.

#### ***Action 10: Province to support resource recovery of food and organic waste in multi-unit residential buildings***

How will the Ministry provide support to buildings that have already been built? Will there be any funds available to municipalities or private owners to be able to retrofit buildings to make the collection of organics and food waste more accessible? There should be mention of this in the Framework.

#### ***Action 12: Province to use modern regulator approaches to review existing approval processes and requirements for resource recovery systems***

The City commends this objective and hopes that the Ministry can deliver on this commitment to streamline the approvals process for new facilities. This will benefit resource recovery infrastructure greatly.

#### ***Action 13: Province to require standardized training for owners and operators of resource recovery systems that undertake composting and anaerobic digestion***

The City would like to understand who will be undertaking the design, development and delivery for this standardized training. How many third parties will be licenced to conduct the training and what will be the training costs? The City is supportive of training programs as it will raise the level of understanding within the industry, provide a level playing field, and provide a greater knowledge base for those that work within the sector.



## **Part B – Policy Statement**

The Policy Statement is established under the Resource Recovery and Circular Economy Act, 2016 and provides direction to the province, municipalities, the IC&I sector, owners and operators of resource recovery systems and others, to further the provincial interest in waste reduction and resource recovery as it relates to food and organic waste.

### ***1. Ontario Food Recovery Hierarchy***

The City supports an integrated approach to food and organic waste management with the use of a hierarchy to prioritize actions towards a sustainable model of waste reduction and resource recovery. It is important to note that most food recovery hierarchies include an additional layer to “Feed Animals” between Feeding People and Resource Recovery. We would suggest that the Province consider adding this level, as it is included in other food waste hierarchies such as the one used in the United Kingdom and U.S Environmental Protection Agency (EPA) . It may be helpful for the Ministry to add a visual diagram with hierarchies (inverted pyramid) to the Framework document.

### ***2. Targets***

The City supports the Ministry setting separate targets for single family, multi-residential and IC&I sectors as current diversion performance varies widely between these sectors. However, the diversion targets and timelines to meet the prescribed targets need careful consideration. Details on organics diversion performance are limited, making it difficult to set accurate targets. Targets are ambitious and it is challenging for stakeholders to comment on the feasibility of meeting these targets without a baseline or clear understanding of how the Ministry intends for targets to be calculated. Each sector (municipalities, IC&I, multi-residential) is unique, and thus the ability to meet targets will vary by sector. The City recommends the Ministry establish sector specific working groups (municipalities, IC&I, multi-residential) to provide guidance on targets, key metrics/data collection standards, and baseline year/calculations.

### ***3. Reduce Food Waste***

As outlined throughout this response, the City supports the Ministry’s actions to prevent food waste in the first place. Preventing and reducing food waste requires a significant shift in mindset and behavior change. The root cause of food waste in the residential sector is insufficient food literacy. The Ministry should connect with partners such as the Ontario Food Collaborative, Food Policy Councils, local health boards, and others, to work on developing and delivering tools for engaging the residential sector.

#### ***4. Recover Resources from Food and Organic Waste***

The City already has a curbside green cart program. The City is currently looking at how we can increase our participation and performance further from the multi-residential units we provide waste collection services within the City.

#### ***5. Compostable Products and Packaging***

The City welcomes that this framework tries to address the area of compostable products. The City would like to see some language in this section that would focus the producers to look at disposal methods when designing their products. This would mean that when the products arrive at a composting facility they will break down in the time frames required to compost in the facility in question. Some work has been done by the Municipal Waste Association, Organics Committee, to provide a testing protocol and procedure for compostable products. The City encourages the Ministry to contact this organisation, look at some of the work that has been done and understand some of the challenges faced by municipal composting facilities related to compostable products.

Are the producers of compostable products expected to pay stewardship fees or help pay for the infrastructure they are using or that require to be modified to accept their products? The City feels that if compostable products are allowed to enter the various green cart programs and the facilities are unable to handle them, then the cost of modifications should be paid for by the producers of the compostable products. Alternatively, if these products are not compostable, then the producers should pay for the cost to dispose of in landfill.

5.1 The City doesn't agree with this item. The City feels there needs to be a new Ontario standard for products that would be compatible in organic waste processing facilities to process, similar to a testing standard agreed by the MWA organics committee.

5.2 The City believes that municipalities, owners and operators will support new technologies if it is not detrimental to their own operating facilities. There is also a need to comply with the Ontario Compost Quality Standards for finished compost.

5.3 The City is in agreement with this statement and would welcome any resources that help consumers make the correct decisions with respect to compostable products.

#### ***6. Support Resource Recovery Infrastructure***

The City has no comments on this section.

#### ***7. Promote Beneficial Uses***

The City has no comments on this section.

#### ***8. Implementation and Interpretation – Measuring Success***

**Conduct first review within five years of implementation**

The City recommends the Ministry conduct its first review of the Policy Statement within five years of implementation. The proposed review timeline of ten years seems too long and does not align with timelines for proposed targets. A shorter timeline of five years would enable the Ministry to monitor progress and make adjustments to meet its overall objectives and goals.

The Ministry is encouraged to align its review timelines with other corresponding evaluations in Ontario (e.g., Ontario Education Curriculum review) to allow timely implementation of the actions under the Framework.

### **Establish robust key performance indicators within specified timeframe**

The success of the Framework will depend on how well the Ministry can track performance measures with the ability to measure and monitor key performance indicators. The City recommends the Ministry establish robust performance measures, accompanied with practical and achievable key performance indicators (KPIs) within a specified timeframe to measure success towards a circular economy. This piece is lacking clarity and structure in the draft Framework.

### **CONCLUSION**

The City asks that these comments and recommendations be taken into consideration in finalizing the proposed Food and Organic Waste Framework.

The City of Guelph thanks the Ministry for engaging municipalities on this important topic and look forward to continued municipal involvement in waste management in Ontario.

Sincerely,

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Barbara Swartzentruber, Executive Director  
Intergovernmental Relations, Policy and Open Government  
City of Guelph

Chris Ballard  
The Honourable Minister  
Environment and Climate Change

## GRCA General Membership

<b>Chair</b>	Helen Jowett
<b>Vice-Chair</b>	Chris White
<b>Townships of Amaranth, East Garafraxa, Melancthon and Southgate and Town of Grand Valley</b>	Guy Gardhouse
<b>Townships of Mapleton and Wellington North</b>	Pat Salter
<b>Township of Centre Wellington</b>	Kelly Linton
<b>Town of Erin, Townships of Guelph/Eramosa and Puslinch</b>	Chris White
<b>City of Guelph</b>	Bob Bell, Mike Salisbury
<b>Region of Waterloo</b>	Les Armstrong, Elizabeth Clarke, Sue Foxtan, Helen Jowett, Geoff Lorentz, Jane Mitchell, Joe Nowak, Wayne Roth, Sandy Shantz, Warren Stauch
<b>Municipality of North Perth and Township of Perth East</b>	George Wicke
<b>Halton Region</b>	Cindy Lunau
<b>City of Hamilton</b>	George Stojanovic
<b>Oxford County</b>	Bruce Banbury
<b>County of Brant</b>	Brian Coleman, Shirley Simons
<b>City of Brantford</b>	Dave Neumann, Vic Prendergast
<b>Haldimand and Norfolk Counties</b>	Bernie Corbett, Fred Morison

## New Conservation Authorities Act passed

On December 12, Bill 139 — Building Better Communities and Conserving Watersheds Act 2017 — received Royal Assent in the Ontario Legislature.

The new legislation includes changes to the Conservation Authorities Act. Many years in the making, this modernized legislation recognizes watershed management as a key component in dealing with issues like climate change and population growth.

New regulations will be developed and enacted as a result of the changes in the Act. This piece of legislation will help set the direction for the GRCA for many years into the future.

slated to be converted to forest has now been planted with trees.

The GRCA will now focus on converting existing plantation forests to more natural forests, which means thinning the forests. Forest thinning is carried out by the GRCA to provide the growing trees more space and sunlight, so that they stay healthy. It also brings more diversity to these forests by providing room for other tree species to establish.

Nearly 60 per cent of the land owned by the GRCA is made up of forests. Converting plantation forests into more natural forests has always been part of the GRCA's long-term forest plan.

## GRCA strategic plan

With the passage of Bill 139, the GRCA is in a position to review and update its strategic plan this year.

The current strategic plan was approved in 2012 and has five objectives, each with several associated strategic priorities. A great deal has been accomplished over the past five years.

During the review process, the GRCA is taking the opportunity to review existing GRCA programs and will be incorporating changes that result from the new provincial legislation. A facilitated working session with the GRCA board will take place as part of the review process.

## Winter at our Parks

After an unseasonably mild winter last year prevented most Grand River Parks from offering traditional winter activities, six parks opened on January 6.

Shade's Mills, Pinehurst Lake, Rockwood and Belwood Lake offer year-round access, providing limited winter maintenance for activities such as hiking, snowshoeing and cross-country skiing, where available. Guelph Lake also provides a small parking area for limited winter activities, such as hiking.

Laurel Creek Park in Waterloo will open on weekends only, beginning January 6, from 8 a.m. to 5:30 p.m.

Cross-country skiing and snowshoe equipment rentals are available on weekends at Shade's Mills, Laurel Creek and Pinehurst Lake, when conditions allow. To find out current trail conditions and rental availability, call the parks directly. For more information on winter programs visit [www.grandriver.ca/winterprograms](http://www.grandriver.ca/winterprograms).

## Forest management plan

The GRCA's forest management plan for 2018 to 2027 sets out a plan to manage the 115 square kilometres of forests owned by the GRCA.

Over the last 10 years, nearly 500 hectares of GRCA land has been planted with nearly 775,000 trees. The plan for the coming decade will result in a shift away from tree planting to a focus on managing the existing forests. This is because most of the GRCA-owned farmland that had been

## New conservation area fees

The cost of a Grand River Parks Membership card remains \$130 in 2018, the same as it was last year, but some other park fees have increased



for 2018.

The adult admission increases from \$6.50 to \$7, while the senior rate (\$5.50) and child rate (\$3) remain the same. Admission continues to be free for children five and younger.

In 2018, all parks have the same adult entry fee, with the exception of Elora Quarry, where the rate will increase to \$10 for adults, \$7.50 for seniors and \$5 for children. Visitor attendance at Elora Quarry has increased significantly during the past few years. In 2017, a daily capacity limit of 1,300 visitors was implemented. While the capacity limit resulted in a reduced number of visitors in 2017, the number still remains high. The increased visitation has required additional staffing in order to increase public safety and enhance the visitor experience, resulting in increased operating costs at Elora Quarry. Coupled with the increase in Ontario's minimum wage, the increase in operating costs has resulted in the new fee.

The vehicle rate (with a maximum of six people) at the Shade's Mills Park's automatic gate in Cambridge increased by \$2, to \$14. This is the amount paid when the driver doesn't have a membership pass and the attendant is not on duty.

The parks are run on a break-even basis, as no taxes are used for park operations. Surpluses are put into reserves to be used to address aging infrastructure and fund new capital projects, as well as to provide a stabilization fund for years when revenue is lower.

Nightly camping fees at Grand River Parks are increasing by two per cent, and seasonal camping fees are increasing by three per cent. These increases are necessary to ensure that revenues are enough to meet the projected expenses. The new fees are posted online at [www.grandriver.ca/parks](http://www.grandriver.ca/parks).

## Elora Gorge sanitary service tender

The GRCA will complete the first phase of the upgrade to sanitary servicing at Elora Gorge Park by May 1 and has hired A. Van Egmond Construction Ltd. for \$617,000 plus HST to do this.

The existing underground force main on the north side of the park will be extended and connected to the Pines Campground and the septic system will be removed. Wastewater from the campground will be



Home School Wild Wednesdays and Wild Wee Ones programs start January 17 at Shade's Mills Nature Centre in Cambridge. In addition, several nature centres are offering PD day activities this winter. Details and registration is online at [www.grandriver.eventbrite.ca](http://www.grandriver.eventbrite.ca).

brought to the municipal water pollution control plant in Elora. The 35 trailers in the upper portion of this campground will be connected to the system. The GRCA board approved this upgrade at the June 2017 meeting as the first phase of this project.

A second phase is slated for completion in 2019. It will see the creation of new fully-serviced campsites in the upper section of the campground.

## 2017 was a wet year

Climate stations across the Grand River watershed indicate that precipitation was above normal in 2017.

Luther received the most precipitation, at nearly 1,290 mm, or 30 per cent more than normal, and it was the third wettest year at Luther since 1961.

It was also warmer than the long-term average, although the year ended with extremely cold temperatures.

Water levels in Lake Erie continue to be above the long-term average and the GRCA issued an advisory due to strong winds on Christmas day. However, this did not result in flooding.

## Heavy rains and healthy soils workshop

The GRCA is hosting a free workshop about ways that farmers can protect their soils from heavy rains.

The workshop is January 16, 1 p.m. to 4 p.m. at the St. Jacobs Lions Hall. To register, email [ruralwater@grandriver.ca](mailto:ruralwater@grandriver.ca) or call Anne Loeffler at 1-866-900-4722 x2242.

This workshop provides insight and practical information about building soil resilience and keeping soil in place. Topics include a recap of significant local rainfall events and their impacts, water quality trends in the Grand River and Lake Erie, improving soil resilience through best management practices, and resources available to help farmers manage heavy rainfalls.

This issue of *GRCA Current* was published in January, 2018.

It is a summary of the December 2017 business conducted by the Grand River Conservation Authority board and committees, as well as other noteworthy happenings and topics of interest.

The Grand River Conservation Authority welcomes distribution, photocopying and forwarding of *GRCA Current*.

### Next board meeting:

January 26 at 9:30 a.m.,  
GRCA Administration Centre

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# The Corporation of The Town of Amherstburg

January 16, 2018

VIA EMAIL

Windsor-Essex County Board of Health  
360 Fairview Ave. West, Suite 215  
Essex, ON  
N8M-3G4

Dear Chair, Mr. Gary McNamara:

**RE: Proposed Changes to the Cannabis Act (Bill C-45)**

At its meeting of December 11<sup>th</sup>, 2017, Amherstburg Town Council passed the following motion:

***Resolution # 20171211-1001 - That the correspondence from the Windsor-Essex County Board of Health regarding proposed changes to the Cannabis Act (Bill C-45) BE SUPPORTED and that a letter BE SENT to all municipalities and AMO.***

Best Regards,

Tammy Fowkes  
Deputy Clerk

cc: Ontario Municipalities  
Association of Municipalities of Ontario (AMO)

encl. Windsor-Essex County Board of Health Resolution

November 27, 2017

The Honourable Dr. Eric Hoskins  
Minister of Health and Long-Term Care  
Hepburn Block, 10th Floor  
80 Grosvenor Street  
Toronto, ON M7A 2C4  
[ccu.moh@ontario.ca](mailto:ccu.moh@ontario.ca)

Dear Minister Hoskins

### **Proposed Changes to the Cannabis Act (Bill C-45)**

The Board of Health of the Windsor-Essex County Health Unit would like to commend the Ministry of Health and Long-Term Care, Ministry of the Attorney General's office, and the Ministry of Finance for the proposed changes to the *Cannabis Act (Bill C-45)*. The increase in minimum age of consumers, restriction of cannabis to youth under the age of 19, the government-run LCBO model for retail outlets and plans to regulate the location of cannabis retail outlets through zoning and licensing, will help to mitigate the unintended consequences of legalization to vulnerable populations.

Consuming cannabis, especially on a regular basis, is associated with many adverse health outcomes. Chronic diseases related to the carcinogens, toxins, and irritants similar to those found in tobacco smoke are also associated with cannabis use (SHAF, 2016). The effects of cannabis are particularly detrimental to adolescents and youth under the age of 25, as the developing brain is likely to be affected. In addition, individuals with mental illness are seven times more likely to use cannabis weekly, and are ten times more likely to have a cannabis use disorder (CAMH, 2013). Cannabis use can also make mental illness worse.

Another public health concern related to cannabis legalization is drug-impaired driving. The effects associated with cannabis use, such as slowed reaction time, the impacts on decision-making and divided attention, makes driving extremely dangerous after cannabis use. Cannabinoids are, in fact, among the most common psychoactive substances found in deceased and injured drivers in Canada (Wettlaufer et al., 2017).

On October 19, 2017, the Board of Health of the Windsor-Essex County Health Unit passed a Resolution with regard to the licensing, planning, and zoning regulations of cannabis retail outlets and the coordinated efforts of Windsor-Essex municipalities in preventing the harms associated with cannabis use, as outlined below:

**Whereas** the federal government has announced its intention to legalize recreational cannabis through the passing of the *Cannabis Act* prior to July 1<sup>st</sup>, 2018, and

**Whereas** cannabis smoke contains many of the same carcinogens, toxins, and irritants found in tobacco smoke with the added psychoactive properties of cannabinoids like THC, and

**Whereas** increased access to cannabis will result in increased risk for chronic disease, mental illness and injury, and

**Whereas** municipalities have control over the density and location of retail outlets through zoning, planning, and licensing regulations,



**Now Therefore it be Resolved** that the Windsor-Essex County Board of Health for the Windsor-Essex County Health Unit encourages all Windsor-Essex municipalities to develop strict licensing, planning, and zoning regulations related to the location and density of cannabis retail outlets, particularly in areas where vulnerable populations may be unfairly targeted.

**Further that** staff of the Windsor-Essex County Health Unit work with enforcement agencies and municipalities to provide a public health perspective into decision making related to the enforcement of cannabis smoking in prohibited areas, and

**Further that** staff of the Windsor-Essex County Health Unit utilize the Lower-risk Cannabis Use Guidelines set out by key national stakeholders, like the Centre for Addictions and Mental Health and the Canadian Public Health Association, in the development of a comprehensive public education and awareness campaign.

The Board of Health at the Windsor-Essex County Health Unit supports the efforts aimed at keeping recreational cannabis out of the hands of children and youth, as well as other vulnerable populations to which harm may result.

Determining the locations of cannabis retail outlets in Windsor-Essex based on licensing, planning, and zoning regulations through a coordinated effort of the municipalities in Windsor-Essex, will help to ensure these populations are better protected from the negative effects of cannabis use. Additionally, in order to ensure local enforcement and health promotion goals can be met, the local Board of Health requires supplementary funding which can be allocated to the training and hiring of enforcement officers, health promotion staff, and administrative supports.

[Resolution - Cannabis - October 2017 - AODA.pdf](#)

Sincerely,



Gary McNamara  
Chair, Windsor-Essex County Board of Health

c: Windsor-Essex County Board of Health  
Ms. Monika Turner, Director of Policy, AMO  
Dr. Peter Donnelly, President and CEO, Public Health Ontario  
Hon. Dipika Damerla, Associate Minister of Health and Long-Term Care  
Association of Local Public Health Agencies

Local MPP's / City of Windsor – City Clerk / County of Essex – Municipal Clerks  
Dr. David Mowat, Interim Chief Medical Officer of Health  
Ms. Sue Makin, President, the Ontario Public Health Association  
Mr. Gordon Fleming, Manager of Public Health Issues, aPHa  
Ontario Boards of Health

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*References:*

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The Ontario Good Roads Association is seeking reforms to the Municipal Class Environmental Assessment (MCEA) process. In its current form the MCEA process has made municipal infrastructure projects longer in duration and more costly. The OGRA Board of Directors encourages all municipalities in Ontario to adopt the following resolution that calls on the Minister of the Environment and Climate Change to accelerate the Application for Review of the MCEA process.

Links to further background information about the Municipal Class Environmental Assessment process can be found below the resolution.

### **DRAFT RESOLUTION**

**Whereas** a coalition of the Municipal Engineers Association (MEA) and the Residential and Civil Construction Alliance of Ontario have successfully applied to have a review of the Municipal Class Environmental Assessment process conducted under Part IV (Section 61) of the *Environmental Bill of Rights Act, 1993* (EBR Act);

**And whereas** impact studies and public meetings required by the MCEA process often take two years or more to complete before construction can commence;

**And whereas** the MCEA requirements to evaluate alternatives are often not well aligned with prior or municipal land use planning decisions;

**And whereas** analysis by the Residential and Civil Construction Alliance of Ontario (RCCAO) has demonstrated that the time to complete an EA rose from 19 months to 26.7 months and costs went from an average of \$113,300 to \$386,500;

**And whereas** the Auditor General of Ontario has tabled recommendations for modernizing the MCEA process;

**And whereas** in spite of written commitments made by the Ministry of the Environment between 2013-2015, no action has been taken;

**And whereas** local projects that do not have the necessary approvals could lose out on the next intake of Build Canada funding;

**Therefore be it resolved** that City of Guelph requests that the Minister of the Environment and Climate Change take immediate steps to expedite the response process for Part II Orders or Bump-Up requests, as part of the s.61 review to improve MCEA process times and reduce study costs;

**And further** that the Minister of the Environment and Climate Change support changes to better integrate and harmonize the MCEA process with processes defined under the *Planning Act*;

**And further** that the Minister of the Environment and Climate Change amend the scope of MCEA reports and studies to reduce duplication with existing public processes and decisions made under municipal Official Plans and provincial legislation.

## BACKGROUND INFORMATION

The following links provide a comprehensive background of the work that the Municipal Engineers Association and the Residential and Civil Construction Alliance of Ontario have done to advance this issue of MCEA reform.

- [October 2017 Correspondence from the Municipal Engineers Association and the Residential and Civil Construction Alliance of Ontario to the Hon. Chris Ballard, Minister of the Environment and Climate Change.](#)
- [ReNew Magazine editorial examining the need to review the Municipal Class Environmental Assessment process](#)
- [The Development Approval Roundtable Action Plan, November 2017](#)
- [Meeting Notes from the November 29, 2017 Evolution of the MCEA Workshop.](#)
- [The MEA Companion Guide for the Municipal Class Environmental Assessment Manual](#)
- [Are Ontario's Municipal Class Environmental Assessments Worth the Added Time and Costs? The 2014 Edition](#)

If you have any questions or concerns, please contact Scott Butler, OGRA's Manager of Policy and Research at 289-291-6472 ext. 24 or via email at [scott@ogra.org](mailto:scott@ogra.org).

Regards,



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