



Town of Newmarket Council Information Package

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Date: December 6, 2019

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York Region

November 21, 2019

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November 29, 2019

Proclamation, Lighting Requests and Community Flag Raising

There were no requests for this period.



Council Resolution Form

Date: 18 Nov 2019 No: Resolution No.261-19
 Moved By: Councillor Rigelhof Seconded by Councillor MacPherson Disposition: CARRIED.
 Item No: 9.11.1

Description: Support for ministers to allow for electronic delegation

RESOLUTION:

WHEREAS Council has discussed lobbying the provincial ministers to allow for electronic delegation;

AND WHEREAS Council feel that it is unjust to have to attend expensive conferences to be able to have a delegation with Ministers or the Premier;

AND THEREFORE, Council requests that the Ministers and the Premier offer electronic delegations to small and rural Municipalities that do not have sufficient budget to attend conferences;

FURTHERMORE, that this resolution be sent to all Ontario Municipalities to request their support and sent to the Premier and all the Ministries for their consideration.

Recorded Vote Requested by:		
	Yea	Nay
B. Hunt	_____	_____
L. Perrier	_____	_____
C. Rigelhof	_____	_____
J. Frost	_____	_____
G. MacPherson	_____	_____



MAYOR

Declaration of Pecuniary Interest:

 Disclosed his/her/their interest(s), vacated he/her/their seat(s), abstained from discussion and did not vote

CITY OF VAUGHAN**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 19, 2019**

Item 8, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 19, 2019.

8. UPDATE ON AUTOMATED SPEED ENFORCEMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Public Works and the Deputy City Manager, Community Services, dated November 5, 2019:

Recommendations

1. That the Ministry of Transportation of Ontario consider the option of using an Administrative Monetary Penalty System (AMPS) for offences enforced using an ASE program to avoid burdening the Provincial Offences Act courts; and
2. That the City Clerk forward a copy of this report to York Region, the Ministry of Transportation of Ontario, the Ministry of the Attorney General, local municipalities in York Region, and the Ontario Traffic Council.



Committee of the Whole Report

DATE: Tuesday, November 05, 2019

WARD(S): ALL

TITLE: UPDATE ON AUTOMATED SPEED ENFORCEMENT

FROM:

Zoran Postic, Deputy City Manager, Public Works

Mary Reali, Deputy City Manager, Community Services

ACTION: DECISION

Purpose

To provide an update on the automated speed enforcement (ASE) program.

Report Highlights

- York Region is rolling out an ASE pilot at selected Regional Road locations. The Region will include location(s) within the City of Vaughan as part of their pilot program.
- York Region Court Services does not have capacity to process the anticipated volume of ASE charges from local municipalities.
- The ASE Municipal Working Group (MWG) has requested the Province to allow ASE charges to be administered through an Administrative Monetary Penalty System, instead in the Provincial Offences Act (POA) courts.

Recommendations

1. That the Ministry of Transportation of Ontario consider the option of using an Administrative Monetary Penalty System (AMPS) for offences enforced using an ASE program to avoid burdening the Provincial Offences Act courts; and
2. That the City Clerk forward a copy of this report to York Region, the Ministry of Transportation of Ontario, the Ministry of the Attorney General, local municipalities in York Region, and the Ontario Traffic Council.

Background

The Province enacted Bill 65, the Safer School Zones Act, 2017, to allow the operation of automated speed enforcement (ASE) technology in school and community safety zones.

In May 2017, the Ontario legislature passed Bill 65, the Safer School Zones Act, 2017 permitting municipalities to use ASE technology as a tool to manage speed compliance in school and community safety zones. Bill 65 included an amendment to the Highway Traffic Act with a new Part XIV.1 Automated Speed Enforcement. The Province must now enact a regulation designating the equipment to be used, and the procedures for handling ASE infractions, before Part XIV.1 can be proclaimed.

Council provided direction for Staff to participate in the OTC ASE Municipal Working Group.

At the committee of the whole meeting May 8, 2018, Council directed staff to launch a photo-radar demonstration project to manage speed compliance on Kipling Avenue, north of Hwy 7, for a period of no less than six (6) months, when permitted by the Province, and when policies and procedures for the operation of photo-radar in Ontario have been established.

In June 2018, Staff reported back to Council on the status of Bill 65, and provided an overview of the ASE development. The report explained that the Ontario Traffic Council (OTC) had formed the ASE MWG consisting of municipalities across the Province, the Ministry of Transportation of Ontario and the Ministry of the Attorney General, to guide the planning and development of the ASE program. At that meeting, Council directed staff to work with the ASE MWG on the planning and development of the ASE program.

Since then, staff have been participating in the OTC ASE MWG with the aim of establishing common principles for administrating and operating ASE across the Province. Work undertaken by this group will also include providing input to the Province's regulatory framework.

The Ministry of Transportation released a proposal for an ASE regulation on September 3, 2019. It is anticipated that the regulation will be passed in December 2019.

On September 3, 2019, the Ministry released a proposal for regulations to support use of ASE by municipalities. The proposed regulation outlined the operation, procedural and evidentiary requirements for the use of ASE. These requirements included a description of how photographs are to be used as evidence, the types of ASE technology permitted

in the province, and the enforcement procedures for POA charges. It is anticipated that the regulation will be passed in December 2019, establishing the framework for operating and administering ASE in Ontario.

Previous Reports/Authority

Council Motion at its November 3, 2015 Committee of the Whole Meeting – Speed Limit Policy:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1103_15_15.pdf

Council Motion at its May 8, 2018 Committee of the Whole Meeting – Photo-Radar:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW_0508_18_29.pdf

Staff Report at June 19, 2018 Council Meeting – Update to Automated Speed Enforcement:

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=2637>

York Region Report of the Regional Solicitor February 2017 – Bill 65 Safer School Act, 2016:

<https://www.york.ca/wps/wcm/connect/yorkpublic/d0b8df5e-d594-4a2f-ba61-7fb198b24d6c/feb+9+safer+ex.pdf?MOD=AJPERES&CVID=mu8z80d>

York Region Memorandum June 5, 2019 – Automated Speed Enforcement Update:

<https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=7406>

York Region Report October 3, 2019 - Automated Speed Enforcement:

<https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=7969>

Provincial legislation Bill 65, the Safer School Zones Act:

[Bill 65 – Safer School Zones Act](#)

Analysis and Options

On behalf of partnering municipalities, the City of Toronto has awarded the services of Redflex Traffic Systems to provide ASE. The City has eligibility to partake in the resulting contract.

On behalf of municipalities participating in the ASE MWG, the City of Toronto issued a request for proposal (RFP) #9148-19-0048 for the provision of ASE Services. The RFP closed and Redflex Traffic Systems has been awarded to provide ASE services. Redflex Traffic Systems will be responsible to supply, install, operate and maintain the ASE system. Municipalities will be able to partake in the execution of the ASE contract. This

process ensures that the same equipment is used throughout the Province and assures cost savings associated with group purchasing. Equipment options such as mobile, semi-fixed, and fixed ASE are available. The ASE MWG is also developing guidelines for the use of ASE equipment including site selection and signage.

The City of Toronto will operate an ASE Joint Processing Centre (JPC) on behalf of partnering municipalities, which issues the Certificate of Offence. The ASE JPC will employ Provincial Offences Officers, designated by the Province, to issue charges captured by the cameras, as well as, supporting staff for site selection, investigation, contract management and record management. Operating costs for the ASE JPC will be cost-shared by partnering municipalities.

To operate an ASE program, a municipality is required to enter into agreements with:

- MTO for use of ASE technology and access to the license plate registry;
- City of Toronto for the operation and cost-sharing of the JPC to process automated speed infractions; and
- Redflex Traffic Systems to provide ASE services.

The Region's POA Courts do not have the capacity to schedule additional trial requests resulting from ASE charges from local municipalities. The Region will operate an ASE pilot on Regional Roads to assess the technology and impacts on the Region's Provincial Offences Courts.

The Province requires that ASE offences be processed, settled and disputed using the POA court system. However, the initiation of the ASE program will likely result in additional charges being administered, and the Provincial Offences Court system in the Region has indicated that it will not be able to absorb the additional charge volume anticipated from a full implementation of the ASE program with current facility and judicial resources.

To address the capacity concern, York Region adopted a Court Services-led resolution in February 2017 to advocate for amendments to the Highway traffic Act to allow enforcement of technology-based offences to be administered using an Administrative Monetary Penalty System (AMPS). Moreover, to limit the anticipated load increase on York Region's court services, the Region will be operating a two-year limited use ASE pilot on Regional Roads, starting in 2020. This will allow the opportunity to assess the technology and impacts on the Region's Provincial Offences Courts.

Staff recommended the Region include a site within the City of Vaughan as part of their ASE pilot. Data from the Region's pilot program will assist the City to assess the impact of ASE on court capacity, driver behaviour, and community support.

Staff has engaged Regional staff on the feasibility of operating a City ASE program through the Region's Provincial Offences Court system. Given that the Province will not enact a regulation designating ASE offences be processed through an AMPS, and that the Region's POA courts are limited in capacity, the Region is unable to support the request at this time. As an alternative, staff has requested that Regional staff consider a site in Vaughan as part of their pilot.

Regional staff have indicated that they will share their experiences on the anticipated number of charges, as well as the associated ASE capital and operating costs with local municipalities. Local municipalities can then use the data to estimate the number of anticipated charges and to develop a business case for ASE operation. This will allow staff to assess the impact of ASE on court capacity by quantifying the number of infractions, the rate at which these charges are disputed, driver behaviour, community support and road safety impacts.

Given the limited capacity in the Region's Court Services system to process the anticipated volume of ASE charges from local municipalities, the City is not currently in a position to roll out the ASE program.

The City has investigated and continues to investigate many reports from concerned citizens regarding speeding in school zones. ASE is an additional safety tool to manage speed compliance. Kipling Avenue, north of Hwy 7, is recommended as the candidate for a demonstration project as set out in the council motion presented at the May 8, 2018 Committee of the Whole meeting.

Data from the Region's pilot program will support a staff assessment of the number of charges generated from the ASE program. Staff from Finance, By-law and Compliance, Legal services, and Transportation and Fleet Management Services can then review the shared data, assess the City's program cost for administering and operating ASE and investigate the adoption of AMPS for the City's ASE program.

The Province has not enacted a regulation to allow operations of ASE under an AMPS to reduce impacts on Provincial Offences Courts. Many municipalities across the province are advocating for an AMPS.

AMPS is a municipally administered alternative to the Provincial Offences Courts' judicial process for matters authorized by the Province that enables a more expedient alternative to addressing by-law violation disputes. At present, the City of Vaughan has enacted AMPS for parking disputes and business licensing offences.

Staff support the option of using AMPS to process ASE offences. For the City to manage the ASE program under AMPS, the Province must first enact enabling legislation. Upon receiving Provincial authority, the City's AMPS program would then likely need to expand to manage the anticipated additional volume of adjudication required. As a result, resource and funding implications will need to be assessed.

The OTC has recently requested that the Province consider implementation of an AMPS for ASE and Red-Light Cameras on behalf of the municipalities (attachment No. 1 is a letter from the OTC to the Province). Further, Regional Council, the York Regional Police Services Board and York Regional Police have requested support from the Ministry of the Attorney General to use AMPS to manage disputes with respect to ASE and Red-light cameras to help align road safety initiatives with enforcement (attachment No. 2 is a letter from the York Police Services Board). Both requests would also mitigate the expected demand on the Provincial Offences Court system.

Financial Impact

The Capital Project, RP-6767-18 Road Safety Program: Automated Speed Enforcement in the amount of \$56,650, was set up as part of the 2018 capital budget to carry out the investigation of the initial ASE program development. Staff will inform Council of the costs associated with program implementation and operation as more information becomes available. The ability to recover costs will also be reviewed.

The City is unable to recover Provincial Offences Act fines to offset the costs of operating ASE on local roads, as outlined in the Region's October 3, 2019 report.

Broader Regional Impacts/Considerations

Considering the limited capacity of the Region's POA courts system, the Region will be operating ASE on Regional roads on a pilot basis, with limited use. The Region has committed to sharing their data and best practices in administering and operating ASE with local municipalities.

Conclusion

City Staff continue to work with the OTC ASE MWG to facilitate the development and implementation of ASE in the Province of Ontario.

Based on the program progress, it is anticipated that the Region will be implementing ASE technology in school zones and community safety zones on Regional roads on a pilot basis, starting in 2020. Regional staff will share their data and experience with local municipalities to support them in building their respective ASE program.

For more information, please contact Donald Eta, Director Transportation and Fleet Management Services, and Gus Michaels, Director of By-law and Compliance Licensing and Permit Services.

Attachments

1. OTC Letter to the Province advocating for AMPS, July 2019
2. York Regional Police Services Board Letter Re: Provincial Offences Act Court, Impacts on Road Safety, May 2019

Prepared by

Margie Chung, Manager, Traffic Engineering, 6173

Rudi Czekalla-Martinez, Manager of Policy and Business Planning, 8782

In Consultation with:

Gus Michaels, Director of By-law and Compliance Licensing and Permit Services

Joe Italo Luzi, Manager of Enforcement Services

Carol Ramchuram, Regulatory Policy Analyst

Surangi Parikh, Manager of Business Relationships



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Ontario Traffic Council

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July 3, 2019

Honourable Caroline Mulroney
Minister of Transportation and
Minister of Francophone Affairs
77 Wellesley Street West
Ferguson Block, 3rd Floor
Toronto, ON M7A 1Z8

Dear Minister Mulroney,

I am writing to you as a follow-up to the Ontario Traffic Council (OTC) letter of May 23, 2019, to the Honourable Jeff Yurek regarding our request to implement an Administrative Penalty system (APs) for Ontario's Automated Speed Enforcement (ASE) and the Red-Light Camera (RLC) Programs within Regulations to Bill 107.

The Ontario Traffic Council (OTC) is leading the development of the ASE Program for Ontario municipalities. A number of municipalities will be participating in the first phase launch of ASE anticipated for December 2019, however, there are others not participating or are participating at a much lesser extent (less cameras and site locations and limited deployment times) because of the stress on their already over-burdened POA court system.

Ultimately, ASE would work more effectively to protect Ontario's vulnerable road users - our daycare and school aged children, seniors and other vulnerable members of our communities under an AP system.

I would welcome the opportunity to meet with you to discuss the value of allowing the Automated Speed Enforcement and Red-Light Camera Programs to fall within an Administrative Penalty system.

Yours truly,

Geoff Wilkinson, CAE
Executive Director

c.c. Mayor John Tory, City of Toronto
Mayor Ed Holder, City of London
Mayor Bonnie Crombie, City of Mississauga
Mayor Jim Watson, City of Ottawa

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c.c. Mayor Rob Burton, Town of Oakville
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Mayor Jim Diodati, City of Niagara Falls
Mayor Diane Therrien, City of Peterborough
Mayor Gordon Krantz, Town of Milton
Mayor Brian Bigger, City of Greater Sudbury
Mayor Don Mitchell, Town of Whitby
Mayor Kathryn McGarry, City of Cambridge
Mayor Bryan Paterson, City of Kingston
Mayor Shaun Collier, Town of Ajax
Mayor Dave Barton, Town of Uxbridge
Chair Wayne Emmerson, Regional Municipality of York
Chair Karen Redman, Regional Municipality of Waterloo
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The Regional Municipality of York Police Services Board

To Make a Difference in Our Community

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May 7, 2019

The Honourable Caroline Mulroney
Ministry of the Attorney General
McMurtry-Scott Building
720 Bay Street, 11th Floor
Toronto, ON M7A 2S9

Via Email: caroline.mulroney@pc.ola.org

Dear Minister:

Re: Provincial Offences Act Court – Impacts on Road Safety

We are writing to you on behalf of the York Regional Police Services Board and York Regional Police, to bring your attention to a matter of great concern with respect to our ability to effectively improve road safety through enforcement. On September 26, 2018 Chairman Wayne Emmerson wrote to you on behalf of Regional Council seeking support for the use of administrative penalties to enforce automated speed enforcement and red light cameras to help ease the burden on Provincial Offences Courts and align road safety initiatives with enforcement. We share the concerns raised by Regional Council as outlined in that letter.

As Attorney General, we are asking for your support of the request of our Board and York Regional Police, supported by Regional Council, to the Province of Ontario for legislative and regulatory amendments needed to address the significant impact of judicial shortages and outdated legislation on the capacity of our Provincial Offences Act (POA) Courts and the operations of York Regional Police.

In York Region, our POA Courts handle approximately 160,000 charges per year, of which 75% are charges filed by York Regional Police. Approximately 90% of the matters in our POA courts arise from charges laid under the Highway Traffic Act as part of our ongoing efforts to improve road safety through enforcement.

Road safety has been a significant part of our Strategic Plan and Business Plans for the past 20 years. Our community has identified road safety

consistently as one of our top 5 community priorities. As a result of this input from the community we too have made road safety as one of our top priorities.

York Region operates the second largest POA Court program in Ontario, second only to Toronto. Our courts are currently operating at capacity and the consistently high rate of dispute continues to put increasing pressure on these courts. These identified high dispute rates have resulted in 34,560 hours of officer time in court in 2018 at a cost of approximately \$1.9M, which is on the conservative side. This is a significant amount of lost community engagement and police resources due to our front line officers having to spend considerable time in travelling to and from court and in court away from their assigned community.

Through the use of technology and shared initiatives, York Regional Police and the Region's POA court services team have introduced efficiencies and innovation to address court capacity and minimize negative impacts of the lack of capacity on the operations of York Regional Police, including the introduction of the first video testimony program in Ontario's POA courts. However, there are many pressures on the courts that are beyond our control and can only be addressed by the provincial government.

Despite the best efforts of our staff, decreased court availability due to judicial shortages combined with an increasing dispute rate continues to have a negative impact on our officers, citizens and road safety initiatives. We firmly believe that opportunities exist that would support your government's goal to create a justice system that is efficient, accessible, and responds to the needs of the public. By working together, we can create efficiencies through modernization and streamlining of our current POA court system while enhancing community safety and timely access to justice.

Our greatest concern centres on the lack of judicial resources and frequency of court closures. Over the past three years alone, our courts have seen a 9 % reduction in the number of available court days due to a shortage of Justices of the Peace. In many instances, a full day of court time is lost without advance notice due to the unexpected absence of a Justice of Peace.

A detailed outline of our current challenges and full recommendations is included in the attachment to this letter. Below is a brief summary of our concerns and some recommendations for consideration:

Challenges:

- Court Availability has decreased as a direct result of the province-wide judicial shortage. This has increased both scheduled and unscheduled court closures

- An increase in trial requests threatens York Region's ability to schedule matters within the tight constitutional timeframe
- Time to trial is increasing, denying fair and timely access to justice

Recommendations:

- Proclaim all provisions of Bill 177 *Stronger, Fairer Ontario Act (Budget Measures), 2017*, Schedule 35 to implement modernization measures
- Proclaim s. 21.1 of the Highway Traffic Act, amend s.21.1(13) to add that an administrative penalty is a debt due to the crown or to a municipality as provided for in regulation, and enact a regulation that would allow for administrative penalties to be imposed for red light camera and automated speed enforcement offences with the revenue dedicated to the municipality operating the program
- Conduct a review of the judicial complement to ensure our POA courts are adequately resourced and court closures reduced or eliminated

Knowing that your government is committed to finding efficiencies as part of their mandate and vision, we believe our recommendations align with the government's goals including the mandate of your Ministry to improve the efficiency of the justice system to support and enhance community safety. We also believe that through consultation and collaboration, the province and York Region can achieve significant positive results towards meeting these goals and our common objectives.

Given the importance of these issues to the Region, our Board and York Regional Police, we request the opportunity to meet with you and Ministry staff to share this information in more detail and discuss the opportunities for legislative and regulatory amendments, and potential solutions to address judicial shortages.

Sincerely,



Chair Virginia Hackson
York Regional Police Services Board



Chief Eric Jolliffe
York Regional Police

Copy to: Chairman Wayne Emmerson, Regional Chair, York Region
Hon. Sylvia Jones, Solicitor General
Hon. Jeff Yurek, Minister of Transportation
Hon. Christine Elliott, MPP Newmarket-Aurora
Hon. Michael A. Tibollo, MPP Vaughan-Woodbridge
Michael Parsa, MPP Aurora-Oak Ridges-Richmond Hill
Stephen Lecce, MPP King-Vaughan
Logan Kanapathi, MPP Markham-Thornhill
Gila Martow, MPP Thornhill
Daisy Wai, MPP Richmond Hill
Paul Calandra, MPP Markham-Stouffville
Billy Pang, MPP Markham-Unionville
Association of Municipalities of Ontario

On November 21, 2019 Regional Council made the following decision:

1. Council approve policy updates to the Municipal Streetscape Partnership Program and the Pedestrian and Cycling Partnership Program, as shown in Attachments 1 and 2.
2. The Regional Clerk circulate this report to the Clerks of the local municipalities.

The original staff report is attached for your information.

Please contact Brian Titherington, Director of Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

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

The Regional Municipality of York

Committee of the Whole
Transportation Services
November 7, 2019

Report of the Commissioner of Transportation Services

Municipal Streetscape Partnership Program and Pedestrian and Cycling Partnership Program Policy Updates

1. Recommendations

1. Council approve policy updates to the Municipal Streetscape Partnership Program and the Pedestrian and Cycling Partnership Program, as shown in Attachments 1 and 2.
2. The Regional Clerk circulate this report to the Clerks of the local municipalities.

2. Summary

This report seeks Council approval on policy updates to the Municipal Streetscape Partnership Program (MSPP) and Pedestrian and Cycling Partnership Program (PCPP).

Key Points:

- Since the inception of the MSPP and PCPP, all local municipalities have successfully leveraged the programs to implement infrastructure to meet the unique needs of each community
- The policy updates ensure the limited program funding is fully used each year and operational commitments are understood so that new infrastructure is maintained
- Local municipalities were consulted and their input has been integrated into the policy updates

3. Background

Municipal Streetscape Partnership Program was approved by Council in 2006

In 2006, Council approved the Municipal Streetscape Partnership Program and has committed \$1 M annually to support locally-initiated streetscape design enhancements within the Region's right-of way through cost sharing.

This cost-sharing program provides local municipalities with partnership funding that supports the Region's priorities for vibrant and healthy communities.

Pedestrian and Cycling Partnership Program was approved by Council in 2007

In 2007 Council approved the Pedestrian and Cycling Partnership Program and committed \$500K annually to support locally-initiated active transportation projects on road and in boulevard through cost-sharing.

This cost-sharing program provides local municipalities and conservation authorities with partnership funding that support the Region's priorities for active transportation, forming part of the Regional walking and cycling network.

York Region has seen a positive transformation of its transportation network through both partnership programs over the past decade

Since the inception of both programs, there has been a total partnership investment by the local municipalities and York Region of over \$24M in streetscape projects (Regional contribution of \$10.6M) and \$10.35M in active transportation projects (Regional contribution of \$4.2M).

Collaboration with the nine local municipalities and conservation authorities is helping to shift our transportation network to one that better promotes active transportation with streets that reflect communities and are attractive.

4. Analysis

Ongoing review and update of the policies is required to ensure the programs continue to meet the needs of partners

To further improve project quality, administration, financial accountability and ongoing maintenance responsibility, there is again a need to update the policies. The program policies were last updated in 2012. The following updates were reviewed with local municipal partners at the 2019 Annual Municipal Workshop:

- Implementation of firmer deadlines to ensure equal opportunity to all applicants and sufficient time for evaluation of submissions by the applicable review teams and Commissioner of Transportation Services.
- Provision of a letter of commitment for future maintenance requirements at the Preliminary Design Submission stage to acknowledge that the local municipality is required to submit a signed Maintenance Agreement at the final design submission stage.
- To ensure limited program funding is maximized and project implementation occurs in a timely manner, approved funding is to be spent within a three-year period. Projects

extending beyond this time frame will be encouraged to resubmit with updated information.

York Region consulted with local municipalities at the 2019 Annual Municipal Workshop for feedback on proposed policy updates

In early 2019, local municipal staff was consulted on the proposed updates. Administrative refinements were included based on feedback received, including signed maintenance agreements being submitted at the final design submission stage and flexibility provided to local municipalities should the construction delay occur as a result of a Regional construction project. Regional staff committed to continue to collaborate with the local municipalities, should exceptional circumstances arise.

Clear process, communication and collaboration ensure the continued success of these funding partnerships

Since 2012, over 70% of funding applications have been submitted late. In the spirit of partnership and to encourage best use of the limited program funding, York Region accepted late applications. However, this resulted in extremely compressed review and evaluation timelines that impacted the approval schedule and annual reporting to Council.

To support successful project implementation and timely expenditure of approved funding, the policy has been updated with clear requirements and milestones to ensure adherence to a defined process schedule and an acknowledgement for future maintenance of the completed project in advance of project approval. Applicants will be encouraged to submit partnership applications for the following year should deadlines not be met.

Approved projects are required to be constructed within three years

Streetscape and active transportation facilities are typically constructed during the final phases of a road construction project. Any road construction or related delays can impact the delivery schedule for partnership projects, construction and invoicing, which create challenges for the management of annual cash flows for the programs.

Despite some construction delays of up to five years, the approved funding for both programs has been honoured to date. However, this impacts the effective management of cash flows, which have annual limits. In the updated policies, approved applicants who are unable to use the funds in a three-year period, will be encouraged to re-submit their application for future consideration.

The local municipalities have acknowledged that a three-year period for construction is reasonable for most projects. For projects where Regional road construction or related delays will impact delivery, staff will continue to collaborate with the local municipalities to provide flexibility.

Acknowledgement of future maintenance obligations will be part of the application process and a condition of funding approval

A maintenance commitment has been a condition for funding approval for both programs since policy adoption. Over the past few years, it has been a challenge to obtain signed Maintenance Agreements.

As part of the preliminary design submission, a letter of commitment for future maintenance obligations will be required. The applicant will be required to submit a signed maintenance agreement with the final design submission in order to receive the approved funding.

Signed Maintenance Agreements are a foundation for the success of these partnerships. The updated policies will ensure these agreements are in place prior to approving funding.

5. Financial

The MSPP and PCPP are funded through the Capital Plan and reviewed annually through the Region's budget process. There are no financial implications as a result of these policy updates.

6. Local Impact

Since the inception of the MSPP and PCPP, the local municipalities have all successfully leveraged the programs to implement infrastructure that meets the unique needs of each community. These infrastructure partnerships also benefit York Region's overall transportation network.

The local municipalities have all been consulted regarding the proposed policy updates and their input has been integrated.

Enhanced streetscape design helps to create attractive communities, encourage social interaction, support the local economy, reflect the local character in our various neighbourhoods and elevate York Region's civic image. Active transportation provides sustainable travel options that are supportive of a Region that is becoming increasingly urbanized. The two partnership programs play an important role in achieving York Region's overall transportation network and city-building objectives.

7. Conclusion

Staff is seeking Council approval on the policy updates outlined in this report to the Municipal Streetscape Partnership Program and Pedestrian and Cycling Partnership Program.

The Region supports partnerships with the local municipalities by contributing funding towards their projects to improve local communities. These policy updates will improve the

administration, financial accountability and successful implementation of the infrastructure delivered through these partnership programs.

For more information on this report, please contact Brian Titherington, Director, Transportation and Infrastructure Planning, at 1-877-464-9675 ext. 75901. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Jankowski**
Commissioner of Transportation Services

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

October 25, 2019
Attachments (2)
9188563



Municipal Streetscape Partnership Program

Approved By: Council
Approved On:
Last Reviewed: June 28, 2012

Policy Statement

The Municipal Streetscape Partnership Program policy sets out the criteria, conditions and review process for establishing cost-sharing agreements between local municipalities and the York Region for the construction of locally-initiated streetscape designs within the Region's right-of-way.

Application

This policy applies to requests by local municipalities to cost-share with the Region in constructing locally-initiated streetscape designs within the Region's road right-of-way.

Purpose

To provide a framework for the Region to consider a local municipality's request to cost-share in the construction of a locally-initiated streetscape design within the Region's road right-of-way.

Definitions

Capital Plan: The roads construction plan, also known as the 10-Year Roads and Transit Capital Construction Program, is a program of planned road and transit improvements to accommodate population and employment growth in York Region and to upgrade existing roads to meet Regional design standards.

Capital Project: Any new construction, expansion, rehabilitation, or replacement project that improves or maintains a Region infrastructure asset.

Local Municipality: Municipalities located within The Regional Municipality of York, including the 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 and Town of Whitchurch-Stouffville.

Streetscape Design: Projects that create distinctive street character through the comprehensive and detailed design of medians, boulevards, lighting, tree planting, street furniture, public art, and any other related element that contributes to street users' safety and comfort.

Streetscape Review Team: Regional staff from areas relevant to streetscape design who are appointed to review, evaluate and approve streetscape applications.

Description

The Municipal Streetscape Partnership Program offers local municipalities the opportunity to cost-share on the construction of locally-initiated streetscape designs that are within the Region's right-of-way.

Regional Council has allocated a minimum of \$1,000,000 annually for this program.

Streetscapes shall support the Region's goal to enhance its urban structure through city-building, intensification and the development of compact and complete communities, by:

- Connecting major transit and transportation infrastructure with the local community by using accessible and pedestrian-friendly design; and
- Promoting active transportation through the creation of safe and attractive public spaces within the Region's right-of-way.

The development of attractive and functional streetscapes will contribute to achieving a number of the Region's strategic goals:

Vision 2051

- A place where everyone can thrive in an environment that fosters healthy living; is safe, accessible, inclusive and supportive.
- A diverse urban form that provides a variety of interesting and exciting places to live, work and play. Communities are people-first and designed for healthy,

active living and social inclusion, and are the heart of business, arts and culture, community life and services.

- A seamless network for mobility that provides accessibility to all destinations using diverse transportation options for people in all communities, promotes active and healthy living and safely and efficiently moves people and goods.
- Sustainability that can be practiced in everyday life through climate resiliency, innovative water conservation and re-use, water resource protection, waste reduction, energy conservation and greenhouse gas reduction.

York Region Official Plan

- To improve the health and well-being of residents and workers in the Region by planning and developing sustainable active communities.
- To create a competitive and flexible economic environment that encourages investment and a diversity of employment opportunities.
- To enhance the Region's urban structure through city building, intensification, and compact and complete communities.
- To provide the services required to support the Region's residents and businesses to 2031 and beyond, in a sustainable manner.
- To continuously engage and partner with communities, stakeholders and other levels of government.

Responsibilities

Commissioner, Transportation Services

- Apply the eligibility criteria for final approval of the proposed streetscape design.
- Authority to release funds for proposals which have been approved by the Streetscape Review Team.
- Report to Council annually on approved contributions.

Program Manager, Streetscape, Transportation Services

- Administer and deliver the Municipal Streetscape Partnership Program.
- Lead function in relation to all Municipal Streetscape Partnership Program activities with the local municipalities and within York Region.

Local Municipalities

- Complete and submit required documents by the established deadlines.
- Provide a letter of commitment of maintenance obligations with the acknowledgement that the local municipality is required to submit a signed Maintenance Agreement at the Final Design Submission Stage.
- Communicate with the Program Manager - Streetscape and Project Manager- Capital Planning and Delivery (where applicable) on the design and construction scheduling of the approved streetscape design.
- Revise the proposed streetscape design as required by the Program Manager – Streetscape and/ or the Streetscape Review Team.
- Comply with agreements made as a condition of approval under this policy.

Streetscape Review Team

- Evaluate applications using Regional plans, policies, guidelines, design and safety standards.
- Provide constructive comments that demonstrate collaboration with local municipalities during the application review process.

Compliance

Application

A local municipality that applies to this program must ensure its application meets the eligibility criteria and conditions set out in this policy, its associated application guidelines and any additional program documents or other applicable requirements as amended.

Eligibility Criteria

1. The Preliminary and Final Design submissions must be received no later than 4:30 p.m. on the application deadline. Late submissions will only be considered should exceptional circumstances arise otherwise the applicant will be encouraged to apply for the following year.
2. The Preliminary Design application must be accompanied by a letter of commitment of maintenance obligations by the local municipality with the acknowledgement that the applicant is required to submit a signed Maintenance Agreement at the Final Design Submission stage.

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3. The proposed streetscape design must be located within the Region's right-of-way.
 4. The proposed streetscape design must support relevant objectives and goals included in:
 - York Region Vision 2051 Strategic Plan; and
 - York Region Official Plan.
 5. The proposed streetscape design must meet Regional design and safety standards.
 6. The application must be accompanied by evidence that the applicant's Council has approved the cost-sharing and responsibility for the maintenance, repair and replacement of the proposed streetscape design.
 7. The application must be supported by local-Council endorsed studies, plans and/or guidelines that provide a vision for the local community where the proposed streetscape design would be located.
 8. Approved funding must be spent within three years from the date of award. After this date, incomplete projects will require an applicant to resubmit to York Region for funding consideration.

Eligible Costs

The following items are eligible for cost-sharing:

1. Capital construction costs
2. Cost of preparing tender documents

The following items are not eligible for cost-sharing:

1. Property acquisition
2. Escalation, upfront financing, interest charges, contract change allowances, contract administration charges, insurance and bonding
3. Mobilization and demobilization costs, construction staging, site survey, soil testing
4. Standard municipal sidewalks and lighting with the Region's road right-of-way
5. Ongoing maintenance during the course of operations
6. Repair or replacement during the course of operations
7. Temporary or seasonal enhancements, including landscaping

Region Contribution

1. Acceptance of applications is subject to the availability of funding.
2. Applications will be evaluated by the Streetscape Review Team.
3. The Region will contribute 50% funding on eligible costs towards qualifying applications that will be completed with a Region Capital project The Region will contribute 33% funding on eligible costs towards qualifying applications that will not be completed with a Region Capital project
4. The Region will not provide additional funding amounts in excess of the approved final cost estimate.

Reference

Adopted by Regional Council on November 14, 2019; Transportation Services Committee Report x, Clause x.

- (Provide a hyperlink to eDOCS or website)

Appendices

- (Provide a hyperlink to eDOCS or website)

Contact

Program Manager, Streetscape, Transportation Services, x75272

Approval

Council Approval

<p>Date Approved: November 14, 2019</p> <p>Council Minute No.: </p>	<p>Committee Name: Committee of the Whole</p> <p>Report and Clause No.: </p>
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Accessible formats or communication supports are available upon request.

#9196336



STATUS: Final
 Council Approved: Y
 CAO Approved: N/A

TITLE: Municipal Streetscape Partnership	Edocs No.: 549892 Original Approval Date: October 19, 2006 Policy Last Updated: June 28, 2012 Posted on Intranet: August 8, 2012
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POLICY STATEMENT:

The Municipal Streetscape Partnership Program policy sets out the criteria, conditions and review process for establishing cost-sharing agreements between local municipalities and York Region for the construction of locally-initiated streetscape designs within the Region's ~~road~~ right-of-way.

APPLICATION:

This policy applies to requests by local municipalities to cost-share with the Region in constructing locally-initiated streetscape designs within the Region's ~~road~~ right-of-way.

PURPOSE:

To provide a framework for the Region to consider a local municipality's request to cost-share in the construction of a locally-initiated streetscape design within the Region's ~~road~~ right-of-way.

DEFINITIONS:

Capital Plan: The roads construction plan, also known as the 10-Year Roads and Transit Capital Construction Program, is a program of planned road and transit improvements to accommodate population and employment growth in York Region and to upgrade existing roads to meet Regional design standards.

Capital Project: any new construction, expansion, rehabilitation, or replacement project that improves or maintains a Region infrastructure asset.

Local Municipality: municipalities located within the Regional Municipality of York, including the 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 and Town of Whitchurch-Stouffville.

Streetscape Design: projects that create distinctive street character through the comprehensive and detailed design of medians, boulevards, lighting, tree planting, street furniture, public art, and any other related element that contributes to street users' safety and comfort.

Streetscape Review Team: Regional staff from areas relevant to streetscape design who are appointed to review, evaluate and approve streetscape applications. ~~including but not limited to:~~

- ~~• Natural Heritage and Forestry Services~~
- ~~• Roads Maintenance~~
- ~~• Engineering—Capital Delivery~~
- ~~• Road Safety and Traffic Data Management~~
- ~~• Electrical and Traffic Design~~
- ~~• Traffic Engineering and Intelligent Transportation Systems~~
- ~~• Transit Facilities~~
- ~~• Community Planning~~

DESCRIPTION:

The Municipal Streetscape Partnership Program offers local municipalities the opportunity to cost-share on the construction of locally-initiated streetscape designs that are within the Region's ~~road~~ right-of-way.

Regional Council has allocated a minimum of \$1,000,000 annually for this program.

Streetscapes shall support the Region's goal to enhance its urban structure through city-building, intensification and the development of compact and complete communities, by:

- Connecting major transit and transportation infrastructure with the local community by using accessible and pedestrian-friendly design; and
- Promoting active transportation through the creation of safe and attractive public spaces within the Region's ~~road~~ right-of-way.

The development of attractive and functional streetscapes will contribute to achieving a number of the Region's strategic goals. ~~which include:~~

Vision 2051

- A place where everyone can thrive in an environment that fosters healthy living; is safe, accessible, inclusive and supportive.
- A diverse urban form that provides a variety of interesting and exciting places to live, work and play. Communities are people-first and designed for healthy, active living and social inclusion, and are the heart of business, arts and culture, community life and services.
- A seamless network for mobility that provides accessibility to all destinations using diverse transportation options for people in all communities, promotes active and healthy living and safely and efficiently moves people and goods.

- Sustainability that can be practiced in everyday life through climate resiliency, innovative water conservation and re-use, water resource protection, waste reduction, energy conservation and greenhouse gas reduction.

York Region Official Plan

- To improve the health and well-being of residents and workers in the Region by planning and developing sustainable active communities.
- To create a competitive and flexible economic environment that encourages investment and a diversity of employment opportunities.
- To enhance the Region's urban structure through city building, intensification, and compact and complete communities.
- To provide the services required to support the Region's residents and businesses to 2031 and beyond, in a sustainable manner.
- To continuously engage and partner with communities, stakeholders and other levels of government.

Compliance:

• Application

A local municipality that applies to this program must ensure its application meets the eligibility criteria and conditions set out in this policy, its associated application guidelines and any additional program documents or other applicable requirements as amended.

• Eligibility Criteria

1. The Preliminary and Final Design submissions must be received no later than 4:30 p.m. on the application deadline. Late submissions will only be considered should exceptional circumstances arise otherwise the applicant will be encouraged to apply for the following year.
2. The Preliminary Design application must be accompanied by a letter of commitment of maintenance obligations by the local municipality with the acknowledgement that the applicant is required to submit a signed Maintenance Agreement at the Final Design Submission stage.
3. The proposed streetscape design must be located within the Region's road right-of-way.
4. The proposed streetscape design must support relevant objectives and goals included in:
 - the York Region Vision 2051 Strategic Plan; and
 - the York Region Official Plan.
5. The proposed streetscape design must meet Regional design and safety standards.
6. The application must be accompanied by evidence that the applicant's Council has approved ~~the a local council resolution that commits the applicant to~~ cost-sharing, and to responsibility for the maintenance, repair and replacement of the proposed streetscape design.
7. The application must be supported by local-Council endorsed studies, plans and/or guidelines that provide a vision for the local community where the proposed streetscape design would be located.

8. Approved funding must be spent within 3 years from the date of award. After this date, incomplete projects will require an applicant to resubmit to York Region for funding consideration.

- **Eligible Costs**

The following items are eligible for cost-sharing:

1. Capital construction costs
2. Cost of preparing tender documents

The following items are not eligible for cost-sharing:

1. Property acquisition
2. Escalation, upfront financing, interest charges, contract change allowances, contract administration charges, insurance and bonding
3. Mobilization and demobilization costs, construction staging, site survey, soil testing
4. Standard municipal sidewalks and lighting with the Region's right-of-way
5. On-going maintenance during the course of operations
6. Repair or replacement during the course of operations
7. Temporary or seasonal enhancements, including landscaping

- **Region Contribution**

1. Acceptance of applications is subject to the availability of funding.
2. Applications will be evaluated by the Streetscape Review Team.
3. The Region will contribute 50% of funding on eligible costs towards qualifying applications that will be completed with a Region Capital Project. The Region will contribute 33% funding on eligible costs towards qualifying applications that will be completed with a Region Capital Project.
4. The Region will not provide additional funding amounts in excess of the approved final cost estimate.
- ~~5. The Region's contribution towards qualifying applications that will be completed with a Region capital project is a maximum of 50% of eligible costs.~~
- ~~6. The Region's contribution towards qualifying applications that will not be completed with a Region capital project is a maximum of 33% of eligible costs.~~

RESPONSIBILITIES:

Commissioner, Transportation **Services** and ~~Community Planning Department~~

- Apply the eligibility criteria for final approval of the proposed streetscape design.
- Authority to release funds for proposals which have been approved by the Streetscape Review Team.
- Report to Council annually on approved contributions.

Program Manager, Streetscape, Transportation Services

- Administer and deliver the Municipal Streetscape Partnership Program.
- Lead function in relation to all Municipal Streetscape Partnership Program activities with the local municipalities and within York Region.

Local Municipalities

- Complete and submit required documents by the established deadlines.
- Provide a letter of commitment of maintenance obligations at the Preliminary Design Submission with the acknowledgement that the local municipality is required to submit a signed Maintenance Agreement at the Final Design Submission Stage.
- Communicate with the Program Manager - Streetscape and Project Manager – Capital Planning and Delivery (where applicable) on the design and construction scheduling of the approved streetscape design.
- Revise the proposed streetscape design as required by the Program Manager – Streetscape and/or the Streetscape Review Team.
- ~~Adhere to~~ Comply with agreements made as a condition of approval under this policy.

Streetscape Review Team

- Evaluate applications using Regional design and safety standards.
- Provide constructive comments that demonstrate collaboration with local municipalities during the application review process.

REFERENCE:

Adopted by Regional Council on June 28, 2012; Transportation Services Committee Report 6, Clause 5.

CONTACT:

Program Manager, Streetscape

APPROVAL INFORMATION

CAO Approval Date: n/a

Committee: Transportation Services

Clause: 5

Report No: 6

Edocs No. 4280900

Council Approval:**Minute No.**
124**Page:**
63**Date:** ~~June 28, 2012~~
November 14, 2019

549892 P01/5/1



Pedestrian and Cycling Partnership Program Policy

Approved By: Council
 Approved On:
 Last Reviewed: June 28, 2012

Policy Statement

The Pedestrian and Cycling Partnership Program policy sets out the criteria, conditions and review process for establishing cost-sharing agreements between eligible applicants and York Region for the construction of pedestrian and cycling facilities that are part of a Regional-Scale Pedestrian and Cycling Network.

Application

This policy applies to requests by eligible applicants to cost-share with the Region in constructing pedestrian and on-road or off-road cycling facilities and other related pedestrian and cycling infrastructure.

Purpose

To provide a framework for the Region to consider an eligible applicant's request to cost-share in the design and construction of pedestrian and cycling facilities within the Region's boundary.

Definitions

Capital Plan: The roads construction plan, also known as the 10-Year Roads and Transit Capital Construction Program, is a program of planned road and transit

improvements to accommodate population and employment growth in York Region and to upgrade existing roads to meet Regional design standards.

Capital Project: Any new construction, expansion, rehabilitation, or replacement project that improves or maintains a Region infrastructure asset.

Local Municipality: Municipalities located within the Regional Municipality of York, including the 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 and Town of Whitchurch-Stouffville.

Eligible Applicants: Local municipalities, Conservation Authorities, trail associations and school boards within the Regional Municipality of York.

Pedestrian and Cycling Review Team: Regional staff from disciplines relevant to pedestrian and cycling facilities who are appointed to review, evaluate and recommend for approval applications.

Regional-scale Pedestrian and Cycling Network: Pedestrian and cycling facilities that provide seamless connections to adjacent local municipalities, public transit, and/or major destinations such as shopping, recreational, cultural, and civic.

Description

The Pedestrian and Cycling Partnership Program offers eligible applicants the opportunity to request the Region to cost share on the construction of pedestrian and cycling facilities which form part of a Regional-scale walking and cycling network and associated infrastructure.

Regional Council has allocated a minimum of \$500,000 annually for this program.

Pedestrian and cycling facilities shall support the Region's objective to establish a balanced and sustainable transportation system by:

- Providing alternate transportation options that reduce dependence on private vehicles while improving public health and air quality.
- Improving accessibility and mobility through a system that encourages and engages pedestrians and cyclists.
- Connecting major transit and transportation infrastructure across the Region.

Constructing pedestrian and cycling facilities that are part of a Regional-scale Pedestrian and Cycling Network will contribute to achieving a number of the Region's strategic goals:

Vision 2051

- A place where everyone can thrive in an environment that fosters healthy living; is safe, accessible, inclusive and supportive.
- A diverse urban form that provides a variety of interesting and exciting places to live, work and play. Communities are people-first and designed for healthy, active living and social inclusion, and are the heart of business, arts and culture, community life and services.
- A seamless network for mobility that provides accessibility to all destinations using diverse transportation options for people in all communities; promotes active and healthy living and safely and efficiently moves people and goods.
- Sustainability that can be practiced in everyday life through climate resiliency, innovative water conservation and re-use, water resource protection, waste reduction, energy conservation and greenhouse gas reduction.

York Region Official Plan

- To improve the health and well-being of residents and workers in the Region by planning and developing sustainable active communities.
- To create a competitive and flexible economic environment that encourages investment and a diversity of employment opportunities.
- To enhance the Region's urban structure through city-building, intensification, and compact and complete communities.
- To provide the services required to support the Region's residents and businesses to 2031 and beyond, in a sustainable manner.
- To continuously engage and partner with communities, stakeholders and other levels of government.

Responsibilities

Commissioner, Transportation Services

- Apply the eligibility criteria for final approval of the proposed active transportation infrastructure.
- Authority to release funds for proposals which have been approved by the Pedestrian and Cycling Review Team.
- Report to Council annually on approved contributions.

Program Manager, Sustainable Mobility, Transportation Services

- Administer and deliver the Pedestrian and Cycling Partnership Program.
- Lead function in relation to all Pedestrian and Cycling Partnership Program inquiries, activities with applicants and within York Region.

Pedestrian & Cycling Review Team

- Evaluate applications using Regional plans, policies, guidelines, and design and safety standards.
- Provide constructive comments that demonstrate collaboration with applicants during the application review process.

Applicants

- Complete and submit required documents by the established deadlines.
- Provide a letter of commitment of maintenance obligations at the Preliminary Design Submission with the acknowledgement that the local municipality is required to submit a signed Maintenance Agreement at the Final Design Submission Stage.
- Communicate with the Program Manager, Sustainable Mobility (or designate) the design and construction scheduling of the approved facility design.
- Revise the proposed pedestrian or cycling facility design as required by the Program Manager, Sustainable Mobility (or designate, including the Pedestrian and Cycling Review Team).
- Comply with agreements made as a condition of approval under this policy.

Compliance**Application**

Applications must meet the eligibility criteria and conditions set out in this policy, its associated application guidelines and any additional program documents or other applicable requirements as amended. The online application form and guidelines can be found at www.york.ca/pcmpp.

Eligibility Criteria

1. The Preliminary and Final Design submissions must be received no later than 4:30 p.m. on the application deadline. Late submissions will only be considered should exceptional circumstances arise; otherwise, the applicant will be encouraged to apply for the following year.
2. The Preliminary Design application must be accompanied by a letter of commitment of maintenance obligations by the local municipality with the acknowledgement that the applicant is required to submit a signed Maintenance agreement at the Final Design Submission stage.
3. The proposed facilities must form part of a Regional-scale pedestrian and cycling network or related infrastructure.
4. The proposed facilities must support relevant objectives and goals included in the:
 - York Region Vision 2051 Strategic Plan
 - York Region Official Plan.
5. The application must be accompanied by evidence that the applicant's Council has approved the cost-sharing and responsibility for the maintenance, repair and replacement of the proposed active transportation infrastructure.
6. The application must be supported by local Council or board-endorsed studies, plans and/or guidelines that provide a vision for the local community where the proposed facilities would be located.
7. Approved funding must be spent within three years from the date of award. After this date, incomplete projects will require an applicant to resubmit for funding consideration to York Region.

Eligible Costs

The following items are eligible for cost-sharing:

1. Capital design and construction costs
2. Cost of preparing tender documents

The following items are not eligible for cost-sharing:

1. Property acquisition
2. Escalation, upfront financing, interest charges, contract change allowances, contract administration charges, insurance and bonding
3. Mobilization and demobilization costs, construction staging, site survey, soil testing

-
4. Standard municipal sidewalks and lighting with the Region's right-of-way
 5. New curbs, gutters, sidewalks, unless necessitated by design
 6. Unit pavers
 7. Ongoing maintenance during the course of operations
 8. Repair or replacement during the course of operations
 9. Temporary or seasonal enhancements, including landscaping
 10. Localized recreational trails or facilities
 11. Utility relocations

Regional Contribution

1. Acceptance of applications is subject to the availability of funding.
2. A minimum annual available funding is \$500, 000, pending Council approval.
3. Applications will be evaluated by the Pedestrian and Cycling Review Team.
4. The Region will contribute 50% funding of eligible costs towards qualifying applications that will be completed with a Region Capital project demonstrating need for Regional priority active transportation infrastructure. The Region will contribute 33% of funding on eligible costs towards qualifying applications that will be completed demonstrating significant benefit to the community. Funding allocation is subject to the number of projects received in the application cycle.
5. The Region will not provide additional funding amounts in excess of the approved final cost estimate
6. Any unused funding amounts are to be returned to the Region.

Reference

Adopted by Regional Council on November 14, 2019; Transportation Services Committee Report x, Clause x.

- (Provide a hyperlink to eDOCS or website)

Appendices

- (Provide a hyperlink to eDOCS or website)

Contact

Program Manager, Sustainable Mobility, Transportation Services, x:[75051](#)

Approval

Council Approval

Date Approved: November 14, 2019	Committee Name: Committee of the Whole
Council Minute No.: [REDACTED]	Report and Clause No.: [REDACTED]

Accessible formats or communication supports are available upon request.

#9196408

STATUS	Final
Council Approved	Y
CAO Approved:	N/A

TITLE: Pedestrian and Cycling Municipal Partnership Policy	Edocs No.: 1824525 Original Approval Date: June 21, 2007 Policy Last Updated: June 28, 2012 Posted on Intranet: August 7, 2012
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POLICY STATEMENT:

The Pedestrian and Cycling **Municipal** Partnership Program policy sets out the criteria, conditions and review process for establishing cost-sharing agreements between eligible applicants and the Region of York for the construction of pedestrian and cycling facilities that are part of a Regional-scale walking and cycling network.

APPLICATION:

This policy applies to requests by **eligible applicants** to cost-share with the Region in constructing pedestrian and **cycling facilities** on-road or off-road cycling facilities and other related pedestrian cycling infrastructure.

PURPOSE:

To provide a framework for the Region to consider an eligible applicant’s request to cost-share in the construction of pedestrian and cycling facilities **within the Region’s boundary**.

DEFINITIONS:

Capital Plan: The roads construction plan, also known as the 10-Year Roads and Transit Capital Construction Program, is a program of planned road and transit improvements to accommodate population and employment growth in York Region and to upgrade existing roads to meet Regional design standards.

Capital Project: Any new construction, expansion, rehabilitation, or replacement project that improves or maintains a Region infrastructure asset.

Eligible Applicants: Local municipalities within the Regional Municipality of York, local conservation authorities, local trail associations, and local school boards.

Local Municipality: Municipalities located within The Regional Municipality of York, including the 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 and Town of Whitchurch-Stouffville.

Pedestrian and Cycling Review Team: Regional staff from **disciplines areas** relevant to pedestrian and cycling facilities who are appointed to review, evaluate and approve applications. **including but not limited to:**

- ~~Transportation Planning~~
- ~~Engineering—Capital Delivery~~
- ~~Transit Service Planning~~
- ~~Long Range Planning~~
- ~~Health Department~~
- ~~Representative(s) from affected local municipalities, as required~~

Regional-Scale Walking and Cycling Network: Pedestrian and cycling facilities that provide seamless connections to adjacent local **area**-municipalities, public transit, and/or major destinations such as shopping, recreational, cultural, and civic.

DESCRIPTION:

The Pedestrian and Cycling **Municipal** Partnership Program offers eligible applicants the opportunity to **request the Region to** cost-share on the construction of pedestrian and cycling facilities which form part of a Regional-scale walking and cycling network.

Regional Council has allocated a **minimum of** \$500,000 annually for this program.

Pedestrian and cycling facilities shall support the Region's objective to establish a balanced and sustainable transportation system, by:

- Providing alternate transportation options that reduce dependence on private vehicles while improving public health and air quality. ~~and~~
- Improving accessibility and mobility through a system that **encourages and** engages pedestrians and cyclists. ~~and makes them feel comfortable when using it.~~
- **Connecting major transit and transportation infrastructure across the Region**

Constructing pedestrian and cycling facilities that are part of a Regional-Scale Walking and Cycling Network will contribute to achieving a number of the Region's strategic goals. ~~which include:~~

Vision 2051

- A place where everyone can thrive in an environment that fosters healthy living; is safe, accessible, inclusive and supportive.
- A diverse urban form that provides a variety of interesting and exciting places to live, work and play. Communities are people-first and designed for healthy, active living and social inclusion, and are the heart of business, arts and culture, community life and services.
- A seamless network for mobility that provides accessibility to all destinations using diverse transportation options for people in all communities, promotes active health living and safely and efficiently moves people and goods.

- Sustainability that can be practiced in everyday life through climate resiliency, innovative water conservation and re-use, water resource protection, waste reduction, energy conservation and greenhouse gas reduction.

York Region Official Plan

- To improve the health and well-being of residents and workers in the Region by planning and developing sustainable active communities.
- To create a competitive and flexible economic environment that encourages investment and a diversity of employment opportunities.
- To enhance the Region's urban structure through city building, intensification, and compact and complete communities.
- To provide the services required to support the Region's residents and businesses to 2031 and beyond, in a sustainable manner.
- To continuously engage and partner with communities, stakeholders and other levels of government.

Compliance:

• Application

~~An eligible applicant that applies to this program must ensure its~~ Applications **must** meet the eligibility criteria and conditions set out in this policy, its associated application guidelines, and any additional program documents or other applicable requirements as amended. **The online application form and guidelines can be found at www.york.ca/pcmpp.**

• Eligibility Criteria

1. The Preliminary and Final Design submissions must be received no later than 4:30 p.m. on the application deadline. Late submissions will only be considered should exceptional circumstances arise otherwise the applicant will be encouraged to apply for the following year.
2. The Preliminary Design application must be accompanied by a letter of commitment of maintenance obligations by the local municipality with the acknowledgement that the applicant is required to submit a signed Maintenance Agreement at the Final Design Submission stage.
3. The proposed facilities must form part of a Regional-scale walking and cycling network.
4. The proposed facilities must support relevant goals and objectives included in the:
 - York Region Vision 2051 Strategic Plan
 - York Region Official Plan.
5. The proposed facilities must meet Regional planning and design guidelines.
6. The application must be accompanied by **evidence that the applicant's Council has approved the ~~a local council resolution that commits the applicant to~~ cost-sharing, and to responsibility for the maintenance, repair and replacement of the proposed **active transportation infrastructure. ~~facilities.~~****

7. The application must be supported by local council- or board-endorsed studies, plans and/or guidelines that provide a vision for the local community where the proposed facilities would be located.
8. Approved funding must be spent within 3 years from the date of award. After this date, incomplete projects will require an applicant to resubmit to York Region for funding consideration.

- **Eligible Costs**

The following items are eligible for cost-sharing:

1. Capital construction costs
2. Cost of preparing tender documents

The following items are not eligible for cost-sharing:

1. Property acquisition
2. Escalation, upfront financing, interest charges, contract change allowances, contract administration charges, insurance and bonding
3. Mobilization and demobilization costs, construction staging, site survey, soil testing
4. Standard municipal sidewalks and lighting with the Region's right-of-way
5. New curbs, gutters, or sidewalks, unless necessitated by design
6. Unit pavers
7. On-going maintenance during the course of operations
8. Repair or replacement during the course of operations
9. Temporary or seasonal enhancements, including landscaping
10. Localized recreational trails or facilities
11. Utility Relocation
- ~~12. End of trip facilities that are not part of the construction project (ex. bike racks, lockers, etc.).~~

- **Region Contribution**

1. Acceptance of applications is subject to the availability of funding.
2. A minimum available funding is \$500,000, pending Council approval.
3. Applications will be evaluated by the Pedestrian and Cycling Review Team.
4. The Region will contribute 50% funding of eligible costs towards qualifying applications that will be completed with a Region Capital project demonstrating need for Regional priority active transportation infrastructure. The Region will contribute 44% of funding on eligible costs towards qualifying applications that will be completed demonstrating significant benefit to the community. Funding allocation is subject to the number of projects received in the application cycle.

~~The Region's contribution towards qualifying applications is a maximum of 50% of eligible costs net of all third party contributions.~~

~~The Region will not provide additional funding amounts in excess of the approved final cost estimate.~~

5. The Region will not provide additional funding amounts in excess of the approved final cost estimate
6. Any unused funding amounts are to be returned to the Region.

RESPONSIBILITIES:

Commissioner, Transportation ~~Services and Community Planning Department~~

- Apply the eligibility criteria for final approval of the proposed ~~active transportation infrastructure. facilities.~~
- Authority to release funds for proposals which have been approved by the Pedestrian and Cycling Review Team.
- Report to Council annually on approved contributions.

Program Manager, Sustainable Mobility, Transportation ~~Services Planning~~

- Administer and deliver the Pedestrian and Cycling ~~Municipal~~ Partnership Program.
- Lead function in relation to all Pedestrian and Cycling ~~Municipal~~ Partnership Program inquiries, activities with applicants, and within the York Region.

Applicants

- Complete and submit required documents by the established deadlines.
- Provide a letter of commitment of maintenance obligations at the Preliminary Design Submission with the acknowledgement that the local municipality is required to submit a signed Maintenance Agreement at the Final Design Submission Stage.
- Communicate with the Program Manager, Sustainable Mobility (or designate) ~~Transportation Planning and Project Manager (where applicable)~~ on the design and construction scheduling of the approved facility.
- Revise the proposed facility design as required by the Program Manager, Sustainable Mobility (or designate) ~~Transportation Planning and/or~~ including the Pedestrian and Cycling Review Team.
- ~~Adhere to~~ Comply with agreements made as a condition of approval under this policy.

Pedestrian and Cycling Review Team

- Evaluate applications using Regional ~~plans, policies, guidelines, and design and safety standards. planning and design guidelines.~~
- Provide constructive comments that demonstrate collaboration with applicants during the application review process.

REFERENCE:

Transportation Services Committee Report 6, Clause 5, adopted by Regional Council on June 28, 2012.

CONTACT:

Program Manager, Sustainable Mobility, Transportation Services, x:75051

~~Director, Infrastructure Planning—Transportation and Community Planning Department~~

APPROVAL INFORMATION

CAO Approval Date: n/a

Committee: Transportation Services Clause: 5 Report No: 6

Council Approval: Minute No. 124 Page: 63 Date: ~~June 28, 2012~~
November 14, 2019

1824525 P01/5/1/

On November 21, 2019 Regional Council made the following decision:

1. The existing Lane Designation Bylaw 2019-38 be amended to designate newly-constructed bus rapidway lanes as outlined in Table 1.
2. The existing Turning Movement Restrictions Bylaw 2018-07 be amended to implement an eastbound anytime left turn restriction on Highway 7 (Y.R. 7) at Bruce Street, in the City of Vaughan.
3. The Regional Clerk circulate this report to Clerks of the Cities of Richmond Hill and Vaughan and Town of Newmarket, York Region Rapid Transit Corporation and Chief of York Regional Police.
4. The Regional Solicitor prepare the necessary bylaws.

The original staff report is attached for your information.

Please contact Joseph Petrunaro, Director of Roads and Traffic Operations at 1-877-464-9675 ext. 75220 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

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

The Regional Municipality of York

Committee of the Whole
Transportation Services
November 7, 2019

Report of the Commissioner of Transportation Services

Lane Designations to Operate Rapidways in the Cities of Richmond Hill and Vaughan and Town of Newmarket

1. Recommendations

1. The existing Lane Designation Bylaw 2019-38 be amended to designate newly-constructed bus rapidway lanes as outlined in Table 1.
2. The existing Turning Movement Restrictions Bylaw 2018-07 be amended to implement an eastbound anytime left turn restriction on Highway 7 (Y.R. 7) at Bruce Street, in the City of Vaughan.
3. The Regional Clerk circulate this report to Clerks of the Cities of Richmond Hill and Vaughan and Town of Newmarket, York Region Rapid Transit Corporation and Chief of York Regional Police.
4. The Regional Solicitor prepare the necessary bylaws.

2. Summary

This report seeks Council approval to designate lanes and a left turn restriction on Regional roads to operate bus rapid transit service.

Key Points:

- Rapidway lanes need to be designated to allow exclusive use for Viva bus rapid transit service in dedicated lanes to provide efficient service to travellers
- An eastbound anytime left turn restriction to be implemented on Highway 7 at Bruce Street to ensure safe traffic operations

3. Background

Viva service operates in exclusive dedicated lanes to provide efficient bus rapid transit service to travellers

Rapidway lanes are dedicated lanes for bus rapid transit service. The service operates in the centre of the road, allowing Viva buses to move out of mixed traffic lanes. Rapid transit service maximizes the person-moving capacity of the Region's busiest corridors.

Additional bus rapid transit projects are planned to be completed and in operation by the end of 2019

York Region Rapid Transit Corporation construction schedules indicate additional planned sections of bus rapid transit projects (H2 East, H2 West and Y3.2) in the Cities of Richmond Hill and Vaughan and the Town of Newmarket are anticipated to be completed and in operation in December of this year. Portions of the following Regional roads need to be designated to allow exclusive use for Viva bus rapid transit service:

- Bathurst Street
- Centre Street
- Highway 7
- Yonge Street

4. Analysis

Rapidway lanes need to be designated to allow exclusive use for Viva bus rapid transit service in dedicated lanes

Rapidway lanes are designed for Viva bus rapid transit service use. The intent of these designated lanes is to improve the person-moving capacity on Regional corridors by providing more reliable and frequent service. Amending the Lane Designation Bylaw will restrict the use of the rapidways to certain vehicle class types ensuring the rapidway is exclusively designated for bus rapid transit vehicles. Provisions for use by emergency service vehicles responding to calls as well as maintenance vehicles are included in the bylaw. The lane designation bylaw is enforceable in accordance with the *Highway Traffic Act*.

Table 1 outlines Regional road sections scheduled for implementation of rapidway lane designation. Location maps are included as Attachments 1 to 3.

Table 1
Regional Roads to be Designated for Rapidways

BRT Project	Portion of Highway	Limit	Vehicle Class	Times or Days
H2 East	Bathurst Street (Y.R. 38) Partial southbound rapidway located in the centre lane Cities of Richmond Hill and Vaughan	Bathurst Street (Y.R. 38) 200 metres south of the Connector Road (Y.R. 7) to north limit of Flamingo Road/Worth Boulevard	Rapid Transit buses Emergency Services Maintenance Vehicles	24 hours, 7 days a week, effective December 2019
H2 East	Bathurst Street (Y.R. 38) Full rapidway located in the centre lane City of Vaughan	South limit of Flamingo Road/Worth Boulevard to north limit of Centre Street (Y.R. 71)	Rapid Transit buses Emergency Service Vehicles Maintenance Vehicles	24 hours, 7 days a week, effective December 2019
H2 East	Centre Street (Y.R. 71) Full rapidway located in the centre lane City of Vaughan	West limit of Bathurst Street (Y.R. 38) to east limit of Highway 407	Rapid Transit buses Emergency Service Vehicles Maintenance Vehicles	24 hours, 7 days a week, effective December 2019
H2 East	Centre Street (Y.R. 71) Partial rapidway located in the centre lane City of Vaughan	West limit of Highway 407 to east limit of Highway 7 (Y.R. 7)	Rapid Transit buses Emergency Service Vehicles Maintenance Vehicles	24 hours, 7 days a week, effective December 2019

BRT Project	Portion of Highway	Limit	Vehicle Class	Times or Days
H2 West	Highway 7 (Y.R. 7) Full rapidway located in the centre lane City of Vaughan	West limit of Edgeley Boulevard to 100 metres east of Bruce Street	Rapid Transit buses Emergency Service Vehicles Maintenance Vehicles	24 hours, 7 days a week, effective December 2019
Y3.2	Yonge Street (Y.R. 1) Full rapidway located in the centre lane Town of Newmarket	South limit of Savage Road /Sawmill Valley Drive to south limit of Davis Drive (Y.R. 31)	Rapid Transit buses Emergency Service Vehicles Maintenance Vehicles	24 hours, 7 days a week, effective December 2019

An eastbound anytime left turn restriction is required on Highway 7 at Bruce Street to ensure safe traffic operations

The intersection of Highway 7 at Bruce Street, in the City of Vaughan, is a T-intersection with Bruce Street connecting from the south side. A private residential driveway access on the north side of Highway 7 is located within the intersection. Due to property constraints on the west side of the intersection, a dedicated eastbound left turn lane could not be included as part of the intersection reconstruction.

A bylaw is required to restrict motorists from making an eastbound left turn from a through lane. Without the restriction, significant delays for travellers on Highway 7 and the potential for rear-end collisions could be experienced. The property owner has been informed of the proposed eastbound anytime left turn restriction as shown in Attachment 2. The property can be accessed in the eastbound direction by making a U-turn at the signalized intersection of Highway 7 and Wigwoss Drive/Helen Street.

5. Financial

There is no financial impact associated with designating lanes referenced in this report for the use of certain vehicle classes. Costs to install the required signage for implementation of the dedicated lanes and turn restriction referenced are included in the approved York Region Rapid Transit Corporation project budget funded by Metrolinx.

6. Local Impact

Local municipal staff has been informed of the recommendations contained in this report. Travellers will be provided with improved rapid transit service offering more sustainable transportation options, including a more connected and efficient transportation network.

7. Conclusion

As construction of bus rapid transit projects near completion on portions of Bathurst Street, Centre Street and Highway 7 in the Cities of Richmond Hill and Vaughan and Yonge Street in the Town of Newmarket, it is necessary to implement lane designations and turn restrictions to operate transit along these rapidway corridors. Revisions to the Lane Designation and Turning Movement Restrictions Bylaws are required to support bus rapid transit service.

Staff recommends the sections of Regional roads outlined in this report be designated for the exclusive use of bus rapid transit vehicles and the anytime left turn restriction outlined be implemented to support safe traffic operations.

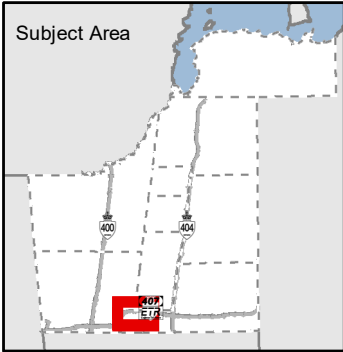
The Regional Solicitor is required to amend the schedules to the bylaws governing lane designations and turning movement restrictions. The Regional Clerk to notify the Cities of Richmond Hill and Vaughan, Town of Newmarket, York Region Rapid Transit Corporation and York Regional Police of the amendments.

For more information on this report, please contact Joseph Petrunaro, Director Roads and Traffic Operations, at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Jankowski**
Commissioner of Transportation Services

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

October 30, 2019
Attachments (3)
9940350



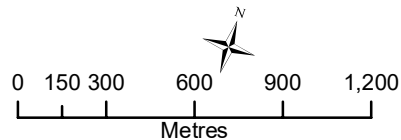
Bathurst and Centre Rapidway Project

Lane Designations to Operate Rapidways
 in the City of Vaughan and
 City of Richmond Hill
 November 7, 2019

Produced by:
 The Regional Municipality of York
 Roads & Traffic Operations, Transportation Services
 September, 2019

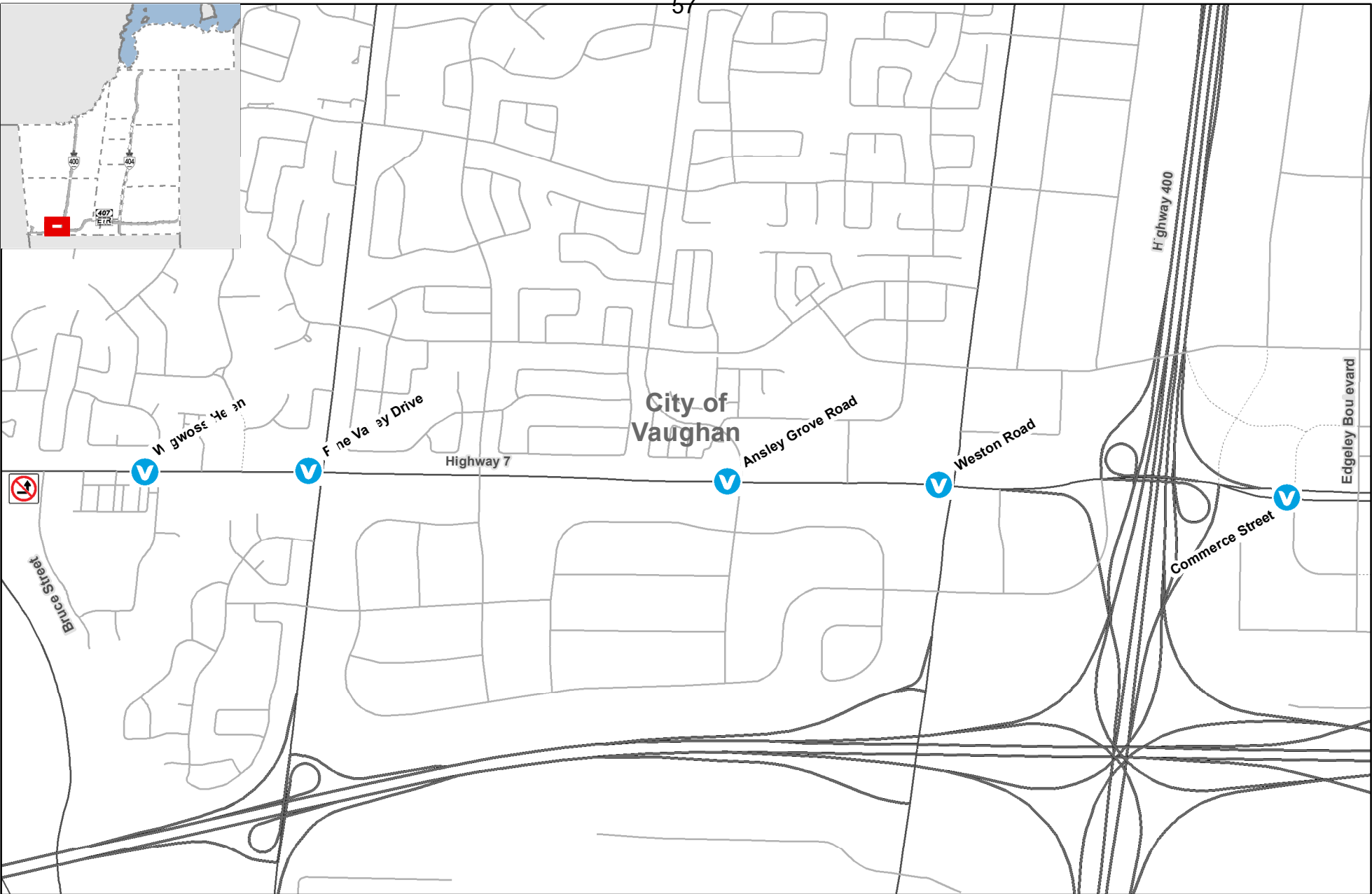
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Legend

- Rapid Transit Lane Designation
- Municipal Boundary
- Vivastation



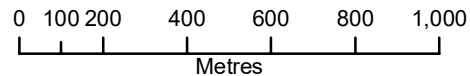
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September, 2019

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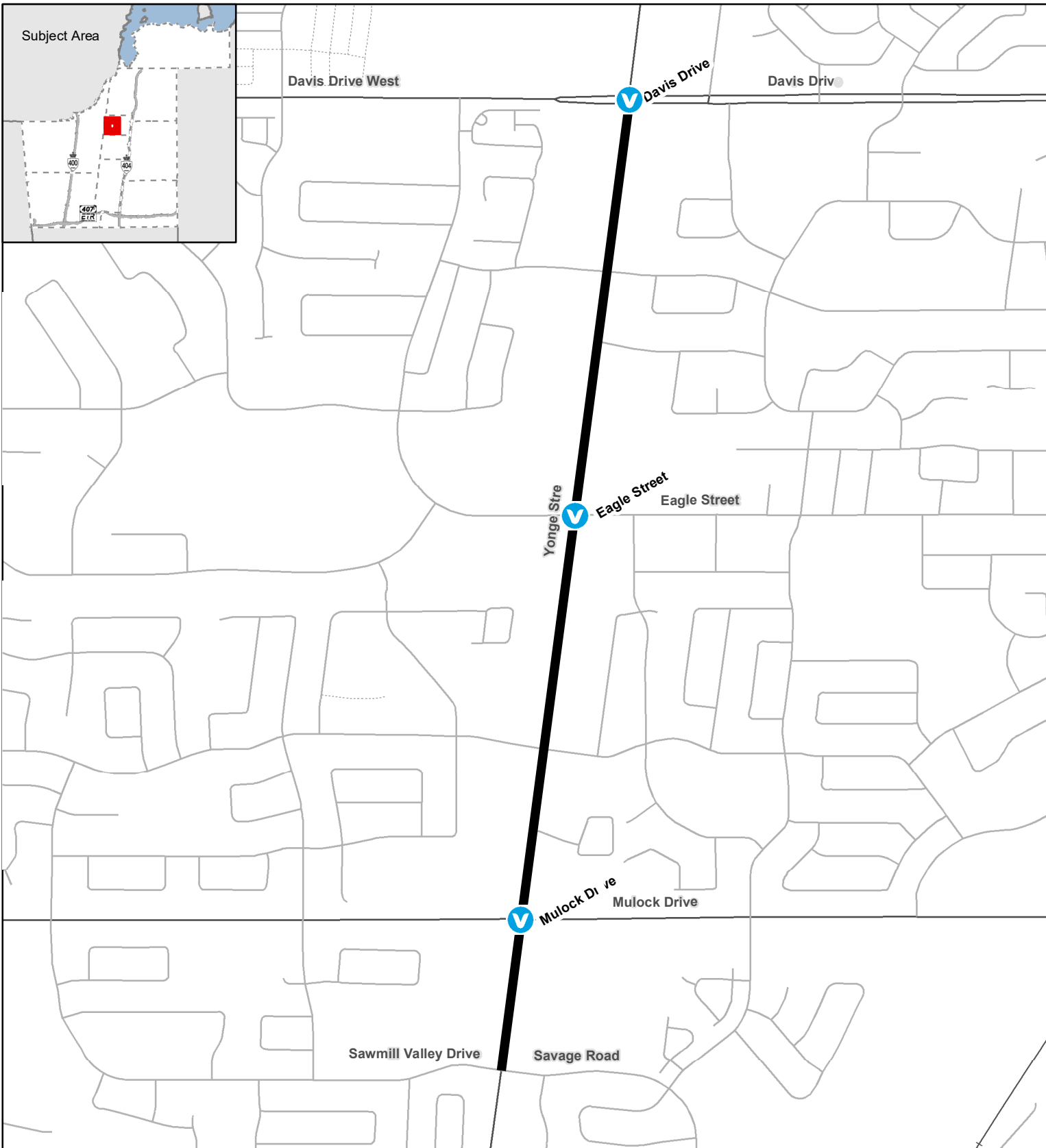
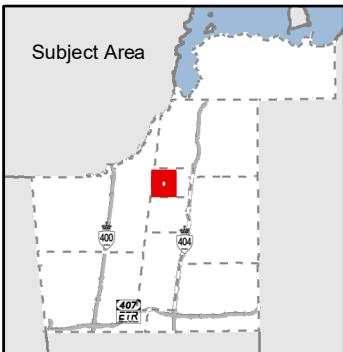
Highway 7 West Rapidway Project

Lane Designations to Operate Rapidways
in the City of Vaughan
November 7, 2019



Legend

-  Rapid Transit Lane Designation
-  Vivastation
-  Eastbound Left Turn Restriction
(Highway 7 and Bruce Street)



Yonge Street Rapidway Project

Lane Designations to Operate Rapidways
in the Town of Newmarket
November 7, 2019

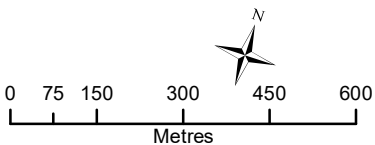
Legend

-  Rapid Transit Lane Designation
-  Vivastation



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Roads & Traffic Operations, Transportation Services
September, 2019

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On November 21, 2019 Regional Council made the following decision:

1. Council approve the Economic Development Action Plan 2020 – 2023 (Attachment 1).
2. Council endorse the principles for allocating funding from the Innovation Investment Fund (Attachment 3).
3. The Economic Development Action Plan 2020 – 2023 be circulated by the Regional Clerk to local municipalities, local chambers of commerce and boards of trade, ventureLAB, Toronto Global and the York Region Arts Council.

The original staff report is attached for your information.

Please contact Diane Chase at 1-877-464-9675 ext. 71512 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

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

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
November 14, 2019

Report of the Commissioner of Corporate Services and Chief Planner

Economic Development Action Plan 2020 to 2023

1. Recommendations

1. Council approve the Economic Development Action Plan 2020 – 2023 (Attachment 1).
2. Council endorse the principles for allocating funding from the Innovation Investment Fund (Attachment 3).
3. The Economic Development Action Plan 2020 – 2023 be circulated by the Regional Clerk to local municipalities, local chambers of commerce and boards of trade, ventureLAB, Toronto Global and the York Region Arts Council.

2. Summary

This report outlines results of the Economic Development Action Plan 2016 to 2019, and presents a new Economic Development Action Plan 2020 to 2023 for Council's approval. Details of results from the previous plan, the review process and recommended future actions are contained in the attached Economic Development Action Plan 2020 to 2023 document (Attachment 1).

Key Points:

- York Region's economic development programs support business growth and economic prosperity, as envisioned in the Strategic Plan
- Stakeholders were engaged to help develop a new Economic Development Action Plan for 2020 to 2023
- The new Action Plan will focus on initiatives that support Business, Innovation and Talent
- The new Innovation Investment Fund will be launched to drive innovation in the community and attract investments in major transformational projects
- Partnerships are key to delivering effective programs and achieving results

3. Background

Business and job growth are fundamental to the Region's economic success

York Region is the third largest business centre in Ontario and a top destination for business, talent, and investment. York Region is home to:

- Canada's second largest cluster of information and communications technology companies
- Canada's largest automotive parts and electronics manufacturing cluster
- Ontario's second highest number of financial and professional services firms
- Ontario's second largest construction market
- Two of the Greater Toronto Area's three 'employment megazones' that have the highest concentration of jobs outside Toronto's downtown core

Business and job growth are fundamental to economic vitality and quality of life. Attracting and retaining a variety of high quality jobs across a broad range of sectors promotes economic resilience and helps ensure those living in York Region have the opportunity to work and thrive where they live.

The previous Economic Development Action Plan 2016 to 2019 focused on programs that supported business growth, innovation and building awareness

On January 21, 2016, Regional Council approved the [Economic Development Action Plan 2016 to 2019](#). The Plan identified 42 actions under four program areas including Research & Analysis, Business Advisory, Innovation & Entrepreneur Development, and Marketing & Communications.

Some key outcomes over the past four years include:

- 2,500 new and expansion jobs facilitated by York Region business advisory programs, in partnership with local municipalities, including attracting major corporations like GM and Celestica
- Launch of the award winning York Link marketing campaign and communications strategy, with significant digital and social media reach and corporate engagement
- Support for the new York University campus in Markham
- Launch of York Net, York Region's dark fibre service provider
- Development of an Agriculture and Agri-Food Strategy, and support for the revitalized York Farm Fresh Association and Agriculture and Agri-Food Advisory Committee

The Economic Development Action Plan requires updating to ensure continued alignment with Council's strategic priorities

The Economic Development Action Plan 2016 to 2019 was designed to align with the 2016 to 2019 Strategic Plan and provided a sound base for developing future programs and initiatives. With Council approval earlier this year of the 2019 to 2023 Strategic Plan, it is necessary to revisit the Economic Development Action Plan to ensure continued alignment with the strategic priorities of Council and the evolving nature of employment growth.

4. Analysis

Broad consultations and research supported development of the Action Plan

The Economic Development Action Plan 2020 to 2023 has been developed over the past 12 months through the process outlined below:

- Review economic development plans/strategies in all nine local municipalities and plans of competitive locations in the Greater Toronto Area and Southern Ontario
- Review of past four year economic growth indicators for the Region's economy and outcomes from the Economic Development Action Plan 2016 to 2019
- A facilitated stakeholder consultation session in June of 2019 with 50 attendees to explore what breakthroughs might take the Region's economy to the next level
- An online survey of businesses and the public to solicit views on how the Region can positively influence economic prosperity
- A final stakeholder session to review draft actions and areas of focus

Key program delivery partners and the broader business community were included in the Action Plan consultations and review process, including Regional and local municipal staff, businesses and business organizations, the development industry, and stakeholders in the innovation and business development fields.

The Action Plan review process has been coordinated with the Municipal Comprehensive Review

The development of the new Action Plan was timed to coordinate with background work being undertaken through the Municipal Comprehensive Review to update the Regional Official Plan. Specifically, the Action Plan considered economic research on employment trends to ensure alignment of economic development actions and planning policies related to business and employment growth and city building efforts.

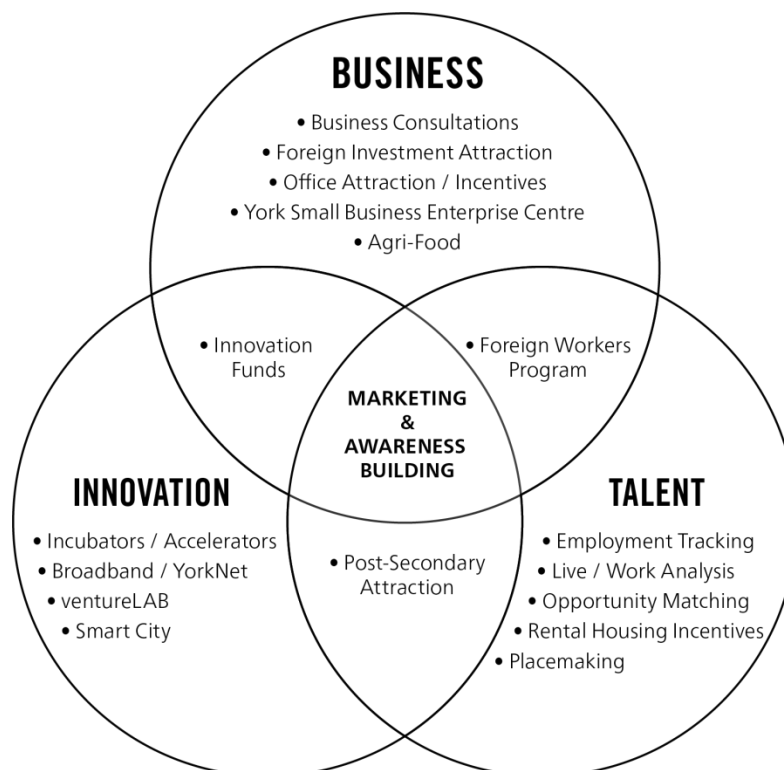
New Economic Development Action Plan proposed to focus on supporting Business, Innovation and Talent

Background research and input received through consultation was analysed to generate areas of focus for the Region to consider. Key focus areas of business, innovation and talent emerged as priorities to develop the Action Plan around. The full list of Actions is provided in Attachment 2 to this report.

The Actions set out in the Plan are not necessarily discrete and separate activities. There are significant connections between many of the initiatives, as illustrated in Figure 1. For example:

- Talent matching activities such as referring companies to the federal Global Skills Program support both talent attraction and business growth
- Providing leveraged funding through two new innovation funds approved by council in the 2019 budget will help build the innovation networks creating business growth opportunities for entrepreneurs
- Engaging in further post-secondary attraction efforts will help increase talent in the Region creating new opportunities for research and innovation and supporting business growth
- Marketing and Awareness building programs such as the York Link campaign support all three areas of focus

Figure 1: Economic Development Action Plan areas of convergence



Existing core programs will continue in the new Action Plan to build on previous success

The new Action Plan includes numerous actions from the previous plan that represent core services and strategic priorities of Council. These include:

- Marketing – continuing and expanding on the York Link campaign, ‘Where Talent and Opportunity Intersect’ to continue driving awareness of the Region as a place to locate, work and invest
- Business Advisory – engaging and supporting the Region’s growing knowledge-based companies and small businesses to increase jobs in collaboration with local municipalities, augmenting local corporate call programs
- Partnerships – continuing to seek partners and share resources with external delivery partners including ventureLAB, Toronto Global, the York Region Arts Council, and the Province

These areas have generated business growth and jobs, and stakeholders strongly encouraged the Region continue and build upon.

A continued focus in the Action Plan is Talent

Talent has emerged as a key factor in sustaining business growth. Talent attraction and matching workers with business has been initiated over the past several years and needs greater focus going forward. Targeted marketing of the Region to knowledge based talent through York Link social media channels will become a focus for the campaign.

The Economic Strategy office was recently approved as a federal referral agent for the Global Skills Program, allowing the Region to directly assist companies with fast-tracked access to foreign workers. This new service will be promoted and leveraged. The introduction of a job board on the Innovation Portal managed by ventureLAB and supported by York University, Seneca College and the hospital network will assist businesses to connect with technological talent.

The Action Plan also contemplates continuing to enhance connections with workforce development initiatives of the Community and Health Services Community Partnership Council and the Workforce Planning Board.

Council has created two innovation funds that will be a focus of the new Action Plan

York Region recognizes the importance of innovation in supporting economic prosperity in the community. Council has financially supported building of the York University campus in Markham and provides ongoing funding of ventureLAB. These are prime examples of the Region’s commitment to this direction that may lead to business and job growth.

Recognizing the importance of investing in the future, Council approved two new programs in the 2019-2022 budget: an Innovation Investment Fund and an Entrepreneurship and Innovation Fund. The Entrepreneurship and Innovation Fund was previously approved in the ventureLAB 2018 Results and 2019 Agreement report on June 13, 2019.

The Innovation Investment Fund would support major transformational projects with regional impact

The Innovation Investment Fund was created by Council in the 2019 Budget to support major innovation infrastructure investments. Council approved an initial contribution to the fund of \$1,000,000 in 2019 and will determine how much to add to the fund each year.

The Innovation Investment Fund is intended to build over time to allow Council to support transformational projects of regional significance, such as new post-secondary training and research facilities, research institutions, centres of excellence or transformative infrastructure projects directly related to innovation and utilization of new technologies.

Staff is seeking endorsement of principles for the Innovation Investment Fund as part of the approval of the Economic Development Action Plan

Projects can be brought forward by external parties or initiated internally. Evaluation of projects includes the following criteria:

- Regional impact, both economic (e.g. amount invested, businesses supported, jobs created) and community (e.g. supporting local learning and employment, improve life in the community and environment)
- Significant leveraging of additional investment (e.g. requirement for total investments to at least match York Region's contribution)
- Partnership development within the Region (e.g. engaging existing Regional stakeholders and attracting new investors to partner here; including public and private partners)
- Support for and involvement of key economic clusters in the Region (e.g. information and communications technology, healthcare, finance and business services, environmental technology, agri-food)

Project proposals will be reviewed by a staff panel with outside support where external expertise is required. Qualified proposals will then be recommended to Council for consideration and funding approval. Council could allocate all, some or none of the funds to proposals, and could also allocate future contributions to the fund (as was the case with the York University campus) to support large projects where Regional participation is appropriate. Proposals will be accepted for review at any time.

A draft set of principles for the Innovation Investment fund can be found in Attachment 3 to this report and staff is seeking endorsement of these principles as part the approval of the Economic Development Action Plan 2020 to 2023.

The Entrepreneurship and Innovation Fund will help build the Region's innovation network

The Entrepreneurship and Innovation Fund is a \$100,000 annual contribution from the Economic Strategy budget to ventureLAB to provide support to innovative companies, technology hubs, incubators, and accelerators. The Region will work with ventureLAB as the program administrator to distribute funds each year to three groups:

- Community Partners looking to launch or grow business accelerators/incubators
- Small Business and Entrepreneurs looking to commercialize products and services
- Start up and early stage companies looking for seed funding through an annual Pitch Competition

The \$100,000 fund is intended to leverage additional investments and funding, helping to grow the innovation network in the Region.

The new Action Plan will address emerging opportunities

Other emerging opportunities are addressed in the Action Plan including:

- Post-secondary attraction that builds upon the attraction of a new York University campus in Markham, and broaden educational, research and training capabilities in the Region
- Engaging in enhanced foreign direct investment marketing activities in addition to Toronto Global and supporting local municipal foreign investment attraction efforts. This will help develop global recognition of the Region and remain competitive within the Greater Toronto Area
- Initiating a Smart Cities Working Group, made up of internal Regional departments, to build on the success of the Region's Broadband Strategy and Intelligent Community initiatives to set the stage for adoption of Smart City technologies, policies and practices that support efficient service delivery
- Examining the Region's role in supporting Tourism, Arts and Culture as important talent attraction and place making elements, and study opportunities to attract major business and tourism support investments such as major hotel/conference facilities

Success of the Action Plan will depend on strong relationships with program delivery partners and stakeholders

Just as the Action Plan has been developed in consultation with key program delivery partners and stakeholders, success of the Plan will also benefit from these relationships. Local municipalities and locally operated Small Business Enterprise Centres are key partners to deliver coordinated and effective economic development programs. York Region works with numerous agencies and organizations on a regular basis to plan and deliver programs and services to the business community. These include the nine chambers of commerce and boards of trade and a host of innovation, workforce and sector specific organizations.

The Region's Economic Strategy office has direct funding and program delivery agreements with the Federal and Provincial governments in addition to working with various ministries and senior government agencies to facilitate business, talent and innovation supportive activities.

The Action Plan contemplates continuing formal partnership agreements with ventureLAB, Toronto Global, and the York Region Arts Council, subject to partnership terms, to extend the Region's leverage and reach to deliver programs that directly impact business growth and economic prosperity.

Measuring success and reporting outcomes is important to implement the Action Plan

Each action in the Plan has a target or key performance indicator associated with it. Performance against these targets and indicators will be monitored on a regular basis and form part of reporting.

Staff will report to Council on program results and economic impacts through the annual Economic Development Year in Review report. On-going communication of results and successes will occur through publication of regular economic updates in print and on-line, and through targeted reports to Council on major initiatives

Initiative supports strategic goal of Vision/Strategic Plan

Council has taken proactive steps to recognize economic prosperity and vitality as key to the Region's future. Vision 2051 and the 2019 to 2023 Strategic Plan recognize the importance of a vital and growing economy. The 2019 to 2023 Strategic Plan includes increasing economic prosperity by fostering an environment that attracts businesses, grows employment opportunities, and attracts talent as one of its primary goals.

5. Financial

The Action Plan review has been undertaken primarily with in-house resources. An external facilitator was engaged to conduct the Stakeholder Consultation session in June. All costs associated with the work are included in the approved 2019 Planning and Economic

Development Branch budget, except the Innovation Investment Fund which has been approved by Council and established as a corporate reserve account.

The Planning and Economic Development budget and Innovation Investment Fund will be used to leverage funding from other levels of government and other public and private partners to maximize results and economic impact.

6. Local Impact

The Region and local municipalities play a complementary role in economic development

Local municipalities are key partners to deliver the Region's economic direction. All nine local municipal economic development offices were included in the consultation process and development of the Economic Development Action Plan 2020 to 2023. Current local economic strategy documents have been reviewed as part of the Action Plan review process, and have been considered when developing Region-wide actions.

The Region and its local municipalities have complementary roles to play in driving economic development for the benefit of both residents and businesses. A Regional approach creates significant scale in research, marketing and business connections that extends the reach of economic development support programs across municipal boundaries within the Region, and beyond.

Key industry clusters like information and communications technology, financial and business services, engineering and advanced manufacturing extend across much of the Region and collectively position the Region's municipalities as an economic powerhouse not only within the GTA but also on a national and North American scale.

The partnership between the Region and local municipalities is driving success

As employers continue to assess business location needs for operational and talent attraction reasons a combined local-regional economic development approach is essential to retaining, growing and attracting companies in the very competitive Greater Toronto Area and global economies. This approach helped successfully land both General Motors and Celestica in York Region, in partnership with the City of Markham and Town of Newmarket respectively, and significantly raised the profile of the local technology cluster through marketing initiatives such as the York Link campaign and Collision Conference.

A Regional approach is necessary to attract innovation investments like major post-secondary campuses of the scale secured in the new York University campus in Markham or develop an interconnected network of innovation accelerators and hubs such as ventureLAB and NewmakeIT. It is also important in raising the profile of the agriculture and agri-food sector and supporting small business formation and growth in smaller more rural communities.

The actions developed in the Economic Development Action Plan 2020 to 2023 are designed to complement local strategies, initiatives and messaging, avoid duplication, and be delivered in partnership with local municipalities.

7. Conclusion

The Region continues to be an attractive place for innovative businesses and talent to locate, invest and grow. York Region has impacted this success through its partnerships and business supportive investments in infrastructure and programs.

The Economic Development Action Plan 2020 to 2023 directly supports the economic prosperity goals and key actions in the 2019 to 2023 Strategic Plan through programs and initiatives that support Business, Innovation and Talent. Partnerships will be key to delivering programs and achieving success.

For more information on this report, please contact Doug Lindeblom, Director, Economic Strategy at 1-877-464-9675 ext. 71503. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Freeman, MCIP, RPP**
Chief Planner

Dino Basso
Commissioner of Corporate Services

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

November 8, 2019
Attachments (3)
#10176676



YORK REGIONAL COUNCIL | 2018 - 2021



Mayor
Frank Scarpitti
City of Markham



Regional Councillor
Don Hamilton
City of Markham



Regional Councillor
Jack Heath
City of Markham



Regional Councillor
Joe Li
City of Markham



Regional Councillor
Jim Jones
City of Markham



Mayor
David Barrow
City of Richmond Hill



Mayor
Maurizio Bevilacqua
City of Vaughan



Chairman & CEO
Wayne Emmerson



Regional Councillor
Joe DiPaola
City of Richmond Hill



Regional Councillor
Mario Ferri
City of Vaughan



Regional Councillor
Carmine Perrelli
City of Richmond Hill



Regional Councillor
Gino Rosati
City of Vaughan



Mayor
John Taylor
Town of Newmarket



Regional Councillor
Linda Jackson
City of Vaughan



Regional Councillor
Tom Vegh
Town of Newmarket



Mayor
Margaret Quirk
Town of Georgina



Regional Councillor
Robert Grossi
Town of Georgina



Mayor
Tom Mrakas
Town of Aurora



Mayor
Virginia Hackson
Town of East Gwillimbury



Mayor
Steve Pellegrini
Township of King



Mayor
Iain Lovatt
Town of Whitchurch-Stouffville

A MESSAGE FROM YORK REGION CHAIRMAN AND CEO AND MEMBERS OF REGIONAL COUNCIL

Fostering an environment that attracts business, grows employment opportunities and draws talent is a key priority for York Regional Council.

As a top destination for investment in the Greater Toronto and Hamilton Area (GTHA), The Regional Municipality of York is home to the second largest tech cluster in all of Canada and the third largest business community in Ontario. Our diverse and thriving economy makes York Region the place for talent, innovation and opportunity to intersect.

Currently home to more than 636,000 local jobs, York Region's labour force is expected to reach 900,000 by 2041. To support this growth, York Regional Council remains committed to delivering programs and services that attract a variety of businesses and high-quality jobs to our communities.

The updated 2020 to 2023 Economic Action Plan builds on the successes of previous plans and outlines initiatives that will ensure residents have the opportunity to work and thrive where they live.

Business and job growth are fundamental to the economic prosperity and quality of life in York Region. Through the collective actions of this plan, Regional Council will continue to work towards building an even stronger economy for residents and our communities.

ECONOMIC DEVELOPMENT ACTION PLAN | 2020 TO 2023

05 | York Region: An Economic Powerhouse

11 | Progress on the Economic Development Action Plan | 2016 to 2019

17 | Developing a New Action Plan for 2020 to 2023

19 | Economic Development Action Plan | 2020 to 2023

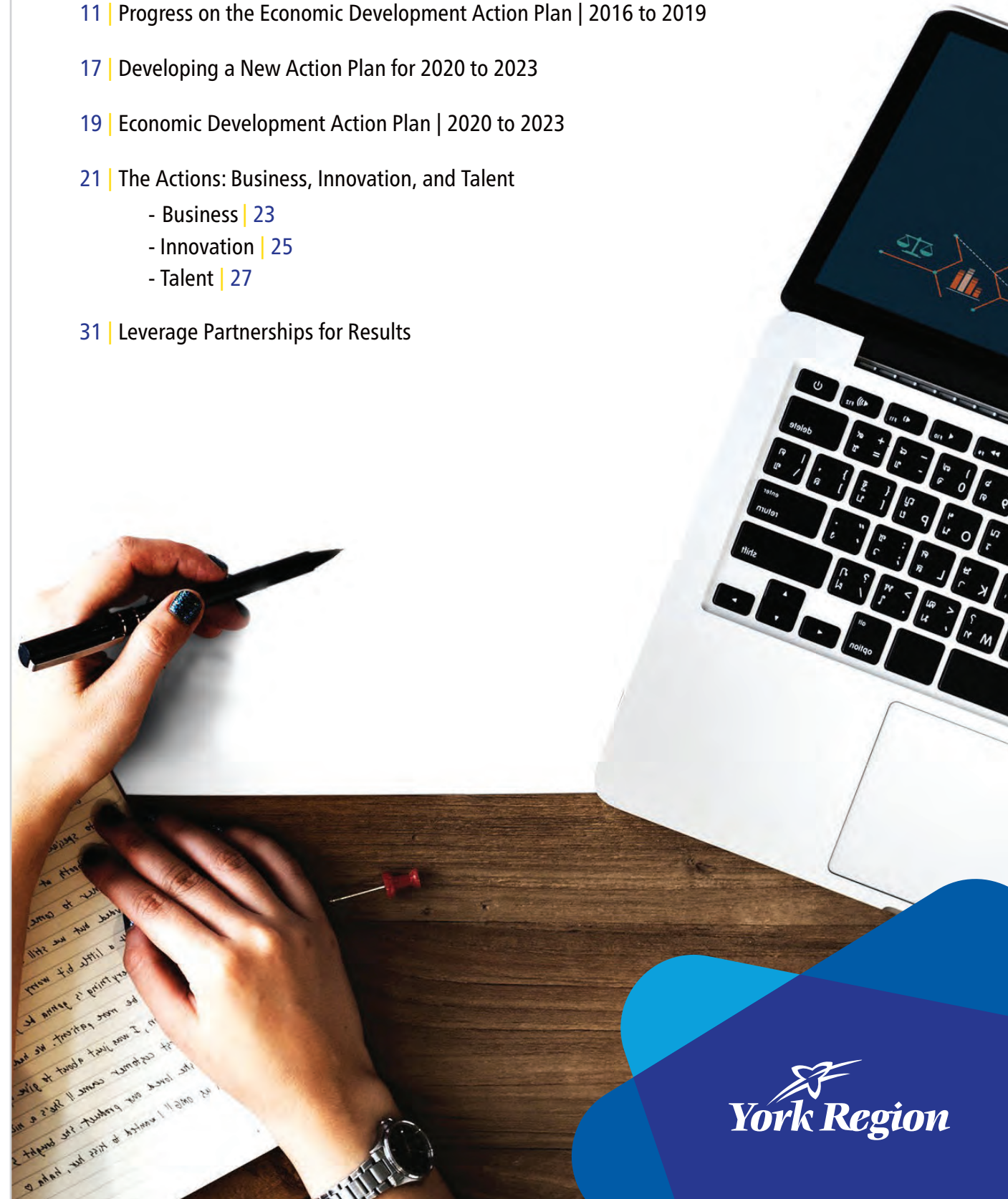
21 | The Actions: Business, Innovation, and Talent

- Business | 23

- Innovation | 25

- Talent | 27

31 | Leverage Partnerships for Results



#YRTECH EXPERIENCE PAVILION AT COLLISION CONFERENCE 2019 IN TORONTO

Collision is North America's fastest growing technology conference, attracting over 25,000 attendees annually.

Recognizing York Region's position as a leading tech hub, the City of Toronto invited York Region to join the Collision Conference 2019 organizing host committee alongside other government organizations and key innovation and trade stakeholders.

York Region was front and centre at Collision Conference's inaugural debut with an 1100-square-foot space, aptly named the #YRtech Experience Pavilion.

The pavilion showcased York Region as the place where talent and opportunity intersect, and further positioned the region as an information and communications technology (ICT) powerhouse.

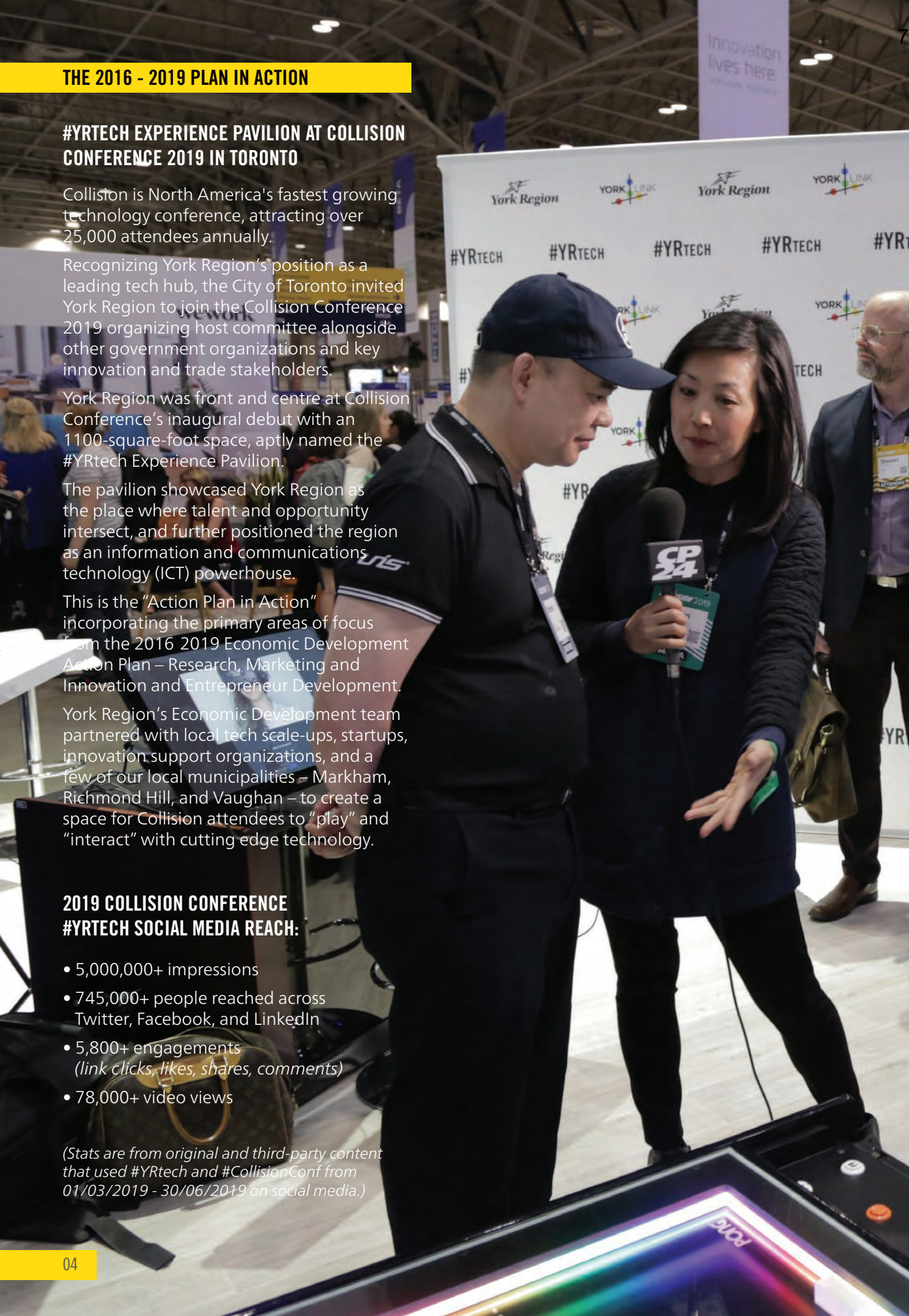
This is the "Action Plan in Action" incorporating the primary areas of focus from the 2016-2019 Economic Development Action Plan – Research, Marketing and Innovation and Entrepreneur Development.

York Region's Economic Development team partnered with local tech scale-ups, startups, innovation support organizations, and a few of our local municipalities – Markham, Richmond Hill, and Vaughan – to create a space for Collision attendees to "play" and "interact" with cutting edge technology.

2019 COLLISION CONFERENCE #YRTECH SOCIAL MEDIA REACH:

- 5,000,000+ impressions
- 745,000+ people reached across Twitter, Facebook, and LinkedIn
- 5,800+ engagements (link clicks, likes, shares, comments)
- 78,000+ video views

(Stats are from original and third-party content that used #YRtech and #CollisionConf from 01/03/2019 - 30/06/2019 on social media.)



YORK REGION: AN ECONOMIC POWERHOUSE

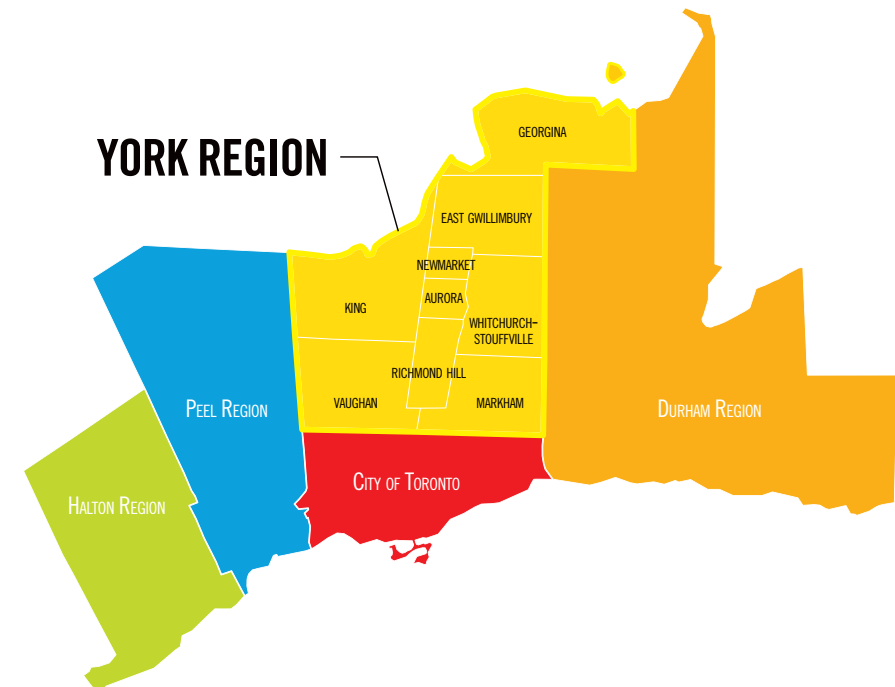
Located in the heart of the Greater Toronto Area (GTA), York Region is the third most populous municipality and third largest business centre in Ontario. It is home to 1.2 million residents, 52,000 business establishments (employers) and 640,000 jobs.

As the fastest growing among Ontario's largest municipal jurisdictions, York Region is an economic powerhouse and a top destination for business, talent, and investment. The Region is home to the:



And York Region is home to Canada's largest automotive parts and electronics manufacturing cluster and two of Greater Toronto Area's three "employment mega zones."

York Region has the third most educated population between the ages of 25-64 amongst Canada's largest municipal jurisdictions and the highest concentration of labour force in technology occupations in the Toronto-Waterloo corridor, relative to population size.



York Region's nine cities and towns are some of the most sought-after communities in the GTA and Canada, attracting up to 20,000 new residents annually on average. With support from other levels of government the Region is making unprecedented investments in transit, infrastructure, and services to accommodate forecasted growth to 1.8 million residents and 900,000 jobs over the next 20 years.

A significant share of development is taking place in York Region's provincially-designated urban growth centres and connecting transit corridors, anchoring its evolution into a world-class complete community that offers residents a full spectrum of live/work opportunities.

1.2 MILLION
RESIDENTS

636,600
LOCAL JOBS

1,500
NEW BUSINESSES
ANNUAL AVERAGE (10 YEARS)

13 FORTUNE 100
COMPANIES
HAVE OPERATIONS IN TORONTO AREA'S YORK REGION

6 OF GREATER TORONTO AREA'S
TOP 10 ICT
CORPORATE R&D SPENDERS

3 RD HIGHEST
POPULATION WITH
POST-SECONDARY EDUCATION
AMONGST CANADA'S LARGEST MUNICIPALITIES
(70%)

\$19
BILLION IN ANNUAL EXPORTS
2,400 EXPORTERS

18 PUBLIC COLLEGES AND
UNIVERSITIES
WITHIN COMMUTING DISTANCE

3 RD LARGEST
BUSINESS HUB IN
ONTARIO
52,000+ EMPLOYER ESTABLISHMENTS

2 ND LARGEST
FINANCIAL AND INSURANCE
SERVICES SECTOR IN
ONTARIO WITH 3,100 FIRMS

6 TH LARGEST
MUNICIPALITY IN
CANADA

2 ND LARGEST
INFORMATION & COMMUNICATIONS
TECHNOLOGY SECTOR IN CANADA
WITH 4,300+ COMPANIES

14,700
NEW JOB GROWTH
ANNUAL AVERAGE | 2001 - 2018

20%
OF GREATER TORONTO'S STEM AND BUSINESS
GRADUTES RESIDE IN YORK REGION

3 RD LARGEST
POPULATION IN
ONTARIO

230 DISTINCT ETHNIC
ORIGINS AND OVER
120 LANGUAGES SPOKEN

\$2.7B
AGRICULTURE AND AGRI-FOOD SECTOR GDP

\$4.7B
10-YEAR INFRASTRUCTURE INVESTMENT

\$3.3 BILLION
CONSTRUCTION VALUE (2018)

YORK REGION LOCAL GDP
\$56
BILLION (est.)

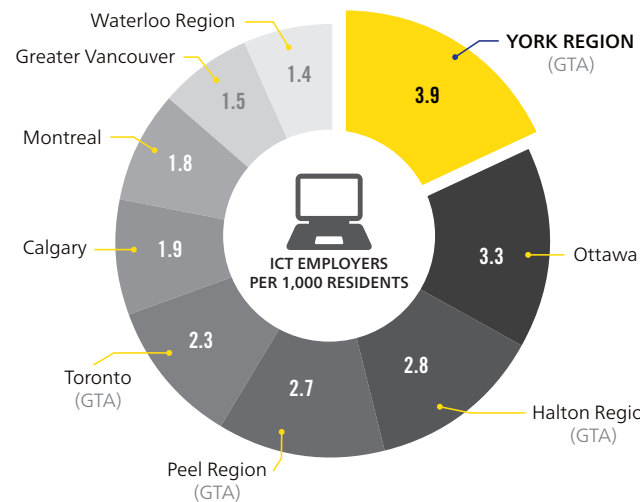
A SOUGHT-AFTER DESTINATION TO LIVE AND WORK

YORK REGION: THE THIRD LARGEST BUSINESS CENTRE IN ONTARIO

RANK	MUNICIPALITY	TOTAL # OF BUSINESS ESTABLISHMENTS (EMPLOYERS)
1	City of Toronto	105,706
2	Peel Region	57,200
3	YORK REGION	52,690
4	City of Ottawa	28,832
5	Halton Region	20,719
6	Waterloo Region	16,433
7	City of Hamilton	15,390
8	Durham Region	15,379

Source: Statistics Canada, Canadian Business Counts | 2018

YORK REGION: THE HIGHEST CONCENTRATION OF ICT BUSINESSES IN CANADA



Source: Statistics Canada Canadian Business Counts Dec-18; Population Census | 2016

YORK REGION: ONE OF THE TOP TOTAL CONSTRUCTION VALUES IN CANADA

RANK	MUNICIPALITY	TOTAL VALUE
1	Greater Vancouver Regional District	\$12,371,140
2	City of Toronto	\$10,553,944
3	City of Calgary	\$7,687,889
4	City of Montreal	\$6,724,414
5	City of Edmonton	\$6,254,372
6	YORK REGION	\$3,309,726
7	Peel Region	\$3,022,460
8	City of Ottawa	\$2,968,816
9	Durham Region	\$2,063,914
10	Halton Region	\$1,779,228

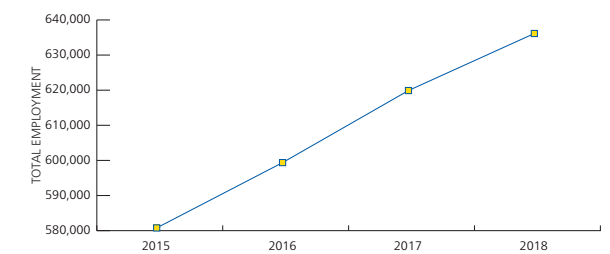
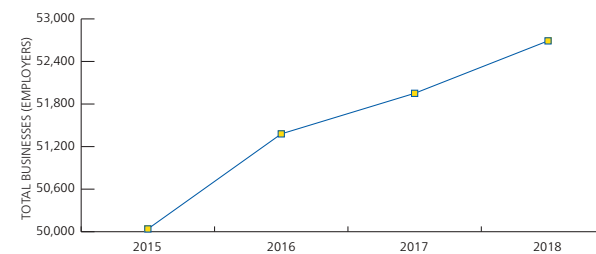
Source: Local Municipal Building Permit Reports; Statistics Canada Building Permit Reports and Table 32.2 (unpublished). Note List includes Cities, Regions, and Regional Districts as defined locally | 2018

A VIBRANT, DIVERSE, AND GROWING ECONOMY

KEY CLUSTERS

INFORMATION & COMMUNICATIONS TECHNOLOGY Canada's second largest tech cluster with 4,300 ICT companies and the highest concentration of ICT companies relative to population	FINANCIAL & PROFESSIONAL SERVICES Ontario's second largest cluster with 6,000 business establishments and supports over 40,000 related jobs within York Region; including over 3,000 in financial, insurance, and accounting services
AUTOMOTIVE TECHNOLOGY, PARTS & ELECTRONICS Canada's largest auto parts and electronics manufacturing cluster with over 100 companies and 15,000 jobs	LIFE SCIENCES & HEALTHCARE TECHNOLOGY Over 300 life sciences and healthcare technology companies including four world-class hospitals in York Region
BUILDING, CONSTRUCTION & REAL ESTATE Ontario's second largest building, construction, and real estate industry cluster with over 13,000 business establishments	RETAIL TRADE Represents the largest share (11%) of York Region's services sector employment
WAREHOUSING, DISTRIBUTION & LOGISTICS A key logistics hub in GTA with over 2,000 business establishments including two intermodal freight rail terminals and major corporate distribution centres	AGRICULTURE & AGRI-FOOD Over 700 farm-based businesses, over 270 food and beverage manufacturers with a value chain supporting over 57,000 jobs

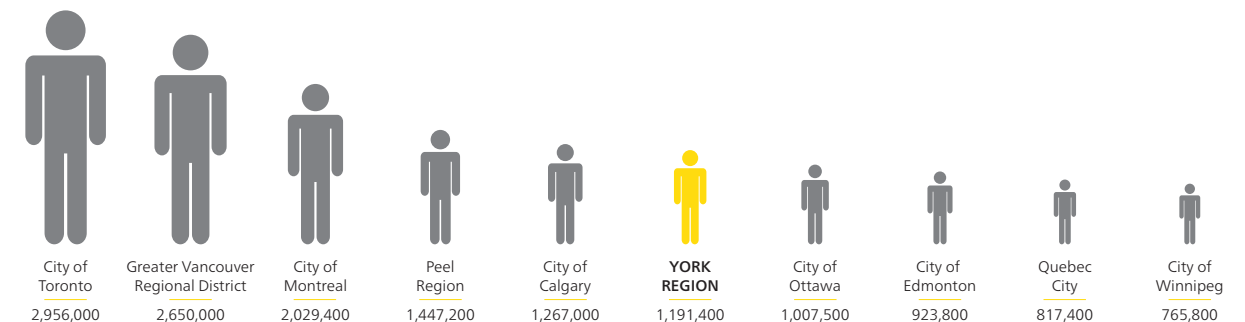
YORK REGION CONTINUES TO EXPERIENCE BUSINESS AND JOB GROWTH | 2015 - 2018



Source: Statistics Canada, Canadian Business Counts | 2018

Source: York Region Employment Survey | 2018

YORK REGION IS ONE OF THE LARGEST MUNICIPALITIES IN CANADA



Source: York Region Long Range Planning; Various Municipalities; Populations are estimated | 2018

**REGIONAL BUSINESS SUPPORT SERVICES
LEVERAGE ECONOMIES OF SCALE TO AUGMENT
LOCAL CORPORATE CALL PROGRAMS**

With 52,000 businesses across nine local municipalities, York Region is collectively the 3rd largest business centre in Ontario and a leading jurisdiction in key industry clusters such as information & communications technology, financial & professional services, automotive products and food processing.

Regional business retention, expansion and attraction services are delivered to the business community in collaboration with local municipalities and service delivery stakeholders. Services targeting established companies are delivered region-wide through the Investment & Marketing Program and focus primarily on knowledge-based industry clusters. These services leverage regional economies of scale to complement and extend the scope of local-municipal corporate call programs.

Key examples include:

- Business community marketing and promotion via robust York Link social media channels, collaborative presence at industry events, media placement, for example
- Cross-municipal business-to-business introductions and partnerships
- Talent attraction support including via York Region's Global Skills Program designated referral partner agreement with the Canadian government
- Client-specific business attraction servicing support for local municipalities leading to such investments as General Motors Canadian Technical Centre in Markham and Celestica in Newmarket
- Regional business cluster development initiatives in partnership with industry organizations and other government levels where applicable



PROGRESS ON THE ECONOMIC DEVELOPMENT ACTION PLAN | 2016 - 2019

York Region's economy continued to have strong business and job growth during the period of 2016 to 2019. This section highlights key achievements from the previous Economic Development Action Plan in relation to business attraction and retention, innovation development, post-secondary attraction, the Agriculture and Agri-food Strategy, and more.



Notable success stories include the attraction of General Motors Canadian Technical Centre (below), CleNET Technologies Canadian Technology and Development Centre (above left), and a Celestica International manufacturing plant (above right).

PROGRESS ON THE ECONOMIC DEVELOPMENT ACTION PLAN | 2016 - 2019

BUSINESS ADVISORY SERVICES

York Region business advisory services are delivered in collaboration with local municipalities and service delivery partners:

- 800 business engagements annually, facilitating business retention, expansion and attraction; with one-third of those being in-depth business advisory consultations
- 2,500 new and expansion jobs facilitated by York Region business advisory programs

ECONOMIC RESEARCH AND ANALYSIS

- Comprehensive benchmarking study and analysis of York Region's information and communications technology sector. The resulting data was referenced in media sources and a GTA tech sector topical report published by commercial real estate firm Avison Young
- In-depth resident live/work occupational analysis, demographic and business counts data analysis to inform sector focused of business attraction marketing and economic development initiatives

MARKETING AND COMMUNICATIONS

In 2016, York Region Economic Strategy launched the award winning 'York Link' marketing campaign and communications strategy that promotes York Region as the place "Where Talent and Opportunity Intersect."

York Link is focused on building awareness of York Region and its municipalities as a destination of choice for knowledge-based employers and professional talent, particularly in office locations in and around the Region's four urban growth centres and related corridors.

The campaign has and continues to reinforce York Region's business advisory services, alongside a robust 'placemaking' communication strategy using a variety of digital media. The campaign utilizes regional-scale marketing initiatives, original and third-party content, and value propositions developed through ongoing economic research. Within a short period of time York Link has resulted in significant exposure for the Region and has had quantifiable on-the-ground impact:

- Significant social media exposure with direct impact on business decision makers, economic development amplifiers, and government partners:

22,700+

FOLLOWERS ON YORK LINK SOCIAL MEDIA BY LATE 2019; 320% GROWTH SINCE 2016 (TWITTER, FACEBOOK, LINKEDIN, YOUTUBE)

12,000,000

CONTENT VIEWS (IMPRESSIONS), OVER 73,000 ENGAGEMENTS AND 144,000 VIDEO VIEWS ACROSS YORK LINK SOCIAL CHANNELS

35,000

WEBSITE VISITORS PER YEAR ON AVERAGE TO YORKLINK.CA, YORK REGION'S ECONOMIC DEVELOPMENT WEBSITE

- 5 provincial, national, and international economic development and design awards for York Link: 2017 IEDC Silver Excellence in Economic Development Award, 2017 EDAC Online Community Outreach Award, 2018 EDCO Award of Excellence, 2016 Good Design™ Award - The Chicago Athenaeum, and a 2016 American Graphic Design Award - Graphic Design USA
- Facilitating media coverage of the region's business community, tech sector and urban growth in such sources as Financial Post, IT World Canada, and MaRS magazine
- Delivered the high-impact #YRtech Experience Pavilion at the Collision Conference in Toronto



GENERAL MOTORS

1,671,284 followers
January 2019



People and their partnerships make York Region the second-largest tech hub in the Toronto-Waterloo Corridor. That's why we chose York Region for our newest Canadian Technical Centre in Markham. Learn more here: <http://bit.ly/2LYbZeV>

PROGRESS ON THE ECONOMIC DEVELOPMENT ACTION PLAN | 2016 - 2019

BROADBAND / YORKNET

- Delivered four 'York Region Broadband & Innovation Summits' to raise the profile of York Region as a leading jurisdiction in the broadband economy
- York Telecom Network (YTN) Business Review and resulting launch of YorkNet as a Region-owned corporation providing dark fibre solutions
- Participated in the Intelligent Communities Forum Community Accelerator Program, including all local municipalities in the Region
- Various recognitions for York Region by the Intelligent Communities Forum (ICF):
 - 2018 ICF Smart 21 Intelligent Community of the Year
 - 2018 ICF Top 10 Intelligent Community of the Year by Population (1 million +)
 - 2019 ICF Top 30 ranking for Broadband (#9), Innovation (#29), Knowledge Workforce (#27)
- Formed the 'York Region Smart City Working Group'

AGRICULTURE AND AGRI-FOOD

- Developed York Region's Agriculture and Agri-Food Strategy with the Agriculture and Agri-Food Advisory Committee
- Consultations and review of Provincial Agriculture Systems Policies through the Municipal Comprehensive Review (MCR) of the Regional Official Plan
- Supported the development of the agriculture and agri-food asset map with industry partners, helped revitalize York Farm Fresh and supported the development of an economic impact study of the Holland Marsh
- Piloted a Food Accelerator Program with York University accelerator, YSpace



YORK SMALL BUSINESS ENTERPRISE CENTRE

- Between 2016 and 2019, the York Small Business Enterprise Centre (YSBEC) provided over 1,600 consultations to small businesses and prospective entrepreneurs within the York Region municipalities of Aurora, East Gwillimbury, Georgina, King, Newmarket, and Whitchurch-Stouffville
- YSBEC provided training, mentorship, and funding opportunities through the provincially funded Starter Company, Starter Company Plus, and Summer Company programs to small businesses within York Region's northern six communities
- Delivered the Digital Main Street program in partnership with Digital Main Street, OBIAA, and OMAFRA supporting small businesses in business improvement areas and main street areas with digital transformation
- YSBEC administers and supports key entrepreneur grant programs with the following results:



INNOVATION

- Supported ventureLAB in developing an innovation portal with an updated innovation asset map
- Delivered two York Region FinTech Summits
- Launched the Entrepreneurship and Innovation fund and the Innovation Investment fund



POST-SECONDARY

- Supported York University in developing a sector cluster network engagement process for connecting with businesses across York Region to aid in program development for the York University Markham Campus, providing experiential learning opportunities for students, and addressing the talent gap for businesses
- Supported the growth of the innovation programming at Seneca College through Seneca HELIX

TOURISM

- Worked with Central Counties Tourism and the York Region Arts Council to deliver four industry symposiums and assist in developing training programs for entrepreneurs in the creative sector
- Supported Golf Canada in the delivery of the LPGA Canadian Pacific Women's Open in 2019; with an economic impact of approximately \$18-million and a global television audience of nearly 500-million

ECONOMIC PROSPERITY IS A 2019 TO 2023 STRATEGIC PLAN PRIORITY

The 2019 to 2023 Strategic Plan: From Vision to Results sets the Region's priorities over the current term of York Regional Council.

Economic vitality is critical component of the Region's plan and is a one of four Community Result Areas.

The primary goal is to increase economic prosperity in York Region by fostering an environment that attracts businesses, grows employment opportunities, and attracts talent through key activities, including:

- Undertaking a marketing campaign to showcase York Region as a place for business
- Undertaking business consulting and talent matching to support business retention and targeted sector growth
- Develop partnerships with stakeholders to leverage resources and extend the program reach
- Continue to complete employment survey to inform efforts to maintain and improve employment opportunities

The 2020 to 2023 Economic Development Action Plan sets out how the Region will achieve this goal through the list of actions and areas of focus.

THE 2019 YORK REGION MUNICIPAL COMPREHENSIVE REVIEW

The development of the new Economic Development Action Plan was timed to coordinate with background work being undertaken through the Municipal Comprehensive Review to update the Regional Official Plan.

Specifically, the Action Plan considered economic research on employment trends to ensure alignment of economic development actions and planning policies related to business and employment growth and city building efforts.



DEVELOPING A NEW ACTION PLAN FOR 2020 TO 2023

The Economic Development Action Plan 2020 to 2023 builds on the successes of previous action plans and recognizes shifts in the external environment. The process for developing the new action plan involved:

- Assessment of the performance on actions in the 2016-2019 Action Plan
- Review of regional strategic documents
- Review of federal and provincial programs
- Review of the local municipal economic development plans
- Research into plans and programs of comparable municipalities outside the Region
- Two stakeholder consultation sessions
- A survey of the business community

Background research and input received through consultation was analysed to generate areas of focus for the Region to consider. Key focus areas of **business, innovation and talent** emerged as priorities to develop the Action Plan around as illustrated below. Many of the areas of interest raised are the focus of other departments in the Region, as well as external partners.

BUSINESS
PARTNERSHIPS ACCELERATORS **HOUSING**
INFRASTRUCTURE REAL ESTATE **GROWTH**
INNOVATION
INCUBATORS BROADBAND **CONNECTIVITY**
TRANSIT **PLACE-MAKING** EDUCATED
DEVELOPMENT **SMALL BUSINESS**
DOWNTOWN SPACES **EMPLOYMENT**
TALENT **TECHNOLOGY**
MANUFACTURING



Photo credit: York University

ECONOMIC DEVELOPMENT ACTION PLAN | 2020 TO 2023

The actions set out in the plan are not necessarily discreet and separate activities. There are significant connections between many of the initiatives, as illustrated below:

- Talent matching activities such as referring companies to the federal Global Skills Program support both talent attraction and business growth
- Providing leveraged funding through two new innovation funds approved by council in the 2019 budget will help build the innovation networks creating business growth opportunities for entrepreneurs in the Region
- Engaging in further post-secondary attraction efforts will help increase talent in the Region, creating new opportunities for research and innovation and supporting business growth



York Region's focus on three key themes in the **Economic Development Action Plan | 2020 - 2023** are driven by the central idea of marketing and awareness building. Over the previous four years, the York Region brand – driven by the York Link campaign – as a place for business and talent to invest and thrive has proved successful.

Continuing to build off that momentum and recognizing the role that local municipalities have in business attraction and retention, York Region economic strategy is prioritizing marketing and awareness building. This allows us to support local economic development initiatives without duplication of efforts; while increasing the overall global exposure through a significant web and social media presence.

ATTRACTING INTERNATIONAL INVESTMENTS

Foreign direct investment (FDI) is an important component of the Region's economy. There are over 500 foreign-owned companies in York Region and they are the host of nearly 1-out-of-10 jobs in the Region. United States-based companies account for over 60% of foreign investment here.

Attracting new foreign investment is a challenging task, with strong competition for new companies and business mandates globally and in the Greater Toronto Area.

York Region benefits from being located in the Toronto Region – Ontario and Canada's largest and most attractive business hub. York Region has its own unique story within the Toronto Region context, and continues to be an attractive location for FDI.

The recent location of the globally recognized General Motors automotive software development lab in Markham, facilitated by the City of Markham and York Region, is an example of the type and scale of foreign investments York Region can and will continue to attract.

York Region partners with other GTA municipalities and the federal and provincial governments through Toronto Global, Toronto Region's separate international investment attraction agency – to draw investment to the broader region.

To date that partnership has delivered limited direct investments and jobs for York Region. Other municipalities within the partnership are increasingly engaging in their own independent foreign investment attraction programs. Leaving this important job creation activity up to one independent agency is no longer an option for York Region to remain relevant and competitive in the global investment context.

Over the next four years, in addition to participating in Toronto Global, York Region will enhance awareness of its York Link brand on a global scale in select markets for key growth sectors. The Region will also continue to take advantage of activations at internationally recognized business and industry events held in the GTA, as well as, in key select foreign markets to raise awareness of our strengths as a place to invest and attract talent; augmenting local municipal FDI programs.



THE ACTIONS: BUSINESS, INNOVATION, AND TALENT

York Region remains committed to supporting business and job growth across our nine cities and towns. This section highlights key actions and performance indicators that will drive economic strategy's initiatives over the next four years. These are outlined under the three key themes of business, innovation, and talent.

DRIVING THE 'YORK LINK' MESSAGE

Promoting York Region as a place for business growth and talent is a top priority of Regional Council.

The award winning York Link campaign with its distinctive logo and targeted message around York Region as a tech hub and a growing urban live-work destination, continues to gain recognition and drive international awareness.

The campaign leverages various online and social media channels, supported by highly visual print materials; positioning the Region as a leading destination where businesses and talent can succeed. Attracting and retaining talent is the most important factor in achieving business success today.

Through the Action Plan review process, we repeatedly heard that the Region needs to 'keep it up' and enhance the campaign, with calls for "York Link on steroids"! The awareness of much smaller tech hubs like Waterloo, in part driven by their successful and on-going marketing efforts, is an example York Region can learn from – find the right message and keep driving it home!

Over the next four years, we will step up the York Link campaign messaging that is resonating with business-focused audiences.

A York Link Instagram account will be added to the suite of social media channels, highlighting the benefits of York Region to knowledge-based professional talent and business leaders.

The campaign targets audiences locally and in markets outside Ontario, supporting our international investment attraction efforts, particularly in the USA.

The Region will continue to take a leadership position within the Toronto Region as a leading tech hub through activities like the #YRtech Experience Pavilion at Collision Conference in 2020.



ECONOMIC DEVELOPMENT ACTION PLAN | SUPPORTING BUSINESS

York Region's Economic Strategy division is highly engaged with the local business community. Support services range from direct-to-business advisory, economic research, innovation initiatives and business placemaking and attraction marketing. Regional Business Retention, Expansion and Attraction (BRE&A) advisory services delivered to established companies are focused primarily on knowledge-based sectors and are customized to client needs.

These services augment and extend the reach of corporate call programs undertaken at the local-municipal level by leveraging regional economies of scale, robust social media marketing channels and an extensive network of service delivery partners.

Regional staff are also responsible for the delivery of small business and entrepreneurship advisory services in the Region's northern six municipalities via the York Small Business Enterprise Centre. In York Region, small businesses with less than 100 employees represent 97 per cent of the business community, 13 per cent with 20 – 99 employees, and 84 per cent with less than 20 employees. Servicing small business is important to growing the business community.

Since 2010, regional business advisory services delivered in collaboration with local municipalities and other partners facilitated the creation of approximately 4,000 new and expansion private sector jobs across York Region. These services also helped with the retention of thousands of local jobs, as companies continue to assess business location options for operational and talent attraction reasons.

ACTIONS

- 1 | Continue to deliver **direct-to-business consultation services** to companies across the Region to support business growth and sector/cluster development in the following areas:
 - High growth knowledge-based companies
 - Small business start-up and growth services in the Northern Six communities of the Region through the **York Small Business Enterprise Centre**.
- 2 | Undertake an enhanced **York Link marketing campaign** to promote high value business growth and placemaking, focused in York Region's urban growth centres and corridors and priority employment lands
- 3 | Undertake targeted **marketing of office development opportunities** in Centres and Corridors with a focus on financial incentives
- 4 | Undertake a broader marketing focused **foreign direct investment program**, enhancing collaborative efforts of Toronto Region municipalities with York Region digital marketing and targeted selective awareness building activities, domestic and internationally (eg. Web Summit/ Collision Conference)
- 5 | Examine opportunities for broadening York Region's economic base through **new cluster analysis and development**(eg. environmental/green technology, health technology, automation, hardware, and artificial intelligence)
- 6 | Delivery of the actions in the **Agriculture and Agri-Food Strategy** and support the administration of the **Agriculture and Agri-Food Advisory Committee (AAAC)** of Council
- 7 | Work with other industry service providers and stakeholders to examine the role of the Region in the delivery of tourism services through a **tourism marketing review**

PERFORMANCE INDICATORS

- Minimum number of business engagements (800)
- Percentage of BRE&A consultations of total business engagements
- Minimum % increase in York Link social media followers across channels

SUPPORTING INNOVATION THROUGH FUNDING

Innovation is fundamental to business growth and success. York Region recognizes the need to invest in innovation-supportive infrastructure and initiatives to transform the economy and the community.

Council's significant financial support of the building of the York University Markham Campus and ongoing funding of ventureLAB, our Regional Innovation Centre, are prime examples of York Region's commitment to this direction. These investments lead directly to business and job growth and an improved quality of life for all constituents.

In recognition of the importance of investing in the future, Council included two new funding programs in the 2019-2022 Budget: the **Entrepreneurship and Innovation Fund** (below) and **Innovation Investment Fund** (p.26)

ENTREPRENEURSHIP AND INNOVATION FUND

The Entrepreneurship and Innovation Fund is a \$100,000 annual contribution from the Economic Strategy budget to ventureLAB to provide support to innovative companies, technology hubs, incubators, and accelerators.

The Region will work with ventureLAB as the program administrator to see these funds distributed each year through three mechanisms: community partners, small business and entrepreneurs, and a pitch competition. The intent is to seek other partners to grow the fund.

SMART CITY: A FUTURE FOCUS

The progress that has been made through the York Region Broadband Strategy has set the stage for York Region's adoption of Smart City technologies, policies and practices that support efficient service delivery to constituents.

The transition to Smart City involves optimizing information technology to better understand the interplay between Regional infrastructure and services and the behaviours of people. This understanding enables the ability to make informed decisions that meet the needs of citizens, institutions and businesses with a view to community and sustainable development.

ECONOMIC DEVELOPMENT ACTION PLAN | SUPPORTING INNOVATION

Support for innovation continues to be a key element in the economic prosperity of the Region. Innovation is also recognized by the Federal and Provincial Governments as a key driver of economic development with each having a strong innovation agenda. The Organization for Economic Cooperation and Development (OECD) identifies innovation as a broad concept, encompassing a wide range of activities and processes including markets, entrepreneurship, networks and competition as well as skills and organizations, creativity and knowledge transfers.

The Ontario Chamber of Commerce (OCC) in its 2019 report titled "The Great Mosaic: Reviving Ontario's Regional Economies" states, "building regional capacity for innovation is fundamental to productivity and growth. This means improving commercialization and technology adoption, strengthening regional innovation centres, expanding broadband internet access and facilitating cluster development."

York Region has played an active role in enabling innovation, evidenced by the support for an increased post-secondary presence, convening stakeholder meetings, investments in the Regional Innovation Centre (ventureLAB) and in infrastructure such as at the York Telecom Network (YorkNet).

Over the next four years the Region will continue to act as an enabler and funder of innovation. In its role as enabler, York Region spurs innovation by being a catalyst for bringing stakeholders within the network together to explore new concepts and try to maximize the innovation potential within the Region and the business community.

In its role as funder, York Region has created two funds to directly facilitate innovation initiatives:

- The Entrepreneurship and Innovation Fund will drive innovation and entrepreneurship throughout York Region by supporting promising early stage start-ups, accelerators, incubators, and community partners. This is the catalyst for other funding partners to build towards a Made in York Region fund. The Regional Innovation Centre (ventureLAB) will administer the funds
- The Innovation Investment Fund will mobilize transformational projects of regional, provincial or national significance

ACTIONS

- 1 | Administer and promote the **Innovation Investment Fund** to attract and support major transformational investments and drive innovation in the community
- 2 | Administer, in conjunction with ventureLAB, the **Entrepreneurship and Innovation Fund** to develop the regional innovation network by supporting companies, initiatives, incubators and accelerators
- 3 | Establish a **Regional Smart City Working Group** to guide and evaluate Intelligent Community efforts, including engaging with local partners and private sector entities, and to seek senior government funding program opportunities
- 4 | Support business development opportunities with **YorkNet**, the Region-owned dark fibre service provider, to build economic and innovation capacity in all parts of the Region
- 5 | Support businesses and innovation network partners with the delivery of an annual **signature technology event/summit** within the Greater Toronto Area
- 6 | Support the delivery of an **innovation portal** with network partners to tell the story of innovation in the Region and drive community engagement

PERFORMANCE INDICATORS

- Investments and funds leveraged by the innovation funds
- Level of engagement and partner participation in the innovation portal

INNOVATION INVESTMENT FUND

The Innovation Investment Fund is an annual contribution Council will make to a reserve fund to support future significant innovation infrastructure investments. The initial contribution in 2019 was \$1,000,000. Council will determine in the annual budget process how much to add to the fund.

This fund will build over time to allow Council to support regionally significant projects, such as other new post-secondary training and research facilities, research institutes, or transformative infrastructure projects directly related to innovation and utilization of new technologies. It is anticipated that projects could be brought forward by external parties or initiated internally, and evaluated using certain criteria including:

- Regional impact, both economically (e.g. amount invested, businesses supported, jobs created) and socially (e.g. supporting local learning and employment, improve life in the community and environment)
- Significant leveraging of additional investment (e.g. require at a minimum matching investment from York Region's contribution, with minimum project value thresholds)
- Partnership development within the Region (eg, engaging existing Regional partners and attracting new investors to partner here; inclusion of both public and private partners)
- Support for and involvement of key economic clusters in the Region (e.g. information and communications technology, healthcare, finance and business services, environmental technology, agri-food)

Project proposals will be reviewed by an internal staff panel with outside support where external expertise is required.

Qualified proposals would be brought forward to Regional Council for their consideration. Council at its discretion can allocate all, some or none of the funds to proposals, and could also allocate future contributions to the fund; as was the case with the York University campus. Given the significant nature of the type of projects anticipated, proposals could be accepted for review at any time.



ECONOMIC DEVELOPMENT ACTION PLAN | TALENT

The Ontario Chamber of Commerce in "The Great Mosaic: Reviving Ontario's Regional Economies" provides seventeen recommendations for consideration by all levels of governments in Canada. A number of these align closely with the feedback received from the stakeholder consultations and survey responses during the development of the Economic Development Action Plan.

Recommendation number eleven states "Cultivate a dynamic and inclusive ecosystem for workforce and talent development". Talent attraction, development and retention continue to be a major concern for business leaders from small- and medium-sized enterprises to multinational corporations across all sectors.

Through the work of multiple departments, the Region supports all sectors of the economy. The Economic Development Action plan will focus on providing support for knowledge based industry clusters.

ACTIONS

- 1 | Undertake **post-secondary/business connection activities** to strengthen the connections between institutions and the business community to address talent development, acquisition and retention
- 2 | Explore new **post-secondary investment opportunities** to expand the Region's capacity to generate talent and skills that meet business growth needs
- 3 | Undertake **talent attraction placemaking marketing** to facilitate growth in the local technology sector by showcasing the Region as a location that attracts and retains top professionals through social media campaigns leveraging York Link and local and global industry event activations
- 4 | Support a **tech job board** with industry partners on the innovation portal to help technology companies identify and secure talent
- 5 | Act as a Designated Referral Partner for the Federal **Global Skills Program** to assist companies with accessing highly-skilled international talent in occupations for which there are demonstrable shortages
- 6 | Examine **live-work** in the Region in the context of talent retention and business access to appropriate labour
- 7 | Undertake targeted **marketing of financial incentives for purpose built rental affordable housing** to support talent retention and attraction

PERFORMANCE INDICATORS

- Support post-secondary partners with development of business community engagement strategies and vice-versa
- Jobs posted on the portal



A REGIONAL APPROACH TO PLACEMAKING THROUGH TOURISM, ARTS AND CULTURE

Tourism is an important component of the Region's economy. Significant attractions like Canada's Wonderland, Lake Simcoe, and the McMichael Canadian Art Collection, along with a host of trails, local festivals, golf courses, restaurants, and arts and cultural activities all contribute to York Region as a desirable place to live, work and invest.

Based on the 2016 census, collectively, the tourism, arts and cultural sectors account for over 81,000 jobs in the Region. With the restructuring of tourism services and creation of the Regional Tourism Organizations (RTOs) by the Province in 2009, York Region's role in tourism shifted a decade ago away from being the major Destination Marketing Organization (DMO). Central Counties Tourism is York Region's RTO and acts as the external marketing agency for York Region, Durham Region and the Headwater Area. The York Region Arts Council provides some tourism services like the Experience York website and Visitors Guide with the direct support of York Region, and is the recognized regional DMO at the Central Counties Tourism Board of Directors table.

Traditional DMO roles have also been assumed by numerous local municipal and business groups to help fill the gap left by the restructuring. Recently local municipalities have started to take advantage of the availability of the new hotel tax by starting their own tourism agencies.

Based on a study done by the York Region Arts Council called "The creative state of York Region", stakeholders in the cultural sector see a need to strengthen York Region's brand as a hub for arts and culture. They also expressed interest in more networking, skills development and a framework for collaboration at a regional level with municipal involvement.

Further, through the Action Plan stakeholder input sessions, the need to examine the delivery of tourism services from a regional perspective was also raised.

Over the next four years, York Region will work with tourism delivery partners to examine its role in this space. In addition, the need to attract tourism and business supportive infrastructure like conference/convention centres, hotels, and stadium facilities will also be examined.

MUNICIPALITIES AND GOVERNMENT ORGANIZATIONS



INNOVATION, ENTREPRENEURSHIP, AND TALENT



BUSINESS ORGANIZATIONS



LEVERAGING PARTNERSHIPS FOR RESULTS

Driving economic impact into the York Region community is a collaborative effort involving both internal and external partners. Some internal activities are not led by Economic Strategy including:

- Planning initiatives around business surveying, city building, protecting employment lands
- YorkNet, which enables improved connectivity across the Region
- Community and Health Services working to better understand the needs around housing affordability and the new immigrant workforce
- York Region Transit supporting talent mobility needs.

Economic Strategy will continue to provide input on these and other initiatives, helping bring the business context to the table.

Externally, these partnerships relate to collaborations with the private sector as well as local municipalities, senior levels of government and the broader public sector. This covers everything from workforce development to business retention, expansion and attraction as well as collaboration with local Chambers of Commerce and Boards of Trade and innovation related activities. Some partnerships include Regional funding and these funded partners will provide update on activities and results for inclusion in the annual updates to Regional Council.



Photo credit: ventureLAB



AURORA

EAST GWILLIMBURY

GEORGINA

KING

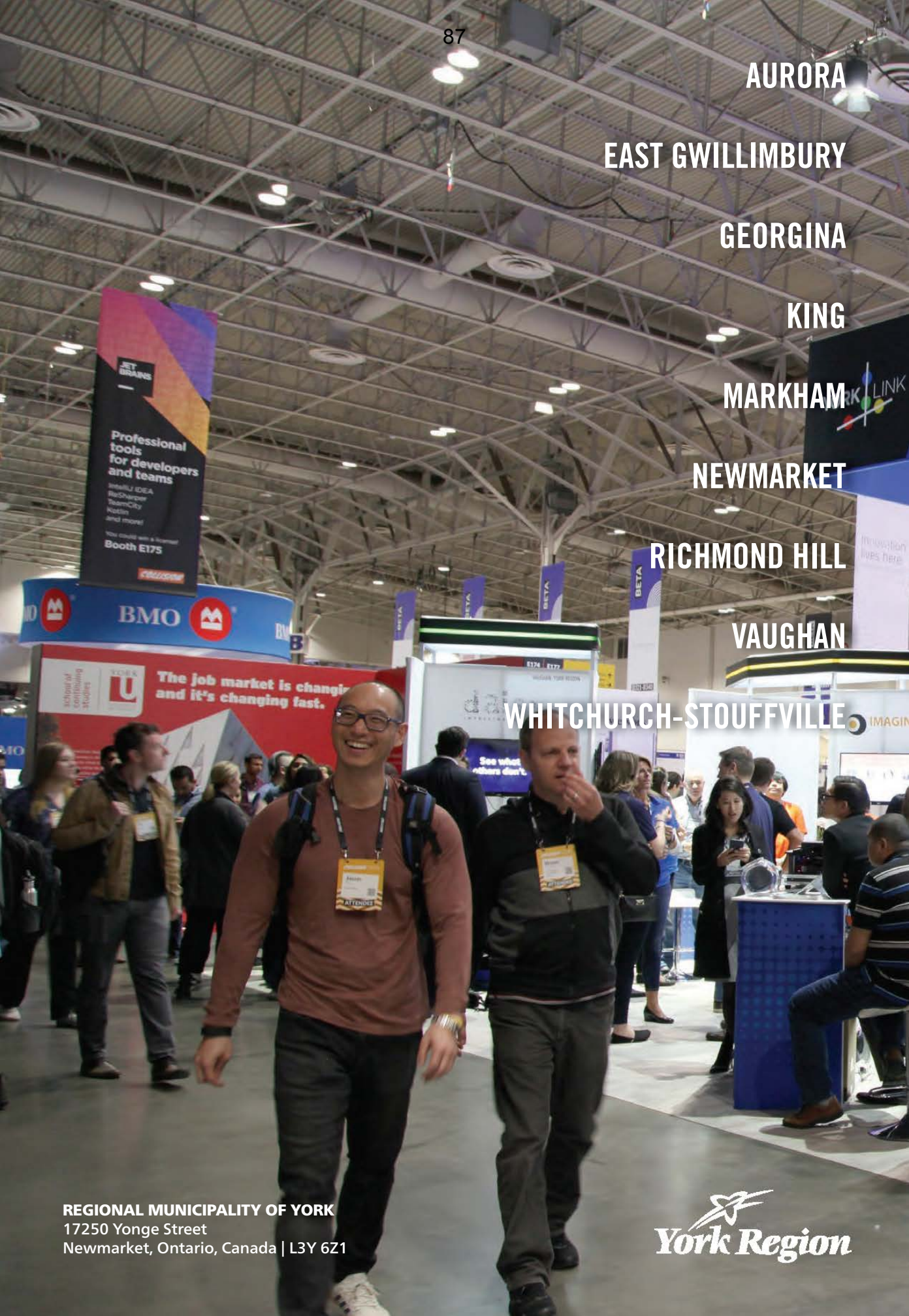
MARKHAM

NEWMARKET

RICHMOND HILL

VAUGHAN

WHITCHURCH-STOUFFVILLE



Supporting Business

Action Item #	Description	Lead Responsibility/Partners	Performance Indicators and/or Expected Outcomes	Timing
1.	Continue to deliver direct-to business consultation services to companies across the Region to support business growth and sector/cluster development in the following areas: <ul style="list-style-type: none"> • High growth knowledge-based companies • Small business start-up and growth services in the Northern Six communities of the Region through the Small Business Enterprise Centre 	Economic Strategy/local municipalities/provincial government & other SBEC's in the Region	Minimum number of annual business engagements (800)	On-going
2.	Undertake an enhanced York Link marketing campaign to promote high value business growth and place making, particularly in the Region's Centres and Corridors and priority employment lands	Economic Strategy	Minimum % increase in York Link social media followers across channels	On-going
3.	Undertake targeted marketing of office development opportunities in Centres and Corridors with a focus on financial incentives	Economic Strategy/Finance	Number of developers engaged; new/expanded office buildings as outcome	Through 2022
4.	Undertake a broader, marketing focused foreign direct investment program , enhancing collaborative efforts of Toronto Region municipalities with York Region digital marketing and targeted selective awareness building activities, domestic and internationally (eg. Web Summit/Collision)	Economic Strategy/local municipalities & Toronto Global	Increase in York Link social media followers; York Region presence at Collision; foreign investments as outcome	On-going; Collision through 2021
5.	Examine opportunities for broadening York Region's economic base through new cluster analysis and development (eg. environmental/green technology, health technology, automation, hardware and artificial intelligence)	Economic Strategy/Planning & Environmental Services	Completion of review; recommended approach as outcome	One cluster per year
6.	Delivery of the actions in the Agriculture and Agri-Food Strategy and support the administration of the Agriculture and Agri-Food Advisory Committee (AAAC) of Council	Economic Strategy/AAAC	As outlined in the Agriculture and Agri-Food Strategy	On-going
7.	Work with other industry service providers and stakeholders to examine the role of the Region in the delivery of tourism services through a tourism marketing review	Economic Strategy/Tourism stakeholders	Completion of review; recommended approach as outcome	By 2022

Supporting Innovation

Action Item #	Description	Lead Responsibility/Partners	Performance Indicators and/or Expected Outcomes	Timing
1.	Administer and promote the Innovation Investment Fund to attract and support major transformational investments and drive innovation in the community	Economic Strategy	Funds leveraged by the Entrepreneurship and Innovation fund	On-going
2.	Administer, in conjunction with ventureLAB, the Entrepreneurship and Innovation Fund to develop the regional innovation network by supporting companies, initiatives, incubators and accelerators	Economic Strategy & ventureLAB	Distribution of \$100,000 to targeted projects and businesses	Annual
3.	Establish a Regional Smart City Working Group to guide and evaluate Intelligent Community efforts, including engaging with local partners and private sector entities, and seek senior government funding program opportunities	Economic Strategy/Regional Departments	Number of partnership and funding opportunities identified	On-going
4.	Support business development opportunities with YorkNet , the Region-owned dark fibre service provider, to build economic and innovation capacity in all parts of the Region	Economic Strategy & YorkNet	Number of opportunities identified	On-going
5.	Support businesses and innovation network partners with the delivery of an annual signature technology event/summit within the Greater Toronto Area	Economic Strategy/local municipalities & innovation stakeholders	Delivery/presence at major event; number of stakeholders and businesses engaged as outcome	Annual
6.	Support the delivery of an innovation portal with network partners to tell the story of innovation in the Region and drive community engagement	ventureLAB/Economic Strategy & innovation stakeholders	Innovation portal is launched; number of stakeholders contributing as outcome	Launch 2020

Supporting Talent

Action Item #	Description	Lead Responsibility/Partners	Performance Indicators and/or Expected Outcomes	Timing
1.	Undertake post-secondary/business connection activities to strengthen the connections between institutions and the business community to address talent development, acquisition and retention	York University & Seneca College /Economic Strategy	Support post-secondary partners with development of business community engagement strategies (and vice-versa)	On-going
2.	Explore new post-secondary investment opportunities to expand the Region's capacity to generate talent and skills that meet business growth needs	Economic Strategy	Number of new opportunities identified	On-going
3.	Undertake talent attraction placemaking marketing to facilitate growth in the local technology sector by showcasing the Region as a location that attracts and retains top professionals through social media campaigns leveraging York Link and local and global industry event activations	Economic Strategy	Increased engagement of talent on York Link digital and social media channels	On-going
4.	Support a tech-job board with industry partners on the innovation portal to help technology companies identify and secure talent	Economic Strategy & ventureLAB/innovation stakeholders	Number of jobs posted	On-going
5.	Act as a Designated Referral Partner for the Federal Global Skills Program to assist companies with accessing highly-skilled international talent in occupations for which there are demonstrable shortages	Economic Strategy/federal government	Number of referrals made	On-going
6.	Examine live-work in the Region in the context of talent retention and business access to appropriate labour	Economic Strategy & Long Range Planning	Completion of review	By 2021
7.	Undertake targeted marketing of financial incentives for purpose built rental affordable housing to support talent retention and attraction	Economic Strategy & Long Range Planning/Finance	Number of Developers engaged; new/expanded rental accommodation secured as outcome	On-going

York Region Innovation Investment Fund Principles

Purpose:

To drive innovation in the community and to attract investment in major transformational projects of regional, provincial or national significance.

Eligible Projects:

- new post-secondary training and research facilities
- new research institutes
- new centres of excellence
- infrastructure projects directly related to development and utilization of new technologies
- other projects as deemed appropriate by Council

Eligible Proponents/Partnerships:

Eligible Proponents/partners include:

- local municipalities in York Region
- universities, colleges, school boards, and hospitals
- research institutes and centres of excellence
- private and non-profit corporations in partnership with any of the above eligible proponents

The Regional Municipality of York may be a lead proponent and seek partners from the above list of eligible partners to advance projects.

Proposals must include at least one partner that is not a private corporation. Proposals with multiple eligible partners are encouraged.

Evaluation Criteria:

Projects will be evaluated using the following criteria:

- Regional impacts, including:
 - economic (e.g. amount invested, businesses supported, jobs created)
 - community/social (e.g. supporting local learning and employment, improving quality-of-life in the community and environment)
 - geographic distribution of these impacts
- Support for and involvement of the following key economic clusters in the Region:
 - information and communications technology
 - healthcare and life sciences
 - finance and business services
 - environmental technology
 - agriculture and agri-food
- Partnership development within the Region (e.g. engaging existing Regional partners and attracting new public and/or private investors)
- Significant leveraging of proponent/partner/investment at least matching or commensurate with the Regional investment.
- Preference will be given to larger investments and those that leverage a larger share of investment from parties other than the Region.

Application Process:

All funding applications will be subject to the following four-step application process:

1. Pre-consultation with York Region staff
2. Letter of Intent detailing project, partners and intended outcomes
3. Funding Application – to be reviewed by a panel of York Region staff and external experts
4. Regional Council review of funding applications recommended by the Application Review Panel. Council at its discretion can allocate all, some or none of the requested funding

NOTE: The Manager of Strategic Economic Initiatives is the primary contact for all applications

On November 21, 2019 Regional Council made the following decision:

1. Council approve the updated Water and Wastewater Infrastructure, Regional Jurisdiction Policy (Attachment 1).
2. Regional Clerk circulate this report to the Clerks of the local municipalities.

The original staff report is attached for your information.

Please contact David Szeptycki, Director of Strategy and Innovation at 1-877-464-9675 ext. 75723 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

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

The Regional Municipality of York

Committee of the Whole
Environmental Services
November 7, 2019

Report of the Commissioner of Environmental Services

Water and Wastewater Infrastructure, Regional Jurisdiction Policy Update

1. Recommendations

1. Council approve the updated Water and Wastewater Infrastructure, Regional Jurisdiction Policy (Attachment 1).
2. Regional Clerk circulate this report to the Clerks of the local municipalities.

2. Summary

Both York Region and its local municipalities provide water and wastewater services across the Region. The Water and Wastewater Infrastructure, Regional Jurisdiction Policy establishes criteria to define the extent of Regional water and wastewater infrastructure in areas of non-exclusive jurisdiction as defined under Section 11 of the *Municipal Act, 2001*.

Key Points:

- This update does not alter York Region's jurisdiction of water and wastewater infrastructure from that provided under previous policies
- The policy defines criteria to clearly establish York Region jurisdiction of water and wastewater infrastructure to support Asset Ownership Agreements with each local municipality that delineate asset ownership boundaries
- York Region is in the process of executing water and wastewater Asset Ownership Agreements. The benefit of the policy update is to remove detail from the Policy covered in Asset Ownership Agreements, combine two Council approved policies into one concise policy, and use language consistent with the *Municipal Act, 2001*

3. Background

Jurisdiction over water and wastewater infrastructure in York Region is governed by Section 11 of the *Municipal Act, 2001*

Ownership and responsibility of water and wastewater services are shared between local municipalities and York Region.

The *Municipal Act, 2001* states York Region has exclusive jurisdiction over:

- Water production, treatment and storage

Non-exclusive jurisdiction means both, or either, the upper and lower tier municipality can provide the service. The Water and Wastewater Infrastructure, Regional Jurisdiction Policy provides criteria to define the extent of Regional water and wastewater infrastructure in the areas of non-exclusive jurisdiction.

The *Municipal Act, 2001* states York Region has non-exclusive jurisdiction over:

- Sewage treatment
- Collection of sanitary sewage
- Water distribution

Historically, the Region has exclusively provided sewage treatment services for the Region, along with collection of sanitary sewage from local municipalities and distribution of water to local municipalities. This policy updates and combines two Council approved policies created in 2002 and last updated in 2006, [Water Infrastructure, Regional Jurisdiction Policy](#) and [Wastewater Infrastructure, Regional Jurisdiction Policy](#). The updated policy simplifies language to form one concise Water and Wastewater Infrastructure, Regional Jurisdiction Policy (Attachment 1).

4. Analysis

Policy update provides language that is more concise and consistent with the *Municipal Act, 2001*

The updated policy defines York Region's jurisdiction for water distribution infrastructure to specifically include the following criteria:

- Distribution systems (watermains and pumping stations) that transmit bulk water supply to the local municipalities
- Metering to determine flow from York Region to local municipalities

The updated policy defines York Region's jurisdiction for sanitary sewage collection and treatment infrastructure to specifically include the following criteria:

- Collection systems (sanitary sewers, forcemains and pumping stations) to transmit wastewater from local municipalities to a treatment facility
- Treatment facilities that treat wastewater prior to discharge to the natural environment
- Metering to determine flow from local municipalities to Regional systems

The *Municipal Act, 2001* uses the term sanitary sewage where York Region uses the term wastewater. To be consistent with the *Municipal Act, 2001* the policy update uses the term sewage when using text from the *Act* and the term wastewater when describing the Region's services.

The update aligns with terminology of the *Municipal Act, 2001* but does not change the infrastructure the Region owns and operates. For example, infrastructure such as a watermain or pumping station that meets criteria for Regional ownership under existing policies would continue to do so under the updated policy, and vice versa.

The policy update removes details regarding decision making frameworks, which are covered under water and wastewater Asset Ownership Agreements between York Region and each local municipality. The Commissioner of Environmental Services has delegated authority from Council to execute and amend Asset Ownership Agreements. Attachment 2 provides a status update on the progress being made to execute water and wastewater Asset Ownership Agreements with each local municipality.

Through the Region's Asset Management Program, the Region continually evaluates, in consultation with the local municipalities, where legacy ownership may exist that is not in accordance with the Water and Wastewater Infrastructure Regional Jurisdiction Policy. Future recommendations will be brought forward to Council as required to transfer asset ownership from the Region to a local municipality or vice versa.

5. Financial

The policy update does not alter the amount of water and wastewater infrastructure within York Region's jurisdiction. The policy update does not have further financial impact on York Region.

6. Local Impact

The policy update does not delineate ownership boundaries, York Region and local municipalities delineate ownership boundaries through water and wastewater Asset Ownership Agreements. The update offers a more concise policy that better supports Asset Ownership Agreements. Comments were solicited from the local municipalities on this policy update and no concerns were communicated.

7. Conclusion

The Water and Wastewater Infrastructure, Regional Jurisdiction Policy update combines two Council approved policies into one concise policy. The policy update continues to provide criteria to define York Region's water and wastewater infrastructure and is consistent with the language used in the *Municipal Act, 2001*.

For more information on this report, please contact David Szeptycki, Director Strategy & Innovation at 1-877-464-9675 ext. 75723. Accessible formats or communication supports are available upon request.

Recommended by: **Erin Mahoney, M. Eng.**
Commissioner of Environmental Services

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

October 24, 2019
Attachments (2)
9547743



Water and Wastewater Infrastructure, Regional Jurisdiction Policy

Approved By: Council

Approved On:

Last Reviewed:

Policy Statement

A policy to establish jurisdiction over Regional water and wastewater infrastructure.

Application

This policy applies to York Region and its Local Municipalities. This policy does not apply to privately owned and operated water and wastewater systems including those systems operating under Municipal Responsibility Agreements.

Purpose

This policy establishes criteria to define the extent of Regional water and wastewater infrastructure in the areas of non-exclusive jurisdiction as defined under Section 11 of the *Municipal Act, 2001* and as summarized below. This enables York Region to efficiently manage, operate, maintain, monitor, plan and construct Regional water and wastewater infrastructure to meet legislative and regulatory requirements including:

- *Safe Drinking Water Act, 2002*
- *Ontario Water Resources Act*
- *Clean Water Act, 2006*
- *Environmental Protection Act*
- *Environmental Assessment Act*
- *Water Opportunities Act, 2010*
- *Public Sector Accounting Board standards, as amended from time to time*

Definitions

Local Municipality: Refers to one of the nine lower-tier municipalities within York Region, the upper-tier municipality. Specifically, 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 and Town of Whitchurch-Stouffville.

Municipal Responsibility Agreements: Refers to legal agreements between York Region and the owner of private communal sewage and/or water services, which stipulate how the communal services are constructed, operated and maintained, the action to be taken in the event of default, as well as provisions to ensure a reserve fund is available in the event the Region is required to operate or assume ownership of the communal services.

Regional Water Infrastructure: Infrastructure for the purposes of delivering drinking water services to the nine Local Municipalities as defined by the criteria in this policy.

Regional Wastewater Infrastructure: Infrastructure for the purposes of delivering wastewater services to the nine Local Municipalities as defined by the criteria in this policy.

Water and Wastewater Asset Ownership Agreements: Signed legal agreements with each Local Municipality that:

- Delineates the ownership boundary of Regional water and wastewater infrastructure
- Establishes requirements for the transfer of asset ownership
- Establishes access rights over Regional Water and Wastewater Infrastructure and local water and wastewater infrastructure

Description

Jurisdiction over water and wastewater infrastructure in York Region is governed by Section 11 of the *Municipal Act, 2001*. Ownership and responsibility of water and wastewater services are shared between Local Municipalities and York Region.

- York Region has exclusive jurisdiction over water production, treatment and storage
- York Region has non-exclusive jurisdiction over:
 - Sewage treatment
 - Collection of sanitary sewage
 - Water distribution

This policy provides criteria to define Regional water and wastewater infrastructure in the areas of non-exclusive jurisdiction.

Water Distribution Criteria

Section 89 of the *Municipal Act, 2001* provides that York Region shall only distribute drinking water to Local Municipalities who in turn distribute to residents and businesses.

Regional water infrastructure provides at least one of the following essential functions:

1. Metering to determine inter-municipal flow information
2. Distribution in the form of watermains and pumping stations whose purpose is to transmit bulk water supply to Local Municipalities

Sanitary Sewage Collection and Treatment Criteria

Regional wastewater infrastructure provides at least one of the following essential functions:

1. Metering to determine inter-municipal flow information
2. Collection in the form of sanitary sewers, forcemains and pumping stations whose purpose is to transmit wastewater from Local Municipalities to a treatment facility. York Region shall only collect wastewater from the Local Municipalities who in turn collect from residents and businesses
3. Treatment of wastewater prior to discharge to the natural environment

Delineation of Water and Wastewater Infrastructure

York Region and Local Municipalities delineate ownership boundaries through Water and Wastewater Asset Ownership Agreements.

Responsibilities

Environmental Services Department:

- Oversee and ensure that the Water and Wastewater Infrastructure, Regional Jurisdiction Policy is implemented.
- Implement, manage and amend Water and Wastewater Asset Ownership Agreements with Local Municipalities as required. The Commissioner of Environmental Services has authority to execute and amend Water and Wastewater Asset Ownership Agreements as approved in Council Report No. 9 of Environmental Services Committee November 15, 2012.
- Recommend to Council water and wastewater infrastructure jurisdictional transfer(s) based on the criteria outlined in this policy.

Water and Wastewater Infrastructure, Regional Jurisdiction Policy

- Develop and implement water and wastewater infrastructure jurisdictional transfer processes and procedures with Local Municipalities.
- Ensure newly constructed water and wastewater infrastructure jurisdiction is delineated and defined.
- Engage Local Municipalities to build consensus on water and wastewater infrastructure delineation.

Corporate Services Department:

- Make reasonable efforts to own or purchase land and/or easements, in accordance with the [Corporate Land Acquisition Policy](#), on which Regional Water and Wastewater Infrastructure is located or will be located.
- Ensure the Regional Official Plan, its amendments and other Corporate Strategies comply with the policy as required.

Legal and Court Services Department:

- Prepare legal documents required to support policy implementation including:
 - Water and Wastewater Asset Ownership Agreements with Local Municipalities
 - Bylaws to support water and wastewater infrastructure jurisdictional transfers
 - Land Transfer Agreements

Compliance

Existing water and wastewater infrastructure that does not comply with this policy shall be identified and transfer(s) recommended through the Water and Wastewater Asset Ownership Agreement.

Reference

Legislative and other authorities

- [Municipal Act, 2001](#)
- [Corporate Land Acquisition Policy](#)

Contact

Director, Infrastructure Asset Management, Environmental Services Department

Approval

Council Date: [REDACTED]	Committee Date: [REDACTED]
Council Minute Item: [REDACTED]	Committee Minute Item: [REDACTED]

Accessible formats or communication supports are available upon request.

#8605454

Summary of Asset Ownership Agreements Status

Local Municipality	Agreement Status	Target Execution Date
Aurora	Comments on Agreement received and under review, changes will be integrated into Agreement revisions	Q4 2019
East Gwillimbury	Comments on Agreement received and under review, changes will be integrated into Agreement revisions	Q4 2019
Georgina	Awaiting comments	Q4 2019 pending comments
King	Comments on Agreement received and under review, changes will be integrated into Agreement revisions	Q4 2019
Markham	Comments on Agreement received and under review, changes will be integrated into Agreement revisions	Q4 2019
Newmarket	Comments on Agreement received and under review, changes will be integrated into Agreement revisions	Q4 2019
Richmond Hill	Awaiting comments	Q4 2019 pending comments
Vaughan	Comments on Agreement received and under review, changes will be integrated into Agreement revisions	Q4 2019
Whitchurch-Stouffville	Comments on Agreement received and under review, changes will be integrated into Agreement revisions	Q4 2019

On November 21, 2019 Regional Council made the following decision:

1. Council approve a place-based approach to prepare a Community Safety and Well-Being Plan for York Region.
2. Council direct Commissioner of Community and Health Services to determine initial areas for engagement based on data and undertake targeted consultations to identify and develop possible strategies to reduce risks to community safety and well-being.
3. Council direct Commissioner of Community and Health Services to report back to Council on the outcomes of consultations.
4. The Regional Clerk circulate this report to Clerks of local municipalities, York Regional Police Services Board and Human Services Planning Board of York Region.

The original staff report is attached for your information.

Please contact Joseph Silva, Director of Strategies and Partnerships Branch at 1-877-464-9675 ext. 77201 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

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

The Regional Municipality of York

Committee of the Whole
Community and Health Services
November 7, 2019

Report of the Commissioner of Community and Health Services

Development of the Community Safety and Well-Being Plan

1. Recommendations

1. Council approve a place-based approach to prepare a Community Safety and Well-Being Plan for York Region.
2. Council direct Commissioner of Community and Health Services to determine initial areas for engagement based on data and undertake targeted consultations to identify and develop possible strategies to reduce risks to community safety and well-being.
3. Council direct Commissioner of Community and Health Services to report back to Council on the outcomes of consultations.
4. The Regional Clerk circulate this report to Clerks of local municipalities, York Regional Police Services Board and Human Services Planning Board of York Region.

2. Summary

This report seeks Council's direction on the recommended approach to prepare a Community Safety and Well-Being Plan for York Region.

Key Points:

- *Police Services Act, 1990* requires single-tier and regional municipalities to prepare and adopt a community safety and well-being plan by December 31, 2020
- The Plan must identify and assess risks to community safety and well-being, include strategies to reduce prioritized risks and consider input from specified groups
- The Region compares favourably to neighbouring regions from a safety and well-being perspective, but there are opportunities to strengthen outcomes in some communities within the Region
- A place-based approach would involve focusing on geographic areas using data, identifying and assessing risks in those locations, and identifying strategies to reduce prioritized risks, through engagement and in partnership with local municipalities and community organizations

- A place-based approach would build on and inform the development of broad-based plans by providing opportunities to apply and learn from outcomes of targeted actions
- The Human Services Planning Board of York Region, approved by Council as the Advisory Committee to the Plan as required under the *Police Services Act*, supports including a place-based approach as part of the Region's Plan

3. Background

Single-tier and regional municipalities must prepare and adopt a community safety and well-being plan by December 31, 2020

On [March 29, 2018](#) and [April 11, 2019](#), the Regional Solicitor reported to Council on requirements to prepare a community safety and well-being plan under the *Police Services Act, 1990*. The legislation is permissive on how to prepare a community safety and well-being plan, but does include the following requirements:

- Identify and prioritize risks that contribute to crime, victimization, and harm
- Identify strategies to reduce prioritized risks and set measureable outcomes
- Consult with an advisory committee (whose members are prescribed under legislation) and with members of public including youth, racialized groups, Indigenous peoples and community organizations that represent these groups
- Adopt the Plan by December 31, 2020
- Implement the Plan, and monitor, evaluate and report on the effect of the Plan (subject to reporting requirements to be outlined in regulations)

The Province's approach focuses on preventative actions, targeted plans and collaboration to leverage existing community strengths

The Ministry of the Solicitor General has published guidance documents to support municipalities in preparing a community safety and well-being plan: "Crime Prevention in Ontario: A Framework for Action" (Booklet 1) and "Community Safety and Well-Being Planning Framework" (Booklet 3).

According to the Province, the ultimate goal of community safety and well-being planning is to achieve "communities where everyone is safe, has a sense of belonging and opportunities to participate, and where individuals and families are able to meet their needs for education, health care, food, housing, income, and social and cultural expression". To help achieve these objectives, guidance documents highlight that "prevention is better than cure", and indicate that the focus of community safety and well-being planning should be on risk factors and preventative actions to reduce incidence and mitigate severity of crime, victimization and harm.

It also notes "crime prevention through social development recognizes that the intersection of multiple, complex social, economic, health and environmental factors lead to criminality", and

are often referred to as social determinants of health. Social determinants of health, which are conditions in which people are born, grow, work, live and age that influence health outcomes, were described in a report to Council on [February 16, 2017](#). Recognizing the diversity and complexity of communities, the Province advises that “communities should tailor programs and strategies to the unique needs and strengths of different groups, as well as to address the distinct risk factors they face”.

There is also recognition that work is already underway to improve community and individual social, economic and health outcomes. The Province explains that community safety and well-being planning is “not about reinventing the wheel – it’s about recognizing the great work already happening within individual agencies and organizations, and using collaboration to do more with local experience and expertise”.

Work on preparing a Community Safety and Well-Being Plan has started, including striking the Advisory Committee and undertaking initial research

On [June 28, 2018](#), Council designated the Human Services Planning Board of York Region (Board) to act as the Advisory Committee for preparation of the Community Safety and Well-being Plan (the Plan). Council approved changes to the Board’s composition to meet the legislated requirements. Attachment 1 lists the current members of the Board, which includes representation from the York Regional Police Services Board and sectors such as education, community services, health and children and youth.

Regional staff conducted research including a literature review and jurisdictional scan to supplement provincial guidance and to better understand community safety and well-being planning. Based on this work, staff have compiled a preliminary list of common risks related to community safety and well-being, which are outlined in Attachment 2. Through meetings and discussions, these risks were validated by Regional and local municipal staff, subject matter experts and members of the Board. These common risks are intended to serve as reference and starting point for future community engagement.

Staff have also started to gather relevant demographic, economic, health and social data to inform selection of possible initial engagement areas and the identification and prioritization of risks. The Region has relied on the combination of these types of data sets to inform the location of possible services and facilities, such as community hubs. An example of a composite measure that could guide this work is the Ontario Marginalization Index. Developed by Public Health Ontario in partnership with St. Michael’s Hospital, this index is publicly available and uses census data (see Attachment 3).

Regional staff is working with York Regional Police to develop the Community Safety and Well-Being Plan

In addition to being part of the Advisory Committee, York Regional Police is an important partner in the development and implementation of the Plan. York Regional Police, particularly through its Community Engagement and Well-Being Bureau, is providing valuable support, information and data. Police insights from their work in such areas as community policing

and crime prevention are helpful as part of the process to better understand risks and develop possible strategies.

4. Analysis

York Region is a great place to live, work and play, and Regional plans and programs contribute to strong, caring, safe communities

York Region is a vibrant, growing municipality of 1.2 million people. It is considered a destination of choice for residents and employers. The 2018 Growth and Development Review highlights that York Region has a low unemployment rate (4.8%) compared to Toronto Census Metropolitan Area (5.8%) and Ontario (5.6%), and has the second highest median income in the Greater Toronto and Hamilton Area.

York Region is also one of the safest communities in Canada. A [June 2019](#) report from The Regional Municipality of York Police Services Board states that “York Region has maintained a low overall crime rate that ranks first/lowest in Total Crime Code and Crime Severity Index across the nation when compared to the eight regional/municipal police services serving the largest populations in Canada.”

A variety of Regional plans, policies and programs have helped to create and sustain strong, safe, caring communities. These initiatives generally take a broad perspective and include actions that can be applied across the Region to address specific issues. Attachment 2 outlines some of these plans and programs, particularly those related to the common risks to community safety and well-being that have been identified through staff research. These plans and programs include such initiatives as the [Newcomer Strategy](#), [Housing Solutions](#) and [Opioid Action Plan](#).

While the Region compares favourably to other municipalities, there are opportunities to strengthen outcomes in some communities within the Region

The publicly-available Ontario Marginalization Index, created by Public Health Ontario in partnership with St. Michael's Hospital, calculates a composite score using census data to help better understand well-being in communities across the Province. Attachment 3 shows scores for communities in the Greater Toronto Area.

York Region fares well compared to neighbouring municipalities. For example, only 4% of census tracts in York Region rank in the highest level of marginalization scores compared to almost 32% of census tracts in City of Toronto. While, overall, York Region communities have favourable scores, there are opportunities to leverage programs and services to improve outcomes in certain areas.

Place-based approach strengthens Regional programs and services by providing opportunities to apply, assess and learn from targeted actions

The broad perspective that Regional plans and programs take establishes a strong framework and foundation for understanding and addressing issues important to residents across the Region. Given the diversity and complexity of York Region communities, targeting and customizing actions to reflect local context and needs can provide valuable opportunities to enhance impacts within certain areas. A place-based approach to areas that may benefit from focused attention can augment the broader plans to better address local issues, fill in gaps in our existing plans and work toward further improving outcomes for residents. Figure 1 illustrates the linkage and mutual feedback between broad Regional plans and community-based actions envisioned in the proposed place-based approach.

Figure 1
Proposed Approach and Plan



The Region already takes a place-based approach for certain policy and program design decisions. For example, local context, as evidenced through socio-economic data and other community-level information, helps inform the location of programs and facilities such as community hubs.

Place-based approach is not new and has been deployed in jurisdictions across Canada and internationally

Place-based approaches have been implemented in other major Canadian municipalities, such as the City of Montreal (Boroughs initiative) and City of Toronto (Strong Neighbourhoods Strategy). This approach has also guided initiatives in Vancouver, Regina and Winnipeg. Globally, place-based approaches have been adopted in the United Kingdom, United States and the European Union. Research has shown successes in these cases, where there was a proactive effort “to align better public policies with local needs and capacities,” gain an “understanding of neighbourhood needs, assets and capacities,” and not

“starting from scratch; but rather working with and through existing neighbourhood networks or community-based projects already in place” (Bradford, Neil. 2005. “Place-based Public Policy: Towards a New Urban and Community Agenda for Canada”).

For example, under the City of Toronto’s Strong Neighbourhoods Strategy, a data-driven approach is taken to identify specific areas within the City which are not doing as well as others across a range of indicators. Targeted consultations with community partners inform the development of action plans that build on existing City programs and services. The strategy, for example, notes that certain services (e.g. those that aim to improve health of racialized groups or mental health outcomes in communities experiencing high rates of violence) can be piloted within targeted areas. The City recognizes the Toronto Strong Neighbourhood Strategy as “one of the many approaches the City has available to improve the quality of life for residents and enhance Toronto’s reputation as a world class city.”

Research on place-based approach shows mostly positive benefits

Research on place-based approaches from other jurisdictions shows wide-ranging benefits. Table 1 summarizes key benefits to taking this approach.

Table 1
Benefits of Place-Based Approach

Effectiveness	Efficiency	Community
<ul style="list-style-type: none"> • Focuses on both overall critical risks to region and local community while responding to uniqueness of community • Targets areas of highest opportunity • Provides strong platform to work with local agencies and existing community assets within specified areas 	<ul style="list-style-type: none"> • Leverages existing insights from regional plans already in place • Limited resources could be focused to increase efficiency • Allows opportunity to hone in on gaps • Gives flexibility to scale up and beyond and apply learning to larger endeavours 	<ul style="list-style-type: none"> • Strength-based and builds community capacity by recognizing work already happening and using partnerships to do more with local experience and expertise • Community building and collaboration results in stronger commitment and engagement • Recognizes that no one organization or level of government can fully own the initiatives or solve risks • Helps manage expectations

The requirement to prepare a Community Safety and Well-Being Plan provides an opportunity to apply and benefit from a place-based approach

With Council endorsement of a place-based approach to community safety and well-being planning, as recommended in this report, staff would use data and research to identify a few communities within which to conduct targeted engagement. The process would involve bringing together local municipalities, community agencies and groups, and residents to understand and prioritize risks, and develop strategies and measurable outcomes customized to each community. Regional plans and initiatives along with existing community assets would form part of the range of tools available to reduce risks, while targeted, community-based actions would in turn inform the development and continued evolution of higher-level plans.

This approach would meet legislative requirements and also aligns with the Province's intention and vision for community safety and well-being planning.

A key part of the process would be prioritizing identified risks within the identified area(s). Possible considerations to assess and rank community risks include:

- Level of importance and urgency as identified by stakeholders through targeted engagements
- Presence, willingness and ability of partners, including local municipalities and community agencies, to tackle the issue and collaborate on strategies
- Extent of alignment with and ability to leverage work already being done at the Regional, local municipal, or community agency level
- Ability to access and deploy resources

Outcomes of targeted engagement, including prioritized risks and possible strategies, would be reported back to Council. Council direction received at that time would inform development and finalization of the proposed Plan to be submitted for Council adoption in late 2020. Implementation of the Plan would begin after Council approval. Depending on provincial reporting requirements, staff expect there will be opportunities to evolve and add on to the Plan in future years.

There are concerns associated with taking a place-based approach, however, mitigation measures could be implemented

Table 2 outlines some concerns and mitigating measures associated with a place-based approach, based on planning discussions to date and other jurisdiction research. A concern that often arises, and did arise in the Board meeting and working group discussions, is the risk of stigma being attached to identified areas. This was a concern as well in other municipalities that have used place-based initiatives, and they reduced stigma by: clarifying objectives and goals; having a comprehensive communications plan including using more positive language; and associating specific issues with broader municipal, regional and national issues.

The Region could help mitigate the risk of stigma through deliberate and careful engagement and communication strategies. The strategies would highlight the broader context of this work, including: the strength and vitality of York Region overall; the presence and success of Regional programs and services; and the opportunity, through the Plan, to build on Regional initiatives in collaborative ways that leverage community strengths, reflect local context and target specific gaps in services.

Another concern is that place-based approaches may take time and resources to implement and show results. There is often an expectation from the community that results should be immediate when dealing on a community level. However, developing quality and effective targeted initiatives with partners takes time and effort. For example, with the City of Toronto, some initiatives such as increasing lighting in parks was a relatively quick action done by the City and provided more immediate results. Other initiatives, such as language and computer training, involve partnerships and may take more time and effort to implement and see results. The Region could mitigate this concern by managing expectations and setting reasonable goals and timelines.

Table 2
Concerns and Mitigating Measures of Place-Based Approach

Concerns	Mitigating Measures
Potential stigma associated with identified areas	<p>Develop appropriate, carefully-managed engagement and communications strategies that focus on the broader context within which community safety and well-being planning is being undertaken</p> <p>Highlight strength of the Region overall, presence of broad programs and services, and opportunity to leverage existing programming and assets to target specific needs</p>
May need time to show results	<p>Community building and collaborative processes take time; set reasonable goals/timelines</p> <p>Ownership of some actions by the community or agencies for success; manage expectations</p>
Resourcing	Carefully prioritize risks and scale strategies appropriately to reflect available resources

Human Services Planning Board of York Region supports a place-based approach

In June and July 2019, a Board meeting and a Community Safety and Well-Being Plan working group meeting was held to obtain input from Board members, other relevant human service agencies and local municipalities about how to best move forward. Some key themes emerged from the meetings, including the need for the process to be flexible, the Plan to address unique and changing needs in communities, and the importance of hearing from

residents about priority issues in their communities and what they might need to address those issues. Participants at the meetings generally supported a place-based approach.

At the Board public meeting on October 18, 2019, Board members re-affirmed their support, and in a formal motion unanimously endorsed a place-based approach.

York Region could meet the provincial requirements without taking a place-based approach

Should Council decide not to approve a place-based approach, the Plan can still be developed to meet legislated requirements. The alternative approach would be more broad-based. This would be consistent with plans done by some municipalities such as [Town of Bancroft](#), [Halton Region](#) and [City of Thunder Bay](#) (focused on risks that apply across their municipalities). It is important to note these municipalities differ from York Region in many aspects such as population size, demographics, diversity, community make-up and geography/landscape.

Community Safety and Well-Being Plan aligns with Vision 2051 and the 2019 to 2023 Strategic Plan

Community safety and well-being planning, at its core, directly supports the Region's efforts in achieving its vision of strong, caring, safe communities. More specifically, the Plan supports the Region in reaching the goals as outlined in Vision 2051, particularly Goal Area 1: A Place Where Everyone Can Thrive, which identifies "developing sustainable community safety and crime prevention strategies through community mobilization, engagement and education" as one of the actions.

The Plan also supports community result area of Healthy Communities in the 2019 to 2023 Strategic Plan and achieves one of the key activities under priority area Support Community Health, Safety and Well-Being: "develop a community safety and well-being plan to enhance collaboration, engagement and outreach with our community and policing partners."

5. Financial

In [March 2018](#), Council endorsed Association of Municipalities of Ontario's advocacy for provincial funding to help municipalities meet Community Safety and Well-being Plan obligations. At this time, however, the Region has not received any provincial funding to support the preparation or implementation of the Plan. Regional staff will need to develop the Plan using existing resources, balancing the requirements of the project with other priorities and pressures.

To implement the Plan, Regional staff will explore opportunities to leverage or adapt existing Regional initiatives, such as the Community Investment Fund. Any additional resources that may be needed will be identified as part of the 2021 budget process.

Given resource constraints, development and implementation of the Plan will need to be carefully scoped and cannot be done in isolation

Support from partners such as local municipalities and community organizations will need to be leveraged. In addition, as many of the common risks to community safety and well-being generally fall within provincial jurisdiction (such as alcohol and substance misuse, education, employment and income, housing stability, and mental and physical health), Regional staff will continue to look for funding opportunities to support this work.

6. Local Impact

Collaboration and partnerships are key to community safety and well-being planning. This work provides an opportunity to build on Regional initiatives through the development of targeted plans that reflect local context and address community-level gaps. The Region will need to work closely with local municipalities and other community partners to obtain insights about community risks and priorities, leverage resources, and collaborate on implementation of actions under the Plan.

7. Conclusion

The Region is a vibrant, growing destination of choice for residents and employers. Regional plans and initiatives help build and sustain strong, caring, safe communities for all residents. Taking a place-based approach to the preparation of the Region's Community Safety and Well-being Plan provides an opportunity to build on Regional initiatives and develop targeted strategies that reflect community needs and address specific services gaps.

If approved, the Commissioner of Community and Health Services will identify areas using data, undertake engagement in those communities to identify and prioritize local risks and develop possible strategies, and report back to Council on consultation outcomes. Insights from these engagements will inform the development of a Community Safety and Well-being Plan that Council is required to adopt by the end of 2020.

For more information on this report, please contact Joseph Silva, Director, Strategies and Partnerships Branch at 1-877-464-9675 ext. 77201. Accessible formats or communication supports are available upon request.

Recommended by: **Katherine Chislett**
Commissioner of Community and Health Services

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

October 25, 2019
Attachments (3)
10126169

Human Services Planning Board of York Region

Members and Advisors 2019 to 2022 Term

Table 1: Members

Representative	Organization	Sector
1. Mayor John Taylor	Town of Newmarket	* Municipal employee or member of municipal Council
2. Regional Councillor Mario Ferri	City of Vaughan	
3. Regional Councillor Jack Heath (Co-Chair)	City of Markham	
4. Rebecca Shields, CEO (Co-Chair)	Canadian Mental Health Association	* Local Health Integration Network or an entity that provides services to improve physical or mental health
5. Kim Baker, CEO	Central Local Health Integration Network	
6. David Stolte, Vice President, Strategy and Redevelopment	Mackenzie Health	
7. Cecil Roach, Coordinating Superintendent of Education, Indigenous Education and Equity	York Region District School Board	* Educational services
8. Mary Battista, Superintendent of Education: Curriculum and Assessment	York Catholic District School Board	
9. Dr. Rhonda L. Lenton, President and Vice-Chancellor	York University	
10. Nation Cheong, Vice President Community Opportunities and Mobilization	United Way Greater Toronto	* Community or social services
11. Medhat Mahdy, President and CEO	YMCA of Greater Toronto	
12. Christina Bisanz, CEO	Community & Home Assistance to Seniors	
13. Colleen Zakoor, Executive Director	Community Living Central York	
14. Liora Sobel, Executive Director	Women's Centre of York Region	
15. Christin Cullen, Executive Director	John Howard Society of York Region	
16. Clovis Grant, CEO	360°kids	* Community or social services to children or youth
17. Dean Rokos, Executive Director	York Hills Centre for Children, Youth and Families	
18. Chunilall (Robin) Doobay	York Regional Police Services Board	* Board of a municipality that provides policing
19. Darryl Gray, Director of Education and Training	Toronto and Region Conservation Authority	Community leader
20. Chief Eric Jolliffe, Chief of Police	York Regional Police	* Chief of Police of a police force that provides police services
21. Al Wilson, Executive Director	Workforce Planning Board of York Region	Employment
22. Tracy Macgregor Walter, President and CEO, Newmarket Chamber of Commerce	Chamber of Commerce representative	Chamber of Commerce
23. Michael Braithwaite, CEO	Blue Door Shelters	Homelessness

* Sectors required by the *Police Services Act, 1990*.

Table 2: Advisors

Representative	Organization
1. Nadia Venafro, Affordable Housing Consultant	Canada Mortgage and Housing Corporation
2. Moy Wong-Tam, Executive Director	Centre for Immigrant and Community Services
3. Charles Beer, Principal	Counsel Public Affairs
4. Harry Bezruchko, Regional Program Manager, Central Region, Employment and Training Division	Ministry of Training, Colleges and Universities
5. Daryl Chong, President and CEO	Greater Toronto Apartment Association
6. Noor Din, CEO	Human Endeavour

#10190594

Common Community Safety and Well-Being Risks

Community Safety and Well-Being Plan for York Region

Research and engagement so far has helped scope risks in York Region

The term risks is used in this type of work to refer to negative characteristics or conditions in individuals, families, communities or society that may increase likelihood of harms. These could include things like systemic discrimination, crime, victimization, addiction, drug overdose, suicide, and other prescribed risks (*Police Services Act, 1990*).

A literature review and jurisdictional scan were carried out to identify common risks identified in community safety and well-being plans in Canada and internationally (United States, United Kingdom and Australia). This list of common risks was refined through engagement with internal subject matter experts at York Region, Human Services Planning Board of York Region (Advisory Committee) and local municipal staff to identify what potential risks may be most relevant across York Region. Potential risks are also aligned with goals in Vision 2051, social determinants of health, and risks identified in the Risk-driven Tracking Database for York Region.

Potential risks in York Region are set out in Table 1. Work is already underway to address some of these risks in York Region. As such, Table 1 also highlights some examples of existing York Region and York Regional Police (YRP) programs that can be leveraged in developing a Community Safety and Well-Being Plan.

Table 1:

Potential Risks and Examples of Related York Region and YRP Strategies and Programs

Risks and Descriptions	Examples of Related York Region or YRP Strategies or Programs*
<p>1. Alcohol and Substance Misuse Alcohol or drug misuse and overdose, and criminal offences related to drugs and alcohol</p>	<ul style="list-style-type: none"> • Opioid Action Plan, 2019 • Harm Reduction Program • Report Bad Drugs
<p>2. Crime Victim or perpetrator of personal or property crime</p>	<ul style="list-style-type: none"> • Neighbourhood Watch (YRP) • Crime Stoppers (YRP partner with Crime Stoppers of York Region) • Business Watch (YRP)
<p>3. Discrimination Negative attitudes or actions, including hate crimes that are targeted toward a specific group</p>	<ul style="list-style-type: none"> • 2017-2021 York Region Newcomer Strategy • York Region Immigration Portal

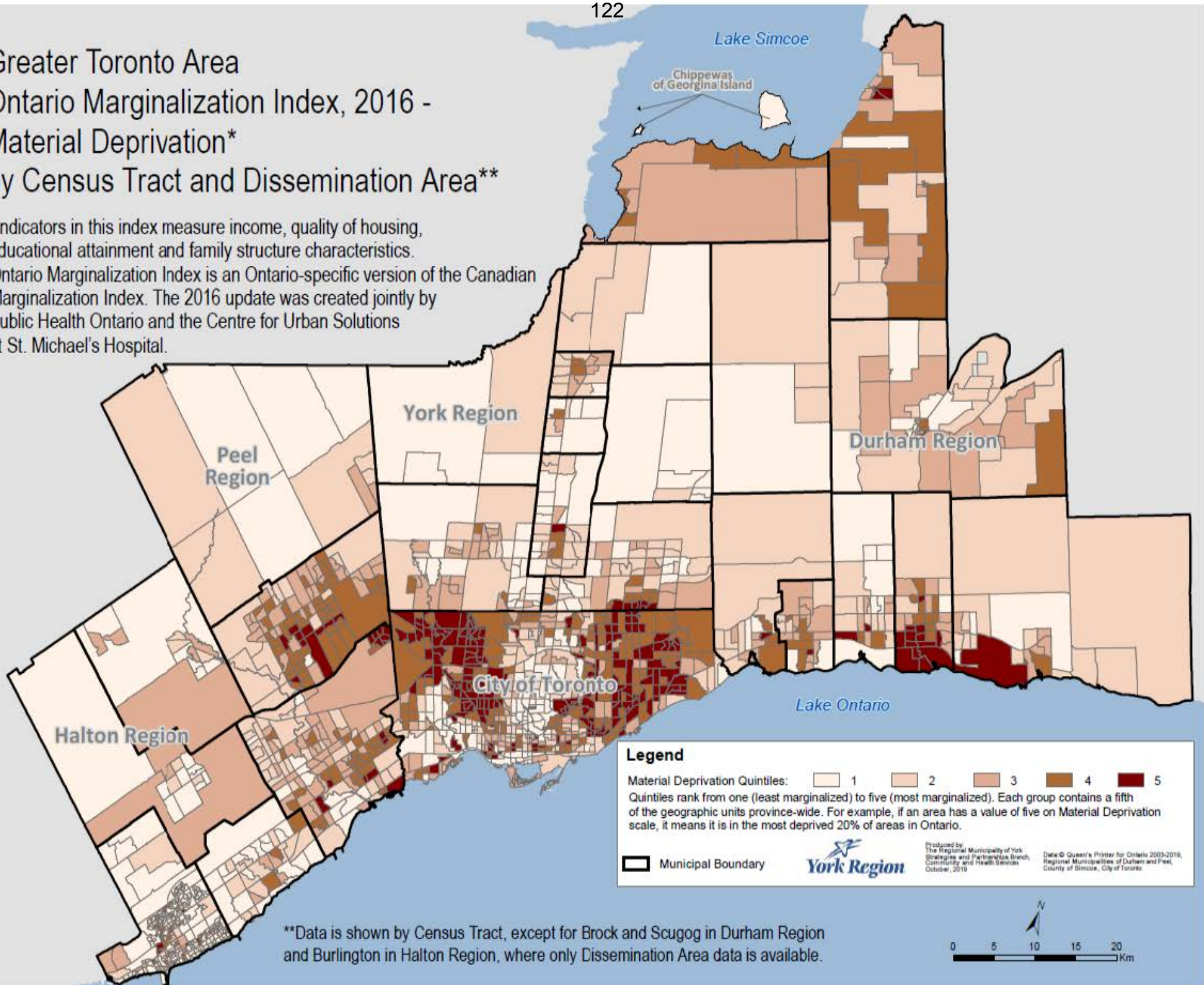
Risks and Descriptions	Examples of Related York Region or YRP Strategies or Programs*
<p>4. Education and Development Low educational attainment and/or low Education Development Instrument (EDI) scores among children age 0 to 6</p>	<ul style="list-style-type: none"> • EarlyON Child and Family Centres • York Region Early Intervention Services
<p>5. Employment and Income Having low income and/or being unemployed</p>	<ul style="list-style-type: none"> • Ontario Works • Child Care Fee Subsidy • Employment Resource Centres • Community Investment Fund
<p>6. Housing Stability Housing is not affordable, adequate, or suitable</p>	<ul style="list-style-type: none"> • Housing Solutions: A Place for Everyone • Subsidized Housing • Housing Stability Program • Homelessness Prevention Program • Home Repair Program • Emergency and Transitional Housing • Community Investment Fund
<p>7. Mental Health Poor mental health and extreme life stress, and unmanaged mental health issues</p>	<ul style="list-style-type: none"> • Mental Health Support Team (YRP partner with York Support Services Network) • Transition to Parenting • Stress Lesson and Kids Have Stress Too • Community Investment Fund • Street Outreach Van
<p>8. Physical Health Poor physical health, chronic illness</p>	<ul style="list-style-type: none"> • Health Information Line – Health Connection • School Immunization Clinics • Healthy Schools Program • Smoking Treatment for Ontario Patients (STOP) on the Road • Pedestrian and Cycling Municipal Partnership Program • Community Investment Fund
<p>9. Social Isolation Weak sense of community belonging</p>	<ul style="list-style-type: none"> • York Region Seniors Strategy • EarlyON Child and Family Centres • Adult Day Programs

*Examples of related programs and strategies only; not an exhaustive list

#10130161

Greater Toronto Area Ontario Marginalization Index, 2016 - Material Deprivation* by Census Tract and Dissemination Area**

*Indicators in this index measure income, quality of housing, educational attainment and family structure characteristics. Ontario Marginalization Index is an Ontario-specific version of the Canadian Marginalization Index. The 2016 update was created jointly by Public Health Ontario and the Centre for Urban Solutions at St. Michael's Hospital.




Legend

Material Deprivation Quintiles: 1 2 3 4 5

Quintiles rank from one (least marginalized) to five (most marginalized). Each group contains a fifth of the geographic units province-wide. For example, if an area has a value of five on Material Deprivation scale, it means it is in the most deprived 20% of areas in Ontario.

Municipal Boundary



 Produced by:
The Regional Municipality of York
Strategic and Partnerships Branch,
Community and Health Services
October, 2019

 Data © Queen's Printer for Ontario 2009-2019,
Regional Municipalities of Durham and Peel,
County of Simcoe, City of Toronto

**Data is shown by Census Tract, except for Brock and Scugog in Durham Region and Burlington in Halton Region, where only Dissemination Area data is available.





The Corporation of The Town of Amherstburg

November 25, 2019

VIA EMAIL

Ministry of the Attorney General
McMurtry-Scott Building
720 Bay St., 11th Floor
Toronto, ON
M7A 2S9

Re: Joint and Several Liability Consultation – Town of Amherstburg Support

At its meeting of October 15th, 2019, Amherstburg Town Council supported the Township of Springwater's Resolution regarding Joint and Several Liability Consultation ***with the exception of Section 2e – Law Society of Ontario Charges***; the Town of Amherstburg does not support this section.

cc:
Doug Ford, Premier of Ontario
Association of Ontario Municipalities (AMO)
Ontario Municipalities
Taras Natyshak, MPP, Essex
Chris Lewis, MP, Essex

Encl: Correspondence – Joint and Several Liability Consultation – Township of Springwater

Regards,

Tammy Fowkes
Deputy Clerk
tfowkes@amherstburg.ca

September 26, 2019

Ministry of the Attorney General
McMurtry-Scott Building
720 Bay Street, 11th Floor
Toronto ON, M7A 2S9

Re: Joint and Several Liability Consultation

Please be advised that in response to your letter dated July 12, 2019, the Township of Springwater provides the following comments in regards to Joint and Several Liability.

1. Please describe the nature of the problem as you see it?

In response to the Province's request for consultation, the Township has a significant issue with Joint and Several Liability (JSL) and the impact it has on the municipality.

a. No Requirement of Proof

JSL is a tool that is used by the legal industry without any discretion to the point that this municipality feels that its use is negligent and in fact unethical. Most law suits that municipalities see are frivolous and vexations as lawyers cast their nets wide and attempt to use shotgun justice for their clients that are more than often the sole cause of a claim. A statement of claim does not require any proof that there is fault. A plaintiff only has to state who they think is involved and a significant amount of court time is spent determining who should be a party to the legal claim.

b. No Consequence for Being Wrongly Identified in a Statement of Claim

To add to this, there is no consequence that lawyers and their clients face for submitting a claim against a municipality when it is clear that a municipality is not involved. Municipalities incur significant administrative costs in managing these claims and the municipalities and their insurers pay significant costs to go through a lengthy process to prove that a claim was made in error (intentionally) only to find that a judge sees no reason to compensate a municipality for cost for incorrectly being named in a lawsuit by a plaintiff. Municipalities are seen as having deep pockets by the legal industry as well as the judicial system that makes decisions on these claims. Proof of innocence is often furnished to the plaintiff and lawyer by a municipality immediately upon notification of a pending legal action of statement of claim. This information is ignored by the plaintiff's lawyer. A plaintiff and their lawyer should have to reimburse a municipality for

all administrative and legal costs when the municipality is cleared of liability. Judges rarely compensate municipalities for being wrongly named in a legal action.

A recent example from 2019 occurred when a statement of claim was made against the Township of Springwater for an accident on a County Road (not the jurisdiction of Springwater). After legal and administrative costs totaling more than \$5,000, Springwater was dismissed from the claim. Unfortunately no costs were assigned to the plaintiff for wrongly naming Springwater in the statement of claim. The current system is broken and Springwater tax payers are left paying the bill.

2. What are the problems that you need addressed to benefit your community?

a. Ethical Standard of Due Diligence Required Before Submitting a Legal Action

Lawyer's representing plaintiff's should be required to submit documentation that provides significant research into why a claim is being made and a municipality is being named in a law suit. The claim should clearly prove authority and responsibility. The current practice of naming every party under the sun in a legal claim is negligent and unethical.

b. Frivolous and Vexatious Suits are Costing Taxpayers

The Township of Springwater is seeing a significant waste of administrative time and cost in managing legal claims against the municipality that are predominantly frivolous and vexatious due to JSL. Over the last seven years, the municipality has had 55 claims made against the municipality. These claims range from trips/falls resulting in broken eyeglasses to cases that unfortunately involve loss of life. The Township has no problem dealing with claims that the municipality is responsible for; however the Township does have a problem dealing with claims it does not have any responsibility for. Of the 55 claims against the municipality, 42 of these claims are frivolous and vexatious. Claims that the municipality has no responsibility for. Over the past 7 years, Springwater has paid more than \$100,000 on these frivolous and vexatious claims as they work themselves through the legal process. Many of these files are still open. This does not include additional costs paid by Springwater's insurance company that are beyond the municipality's deductible.

c. Negligent Legal Actions (Beyond Frivolous and Vexatious)

The Township of Springwater is currently named in 4 legal actions and an additional legal action (recently abandoned) for claims that occurred in another municipality (no where near Springwater). The Township is currently named in 3 claims that occurred in the Township of Clearview west of Stayner and one claim in the Township of Brock that have nothing to do with the Township. Springwater was named in a claim that occurred

in Wasaga Beach that was abandoned recently. All of these claims cost the Springwater taxpayer in administrative and legal costs as they work their way through the process.

d. Triage System for Claims

Before a claim makes it to a court date, the file should be triaged. It is at this stage that negligent of frivolous and vexatious claims will be filtered or thrown out. This process will trigger the reimbursement of costs to municipalities by unethical law firms.

e. Law Society of Ontario Charges

Lawyers that use JSL in an unethical way should be charged by the Law Society of Ontario. If a lawyer names a municipality in a legal action that should not be named, these lawyers should be suspended and potentially lose their license to practice law. There is a significant commonality when comparing frivolous and vexatious claims and the law firms/lawyers that submit them. The current code of ethics of the Law Society of Ontario should be updated by the Province to reprimand lawyers and law firms that negligently use JSL. The Province of Ontario should be involved in creating a new Code of Ethics for Ontario's legal industry.

3. *Is it increased premiums? Rising deductibles?*

A recent survey by CAO's in Simcoe County shows that insurance premiums are going up between 10% at the lowest to 59% being the highest in 2019. The Township of Springwater experienced a 10.8% increase in its 2019 insurance renewal. The area that typically sees an annual increase is related to the Municipal General Liability and Excess Liability lines of the business. The municipality was advised by its insurance broker that "over the past several years, insurance companies' appetite for Municipal Insurance has remained fairly stable. Insurance rates across all lines have seen only modest increases intended to simply keep pace with inflation and the rising cost of claims. Larger rate increases have been reserved for those accounts experiencing adverse claims development; either in frequency or severity (or both). However, starting in June 2018, the insurance market as a whole has shown clear signs of "hardening". Insurance companies for all sectors are putting stricter rules in place regarding the amount and breadth of coverage they will provide, and to which clients. Since the overall insurance supply is being reduced, the demand for insurer capacity is increasing, and as such, prices are elevating."

The table below provides at a high level (includes all lines of coverage) the Township's annual insurance premiums over the past five years.

2015	2016	2017	2018	2019
\$234,942	\$247,262	\$254,388	\$274,936	\$304,688

The Township continues to consult with its insurance broker in an effort to ensure that Springwater's constituents are receiving the best value for their tax dollar; however, the rising costs of insurance are not sustainable over the long run. Staff and its insurance broker have looked at increasing our deductibles in an effort to reduce the overall premium; however this has led to minimal reductions in the overall annual premium to the Township.

4. *Being unfairly named in lawsuits?*

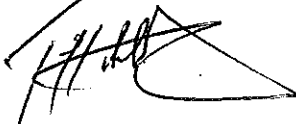
As detailed above, Springwater continues to be unfairly named in legal actions. Issues here range from a complete absence of research by legal firms on causality to the municipality being named in legal action in completely separate jurisdictions (other municipalities).

5. *Feeling you cannot offer certain services because of liability risks?*

More recently, with the advice of the Township's insurance broker, the Township has changed the way in which it delivers some of its recreational programs/services, especially as it relates to children's programs/activities. For example, the Township in partnership with its Community Recreation Associations will host a number of community based events throughout the year, which includes children's activities. In order to allow inflatable Bouncy castles at community events, the Township now requires the service provider to indemnify the Township and to also provide staff to monitor the safety of participants while in the inflatable Bouncy castle. Some vendors are reluctant to take on this risk.

Thank you for allowing the Township to participate in this consultation. We are open to further dialogue should you feel it necessary.

Yours truly,



Jeff Schmidt, CPA, CGA, B.A.S.
Chief Administrative Officer

Cc: Ontario Municipalities



The Corporation of The Town of Amherstburg

November 25, 2019

VIA EMAIL

Honourable Jeff Yurek
Minister of the Environment, Conservation and Parks
College Park 5th Floor
777 Bay St.
Toronto, ON
M7A 2J3

Re: Declaration of Climate Emergency in the Town of Amherstburg

Dear Hon. Yurek,

At its meeting of November 12th, 2019, Amherstburg Town Council passed the following resolution as recommended by the Windsor-Essex County Environment Committee:

*“**WHEREAS** the Windsor-Essex County Environment Committee is sounding the alarm and urging the City of Windsor and the County of Essex to declare Climate Emergencies and work together to reduce emissions; and,*

***WHEREAS** more than 444 Canadian municipalities (including Chatham-Kent, London, Sarnia, Hamilton, St. Catharines, Guelph, Kingston, Kitchener and the Waterloo Region) have declared Climate Emergencies, some of which are also implementing strategic plans in order to help reduce global carbon emissions and mitigate the impacts of climate change; and,*

***WHEREAS** Amherstburg distributed sandbags to residents this summer in the face of historic water levels and has 43.7 km of shoreline along the Detroit River and Lake Erie, along with 12.4 km of shoreline on inland waterways, and is thus greatly affected by water levels in the Great Lakes basin; and,*

WHEREAS the most recent report by the UN Intergovernmental Panel on Climate Change (IPCC) has indicated that within 12 years, in order to keep the global average temperature increase to 1.5 degree C and maintain a climate compatible with human civilization, there must be a reduction in carbon emissions of about 45% from 2010 levels, reaching net zero carbon emissions by 2050; and,

WHEREAS based on current projections of the future impacts of human-caused climate change, climate change will adversely the local economy, local infrastructure and property, put a strain on municipal budgets and result in significant economic and health burdens for local residents, particularly our vulnerable populations; and,

WHEREAS climate change will jeopardize the health and survival of many local plant and animal species as well as their natural environments and ecosystems; and,

WHEREAS Amherstburg and the surrounding region is already experiencing climate change impacts including, but not limited to, overland flooding, heavy rain event flooding, emergence of invasive species, an increased number of high heat days, the rise of vector borne diseases, the re-emergence of blue-green algae and harmful algal blooms in our lakes and rivers; and,

WHEREAS municipalities are understood to produce and/or have regulatory jurisdiction over approximately 50% of carbon emissions in Canada; and,

WHEREAS Amherstburg is embarking on a review of the Town's Official Plan; and,

***WHEREAS** implementing climate action and making a transition to a low-carbon economy also represents a significant opportunity to stimulate economic growth, increase job opportunities and develop new technologies;*

***THEREFORE BE IT RESOLVED** that Amherstburg declare a Climate Emergency and direct administration to prepare a report containing recommendations for priority actions items, implementation measures and cost requirements to accelerate and urgently work towards the reduction of emissions and preparing for our climate future.”*

cc:

Doug Ford, Premier of Ontario
Association of Ontario Municipalities (AMO)
Essex Region Conservation Authority (ERCA)
Ontario Municipalities
Taras Natyshak, MPP, Essex
Chris Lewis, MP, Essex
Windsor-Essex County Environment Committee

Regards,



Tammy Fowkes
Deputy Clerk
tfowkes@amherstburg.ca



The Honourable Doug Ford
Premier of Ontario
Premier's Office
Room 281
Legislative Building
Queen's Park
Toronto, ON M7A 1A1

Dear Premier:

November 29th 2019

Re: Resolution from the Township of Springwater – Conservation Authority Levies

Please be advised that on November 27th the Town of Plympton-Wyoming Council passed the following motion to support the Township of Springwater motion (attached) that was passed on October 16th 2019.

Motion #7 – Moved by Bob Woolvett, Seconded by Gary Atkinson that the Council of the Town of Plympton-Wyoming supports the resolution of the Township of Springwater regarding the Conservation Authority Levies.

Motion Carried.

If you have any questions regarding the above motion, please do not hesitate to contact me at the number above or by email at ekwarciak@plympton-wyoming.ca.

Sincerely,

Erin Kwarciak
Clerk
Town of Plympton-Wyoming

Cc: Renee Chaperon, Clerk – Township of Springwater
The Honourable Doug Ford, Premier of Ontario
Jeff Yurek, Minister of Environment, Conservation and Parks
Conservation Ontario
All Ontario Municipalities
Association of Municipalities of Ontario (AMO)

October 21, 2019

Nottawasaga Valley Conservation Authority
8195 8th Line
Utopia ON, L0M 1T0

RE: Conservation Authority Levies

Please be advised that at its meeting of October 16, 2019, Council of the Township of Springwater passed the following resolution:

C456-2019

Moved by: Coughlin
Seconded by: Cabral

Whereas the Township of Springwater supports the objects of balance on conservation, environmental stewardship, and sustainability to anchor its operations, planning, services, and strategic vision;

And Whereas the Township of Springwater understands the need for both the Province and its municipalities to deliver clear, costed, and sustainable programs and services for taxpayers;

And Whereas both tiers of government must assess all programs and services to eliminate duplication and balance costs on tests of affordability, health, safety, and environmental stewardship;

And Whereas the Minister of Environment, Conservation, and Parks signaled on August 16, 2019 of a need for conservation authorities to re-focus their operations related to core mandates as currently defined in the Conservation Authorities Act, 1990, R.S.O. 1990, c. C.27 and its prescribed regulations;

And Whereas the Minister of Environment, Conservation, and Parks signaled on August 16, 2019 that Conservation Authorities should not proceed with any increases to fees or levies;

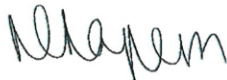
Therefore Be It Resolved That the Township of Springwater supports any Provincial effort to require its municipal levy only apply to core mandated programs and services;

And That this resolution be forwarded to Premier Doug Ford, the Minister of the Environment, Conservation, and Parks, the Honourable Jeff Yurek, the County of Simcoe, all Ontario municipalities, the NVCA and Ontario's other 35 Conservation Authorities, and Conservation Ontario, signaling the Township of Springwater's

support of the Province's review, consultations and development of an updated Conservation Authorities Act and the willingness to participate in all consultations and submissions to the same.

Carried

Sincerely,



Renée Chaperon
Clerk
/cp

cc. Doug Ford, Premier of Ontario
Jeff Yurek, Minister of Environment, Conservation and Parks
The County of Simcoe
Conservation Ontario
Ontario municipalities
Ontario Conservation Authorities
