



Town of Newmarket Council Information Package

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Date: July 9, 2021

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Proclamation - October 7
Lighting - October 7 (teal)

Information Reports

There were no information reports distributed during this period.



PORT COLBORNE

Corporate Services Department
Clerk's Division

Municipal Offices: 66 Charlotte Street
Port Colborne, Ontario L3K 3C8 • www.portcolborne.ca

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June 25, 2021

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Resolution – Capital Gains Tax on Primary Residence

Please be advised that, at its meeting of June 14, 2021, the Council of The Corporation of the City of Port Colborne resolved as follows:

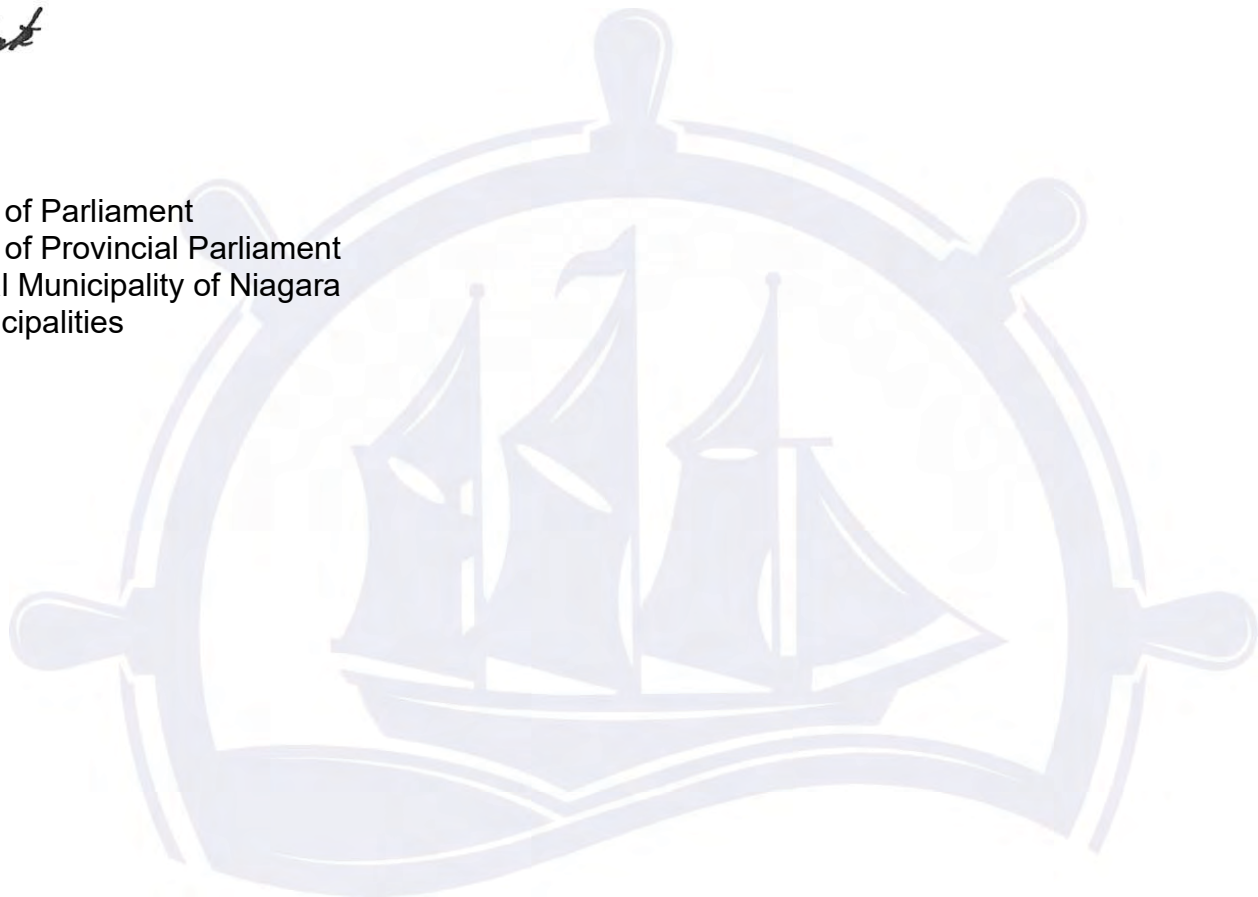
That correspondence from the Town of Fort Erie regarding Capital Gains Tax on Primary Residence, be supported.

A copy of the above noted resolution is enclosed for your reference. Your favourable consideration of this request is respectfully requested.

Sincerely,

Amber LaPointe
City Clerk

ec: All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities





Community Services

Legislative Services

June 1, 2021
File #120203

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Capital Gains Tax on Primary Residence

The Municipal Council of the Town of Fort Erie at its meeting of May 31, 2021 passed the following resolution:

Whereas primary residences are currently exempt from a capital gains tax, and

Whereas currently secondary and additional non-primary properties are subject to capital gains, and

Whereas the Federal Government is currently looking into a primary residence capital gains tax as they have recognized that affordable housing has become a serious issue in Canada, and

Whereas smaller communities including the Town of Fort Erie are seeing unprecedented higher selling prices that are outpacing prices in larger cities, and

Whereas many hard-working Canadians who have only a primary residence with no additional non-primary homes count on their home equity as financial aid to apply to upsizing or downsizing their home depending on their personal situation, and

Whereas a change in taxation to primary residences would be a significant financial blow to Canadians and would create an unfair, two-tiered taxation which could lead to depleted savings, inter-generational disparities, disparities among diverse groups such as seniors who may have a significant portion of their savings vested in their primary residence, as well as, reducing the ability of home ownership thereby a further, higher need for rentals, and

Whereas the Federal government could look at other means to slow down the rapidly escalating housing costs to improve housing affordability;

...2

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca

The Right Honourable Justin Trudeau, Prime Minister
The Honourable Doug Ford, Premier of Ontario

Page two

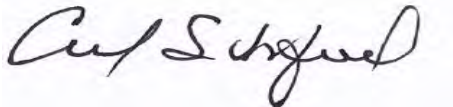
Now therefore be it resolved,

That: The Federal Government cease further consideration of eliminating capital gains tax exemptions on primary residences, and further

That: A copy of this resolution be circulated to The Right Honourable Justin Trudeau, The Honourable Doug Ford, Premier of Ontario, All Members of Parliament, All Members of Provincial Parliament, The Regional Municipality of Niagara, and all Municipalities, for their support.

Thank you for your attention to this matter.

Yours very truly,



Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk
cschofield@forterie.ca

CS:dlk

c.c. All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities

June 25, 2021

COO

The Honourable Caroline Mulroney
Minister of Transportation
 5th Floor, 777 Bay Street
 Toronto, ON M7A 1Z8
 (sent via email minister.mto@ontario.ca)

Dear Minister Mulroney:

Re: PROPOSED BRADFORD BY-PASS

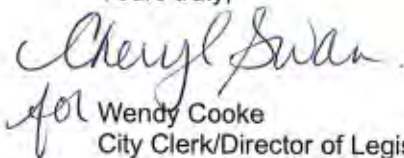
On behalf of the Council of The Corporation of the City of Barrie, I wish to advise you that on May 31, 2021, City Council approved the following motion:

21-G-137 PROPOSED BRADFORD BY-PASS

1. That, in accordance with the *Lake Simcoe Protection Act*, the City of Barrie requests that the Government of Ontario conduct a comprehensive impact assessment on Lake Simcoe and those vulnerable watersheds and inflows into Lake Simcoe and identify considerations for alternate routes.
2. That a copy of this resolution be forwarded to the Provincial Minister of Transportation, Provincial Minister of the Environment, Conservation and Parks, all local MPPs and municipalities along the Lake Simcoe watershed along with a request for support.

If you have any questions, please do not hesitate to contact the undersigned, wendy.cooke@barrie.ca or (705) 739.4220, Ext. 4560.

Yours truly,



Wendy Cooke
 City Clerk/Director of Legislative and Court Services

WC/bt

cc:

- Jeff Yurek (Minister of Environment, Conservation and Parks) - minister.mecp@ontario.ca
- Doug Downey (Barrie-Springwater-Oro MPP) - doug.downey@pc.ola.org
- Andrea Khanjin (Barrie-Innisfil MPP) - andrea.khanjin@pc.ola.org
- All Lake Simcoe watershed Municipalities



County of Frontenac
2069 Battersea Rd.
Glenburnie, ON K0H 1S0

T: 613.548.9400
F: 613.548.8460

29 June 2021

The Right Honourable Justin Trudeau, Prime Minister
House of Commons
Ottawa, Ontario
K1A 0A6

Via email: justin.trudeau@parl.gc.ca

Dear Prime Minister:

Re: Frontenac County Council Meeting – June 16, 2021 – Support for Town of Fort Erie Resolution regarding Capital Gains Tax exemptions on Primary Residences

Please be advised that the Council of the County of Frontenac, at its regular meeting held June 16, 2021, passed the following resolution, being Motions, Notice of Which has Been Given, clause b):

Motions, Notice of Which has Been Given

b) Motion of Support for Town of Fort Erie Resolution regarding Capital Gains Tax exemptions on Primary Residences

Motion #: 108-21 Moved By: Councillor MacDonald
 Seconded By: Councillor Higgins

Be It Resolved That the Council of the County of Frontenac endorse the resolution and correspondence received from the Town of Fort Erie calling on the Federal Government to cease further consideration of eliminating Capital Gains Tax exemptions on Primary Residences;

And Further That a copy of this resolution be circulated to The Right Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Doug Ford, Premier of Ontario, The Honourable Chrystia Freeland, Deputy Prime Minister and Minister of Finance, and Peter Bethlenfalvy, Ontario Minister of Finance for their support.

Carried



I trust you will find this in order; however should you have any questions or concerns, please do not hesitate to contact me at 613-548-9400, ext. 302 or via email at jamini@frontenacounty.ca.

Yours Truly,



Jannette Amini, Dipl.M.M., M.A. CMO
Manager of Legislative Services/Clerk

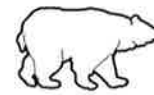
Copy: Ontario Municipalities
File

2069 Battersea Road, Glenburnie, ON K0H 1S0

T: 613.548.9400 | F: 613.548.8460 | frontenacounty.ca

THE TOWN OF COCHRANE

171 Fourth Avenue
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 T: 705-272-4361 | F: 705-272-6068
 E: townhall@cochraneontario.com



ONTARIO, CA

COCHRANE
 WONDERFULLY UNEXPECTED

“Via Email: justin.trudeau@parl.gc.ca

June 24th, 2021

The Honourable Justin Trudeau
 Prime Minister of Canada
 Office of the Prime Minister
 80 Wellington Street
 Ottawa, ON
 K1A 0A2

Dear Prime Minister Trudeau:

Re: Motion to Include the PSA Test for Men into the Medical Care

This will serve to advise you that Council, at its regular meeting held Tuesday, June 22nd, 2021, passed the following resolution:

“Resolution No. 182-2021

Moved By: Robert Hutchinson

Seconded By: Daniel Belisle

WHEREAS the male population has been made to pay for prostate blood test and whereas 11 Canadian men will die of prostate cancer every day and

WHEREAS 1.5 million Canadian men are not seeking the early detection PSA testing and

WHEREAS prostate cancer is the most common cancer in men and

WHEREAS when detected early the survival rate is close to 100% and detected late 3 of 4 men will be lost and

WHEREAS men who wish to have this test done have to pay \$33.00 for the test

1/2



THEREFORE I Robert Hutchinson move that both the Federal and Provincial Governments move to have this test included in the national health care system and that it be made available for all Canadian men at no charge and further that the Government make every effort to have this become a reality sooner than later as stated above every day that goes by another 11 men will die of this avoidable disease and

FURTHERMORE that this motion be distributed to Right Honourable Justin Trudeau Prime Minister of Canada, Honourable Doug Ford Premier of Ontario, Minister of Health (Canada) Honourable Patty Hajdu, Deputy Premier and Minister of Health (Ontario) Honourable Christine Elliott, all municipalities, and all First Nation Communities .

Carried”

Your attention to this matter is greatly appreciated!

Yours Truly,

THE CORPORATION OF THE TOWN OF COCHRANE



Alice Mercier
Clerk

/am

c.c.: Hon. Doug Ford Premier of Ontario,
Hon. Patty Hajdu, Minister of Health (Canada)
Hon. Christine Elliott, Deputy Premier and Minister of Health (Ontario)
All Municipalities
All First Nation Communities

CORPORATION OF THE MUNICIPALITY OF CALVIN

Resolution

DATE: June 22, 2021

NO. 2021-163

MOVED BY Christine Shippam

SECONDED BY Dan Maxwell

“WHEREAS primary residences are currently exempt from a capital gains tax; and

WHEREAS currently secondary and additional non-primary properties are subject to capital gains; and

WHEREAS the Federal Government is currently looking into a primary residence capital gains tax as they have recognized that affordable housing has become a serious issue in Canada; and

WHEREAS small communities including the Municipality of Calvin are seeing unprecedented higher selling prices that are outpacing prices in larger cities; and

WHEREAS many hard-working Canadians who have only a primary residence with no additional non-primary homes count on their home equity as financial aid to apply to upsizing or downsizing their home depending on their personal situation; and

WHEREAS a change in taxation to primary residences would be a significant financial blow to Canadians and would create an unfair, two-tiered taxation which could lead to depleted savings, inter-generational disparities, disparities among diverse groups such as seniors who may have a significant portion of their savings vested in their primary residence, as well as, reducing the ability of home ownership thereby a further, higher need for rentals; and

WHEREAS the Federal government could look at other means to slow down the rapidly escalating housing costs to improve housing affordability;

NOW THEREFORE be it resolved that the Council of the Corporation of the Municipality of Calvin support the Corporation of the Town of Fort Erie as they lobby the Federal Government to cease further consideration of eliminating capital gains tax exemptions on primary residences; and

FURTHER that this resolution be forwarded to the Right Honourable Justin Trudeau; the Honourable Doug Ford, Premier of Ontario; and all Ontario Municipalities.”



CARRIED _____

DIVISION VOTE

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

On June 24, 2021 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the local municipalities for information.

The original staff report is attached for your information.

Please contact Lisa Gonsalves, General Manager at 1-877-464-9675 ext. 72090 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Regional Clerk's Office, Corporate Services

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

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

The Regional Municipality of York

Committee of the Whole
Community and Health Services
June 10, 2021

Report of the Commissioner of Community and Health Services

2019 and 2020 Paramedic Response Time Performance Plan Final Results

1. Recommendations

The Regional Clerk circulate this report to the local municipalities for information.

2. Summary

This report informs Council of Paramedic Services Response Time Performance Plan results for 2019 and 2020.

Key Points:

- Paramedic Services met all response time targets in 2019 and 2020 (local municipal fire services helped Paramedic Services to exceed target response times for sudden cardiac arrests)
- Despite a moderate decrease in call volumes in 2020 due to the COVID-19 pandemic, demand on York Region's Paramedic Services is projected to continue to increase each year
- Hospital transfer of care times remain below the 30-minute target, allowing ambulances to get back in service faster and meet response time targets
- Paramedic Services will continue to follow the current response time framework established by Council in 2012
- Improvements to response times may be achieved through implementation of the province's new Medical Priority Dispatch System in the Georgian Central Ambulance Communication Centre once available and implementation of the updated Paramedic Services Master Plan once finalized

3. Background

Council established a response time performance plan in 2012

Under Ontario Regulation 257/00 of the *Ambulance Act*, upper-tier municipalities that operate land ambulance services are required to have response time performance plans. In [September 2012](#), Council adopted the *York Region Emergency Medical Services Response Time Performance Plan 2013*, which identified targeted response times from Dispatch to arrival on scene.

Response times are based on the Canadian Triage Acuity Scale (CTAS), a five-level tool used to assess the severity of a patient's condition and the need for timely care. CTAS level 1 is the most severe (resuscitation) and CTAS level 5 is the least severe (non-urgent). The Ministry of Health sets the response times for Sudden Cardiac Arrests and CTAS level 1. Ontario Regulation 257/00 permits each upper-tier municipality to set its own response times for CTAS levels 2 to 5.

Paramedic Services will continue to follow the current response time framework established by Council and may be adjusted when the Georgian Central Ambulance Communications Centre receives the new Medical Priority Dispatch System

Under the *Ambulance Act*, the Ministry of Health is responsible for the funding and delivery of Ambulance Communication Services (dispatch) across the province. York Region Paramedic Services is dispatched by the Ministry's Georgian Central Ambulance Communications Centre. The Ministry of Health is investing in a new Medical Priority Dispatch System across the province, including the Georgian Central Ambulance Communications Centre. The new Medical Priority Dispatch System provides a modern medical triage algorithm to enable better differentiation and triage of emergencies and ensure patients in need of the most urgent care receive it in the appropriate time frame with the resources available. The Medical Priority Dispatch System is already being used in the City of Ottawa, City of Toronto and the Region of Niagara. It is anticipated that the new dispatch system will be implemented at the Mississauga Central Ambulance Communication Centre (the dispatch centre for Peel and Halton Regions) in fall 2021 and in January 2022 for the Georgian Central Ambulance Communications Centre. Once implementation is complete, response times and performance targets may be revisited and potential improvements to the response time framework would be brought to Council for consideration and approval. Further details on the status of the new dispatch technology are noted later in this report.

The Region reports response time performance to the Province each year

Regulation 257/00 requires the Region to report the following performance measures to the Ministry of Health annually:

- The percentage of times that anyone equipped to provide defibrillation to sudden cardiac arrest patients arrived on scene within six minutes

- The percentage of times that an ambulance crew arrived on scene for CTAS 1 patients within eight minutes
- The percentage of times that an ambulance crew arrived on scene for CTAS 2, 3, 4 and 5 patients within the response time targets set by the Region

Response Time Performance results are posted on the Ministry of Health's public website and reported to Council. York Region Paramedic Services has met or exceeded its response time targets every year since 2013.

Reporting on 2019 performance measures was delayed due to the COVID-19 Pandemic

Due to the pressures and demands of providing an effective and timely response to COVID-19 pandemic, reporting on 2019 performance measures to Council was postponed. As a result, this year's report includes Paramedic Response Time Performance Plan Final Results for both 2019 and 2020.

4. Analysis

York Region Paramedic Services met or exceeded response time targets in 2019 and 2020

All targets for 2019 and 2020 were met or exceeded, despite increasing demand in 2019 and the ongoing COVID-19 pandemic response in 2020. Table 1 provides the 2019 and 2020 response time targets and actual performance for sudden cardiac arrests and each CTAS level. The table lists the response time set for each level, the targeted percentage of responses for achieving response times and the Region's actual performance in 2019 and 2020.

Some trends were observed:

- 2019: Paramedic Services met its targets for 2019 despite ongoing challenges maintaining balanced emergency coverage in both urban and rural areas relative to demand.
- 2020: Response time performance for CTAS level 2 decreased slightly in 2020 compared to 2019. This decrease could be attributed to changes brought about by the COVID-19 pandemic, such as the increased time required to follow procedures for personal protective equipment (e.g. changing out of gear more often, increased cleaning measures) and implementation of new on-scene precautions when treating patients. Due to increased staff isolations, illness and injury during the pandemic, the Service has seen reduced staffing in some ambulances which has had an impact on response times and paramedic workload. Despite these challenges, all targets were met.

Table 1
2019 and 2020 Response Time Performance

Category and Examples	Target response time from Dispatch to arrival on scene	Targeted percentage to meet response times (%)	Performance (%)	
			2019	2020
Sudden Cardiac Arrest Absence of breathing, pulse	Community Target: Arrival of any person equipped with an AED within 6 minutes Set by the Ministry	60	66	66
CTAS* 1 - Includes sudden cardiac arrest or other major trauma	8 minutes Set by the Ministry	75	76	76
CTAS 2 - Chest pain, stroke, overdose	10 minutes Set by York Region	80	83	82
CTAS 3 - Moderate pain or trauma	15 minutes Set by York Region	90	90	90
CTAS 4 – Minor trauma, general pain	20 minutes Set by York Region	90	93	94
CTAS 5 – Minor ailments, repeat visits	25 minutes Set by York Region	90	95	96

*CTAS refers to the Canadian Triage Acuity Scale, a five-level tool used to assess the severity of a patient's condition and the need for timely care. CTAS level 1 is the most severe (resuscitation) and CTAS level 5 is the least severe (non-urgent).

Local municipal fire services continue to help Paramedic Services exceed target response times for sudden cardiac arrest

Under Regulation 257/00, the response time to sudden cardiac arrests is measured based on the arrival on scene of any person equipped to provide any type of defibrillation or the arrival on-scene of a paramedic crew. This includes assistance provided by fire services or a member of the public using automated external defibrillators. This allows response times for local municipal fire services, as well as any member of the public, arriving at sudden cardiac arrests with defibrillation equipment to be factored in the overall performance result. Municipal fire services receive funding to assist with sudden cardiac arrest response and this collaboration is invaluable to helping to meet response time targets for sudden cardiac arrests.

To better understand the roles between fire and paramedics, local fire services offer timely cardiopulmonary resuscitation and defibrillation to improve patient survival from sudden cardiac arrest, and paramedics provide specialized medical treatment and higher levels of patient care. For example, if a person experiences sudden cardiac arrest, Paramedics can offer medical interventions that help to reduce or reverse the outcomes that might otherwise occur. Paramedics can bring the emergency room to the patient by providing intubation (advanced airway), intravenous fluid therapy, medication therapy and post cardiac arrest care interventions to prepare patients going directly to cardiac care surgery at the hospital.

Provincial implementation of the new Medical Priority Dispatch System would improve the way calls are triaged, and may result in improved response times

In [2017](#), the Ministry of Health committed to implementing changes to dispatch across Ontario by June 2019. The current triage tool is not granular enough to assess calls sufficiently and safely to recommend the appropriate response; meaning that for many cases, the level of response may be beyond what the emergency warrants and results in an inefficient use of resources.

Delays in implementation of new dispatch technologies continue to produce over triage (more acute than required) to 9-1-1 responses creating increases in vehicle use and urgency of response. Implementation of the new dispatch system at Georgian Central Ambulance Communication Centre has been further delayed due to the COVID-19 pandemic, however implementation is expected in January 2022.

Paramedic Services is addressing strategies to decrease response times for sudden cardiac arrest and CTAS 1 and 2

Paramedic Services continues to explore strategies to further improve response times for the most severe emergencies including sudden cardiac arrests, and CTAS 1 and 2 by:

- Increasing access to public access defibrillators in the community to ensure timely response and improve the chance of survival from sudden cardiac arrest
- Establishing a working group with regional fire and police services and volunteer agencies to further develop a Public Campaign on Cardiac Arrest

- Advocating to the Ministry of Health for dispatch modernization that will more closely align response priority with CTAS levels
- Exploring strategies such as co-located stations with local fire services that will help to increase capacity and emergency coverage, thereby improving response times and cost efficiencies
- Maximizing resources through master planning to enhance future capacity needs (e.g. analyzing demand on rural and urban areas to adequately address resource needs)

Once the above-noted strategies to improve response time performance are in place, Paramedic Services will be able to provide more timely emergency response. This will allow us to review and adjust response time targets.

Continued development of the Paramedic Services Master Plan is vital for future growth planning and improving response time performance

In [September 2012](#), Council approved the York Region Emergency Medical Services 10-Year Resources and Facilities Master Plan. The plan was updated in 2016 and extended to 2026 to ensure accurate long-term planning informed business and capital plans. In [November 2020](#), the Phase 1 update to the 10-Year Paramedic Services Resources and Facilities Master Plan was reviewed and received by Council.

Staff continue to work on updating the Master Plan which will extend to 2031 and identify future station locations and infrastructure required by 2031 to meet legislated and Council approved response times and ensure each local municipality has appropriate ambulance coverage over the next 10 years to meet the needs of the Region's growing population.

Phase 2 update of the Master Plan development will be addressed in a future report to Council in November 2021.

Demand for the Region's Paramedic Services has changed between 2018 and 2021

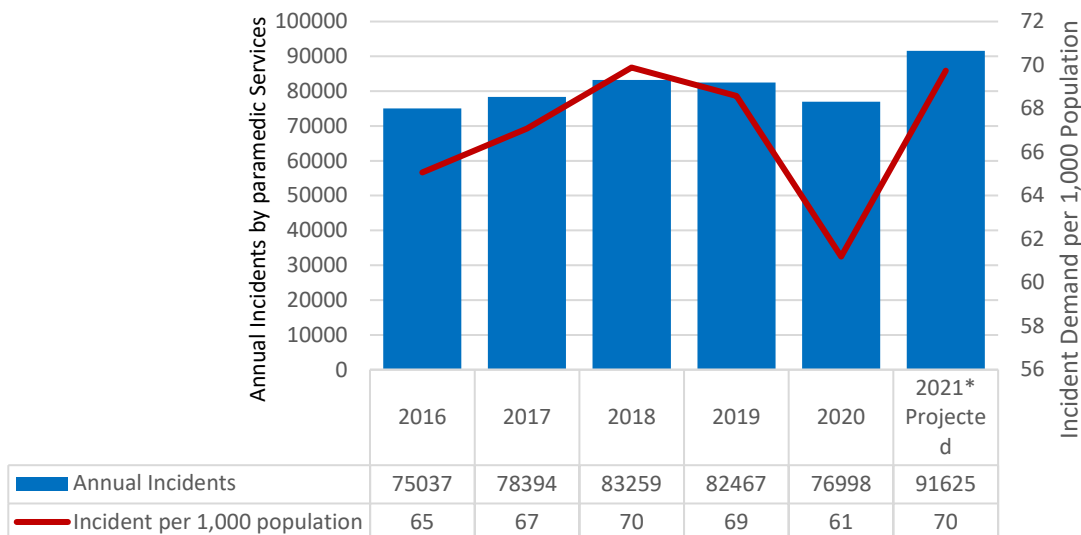
As shown in Figure 1 below, incident demand on Paramedic Services was 70 incidents per 1,000 residents in 2018, 69 incidents per 1,000 residents in 2019 and 61 incidents per 1,000 residents in 2020. Demand is projected to increase to 70 incidents per 1,000 residents in 2021.

In 2019, call volumes returned to their average yearly levels following a vigorous influenza season in 2018 that had increased incident demand. However, in 2020, there was a decrease in incident demand due to the COVID-19 pandemic (as reported to Council in the Social Service Response report and memos in [April 2020](#), [May 2020](#), [June 2020](#), [July 2020](#), [September 2020](#) and [November 2020](#)) as more residents staying at home resulted in fewer vehicle collisions, industrial accidents and other common incidents related to public events that would have previously contributed to greater call demand. Although incident demand in 2020 declined, response time performance was impacted by additional procedural measures needed to adequately respond to the COVID-19 pandemic (e.g. increased time required for COVID-19 screening by dispatch, enhanced cleaning measures, and new procedures for

personal protective equipment) and reduced staffing in some ambulances due to staff isolations, illness and injury.

Figure 1 provides actual annual incidents from 2016 to 2020 and projected incidents for 2021. An incident refers to a single event that paramedics respond to. The projected 2021 estimate of 91,625 annual incidents is based on modeling projections, however, the projections do not account for increased call volumes due to the COVID-19 pandemic.

Figure 1
Paramedic Incident Demand per 1,000 Residents, 2016 to 2021



Source: York Region Paramedic Services Ambulance Dispatch Reporting System

*Note: 2021 figures are projections based on data provided by Operational Research in Health Limited.

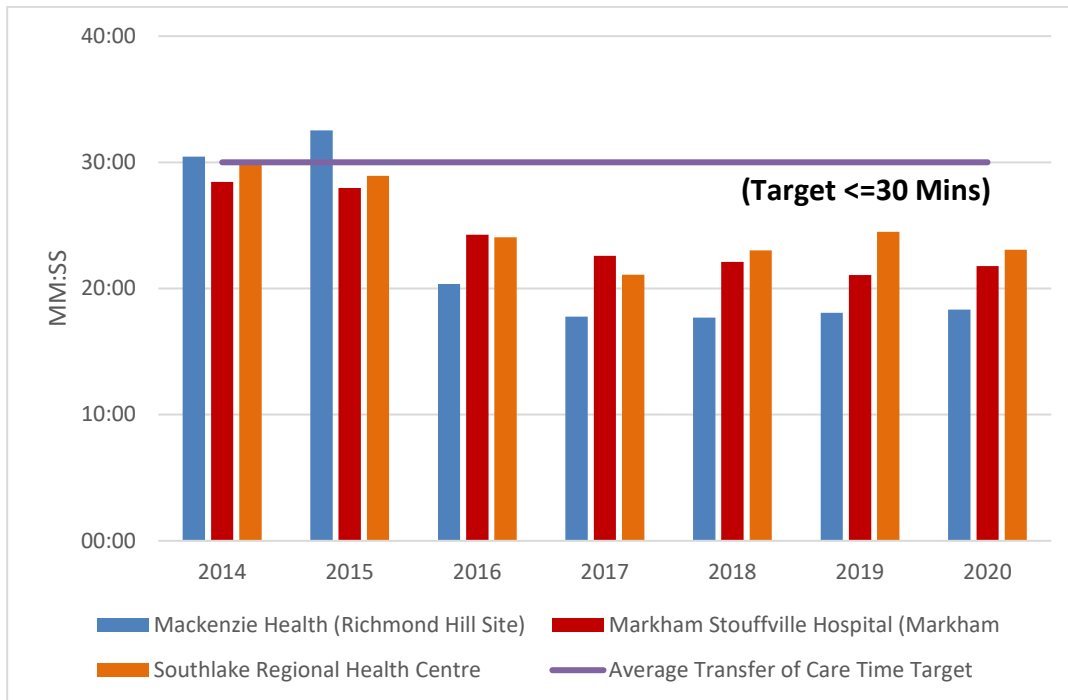
Hospital transfer of care times remained below the 30-minute target

Hospital transfer of care time refers to the time between when paramedics arrive at a hospital and when a patient is transferred from the paramedics' care to the hospital's care. York Region's [Hospital Memorandum of Understanding Update 2014](#) helped to bring poor transfer of care performance under control and has improved off-load delays, resulting in a decrease in the average transfer time. As displayed in Figure 2 below, the average time to transfer patients to hospitals has dropped below the Region's target of 30 minutes since 2014.

Paramedic Services continues to track off-load times and regularly meets with local hospitals to ensure transfer of care times continue to be met. Shorter transfer times help get ambulances back in service faster, enabling paramedics to manage call volumes and meet response time targets.

In 2019, the average transfer of care times were 18 minutes for Mackenzie Health, 21 minutes for Markham-Stouffville Hospital and 24 for Southlake Regional Health Centre. In 2020, the average transfer of care times were 18 minutes for Mackenzie Health, 22 minutes for Markham-Stouffville Hospital and 23 minutes for Southlake Regional Health Centre.

Figure 2
Average Transfer of Care Time by York Region Hospital



Source: York Region Paramedic Services Ambulance Dispatch Reporting System

Partnerships with local organizations continue to be explored to support vulnerable community members and mitigate frequent 9-1-1 callers with high acuity needs

Through ongoing partnerships with community organizations, York Region Paramedic Services is working to improve coordination and innovations to address the complex needs of the community, including vulnerable seniors. Examples include:

- Working together with the Ministry of Long-Term Care to implement the fully funded Community Paramedicine for Long-Term Care initiative that will build on the Region's existing community paramedicine program. York Region is eligible to receive up to \$8,085,000 between 2020 and 2024 to fund the pilot program that allows paramedics to support the medical needs of seniors and their families through home visits, thus filling a gap in the type of care required while older residents wait for long-term care. Expanding community paramedicine helps to reduce the pressures on long-term care homes, free up much needed hospital beds, and allow hospitals to focus on medical emergencies, and care for COVID-19 patients. It is estimated that approximately 800 residents could benefit from this program on a quarterly basis. Details of the program were previously reported to Council in [November 2020](#).
- Working with Canadian Partnership Against Cancer and Healthcare Excellence Canada which provided funding to deliver the Ministry of Health approved one-year pilot for the Paramedics Providing Palliative Care at Home Program. The Program permits paramedics to assess patients on the scene of a 9-1-1 response and make a

decision on whether the patient could be treated on scene or referred to another health care resource for ongoing care, rather than having to transport the patient to the emergency department. The program is tentatively scheduled to begin September 2021.

- Partnerships with Ontario Health Teams in York Region, as previously reported to Council in [September 2019](#), to improve out-of-hospital care, strengthen the coordination of care, reduce 9-1-1 calls and integrate paramedics into the broader health care system — a key objective of the consultation on [Emergency Health Services Modernization](#) conducted by the Ministry of Health in November 2019. To date, Paramedic Services has been a member of various planning tables such as integrated models of care, digital health and working groups focused on priorities related to mental health and seniors initiatives. This collaboration is helping to improve data sharing between local service providers to inform service delivery and make changes to benefit the patient experience, as well as deliver key elements of the COVID-19 response, such as at-home medical assistance and immunization for homebound residents in order to keep them safe in their homes and avoid unnecessary emergency department visits.
- Partnership with Social Services at the York Region Transitional Shelter to provide COVID-19 testing and enhanced medical supports with primary care and addictions medicine physicians. Community Paramedics provide assessments and treatment to clients with the support and medical delegation of physicians.
- Partnership with Community and Home Assistance to Seniors on Expanding Social Engagement for Seniors – a new program launched in January 2021 to provide activity kits (includes books, recipes, resources, medical information, etc.) to older residents to help them stay connected and keep mentally active. Paramedics distribute activity kits to isolated and homebound seniors in the community.
- Collaborating with partners such as York Region Public Health and Southlake Regional Health Centre to conduct COVID-19 immunization for health care workers, residents within long-term care facilities, retirement residences, and congregate settings such as housing shelters, and vulnerable individuals within the community.

5. Financial

York Region Paramedic Services were managed within the Council approved budgets of \$83.7 million gross and \$39.6 million net tax levy for 2019, and \$88.1 million gross and \$43.5 million net tax levy for 2020, excluding corporate and departmental support costs. In response to COVID-19 efforts, Paramedic Services received the following funding from provincial and other sources in 2020:

- \$3.8 million from the Ministry of Health (not including the Community Paramedicine Program)
- \$0.1 million from the Central Local Health Integration Network for one-time expansion of the Community Paramedicine Program

Additional funding is expected for 2021 for the above programs and other COVID-19 related programs.

6. Local Impact

All local municipalities continue to receive reliable and responsive Paramedic Services. Paramedic Services will continue to work with municipal fire services to respond to emergencies to provide the best possible response to patient care as well as other municipal partners to optimize the use of resources.

7. Conclusion

In 2019 and 2020, York Region Paramedic Services exceeded all response time targets. This success was achieved through ongoing partnership with local municipal fire services to maintain response times and collaboration with local hospitals to maintain transfer of care times below 30 minutes. While the COVID-19 pandemic resulted in a moderate decrease to call volumes, the Region's growing and diversifying population will continue to impact the types of calls and complexity of demand on emergency response services.

To continue meeting response time targets and respond to the changing needs of the Region's communities depends on two key factors:

- Implementation of new provincial dispatch technology for the Georgian Central Ambulance Communication Centre
- Effective planning and implementation of the Paramedic Services 10-year Master Plan. Council will receive an update on the Master Plan implementation in November 2021

For more information on this report, please contact Lisa Gonsalves, General Manager at 1-877-464-9675 ext. 72090. 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

May 19, 2021

eDOCS #12744806

On June 24, 2021 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Agriculture and Agri-Food Advisory Committee, the Ontario Ministry of Agriculture, Food and Rural Affairs and local municipalities.

The original staff report is attached for your information.

Please contact Jonathan Wheatle, Director, Economic Strategy at 1-877-464-9675 ext. 71503 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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The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
June 10, 2021

Report of the Commissioner of Corporate Services and Chief Planner

2020 Agriculture and Agri-Food Strategy Update

1. Recommendation

The Regional Clerk circulate this report to the Agriculture and Agri-Food Advisory Committee, the Ontario Ministry of Agriculture, Food and Rural Affairs and local municipalities.

2. Summary

This report provides Council with an update on activities, partnerships and 2020 [Agriculture and Agri-Food Strategy](#) achievements.

Key Points:

- The third year of Agriculture and Agri-Food Strategy implementation is on track with nearly 90% of actions either underway, planned or completed
- Agriculture and agri-food programming and stakeholder engagement reached over 4,500 participants and generated 350,000+ views on social media
- York Region Food & Beverage Accelerator Program participants achieved more than \$500,000 in total revenue, with 148 new distribution points
- An industry led agri-food sub-group was established as part of the Business Recovery Support Partnership to support the sector in response to the COVID-19 pandemic

3. Background

The Agriculture and Agri-Food sector contributes \$2.7B to York Region's Gross Domestic Product

York Region's agri-food sector is home to more than 700 farms and 270 food and beverage manufacturers and distributors that contribute to the Region's economic vitality. Based on the 2016 Census of Agriculture, the agri-food sector in York Region, from farms to processors, food retailers and restaurants, provides approximately 57,000 jobs, generating \$2.7 billion in Gross Domestic Product for York Region.

In 2017, Council approved the Agriculture and Agri-Food Strategy to guide long-term growth of the Region's Agri-Food sector

York Region's [Agriculture and Agri-Food Strategy](#) (the Strategy) endorsed by Council in [October 2017](#), sets direction for long-term growth of the agriculture and agri-food sector and guides development of policy and program initiatives.

The Strategy articulates a comprehensive set of objectives defined within five strategic goal areas and 45 action items to be implemented over five years. The five strategic goals are:

1. Strengthen communication and collaboration with York Region, local municipalities and the agri-food sector.
2. Support the agri-food sector through integrated land use planning and economic development.
3. Support increased capacity for value added agri-food processing and support services.
4. Leverage location within the GTA and proximity to customers through direct farm marketing and meet demand for local food production.
5. Provide support for business retention and expansion of primary agricultural production within York Region.

Progress on the Agriculture and Agri-Food Strategy initiatives is reported to Council annually.

The Agriculture and Agri-Food Advisory Committee supports the Region in delivery of the Agriculture and Agri-Food Strategy

The Agriculture and Agri-Food Advisory Committee (Advisory Committee), a volunteer advisory committee, was created by Regional Council in 2001 to support the agricultural industry and promote healthy rural communities. Advisory Committee members provide advice to Regional Council and staff on agriculture, agri-food and rural matters in York Region. In [September 2019](#), Council appointed [members to the Agriculture and Agri-Food Advisory Committee](#) for the 2019-2022 term. Advisory Committee members provide a balanced representation across the agri-food value chain including producers, input suppliers, food processors, distributors, and food retailers.

In 2020, the group held one in-person (January 29, 2020) and two virtual meetings (September 30, 2020 and December 2, 2020) with administrative support provided by the Regional Clerks office. York Region Planning and Economic Development staff work collaboratively with the Advisory Committee to execute the Strategy.

The COVID-19 pandemic brought significant challenges and some opportunities for the agri-food sector

Throughout 2020, the pandemic created significant challenges with opportunities for the agri-food sector. At the onset of the pandemic, an increase in consumer demand with supply

chain disruptions resulted in depleted store inventories. There was a greater impact on labour as the pandemic disproportionately affected marginalized groups, resulted in food service closures, outbreaks in the meat packing industry, and delayed the arrival of temporary farm workers (TFW). One of the most profound effects of the pandemic was felt through lost wages and massive unemployment. According to Restaurants Canada, as of March 2021, an estimated 111,500 foodservice employees in Ontario are still out of work due to the COVID-19 pandemic.

Overall, the local agri-food system demonstrated resiliency during the pandemic. In response to COVID-19, York Region farms pivoted to e-commerce digital platforms adapting new business models to safely meet the needs of the community. As outlined in [Arrell Food Institute report](#), there is an opportunity to learn from the experience to address the root causes of food insecurity on a local/regional level, promote the agri-food sector as a driver of green economic growth, and foster collaboration between industry stakeholders and government.

4. Analysis

Agriculture and Agri-Food Strategy implementation is on track with nearly 90 per cent of the actions underway, planned or completed

The Strategy identified [45 action items](#) for implementation over five years (2018-2022) to support and grow the agriculture and agri-food sector. The actions are grouped as on-going, short-term, medium and long-term activities.

In 2020, York Region staff worked closely with local municipal partners, the Advisory Committee, and agri-food stakeholders to implement actions in the strategy. As of December 2020, 40 of the 45 action items (nearly 90%) were underway, planned or completed. In summary:

- All short-term activities have been completed
- Majority of the on-going activities have been completed and operationalized
- Half of the medium and long-term actions have been completed and operationalized as on-going

On-going items include showcasing agricultural innovators/champions in the Region, continuing local food education campaign, facilitating networking events, and delivering York Region's Food & Beverage Food Accelerator Program.

A summarized list of action items grouped by status (underway, planned, new, completed and operationalized as on-going) is outlined in Attachment 1.

Staff will continue to work with the Advisory Committee to deliver action items in the Agriculture and Agri-Food Strategy

Work through the Advisory Committee will continue to evaluate and deliver remaining actions prioritized as medium to long term in the Strategy. Virtual events and activities will be considered as options for 2021 work plan actions. Remaining 2021 deliverables include:

- Continued collaboration with Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), local municipalities and agri-food sub-group on COVID-19 initiatives
- Planning for the virtual Agri-Food Forum 2021 with OMAFRA
- Program delivery for York Region Food & Beverage Food Accelerator Program in partnership with York University Innovation Hub (YSpace)

Advisory Committee members provided input on Municipal Comprehensive Review policy directions and Agriculture Land Base and Natural Heritage System mapping updates

As part the Municipal Comprehensive Review (MCR) to update the Regional Official Plan, agricultural policies are being reviewed to conform to updated provincial Plans. In addition, agricultural lands are being reviewed including lands identified by the Province as additional potential Prime Agricultural Land.

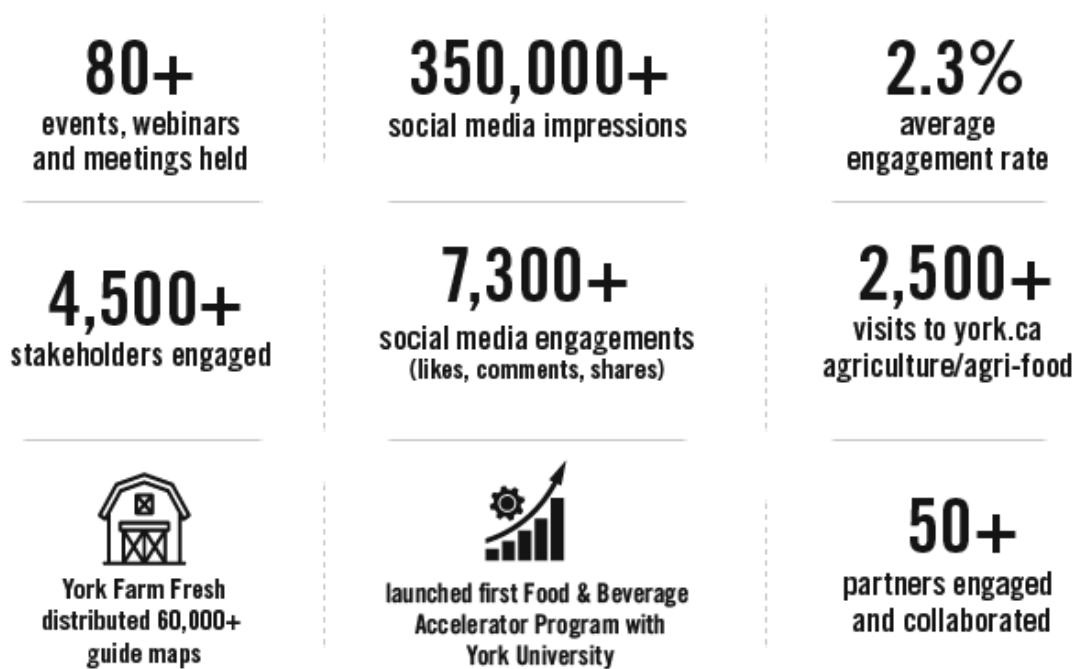
The Advisory Committee has been engaged in the MCR process on policy directions and mapping. A Regional Official Plan Update Policy Directions Report was presented to [Council in December 2020](#) including policy directions to support the agricultural system, agri-food system, local agricultural and food initiatives. Throughout 2020, staff have also engaged with the Advisory Committee members on preliminary policy updates. Areas of input related to potential for redevelopment of existing non-agricultural uses in agricultural areas, potential for new non-agricultural uses in agricultural areas and potential policy approaches regarding how new urban areas develop which supports the ongoing viability of adjacent agricultural uses. The Agriculture and Agri-Food Advisory Committee continues to be engaged in 2021.

Agriculture and Agri-Food Programming and stakeholder engagement reached over 4,500 participants and generated 350,000+ views on social media

To date, agriculture and agri-food programming has engaged more than 4,500 stakeholders and generated 350,000+ views on social media. Figure 1 illustrates key performance metrics and outcomes from agriculture and agri-food programming.

Figure 1

Agriculture and Agri-Food Programming Outcomes



During the pandemic, consumer food trends shifted towards greater demand for locally grown food. York Region staff promoted local food in collaboration with York Farm Fresh Association, distributing York Farm Fresh Guide maps and promoting safe visitation. York Region received an award in April 2020 from the International Association of Business Communicators for profiling the agri-food sector, supporting stakeholder communications, and promoting local food.

York Region's funding partnerships deliver projects that align with the Agriculture and Agri-Food Strategy

York Region's community partnerships with York Farm Fresh and the Golden Horseshoe Food and Farming Alliance for 2020-2021 deliver projects that support the Strategy:

- Local Food Promotion:** York Farm Fresh connects York Region communities to locally grown products at farms and farmers markets. The Region funded York Farm Fresh as a service delivery agent to raise awareness of locally produced agricultural products and develop the local Farm Fresh Guide Map for 2020. In addition, York Farm Fresh received ventureLAB Entrepreneurship & Innovation Funding to digitize the map into a multilingual mobile app for 2021.
- Golden Horseshoe Food and Farming Alliance (GHFFA):** York Region staff continued to work and collaborate with GHFFA through projects and update of agri-food assets in York Region. In 2020, GHFFA completed the [Carrot Value Chain Analysis Report](#) to examine the flow of Ontario carrots from field to table. In addition, GHFFA released its renewed [5-year Action Plan](#) with goals and activities until 2026. Staff provided input for the renewal of the GHFFA Action plan.

York University delivers the first cohort of the York Region Food & Beverage Accelerator Program

Staff worked closely with York University's Innovation Hub (YSpace) in the delivery of the first cohort for [York Region's Food & Beverage Accelerator Program](#). The five-month program helped eight food and beverage ventures accelerate their sales, scale up and launch new products. The program provided expert mentorship, peer-to-peer circles, with delivery of 18 virtual workshops to give founders the tools, skills and connections to grow. Key outcomes achieved by eight companies include generating \$500,000 in total revenue, with 148 new store presence/distribution points and nine jobs created.

The Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs (OMAFRA) attended and provided welcoming remarks at the virtual Spotlight event on January 19, 2021 to celebrate the participant's accomplishments.

York Region established the Agri-Food Sub-Group as part of the Business Recovery Support Partnership to support the Sector

The York Region Business Recovery Support Partnership was created in [April 2020](#) to bring together economic development stakeholders and industry leaders from across York Region. As part of this initiative, an industry-led agri-food sub-group with members of the Advisory Committee and other industry experts was established to support the sector.

Facilitated by York Region Economic Strategy, this group held fifteen meetings as part of an on-going dialogue to review challenges and opportunities in response to COVID-19. Public health representatives participated in the meetings to provide updates and guidance for the agri-food stakeholders. The group collaborated to share best practices and deliver projects in response to the challenges identified. Highlights of activities include:

- Delivery of an [awareness building campaign](#) to highlight the importance of temporary farm workers (TFW) in the community. The campaign was amplified by agri-food stakeholders including the [Golden Horseshoe Food and Farming Alliance](#).
- A webinar on [COVID-19 Health and Safety Measures for Farm Operations](#) held on July 22, 2020. York Region Public Health provided guidance for safe farm and food operations and facilitated mobile COVID-19 testing at 17 farm locations throughout York Region.
- Delivery of [Agri-Food Business Webinar Series](#) for small food and beverage processors held in September 2020. The webinars provided businesses with practical solutions and strategies to support their response to COVID-19.

A summary of outcomes from the projects is illustrated in Attachment 2.

5. Financial

The Agri-Food Strategy identified a number of objectives and actions for consideration as part of implementation. Some of these are no cost or low cost, or have already been pursued by the Region, while others have potential resource and budget implications. Funds required

to support 2021 Agriculture and Agri-Food implementation activities are included in the Planning and Economic Development operating budget.

6. Local Impact

The Agriculture and Agri-Food Strategy supports and complements the goals and interests of the Region's local municipal partners. Staff from local municipalities participated in development and review of the Strategy and continue to attend Agriculture and Agri-Food Advisory Committee meetings. Regional staff partner with local municipalities to deliver programs and execute the Strategy. The Strategy is shared with local municipalities to be leveraged as they develop their respective agriculture and agri-food plans and initiatives.

7. Conclusion

Through implementation of the Agriculture and Agri-Food Strategy, York Region continues to demonstrate a strong commitment to the agriculture and agri-food sector. Implementation of the Strategy is on track with significant stakeholder outreach and engagement in 2021. A key focus for 2021 is to build partnerships and leverage resources to deliver agri-food programming. This includes collaboration with Agri-Food Sub-Group to deliver projects to support agri-food businesses during the COVID-19 pandemic.

In 2021, the Region, its local municipalities and Advisory Committee will continue to evaluate and deliver action items from the Strategy. Staff will continue to collaborate with agri-food stakeholders to build capacity in the sector in response to COVID-19. The progress on the Agriculture and Agri-Food Strategy initiatives and work of the Advisory Committee will be reported as a part of the annual update to Council.

For more information on this report, please contact Jonathan Wheatle, 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

May 28, 2021
Attachments (2)
12832785

Agriculture and Agri-Food Strategy: Status of Action Items

STRATEGIC GOAL	ACTION ITEM	TIMELINE	STATUS
1. Strengthen communication and collaboration with York Region, lower tier municipalities and the agri-food sector	1.1 Create a York Region agri-food specialist role dedicated to supporting growth of existing businesses, attracting new investments and promoting the Agri-food sector in York Region.	Short-term	Complete
	1.2 Build internal staff capacity to provide direction to lower tiers on agri-food issues; coordinate programming and initiatives between planning and economic development and tourism at the Regional level.	On-going	Complete/ On-going
	1.3 Develop a communication roadmap/strategy to ensure open and transparent communication pathways.	Short-term	Complete
	1.4 Create a directory/resource that includes names and contact information of producers in the Region; to be used by the Region for collecting employment data.	Medium-term	Complete
	1.5 Create annual opportunity to collect feedback from the agri-food sector to strengthen York Region staff and Council's understanding of farm and food businesses and their needs by engaging with local farmers and agri-food experts.	Medium-term	Complete/ On-going
	1.6 Continue to support and collaborate with GHFFA through projects.	On-going	Complete/ On-going
	1.7 Continue support for the York Region Agricultural Advisory Liaison Group (YRAALG) by allocating annual budget for special projects and events.	Medium-term	Complete/ On-going
	1.8 Explore and identify ways to celebrate and showcase agricultural innovators/champions in	On-going	Complete/ On-going

STRATEGIC GOAL	ACTION ITEM	TIMELINE	STATUS
	the Region using existing communication efforts.		
	1.9 Seek opportunities to collaborate with partners in York Region and beyond the Region.	On-going	Complete/ On-going
	1.10 Develop York Region agri-food educational materials for general public to share at regional and community events.	On-going	Complete/ On-going
	1.11 Investigate and explore opportunities for teaching youth about agriculture and food production in the Region.	Medium-term	Complete/ On-going
	1.12 Demonstrate a commitment to the agri-food sector by supporting agricultural events and conventions through sponsorship or in-kind support.	On-going	Complete/ On-going
	1.13 Collaborate with organizations such as Rouge National Park, Oak Ridges Moraine Trust, Ontario Soil and Crop Improvement Association (OSCIA), and Ontario Farmland Trust to conduct study to understand current land stewardship practices used by York producers.	Medium-term	Underway
2. Support agri-food sector through integrated land use planning and economic development			
	2.1 At the next review, update York Region's Official Plan to conform and align with recent changes to the Greenbelt Plan, Growth Plan and Oak Ridges Moraine Plan (2017 updates).	Medium-term	Underway
	2.2. Prior to next Official Plan review, conduct a Land Evaluation and Area Review (LEAR) study to collect updated data on quality of soils, fragmentation, conflicting uses and production in York Region.	Medium-term	Complete
	2.3 Through the Municipal Comprehensive Review, review York Region's Official Plan (and lower tier plans) related to overall agricultural strategies, land use policies, acceptable uses, as well as application processes and development fees to ensure they encourage and support investment and employment in the agricultural sector.	On-going	Underway

STRATEGIC GOAL	ACTION ITEM	TIMELINE	STATUS
	2.4 Conduct a study that investigates innovative financial mechanisms that incentivize producers and landowners to keep land in agricultural production.	Medium-term	New
	2.5 Conduct a review of policies and regulations related to environmental performance of food processing operations within the Region.	Short-term	Complete
	2.6 Participate in the upcoming consultation and review for the Greater Golden Horseshoe's Agricultural System policies (led by OMAFRA).	Short-term	Complete
	2.7 Recognize and acknowledge the agri-food sector's role as an economic driver in the Region through updates to plans and policies.	Medium-term	Complete/ On-going
	2.8 Conduct a study and review of edge planning practices and identify planning tools the Region can use to resolve conflicts between adjacent urban and agricultural land uses.	Medium-term	Underway
	2.9 Monitor the province's development of Agricultural Impact Assessment (AIA) guidelines and provide feedback through consultation with planning staff and other relevant stakeholders.	On-going	Complete
	2.10 Encourage the lower tier municipalities to develop and implement an Agricultural Community Improvement Plan (CIP) to incentivize on-farm diversification and value-added operations.	On-going	Underway
	2.11 Create factsheets and accessible materials to help agri-food stakeholders interpret land use policies.	On-going	Planned
3. Support increased capacity for value added processing and support services			
	3.1 Develop and implement a Food Processing Action Plan that demonstrates York Region is 'open for business' to attract and retain food processing businesses.	Medium-term	New

STRATEGIC GOAL	ACTION ITEM	TIMELINE	STATUS
	3.2 Establish an agri-entrepreneur mentor program in conjunction with the York Small Business Enterprise Centre to support existing and potential entrepreneurs with mentoring and business guidance.	Medium-term	Complete/ On-going
	3.3 Investigate and identify opportunities to develop a regional food incubator/hub to support fruit and vegetable value-adding opportunities to increase farm revenue.	Long-term	Complete/ On-going
4. Leverage within the GTA and proximity to customers through direct farm marketing to meet demand for local food production			
	4.1 Facilitate the revitalization of the York Farm Fresh Organization to support the growth of York's agri-food sector and demand for farm-direct production.	On-going	Complete
	4.2 Continue annual production of the York Region Farm Fresh Guide Map and Pumpkin Pie Trail Map to promote and raise awareness of locally produced agricultural products.	Short-term	Complete
	4.3 Continue to support and encourage the provision of community gardens and/or urban agriculture projects that promote agricultural awareness in settlement/urban areas.	On-going	Underway
	4.4 Support the development of agri-tourism programming such as "Farm Tour Hikes".	On-going	Complete/ On-going
	4.5 Raise awareness around the diversity of production and processing found in the Region through promotional materials (e.g. Ontario's 'soup and salad bowl' in the Holland Marsh; world crop production).	On-going	Complete/ On-going
	4.6 Revisit York Region's Food Charter and broaden support across the agri-food sector.	On-going	Underway
	4.7 Develop local food-sourcing policies for Regional facilities and encourage other public sector agencies within the Region to adopt similar policies.	Medium-term	New

STRATEGIC GOAL	ACTION ITEM	TIMELINE	STATUS
	4.8 Facilitate relationship building between producer, processors and retail companies that support local food production (e.g. Longos, Metro).	Medium-term	Complete/ On-going
	4.9 Communicate and promote opportunities to connect producers with the local market.	Medium-term	Complete/ On-going
	4.10 Partner with Rouge National Urban Park and Toronto Region Conservation to increase collaboration and learning amongst agri-businesses and potential new entrants into agri-tourism through hikes, education programs and/or peer-to-peer learning groups.	Medium-term	Underway
5. Provide support for business retention and expansion of primary agriculture production within York Region			
	5.1 Conduct Business Retention and Expansion studies (led by OMAFRA) to assess and evaluate the needs and opportunities in each lower-tier municipality with a focus on agri-food related services and businesses	Medium-term	Planned
	5.2. Conduct a study and develop a long-term sustainability strategy for the Holland Marsh through collaboration with stakeholders and partners (e.g. Simcoe County, Lake Simcoe Regional Conservation Authority, Holland Marsh Growers' Association, OMAFRA, etc.).	Medium-term	Complete
	5.3. Work with industry and government agencies to support the employment of seasonal and foreign agricultural workers, with respect to working conditions, accommodations, cultural services and accessibility to workers.	On-going	Complete/ On-going
	5.4. Undertake an equine industry study and consultation to identify barriers and opportunities for growing the Region's equine industry including research on successes in other regions (e.g. Greater Toronto Area, Caledon, Halton Hills, etc.).	Medium-term	New
	5.5 Explore opportunities to increase the production of world crops within York Region.	Medium-term	Planned

STRATEGIC GOAL	ACTION ITEM	TIMELINE	STATUS
	5.6 Continue support to improve broadband connectivity across the Region through the Region's Broadband Strategy; particularly in rural and agricultural areas to help businesses develop and grow.	On-going	Complete/ On-going
	5.7 Develop template and prepare annual report card to record and evaluate achievements.	On-going	Complete/ On-going
	5.8 Conduct a five-year review of York Region's Agriculture and Agri-Food Sector Strategy.	Long-term	New

BUSINESS RECOVERY SUPPORT PARTNERSHIP SUB-GROUP:

AGRICULTURE AND AGRI-FOOD

The York Region Business Recovery Support Partnership connects economic development stakeholders to address the COVID-19 pandemic and support businesses. The Agriculture and Agri-Food Sub-Group collaborated to identify and address imminent challenges and **provide support** to the sector.



Developed a PPE supplier directory



Enabled mobile COVID-19 testing at 17 farm locations throughout York Region

36

COVID-19 farm spot-check inspections completed by York Region Public Health



Completed a business recovery accelerator webinar series for food processors



Provided COVID-19 guidance and information for safe farm and food operations



Shared health and safety protocols and industry best practices between group members and industry stakeholders



Completed a temporary foreign worker campaign to raise awareness and support workers in the sector



Developed a COVID-19 health and safety webinar for farm operations

On June 24, 2021 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Clerks of the local municipalities and the Ministry of the Environment, Conservation and Parks.

The original staff report is attached for your information.

Please contact Laura McDowell, Director, Environmental Promotion and Protection at 1-877-464-9675 ext. 75077 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Regional Clerk's Office, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
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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
June 10, 2021

Report of the Commissioner of Environmental Services

2020 Annual Waste Management Report

1. Recommendation

The Regional Clerk circulate this report to the Clerks of the local municipalities and the Ministry of the Environment, Conservation and Parks.

2. Summary

This report provides Council with a copy of the 2020 Annual Waste Management Report (Attachment 1) which summarizes the Region's waste reduction and diversion initiatives and provides an update on implementation of the SM4RT Living Integrated Waste Management Master Plan (the SM4RT Living Plan). It supports the Region's enhanced approach to tracking, measuring, and reporting on the performance of its waste management system.

This Annual Report is submitted to the Ministry of the Environment, Conservation and Parks each year to satisfy the Durham York Energy Centre Environmental Assessment condition for diversion reporting.

Key Points:

- Regional and local municipal staff collaborated to manage the challenges created by the COVID-19 pandemic, adapting programs and services to ensure safe delivery for staff and residents
- Organics and garbage curbside generation rates increased in 2020 due primarily to pandemic impacts
- The Region and its local municipal partners achieved 93% diversion from landfill in 2020, again exceeding the Regional Official Plan goal of 90% waste diversion from landfill. This includes all tonnes collected through local municipal curbside programs, waste depot diversion programs and tonnes managed through energy-from-waste
- A diversion rate of 66% has been reported by the Region for 2020 and is awaiting verification by the Resource Productivity and Recovery Authority (RPRA). The province does not recognize energy-from-waste as diversion and, as such, the diversion rate reported by RPRA does not include energy-from-waste tonnages

- Although the release of the Blue Box regulation is still pending (as of drafting this report), York Region continues to prepare for transition of the Blue Box Program to full producer responsibility and has advocated to the province to finalize the Blue Box regulation (Attachment 2)
- The SM4RT Living Plan's focus on circular economy will support the Region as it recovers from the pandemic and navigates waste-related legislative changes

3. Background

The SM4RT Living Plan focus on circular economy demonstrates leadership in an evolving waste landscape

The SM4RT Living Plan outlines the long-term direction for waste policy and programming in the Region. The SM4RT Living Plan has a visionary goal of a world where nothing goes to waste and a strong focus on partnerships and innovation to drive change. Approved by Council in [April 2020](#), the SM4RT Living Plan continues to move York Region to a more sustainable circular economy that emphasizes waste reduction, repair, reuse and resource recovery to ensure materials are kept in circulation, maximizing economic value and environmental protection. Council demonstrated early leadership in this important shift which is gaining momentum with senior governments, municipalities across Canada, and the private sector.

Changes influenced by the pandemic restrictions have highlighted the value of resilient and adaptable local supply chains that can be achieved through a more circular economy. Despite the ongoing pandemic challenges, the federal government has moved forward with funding announcements for Canadian industry, academia and other sectors to support innovative circular solutions to address plastics, textiles and food waste reduction. Advancing the circular economy will keep the Region at the forefront of this important movement, helping to improve waste management outcomes, while mitigating greenhouse gas emissions and supporting innovation and resilience in the public and private sectors.

4. Analysis

The Region and local municipal partners provided flexible, high quality service to residents despite COVID-19 impacts to waste operations

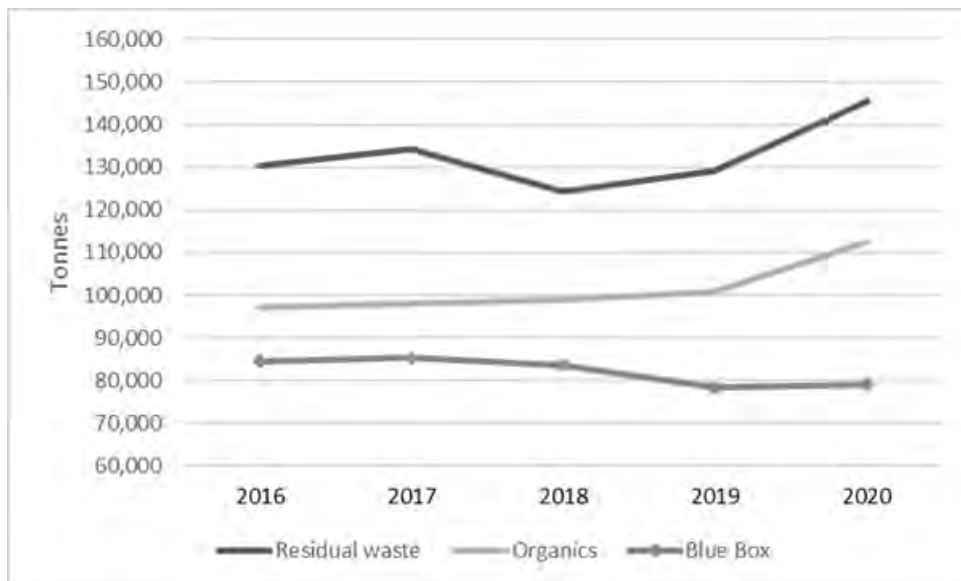
Throughout the pandemic, the Region and its local municipal partners adapted quickly and remained flexible to maintain curbside and waste depot service levels. Outlined in Attachment 1 (pages 22 – 23), waste depots implemented additional safety protocols to ensure the health and safety of workers and residents. The community environmental centres and our Georgina Transfer Station temporarily prioritized drop-off of garbage and household hazardous waste at the start of the pandemic. Textile diversion was briefly suspended at the request of Diabetes Canada. When the program resumed in July 2020 usage of this service surged. Similarly, there was a significant increase in demand for depot services during the pandemic, with a record number of tonnes collected and visits to depots.

At the local municipal level, staff collaborated with the Region on messaging about proper placement of materials at the curb and provided flexibility on garbage bag limits to support residents working or studying at home. Some municipalities adapted services such as bin and tag sales to contactless formats.

COVID-19 had a significant impact on waste generation rates as communities implemented measures to manage the pandemic

In 2020, the global pandemic impacted social and recreational activities, jobs, supply chains and economies worldwide resulting in significant changes in consumption and waste disposal behaviours at home. Municipal systems captured waste normally managed in workplaces, schools, and other places outside the home and additional waste generated from online shopping, takeout food and single use personal protective equipment. This led to increased tonnages of waste managed in the Region's three largest streams and new blue box contamination challenges. Figure 1 shows the total tonnes collected over the last five years. Year over year changes in tonnage can be attributed to population growth, however, in 2020 additional increases were attributed to COVID-19 impacts.

Figure 1
Total Tonnes Collected per Year



Attachment 1 (pages 6 – 9), details the Region's waste generation rates in 2020 and highlights waste behaviours that influenced these rates. The green bin generation rate increased from 84 kilograms per person in 2019 to 92 kilograms per person in 2020 and the garbage generation rate increased from 81 kilograms per person in 2019 to 91 kilograms per person in 2020.

Region and community partners engage residents through virtual programming to help support waste reduction and health and wellbeing

The pandemic inspired growing interest in activities such as cooking, gardening and bicycling, as residents took advantage of more time at home to learn new skills and manage mental health impacts of isolation. The Region partnered with community groups to offer online and socially distanced programs and shared waste messaging that aligns with the SM4RT Living Plan and engages residents exploring new pursuits. The 2020 Annual Waste Management Report (pages 30 – 31) showcases community engagement activities across the Region, including a partnership with Markham Cycles that provided online workshops, a donated bike refurbishing program and outdoor bicycle tune-ups. Regional staff developed a new contactless approach to the annual composter sale which saw increased demand from new and existing gardeners. Partnerships with York Region Food Network and York Farm Fresh allowed the Region to continue sharing tips and tools for reducing food waste while cooking at home and buying local produce.

SM4RT Living Plan priorities guide programs and policy as the Region moves towards recovery from COVID-19

It is unclear how changes brought about by the pandemic response, such as increased online shopping, working from home, and further reliance on single use packaging may impact waste generation over the longer term. The Region will continue to monitor waste generation trends over the next few years to better understand the medium and long-term impacts. While the Region has been successful at promoting environmentally friendly consumption and waste behaviours in the past, it might be challenging to address some of the new consumption and waste habits residents displayed during the pandemic. On the other hand, residents have also exhibited new skills and interests such as cooking, gardening and repair that may be leveraged to help in waste reduction engagement and education efforts. Private sector commitments such as the new [Loop Program](#) offering reusable packaging options for shopping and take-out food aligns with federal commitments on banning single use items and suggests that the movement towards a circular economy continues.

As the pandemic evolves the Region will continue to work with local municipal and community partners to deliver waste reduction and education programs supporting this transition. The Region's first Circular Economy Initiatives Fund, launched in February 2021, will support non-profit organizations to drive community-led waste reduction and reuse efforts. The Region has also applied to participate in the [Circular Cities and Regions Initiative](#), a network of municipalities engaged in transition to a circular economy. Program participants will be announced in June 2021. If successful, the Region will have the opportunity to work with national and international experts and municipal peers to develop a roadmap to circularity that builds on our SM4RT Living plan to further guide our work over the next several years.

Region continues to exceed the Regional Official Plan target with 93% diversion from landfill in 2020

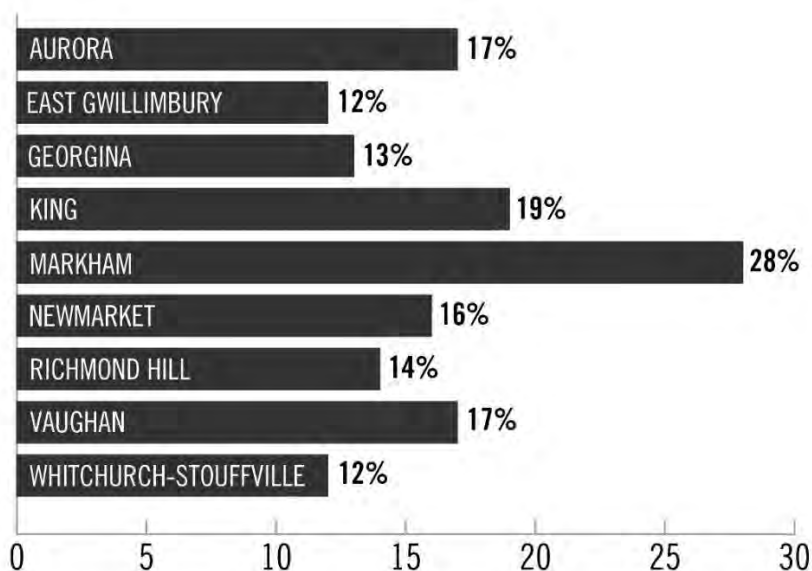
Although an increase in tonnage for all streams was noted in 2020, York Region and its local municipal partners achieved 93% diversion from landfill, continuing to exceed the Regional Official Plan target of 90% waste diversion from landfill. The Region has exceeded its diversion from landfill target since the target was established in 2016; however, the rate has decreased slightly from our 2019 rate of 94%. The diversion from landfill rate includes all tonnes collected through local municipal curbside programs, waste depot diversion programs and tonnes managed through energy-from-waste. Diversion from landfill is a key performance measure under the sustainable environment priority in the Corporate Strategic Plan. The diversion rate is reported annually to the Ministry of the Environment, Conservation and Parks to satisfy the Durham York Energy Centre Environmental Assessment condition for diversion reporting.

York Region continues to lead large urban municipalities in the Resource Productivity and Recovery Authority diversion ranking

Since 2012, York Region has ranked first in the large urban municipal diversion category, verified through the Resource Productivity and Recovery Authority Annual Datacall. The province does not recognize energy-from-waste as diversion and, as such, the diversion rate reported by the Resource Productivity and Recovery Authority does not include energy-from-waste tonnages. York Region and its local municipal partners continue to be leaders in Ontario in sustainable waste management. In 2019 (the latest year for which we have verified data), York Region continued this leadership with the highest verified diversion rate of 66% in the large urban municipal diversion category. For 2020, York Region has again reported a diversion rate of 66% which has been submitted to the Resource Productivity and Recovery Authority for verification. This suggests the Region's diversion rate remained the same despite challenges and impacts of the pandemic.

The Region and local municipalities will tackle broader blue box contamination to prepare for transition

Waste audits revealed that blue box contamination persisted in 2020. Local municipal contamination rates range from 12% to 28% as seen in Figure 2. A broad range of contaminants was found in the blue box stream, with no common contamination issues among the municipalities.

Figure 2**Blue Box Contamination Rates – 2020 Audit**

The Region and local municipalities along with the collection contractors recognize that education combined with curbside enforcement are best practices that must be employed to help lower blue box contamination. Region and local municipal staff continue to work together to drive improvements in the Blue Box Program by educating residents on what materials are acceptable and leveraging curbside enforcement practices. However, further progress is needed in areas where high contamination rates persist. As the pandemic recovery phase commences York Region and the local municipalities will work on expanding education efforts and focus enforcement on targeted areas to address broader contamination issues. Regional and local municipal staff have engaged in discussions to develop an approach to better understand the impacts of the pandemic on blue box participation and contamination.

Provincial government advances transition of several key programs however regulations show erosion of producer responsibility requirements

As the recycling landscape in Ontario continues to evolve, York Region has remained engaged in consultations related to implementation of full producer responsibility. Table 1 highlights the regulatory changes and consultations in 2020 and early 2021 and the Region's feedback/position. While the Region is pleased to see significant progress on plans to transition to full producer responsibility, there is concern about the strength and effectiveness of the regulation. In some cases, materials covered by draft regulations were not included in the final versions, leading to a possible reduction in diversion and convenience for residents. Lack of clear targets in the regulations could also impact environmental outcomes.

Table 1

Regulatory advocacy work in 2020

Batteries

- Transitioned to individual producer responsibility on July 1, 2020
-

Blue Box

- [June 2020](#): all nine local municipal councils and Regional Council passed resolutions indicating transition in 2025 as the preferred date; this date was included in the draft regulation
 - October 2020: Ministry released proposed Regulation
 - December [2020](#): Staff submitted comments on the draft regulation that included local municipal concerns
 - Ministry expected to finalize Blue Box regulation in 2021 (still pending)
 - April 2021: Region issues letter to Minister of Environment, Conservation and Parks, copying the Premier's office, to advocate for the release and finalization of the Blue Box regulation
-

Electronic Waste

- December 31, 2020: Waste Electrical and Electronic Equipment Program ended
 - January 1, 2021: program transitioned to individual producer responsibility
 - Concerns around new Electrical and Electronic Equipment Regulation as fewer material types designated under final regulation than in earlier draft version; no established penalties for non-compliance
-

Food and Organic Waste Policy Statement

- September 2020: Ministry posted proposed amendments to policy statement to encourage inclusion of compostable packaging in green bin programs
 - [November 2020](#): Region and local municipalities provided feedback, including recommendation to establish producer responsibility for compostable packaging
-

Municipal Hazardous or Special Waste

- September 30, 2021: transition to individual producer responsibility
 - February 2021: proposed regulations released
 - York Region and local municipalities responded with feedback expressing extreme disappointment that the draft did not include key material types and lacked targets
 - Feedback also identified lack of alignment between ministry's permissions office and producer responsibility regulations; the "use it up" approach for fertilizer under the proposed regulation increases non-point source runoff at a time when the province is actively trying to reduce non-point sources of phosphorus to the Great Lakes and Lake Simcoe. This is in stark contrast to increasingly restrictive phosphorus requirements for wastewater facilities already subject to extremely stringent phosphorus effluent limits.
-

Regional and local municipal staff will continue to advocate for improvements to ensure residents have convenient access to diversion programs as well as trust that waste is being managed consistently and responsibly under new programs.

The Blue Box regulation has yet to be finalized despite earlier commitments from the province to release the final regulation by early 2021. The Association of Municipalities of Ontario, City of Toronto, Peel Region and York Region (Attachment 2) have issued letters to the province advocating for release of the final regulation and other municipalities across Ontario are following this lead.

5. Financial

Uncertainty around Blue Box Regulation may impact future budgets

Further delays in the release of the final regulation are increasing municipal costs that would otherwise be avoided through transition to full producer responsibility. Transition as currently proposed in the draft regulation would initiate in 2023, with York Region scheduled for 2025. Delayed transition timing and/or inadequate scope of the final regulation will impact the timing and extent of future costs savings and may result in increased costs. Staff continue to collaborate with local municipal partners to adapt to the changes during this evolving process.

COVID-19 impacts reflected in 2020 actuals and 2021 budget

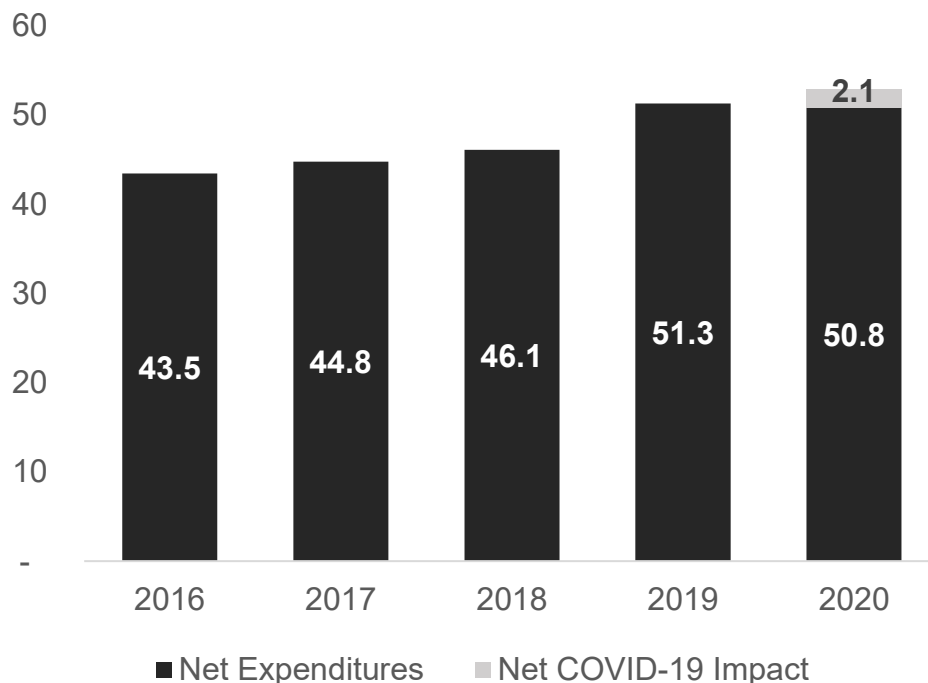
Increased blue box, garbage, and green bin tonnages observed in 2020 due to the pandemic resulted in an increase of \$2.1 million to the Region's waste management net operating costs. Table 2 summarizes the operating impact of the pandemic on the affected waste streams.

Table 2
2020 Net Operating Impact of COVID-19 by Waste Stream

Waste Stream	Additional Tonnage Due to COVID-19	Net Operating Impact (000s)
Garbage	7,900	\$630
Blue Box	3,000	\$240
Organics	8,000	\$1,230
Total	18,900	\$2,100

Over the past five years, the waste management operating spending has grown at a predictable and consistent rate typically due to cost inflation and population growth. As shown in Figure 3, 2020 operating expenditures were forecasted to be slightly lower than 2019 expenditures. However, the impact of the pandemic increased the waste expenditures by \$2.1M, an additional 4% over expected spending.

Figure 3
Waste Management Net Operating Expenditures 2016-2020
(\$ Millions)



Tonnages and contamination are difficult to forecast given the uncertainty about residents continuing to work or study from home and how behaviours will be modified based on the evolving pandemic. Based on current trends the pandemic is expected to increase 2021 waste management expenditures by an additional \$1.8 million.

6. Local Impact

Local municipal efforts critical to eliminate personal protective equipment (PPE) in the blue box

Waste directly related to the COVID-19 pandemic, specifically masks and gloves, began appearing in the blue box at the start of the pandemic in 2020, raising health and safety concerns for collection and processing staff. The Region conducted waste audits that found a higher quantity of personal protective equipment in blue box tonnages from the southern municipalities. Markham recorded the highest PPE related contamination rate, with 236 gloves/masks per tonne of blue box material audited.

Recognizing this trend, the Region worked closely with the southern municipalities to identify and address PPE waste in the blue box. Through a targeted education and enforcement campaign starting in October 2020, the southern three municipalities monitored blue boxes at the curb and worked with their collection contractors to sticker and leave behind blue boxes containing PPE. In 2020 early results showed a downward trend in observed PPE from September to December. During this period the northern six municipalities continued to educate and enforce at the curb and recorded a lower quantity of PPE in the blue box. This education and enforcement helps protect staff and operations at the Materials Recovery Facility. The Region will continue with education, enforcement work, and monitoring impacts of PPE in the blue box stream.

7. Conclusion


The Region and its local municipal partners remain resilient despite impacts of the pandemic and are well positioned to support recovery

With unexpected changes and impacts to waste management resulting from the pandemic, 2020 was a challenging year. It was also a year that revealed the resilience of Regional and local municipal diversion programs and their potential for improvement. Service levels were maintained with very few modifications and staff continued delivery of high-quality programs through new and innovative methods.

The Region's emphasis on a circular economy supports a strong recovery from the impacts of the pandemic. The Region's Circular Economy Initiatives Fund, launched in 2021, provides funding and support to the non-profit sector to deliver projects that reduce waste and promote a circular economy. Work has begun on developing a circular economy working group to facilitate knowledge sharing and collaboration so the Region's facilities and operations align with our commitment to circularity and waste reduction and efforts to support the industrial, commercial and institutional sector in adopting circular practices can be guided by data and stakeholder insights. The Region and local municipalities also remain actively engaged in advocacy around the transition to full producer responsibility, a key component of the circular economy.

For more information on this report, please contact Laura McDowell, Director, Environmental Promotion and Protection at 1-877-464-9675 ext. 75077. Accessible formats or communication supports are available upon request.

Recommended by:

Per: 
Erin Mahoney, M. Eng.

Commissioner of Environmental Services

Approved for Submission:



Bruce Macgregor

Chief Administrative Officer

May 21, 2021
Attachments (2)
#12802140



2020 ANNUAL WASTE MANAGEMENT REPORT



PARTNERSHIPS DRIVING
Reduction | Reuse | Recycling | Recovery



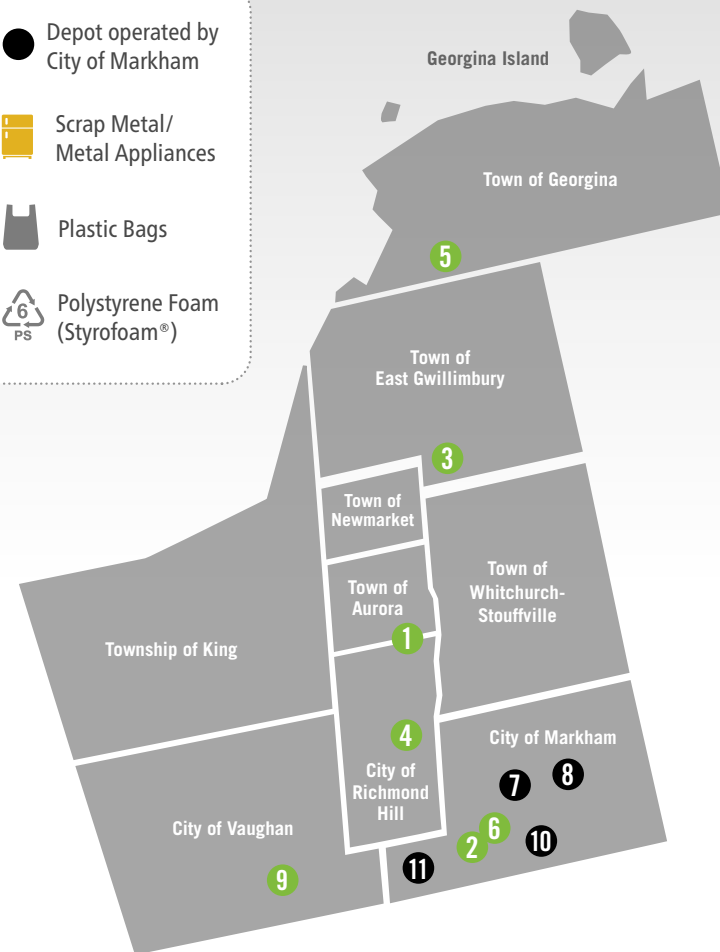
INTRODUCTION



LEGEND

- Depot operated by York Region
- Depot operated by City of Markham
- Yard Waste
- Household Hazardous Waste
- Scrap Metal/Metal Appliances
- Blue Box Recyclables
- Garbage
- Plastic Bags
- Electronics
- Clothing and Fabrics
- Polystyrene Foam (Styrofoam®)

WASTE DEPOT LOCATIONS AND ACCEPTED ITEMS



1 **Bloomington Yard Waste Depot**

2 **Earl Turcott Transfer Station**
(Not open to the public for drop off)

3 **East Gwillimbury Household Hazardous Waste and Recycling Depot**



4 **Elgin Mills Community Environmental Centre**



5 **Georgina Transfer Station, Household Hazardous Waste and Recycling Depot**



6 **Markham Household Hazardous Waste Depot**



7 **Markham Unionville Depot**



10 **Milliken Mills Depot**



8 **Markham Village Depot**



11 **Thornhill Depot**



9 **McCleary Court Community Environmental Centre**



The Regional Municipality of York 2020 Annual Waste Management Report summarizes York Region's integrated waste management system and reports on progress of the Region's waste management system and reports on progress of the Region's SM4RT Living Integrated Waste Management Master Plan (SM4RT Living Plan). The report provides information about the overall amount of material collected and processed and includes highlights on progress being made towards the objectives set out in the SM4RT Living Plan. This report will be submitted to the Ministry of Environment, Conservation and Parks to satisfy the Durham York Energy Centre Environmental Assessment condition for diversion reporting.

York Region delivers programs and services to more than 1.2 million residents in nine cities and towns: the Towns of Aurora, East Gwillimbury, Georgina, Newmarket, Whitchurch-Stouffville, the Township of King and the Cities of Markham, Richmond Hill and Vaughan.

2020 was a year filled with uncertainty for many Canadians as the COVID-19 pandemic impacted lives worldwide. A state of emergency declaration and stay-at-home orders have proved challenging for York Region residents and staff. Despite these challenges, York Region, in partnership with its nine local cities and towns, demonstrated resiliency and quickly adapted to observe COVID-19 safety protocols as staff continued to implement innovative waste programs. While there were some changes to program delivery, waste management services were provided to residents through the Region's two-tier structure where local cities and towns manage curbside collection of waste and York Region manages waste transfer, processing and disposal. York Region experienced an increase in tonnages for all curbside materials in 2020 as a result of changing waste behaviours. In-person events were cancelled due to COVID-19; however, the Region and its partners were able to pivot resources and pilot innovative programs in digital formats.

Throughout 2020, York Region remained involved in consultations and provided advocacy for various legislative changes, including Blue Box Transition, Food and Organic Waste Policy Statement and Household Hazardous Waste regulations.

The Region will remain engaged as the waste management landscape in Ontario evolves. Continued participation is critical for the Region to successfully improve the sustainability of its integrated waste management system.

Despite these challenges, York Region, in partnership with its area nine local cities and towns, demonstrated resiliency and quickly adapted to observe COVID-19 safety protocols as staff continued to implement innovative waste programs.

Note: Images featured in this document were taken prior to COVID-19.

SM4RT LIVING

Recovery and Resilience through the Circular Economy

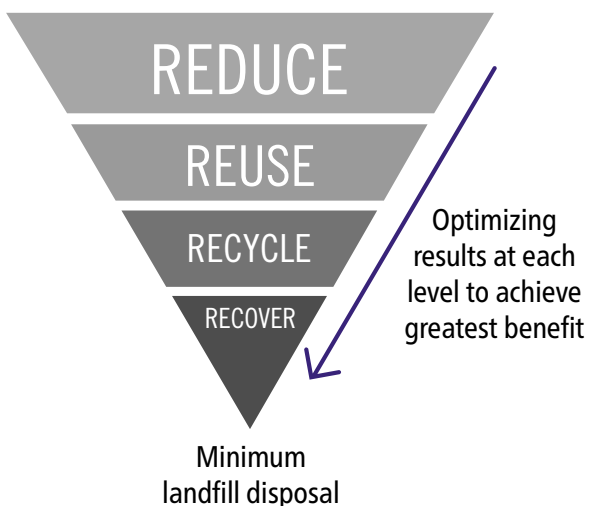
York Region's Integrated Waste Management Master Plan (SM4RT Living Plan) declares a visionary goal of a world where nothing goes to waste. The SM4RT Living Plan identifies the Region's strategy to move away from the traditional linear economy where resources are lost after use to a more sustainable circular economy approach, where resources are continuously recaptured and reused. The Region's focus on a circular economy can support a strong recovery from impacts of COVID-19 by supporting local innovations in resource recovery, product design and zero waste services through implementation of policy and programs identified in the SM4RT Living Plan. Work completed under the SM4RT Living Plan in 2020 included advocacy for circular economy in waste management regulations, continued focus on food waste reduction and diversion and planning for the 2021 launch of the Circular Economy Initiatives Fund. This work supports more innovation in the non-profit sector and will extend the Region's reach. Strong collaborations and partnerships with community groups, businesses and other levels of

government ensures resiliency and sustained long-term efforts to reduce waste and promote a circular economy. In 2021, the plan identifies more opportunities to focus on internal practices and community programs to reduce single-use items, engage community stakeholders and research opportunities to drive circularity alongside municipal peers in City of Toronto, City of Guelph and other communities nationwide. These efforts will provide more opportunities to drive York Region's commitment to the 4Rs:

1. Reduce the amount of waste generated in York Region
2. Reuse items instead of discarding them
3. Recycle as many materials as possible into new products
4. Recover energy from waste that cannot be managed in other ways

Building circular economy knowledge and capacity will be essential to help accelerate the transition for a lasting recovery. The linear model of waste management is reactive in a time of crisis, while a circular economy anticipates possible risks of future crises and has built-in capabilities to ensure the Region's resilience.

The Region's focus on a circular economy can support a strong recovery from the impacts of the COVID-19 pandemic.



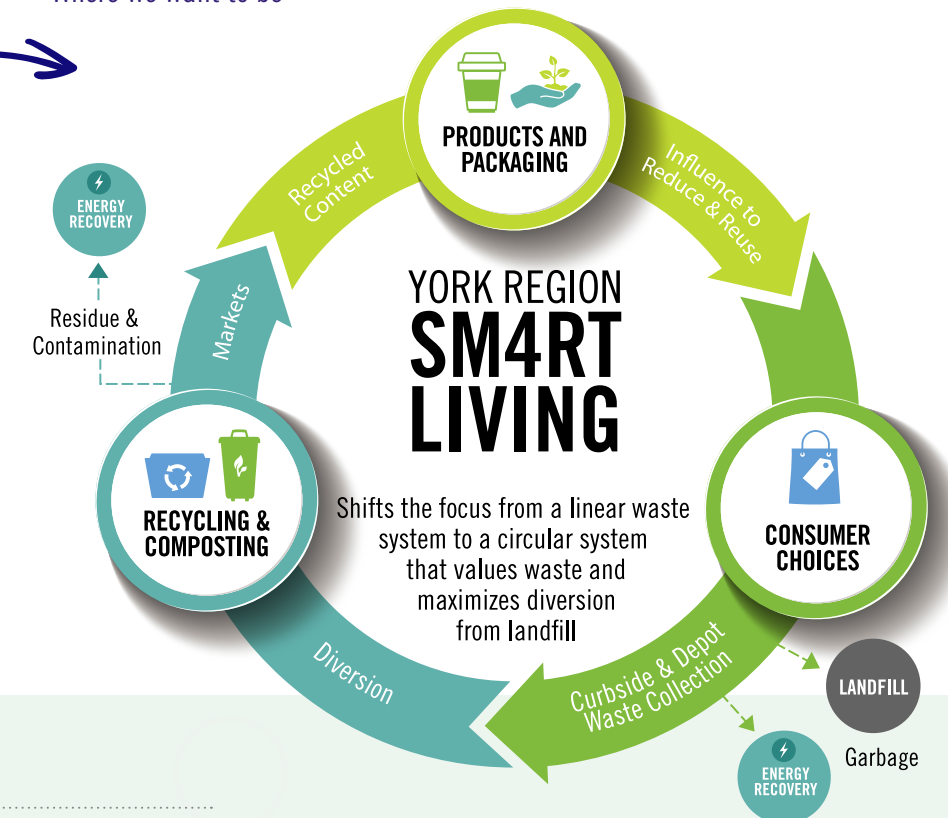
LINEAR ECONOMY

Where we are



CIRCULAR ECONOMY

Where we want to be



Products and Packaging

- Advocating to the Province to make producers responsible for capture and recycling of their products to drive better packaging and product design that is more recyclable and durable for reuse
- Advocating for provincial leadership to drive change and create opportunities for innovative solutions that result in increased diversion and improved environmental outcomes

Influence Consumer Choices

- Providing residents opportunities for reuse and repair through innovative programs such as Repair Cafés, Curbside Giveaway Days and textile diversion
- Building community partnerships to expand programs and shift mindsets and behaviours to reduce consumption and increase reuse

Increasing Diversion through Recycling and Composting

- Providing convenient, accessible and efficient collection programs to single-family and multi-residential homes
- Reclaiming energy and resources such as metals from residual waste
- Proactively planning for long-term capacity needs and leveraging technology to improve efficiency of infrastructure
- Maximizing opportunities for recycled material to become new products and packaging



Building on Success: SM4RT Living Plan Objectives and Actions

As approved by York Regional Council in April 2020, the updated SM4RT Living Plan outlines a revised visionary goal and a mission to guide the Region towards its long-term targets. The priorities included in the Plan are organized into three objectives and several key actions which are summarized in the table that follows. These key actions will be monitored and results will be reported to Council on an annual basis beginning in 2021. Some actions have been delayed due to public health restrictions and broader impacts of COVID-19.

VISIONARY GOAL

A world in which nothing goes to waste.

MISSION

The local municipalities and the Region lead the way through partnering, innovating and inspiring change.



Images taken prior to COVID-19

The SM4RT Living Plan: Objectives and Actions



OBJECTIVE 1: Successfully navigate legislative changes

This is about responding flexibly and using legislative changes to continually improve SM4RT Living.	●	Region and local municipalities leverage existing framework for collaborative decision-making to navigate legislative changes.
	●	Region and local municipalities ensure compliance with changing legislation (e.g., Food and Organics Waste Policy Statement and Resource Recovery and Circular Economy Act), including reviewing Official Plan and bylaws.
	●	Local municipalities and Region explore legal mechanisms to ensure producers manage their waste as required in the Region.
	●	During the transition to full producer responsibility, Region and local municipal partners continue to monitor and address blue box contamination and Region ensures the Materials Recovery Facility performs as needed.

OBJECTIVE 2: Use resources and infrastructure more strategically to achieve SM4RT Living

This is about focusing efforts, innovating and improving coordination to create a more seamless, cost-effective system and do more with available resources.	●	Region and local municipalities leverage technology to improve data collection, analysis and information sharing from facilities and operations, in support of greater efficiency and more strategic decisions.
	●	Region and local municipalities maintain leadership in waste diversion by researching and sharing best practices, approaches and technologies, particularly for multi-residential buildings. Local municipalities take the lead in testing and applying new approaches and sharing lessons learned.
	●	Local municipalities include standards for waste diversion and material storage and collection in the approval process for new multi-residential developments.
	●	Region contracts for anaerobic processing capacity to diversify its portfolio and inform future investment decisions.
	●	Region and local municipalities work towards consistent messaging and education to reduce food waste, including promoting backyard composting to help manage SSO pressures and costs.
	●	Local municipalities and Region apply best practices and tools to work towards consistency in waste collection services, messaging, enforcement and performance monitoring.
	●	Region works with other Ontario municipalities to standardize record-keeping and data reporting across the province to provide consistent evidence for advocacy positions.
	●	Region secures long-term contracts to recover energy from residual materials.

OBJECTIVE 3: Inspire people across the Region to embrace SM4RT Living and advance the circular economy

This is about the value of partners and pioneers in igniting the uptake of SM4RT Living and the circular economy across our communities.	●	Region and local municipalities encourage grassroots community initiatives that align with SM4RT Living philosophy.
	●	Region improves support for partnerships, including establishing a \$100,000 Circular Economy grant program that would help community partners, new social enterprises and businesses advance SM4RT Living Plan goals.
	●	Region identifies and promotes how SM4RT Living connects to broader Regional initiatives around healthy communities and social well-being and builds linkages where appropriate.
	●	Through strategic partnerships, the Region and local municipalities support opportunities for residents to repair, share, reuse and repurpose items.
	●	Region and local municipalities work to implement an "Ask First" voluntary program across the Region to reduce single-use items, and show leadership by reducing consumption at their own facilities. Region and local municipalities assess results of "Ask First" program, review federal and provincial policies if available, and determine if a mandatory approach is needed.
	●	Region and local municipalities advocate for provincial and/or federal policies and legislation that advance the circular economy.
	●	Region researches, consults and shares findings to build understanding of the circular economy in York Region and how it connects to SM4RT Living. Region encourages residents, not-for-profit groups, businesses and others in York Region to move to the circular economy.

● ONGOING ● INITIATED ● DELAYED

WASTE GENERATION



TARGETS



GREEN BIN

71 kilograms per capita by 2031



GARBAGE

66 kilograms per capita by 2031

Behaviour Change due to COVID-19 Affected Waste Generation

York Region monitors its progress toward the SM4RT Living Plan waste reduction targets by tracking waste generation.

Waste generation rate measures the tonnage of waste per person (kg/capita) collected curbside. As the Province moves to full producer responsibility for the blue box program, the Region will focus its reporting on green bin (organics) and garbage generation, the two key streams that will remain as mandated municipal responsibilities.

Due to COVID-19, 2020 was an unprecedented year as the way people lived and worked changed drastically. As seen in Graph 1, there was a significant increase in both curbside green bin and curbside garbage generation rates in 2020. For the green bin, the generation rate increased from 84 kilograms per person in 2019 to 92 kilograms per person in 2020, while the garbage generation rate increased from 81 kilograms per person in 2019 to 91 kilograms per person in 2020. Interestingly, there was also a slight increase in the blue box generation rate from 2019 to 2020. This rate was previously on a downward trend. All nine local cities and towns also recorded increases in their green bin and garbage generation rates, as seen in Graphs 2 to 5.

These notable increases were most likely due to the impacts of COVID-19. The stay-at-home orders issued in early 2020 resulted in different behaviour patterns at home that impacted waste generation and curbside tonnages. Additionally, many people began working from home, shifting waste from the

industrial, commercial and institutional (ICI) sector to the residential waste stream.

Studies done in 2020 concluded there have been considerable changes in waste generation in Canada during the pandemic. One study conducted a few months after the lockdowns started found several Ontario municipalities, representing close to 8.5 million residents, experienced an increase in materials at the curb. These municipalities collected on average 4% more residential garbage and 12% more residential green bin materials.

Additionally, spending more time at home appears to have impacted household food consumption habits. A study conducted by Dalhousie University provided evidence food waste generated by Canadians at home increased during the pandemic, with the average Canadian household generating 13.5% more food waste. As many residents remain at home, this increase in organic waste generation is expected to continue into 2021. The green bin program will continue to be an important way to divert food waste from disposal and recover resources and energy in the waste stream. The Region's planned shift to anaerobic digestion for processing will further reduce greenhouse gas emissions from processing. York Region continues to work with partners to raise awareness and take action to reduce organic waste through continued promotion of the Region's food waste reduction initiative, the Good Food Program. The Region also continues to collaborate with provincial, regional and municipal stakeholders through the Ontario Food Collaborative, which encourages residents to eat well and reduce food waste.

In the initial stages of the pandemic, restrictions such as garbage bag limits in some municipalities and enforcement at the curb were relaxed; these changes could have also resulted in increased generation rates. There was anecdotal evidence that residents were not as diligent with sorting waste due to COVID-19 concerns. Once the pandemic ends, it might be challenging to reverse this and other new waste behaviours. It will be essential to track waste generation trends over the next few years to understand whether changes during the pandemic and resulting differences in the subsequent post-COVID-19 era will affect residents' waste behaviours.

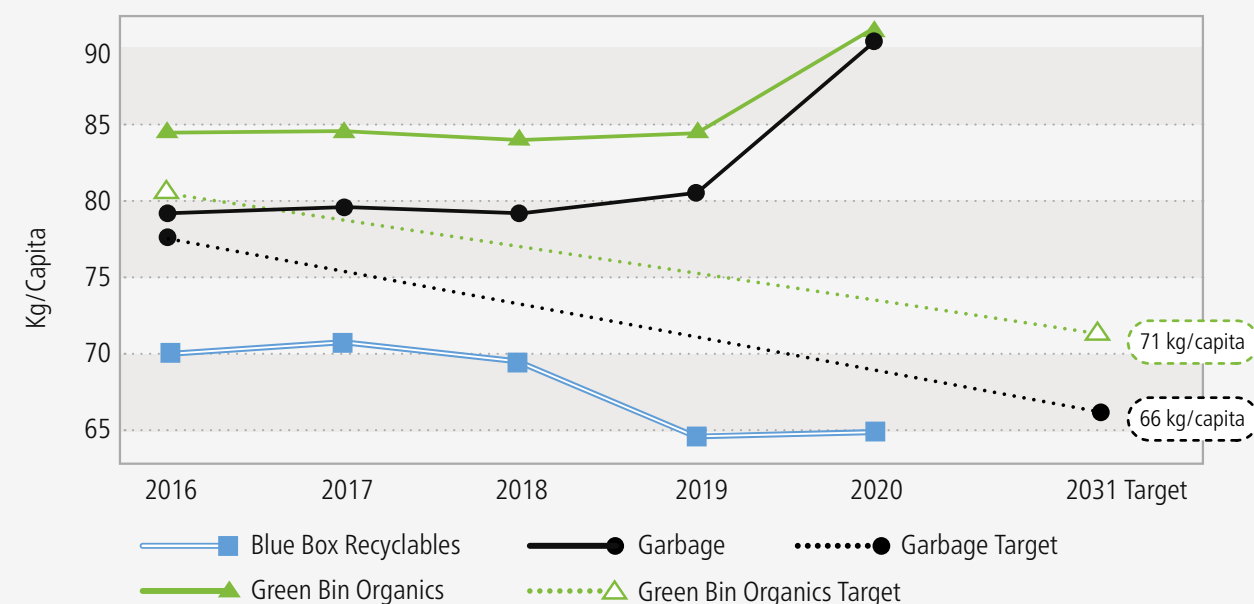
Although the pandemic negatively impacted the Region's waste generation rates, there were noteworthy happenings in 2020 that allowed the Region to continue to serve and remain engaged with residents. This continued engagement will be critical to help reverse the current waste generation direction as the Region recovers and drive long-term behaviour change to help reduce waste generation and move the Region closer to its targets. The Region and local municipalities have been able to maintain curbside and

depot waste management services to residents throughout the pandemic in a manner that prioritized safety. Staff remained flexible and adapted quickly as they navigated a constantly evolving situation.

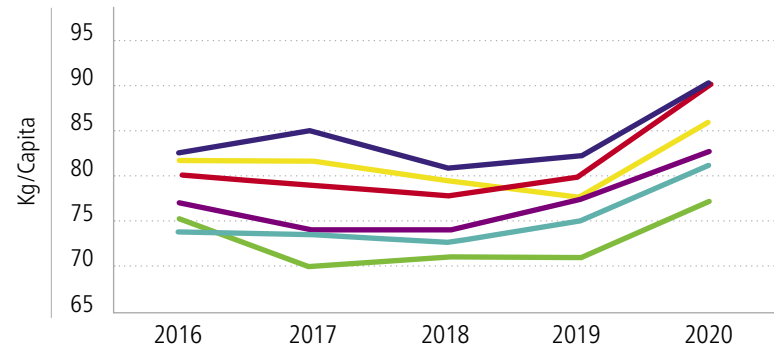
Through collaboration with its local cities and towns and strengthened partnerships with community groups, the Region was able to pivot in a time of uncertainty and deliver programs in creative and innovative ways. As a result, the Region was still able to positively impact residents. Examples of the Region's collaborations and innovative program delivery are detailed in the 'Partnerships' and 'Community Engagement' sections of this report.

Through collaboration with its local cities and towns and strengthened partnerships with community groups.

Graph 1: York Region Residential Curbside Waste Generation Rate (kg/capita)



Graph 2: Northern Towns' Green Bin Waste Generation Rate (kg/capita)



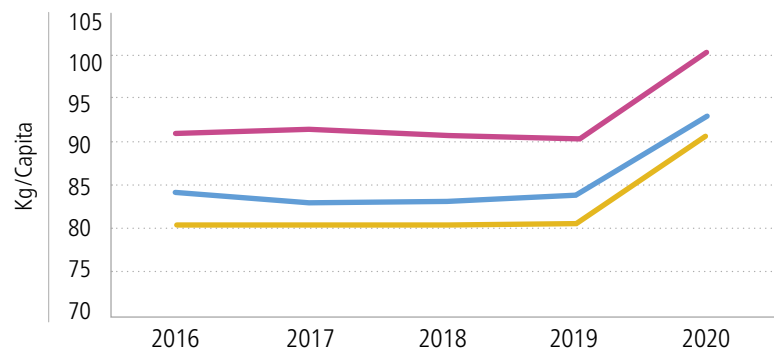
Local Town	2016	2017	2018	2019	2020
Aurora	80	78	77	80	90
East Gwillimbury	76	74	74	77	83
Georgina	75	70	71	71	76
King	83	85	81	83	90
Newmarket	74	74	73	75	81
Whitchurch-Stouffville	82	82	79	77	86

Looking ahead, the Region is well positioned to recover and get back on track with its targets, based on the continued engagement with residents throughout the pandemic as well as a focus on moving toward a circular economy. Through its SM4RT Living Plan, York Region has identified several initiatives to encourage that mindset shift from a linear (take-make-dispose) model to a circular way of thinking, where everything has value. The Circular Economy Initiatives Fund launched in March 2021 is one such initiative. The Fund will empower community partners to develop and execute waste reduction and reuse projects that are expected to help the Region achieve its waste generation targets.

York Region has identified several initiatives that will help encourage that mindset shift from a linear model to a circular way of thinking.

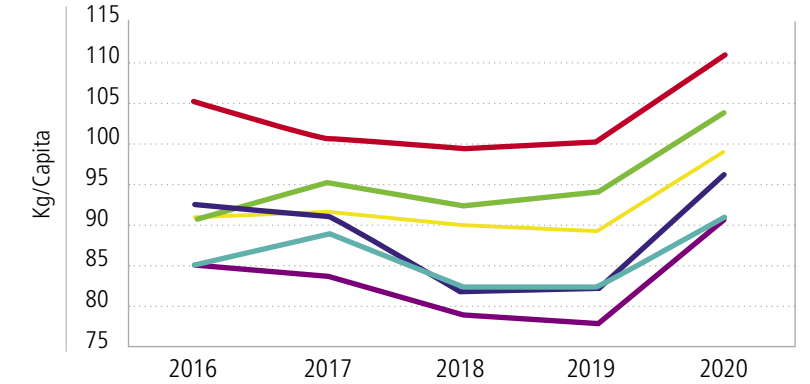


Graph 3: Southern Cities' Green Bin Waste Generation Rate (kg/capita)



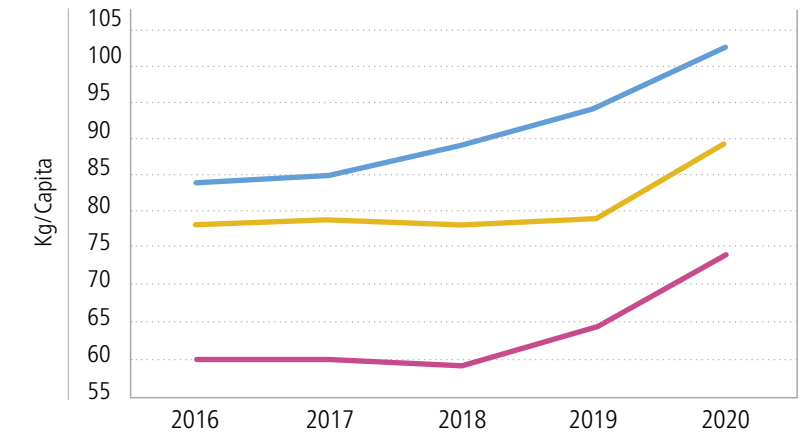
Local City	2016	2017	2018	2019	2020
Markham	91	92	91	91	100
Richmond Hill	81	80	80	81	91
Vaughan	84	83	84	85	93

Graph 4: Northern Towns' Residual Waste (Garbage) Generation Rate (kg/capita)



Local Town	2016	2017	2018	2019	2020
Aurora	105	101	99	100	111
East Gwillimbury	85	84	78	77	91
Georgina	91	95	93	94	104
King	93	91	82	83	96
Newmarket	85	88	83	83	91
Whitchurch-Stouffville	91	92	90	89	98

Graph 5: Southern Cities' Residual Waste (Garbage) Generation Rate (kg/capita)



Local City	2016	2017	2018	2019	2020
Markham	60	60	59	64	74
Richmond Hill	77	78	77	78	89
Vaughan	84	85	88	94	103

PARTNERSHIPS



Local Municipalities and Community Partners Help the Region Deliver Innovative Programs

York Region and its nine local cities and towns continue to collaborate to provide integrated waste management services and programs focusing on reduction, reuse and recycling initiatives. In 2020, most services were maintained with only a few being modified to adjust to the impacts of COVID-19. The Region was able to adapt and modify in-person programs to deliver drive-through events, increase virtual engagement and education through social media and waste applications and, in some cases, resume activities in reduced family-sized groups.

These impacts will continue to affect program delivery for 2021 and modifications for COVID-19 safety protocols will be incorporated into future programs.

The Region continues to build community partnerships that will help drive innovative programs that promote waste prevention and community building.

Images taken prior to COVID-19

Waste Reduction and Collection Programs Provided by Local Cities and Towns

Collection Type	Waste Type	Aurora	East Gwillimbury	Georgina	King	Markham	Newmarket	Richmond Hill	Vaughan	Whitchurch-Stouffville
Curbside Collection	Garbage	•	•	•	•	•	•	•	•	•
	Recycling	•	•	•	•	•	•	•	•	•
	Green Bin	•	•	•	•	•	•	•	•	•
	Leaf and Yard Waste	•	•	•	•	•	•	•	•	•
	White Goods	•	•	•	•	•	•	•	•	•
	Bulky Items	•	•	•	•	•	•	•	•	•
Special Programs	Textile Diversion	•	•	•	•	•	•	•	•	•
	Education and Outreach	•	•	•	•	•	•	•	•	•
Multi-Residential Collection	Garbage	•				•	•	•	•	•
	Recycling	•				•	•	•	•	•
	Green Bin					•		•		
	Electronic Waste	•			•	•				•
	Batteries	•				•				
School Collection	Recycling					•				
	Green Bin					•				
Municipal Facilities	Recycling	•			•	•	•	•	•	
	Green Bin	•				•	•	•		
	Batteries	•			•	•	•	•	•	

DIVERSION ACHIEVEMENTS








York Region Remains a Leader in Ontario with Verified Diversion Rate of 66% in 2019

York Region, in partnership with its local cities and towns, submits an annual Datacall to the province through the Resource Productivity and Recovery Authority (RPR/A/the Authority). The information is used to determine blue box costs and to allocate funding from producers to assist with the cost of operating the Blue Box Program. The Datacall produces a ranking of municipal diversion rates across the province.

York Region continues to be a leader with the highest verified diversion rate of 66% in 2019 in the large urban category.

Resource Productivity and Recovery Authority Annual Waste Diversion

2016	1st Overall in the Province		66%
2017	1st for Large Urban Municipalities		68%
2018	1st for Large Urban Municipalities		68%
2019	1st for Large Urban Municipalities		66%*
2020	Pending Verification		66%**

All values are rounded. The Authority does not recognize energy-from-waste as diversion.

*Updated to reflect finalized 2019 RPR/A diversion rate.

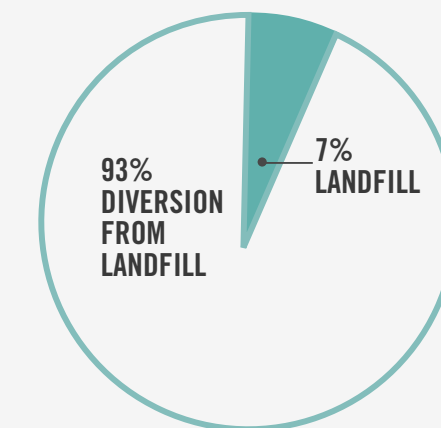
**The 2020 diversion data presented is pending verification by the Authority at the time of printing.

Table 1: Total Tonnes Collected

Material	Tonnes Collected				
	2016	2017	2018	2019	2020
Residual Waste	130,400	134,249	124,319	129,144	145,464
Organics	97,044	97,877	99,065	100,874	112,403
Blue Box	84,468	85,298	83,526	78,243	79,087
Leaf and Yard Waste	37,407	39,477	42,287	42,814	44,216
Other Diversion - Depots	6,196	5,061	2,580	2,659	1,612
Household Hazardous Waste	1,268	1,256	1,219	1,297	1,459
Electronics	1,460	1,344	1,124	1,117	1,205

York Region continues to exceed the Regional Official Plan goal of 90% waste diversion from landfill.

In 2020, York Region achieved 93% waste diversion from landfill, which includes all tonnes collected through curbside and depot diversion programs and tonnes managed through energy-from-waste.





BLUE BOX

DID YOU KNOW?

Since the beginning of the pandemic, the Region received over 120,000 masks and gloves (PPE) at its recycling facilities.

Collaboration to Confront Continued Contamination During COVID-19

As shown in Graph 6, there have been fluctuations in the amount of blue box recyclables collected and marketed in the past five years. In 2020, 79,087 tonnes of blue box recyclables were collected, accounting for 20% of the total material collected in York Region, which was a slight increase in tonnage compared to 2019. This was unusual compared to the overall downward trend seen from 2016 to 2018 that was most likely due to an increased amount of lightweight material like plastics instead of heavier materials such as paper fibers in the recyclables collected.

With the onset of the COVID-19 pandemic in 2020, the ongoing challenge of blue box contamination was exacerbated by personal protective equipment (PPE) such as masks and gloves being placed in the blue box.

Overall, contamination was broad across all cities and towns. Future efforts by the Region will focus on more education to help residents best understand acceptable items for recycling and 'what goes in the blue box'. The Region's estimated contamination rate from in-bound waste audits was 18.8%.

The Region is working with local municipalities on a two-phase approach to reduce blue box contamination. Phase one, developed and implemented by Region and local municipal staff from the southern three municipalities, targeted PPE found in the blue box and was launched in October 2020 through a multi-faceted communication and enforcement campaign.

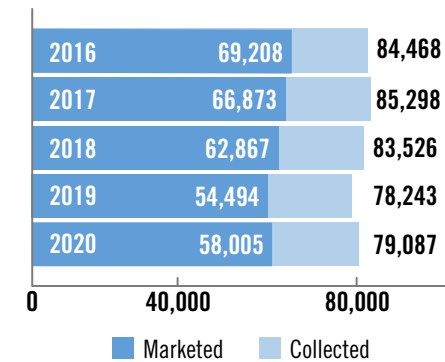


Phase two will explore how to expand efforts to address contamination across all nine cities and towns targeting common offenders such as bagged materials. An integrative and collaborative approach is needed to address broader contamination as no two communities are alike and specific tactics are required to address different problematic materials based on community needs. Addressing contamination will not only result in a more

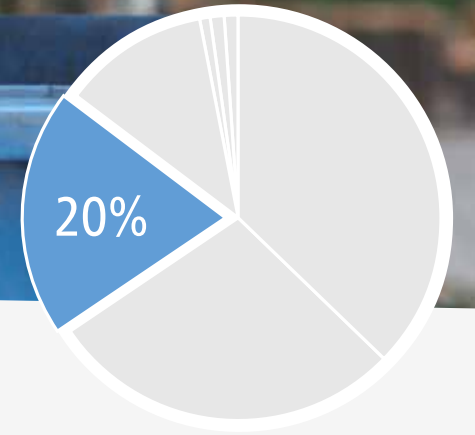
resilient integrated waste management system where residents can trust what they place in the blue box will be recycled, but it will also contribute towards a smooth transition to full producer responsibility.

In 2019, the Region completed a \$1.4M capital upgrade to reduce contamination within the mixed paper bales; this resulted in a slight increase in York Region's marketable blue box tonnes from 2019 to 2020 as shown in Graph 6. Notwithstanding these measures, approximately 634 tonnes of collected mixed paper could not be marketed due to contamination in 2020 and had to be managed through energy-from-waste facilities. This is a significant reduction from the 4,311 tonnes that could not be marketed due to contamination in 2019. The upgrade also resulted in a large increase of mixed paper bales marketed in North American end markets. In 2020, unlike previous years, the majority of blue box tonnages marketed (86%) were sent to North American destinations for processing with only 14% of blue box tonnages sent to overseas markets as shown in Graphs 7 and 8. This is a significant and positive shift towards securing closer recycling destinations.

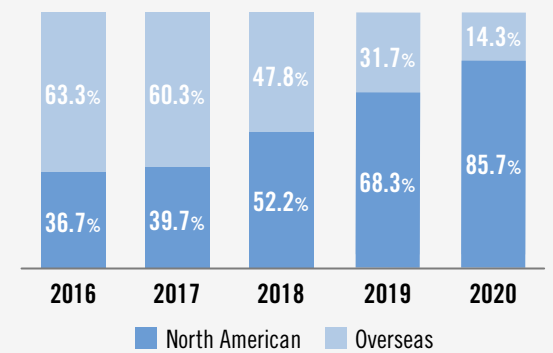
Graph 6: Blue Box Tonnes Collected and Marketed



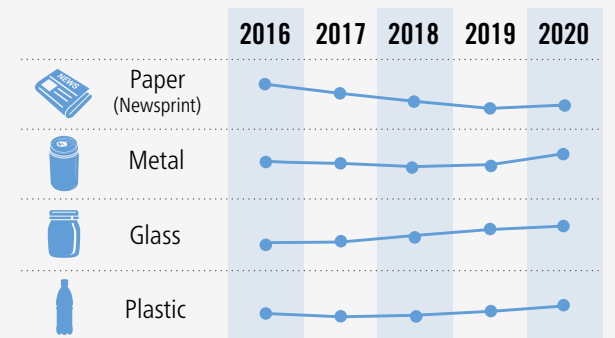
Note: 2020 Blue Box Residue Rate - 25.5% of collected blue box material was rejected during processing.



Graph 7: End Market of York Region Blue Box Material



Graph 8: Trend of Marketed Blue Box Tonnes





Transition Toward a New Blue Box Program

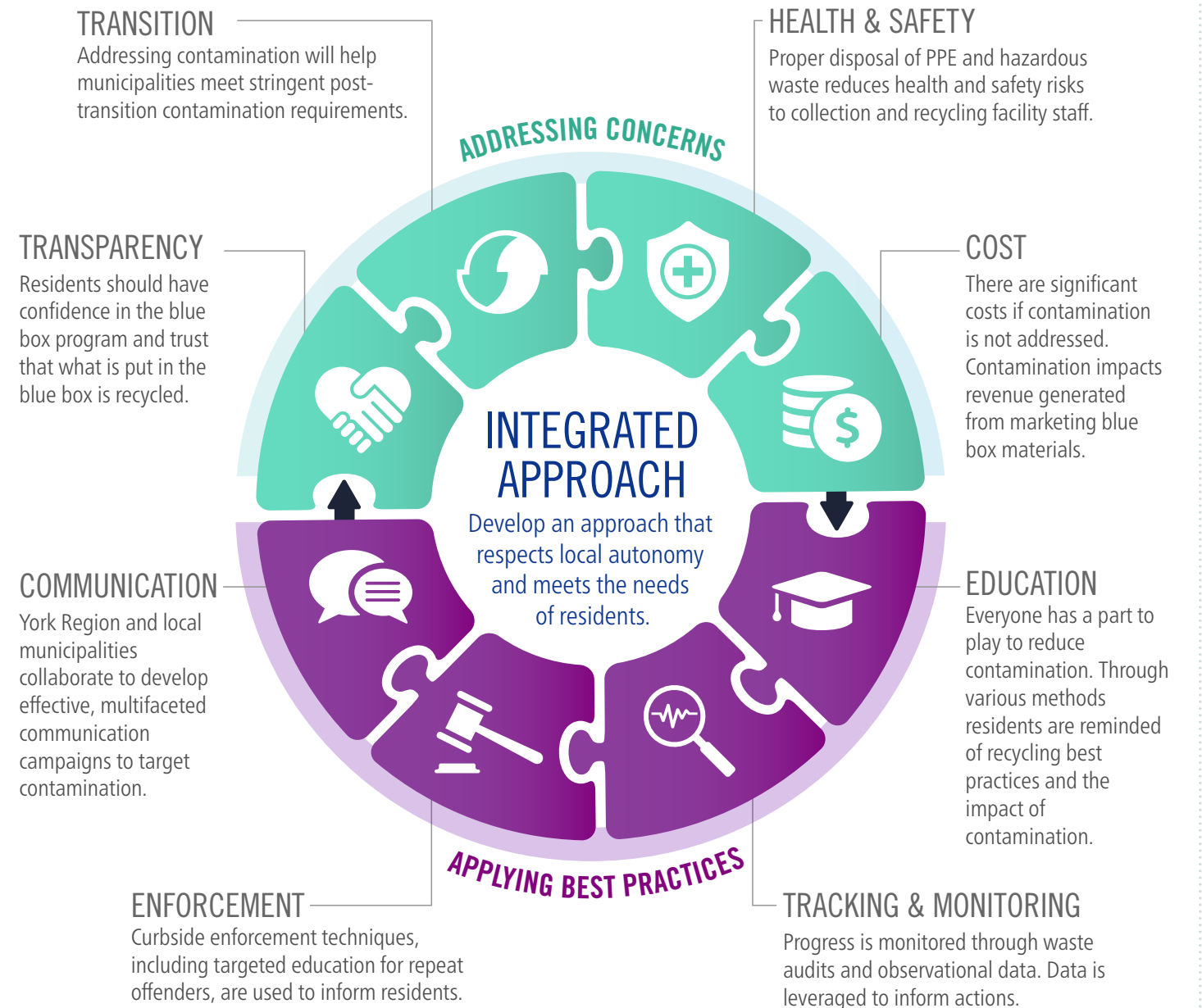
The Ontario Ministry of the Environment, Conservation and Parks (Ministry) is moving ahead with a new provincial framework that makes producers fully responsible for the Blue Box Program. In 2020, York Region participated in working groups, webinars and consultations that informed the development of the proposed Blue Box regulations and Stewardship Ontario's wind-up plan. Led by the Association of Municipalities of Ontario (AMO), municipalities self-nominated their preferred transition date through Council resolutions to aid the development of a transition schedule. In June, all nine local municipal councils and Regional Council passed resolutions to request transition in 2025, as the later transition date allowed greater certainty and minimized risk. In October 2020, the Ministry released the proposed Regulation (including proposed regulatory amendments to make producers responsible for operating the Blue Box Program under the Resource Recovery and Circular Economy Act, 2016) for public comment. York Region staff submitted comments that included local municipal feedback and concerns and aligned with other municipal peers through the Association of Municipalities of Ontario and the Municipal 3Rs Collaborative. The Ministry is expected to finalize the Blue Box regulation in 2021.



During transition, the Region will work towards a seamless shift for residents. The Ministry has directed that residents should experience the same or improved access to blue box services and the list of acceptable materials will be consistent across Ontario under the producer-led Blue Box Program. As the process continues, York Region will remain engaged through the Association of Municipalities of Ontario and the Municipal 3Rs Collaborative, actively participate in consultations, and will continue to align current and future programs with the shift to full producer responsibility.

Addressing contamination will not only promote a more resilient integrated waste management system, but it will also contribute towards a smooth transition to full producer responsibility.

Managing Blue Box Contamination



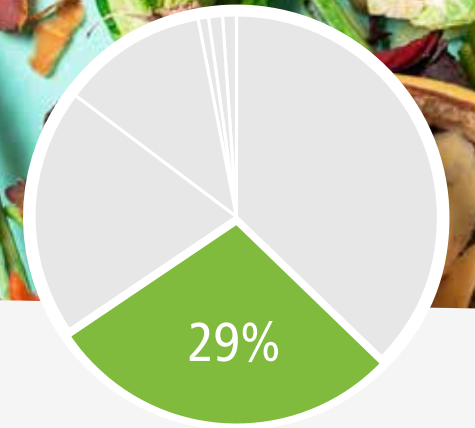
In an ideal state, the blue box program is more convenient, less complex and produces good environmental outcomes.

Delivering a blue box program that meets these standards will give residents confidence that products or packaging labelled as recyclable will be properly recycled through the program.

- ✓ Leverage data
- ✓ Work with partners
- ✓ Target education
- ✓ Modify as needed



ORGANIC WASTE



DID YOU KNOW?

You can save time, money and food waste by trying these simple tips:

- Shop your pantry, fridge and freezer first
- Prepare a meal with your family
- Plan a night for leftovers
- Create and shop with a list
- Choose local food
- Buy only what you need
- Store or freeze food properly to keep it longer
- Organize shelves so older items are up front
- Make meals using perishable items first
- Serve smaller portions
- Compost fruit and veggie peels

York Region Has a Long-Term Plan for Securing Organics Processing Capacity

Organic waste represents 29% of the total waste collected in York Region. As shown in Graph 9, York Region residents generated 112,403 tonnes of source separated organics in 2020, a notable increase of an additional 12,000 tonnes compared to 2019. In 2020, there were 111,532 tonnes of source separated organics, including leachate, shipped to contracted composting facilities in Ontario for processing. This was also an increase of 11,217 tonnes compared to the previous year.

York Region has secured reliable organic waste processing capacity until 2027 as shown in Table 2. The Region's long-term plan, approved by Regional Council in 2020, favours anaerobic digestion technology over aerobic composting. This technology is expected to reduce the Region's greenhouse gas emissions by up to 15,000 tonnes per year. In 2021, York Region will issue a request for proposals to provide anaerobic digestion capacity for processing the Region's organics at privately-owned facilities. To incentivize a facility to locate close to York Region, proposals will be evaluated using a greenhouse gas (GHG) emissions calculation. The GHG calculation will consider emissions from the transportation of unprocessed Source Separated Organics, transportation of end products and residues, process energy requirements, and biogas end-use among other factors. Proponents will be required to use anaerobic digestion technology to produce energy and soil amendment products. The request for proposals will include transportation and anaerobic digestion processing for a period of 20 years, currently projected to start as early as 2024.



Staff Provided Recommendations for the Amendments to the Province's Food and Organic Waste Policy Statement

The Ministry of Environment Conservation and Parks proposed amendments to the Food and Organic Waste Policy Statement at the end of 2020. While the Provincial Food and Organic Waste Policy Statement aligns with the Region's existing commitments and leadership on food waste reduction and organics diversion through our Good Food and green bin programs, some of the proposed changes raised concerns and the Region and local cities and towns collaborated on comments to the Province.

The Region's plans to shift to anaerobic digestion for processing green bin materials supports the policy direction to maximize resource recovery and supports development of capacity for local organics processing. However, there are concerns with the proposed amendments to the Policy Statement encouraging the inclusion of compostable products and packaging in municipal green bin programs. Establishing producer responsibility must be a priority as producers continue to advertise products and packaging as compostable despite being incompatible with most municipal green bin programs. Once these incompatible materials are placed in the green bin and fail to break down, the result is increased costs for processing, increased residue rates and reduced consumer confidence in the waste management system. Producers, not municipalities, must be held responsible for finding cost-effective solutions to manage their compostable packaging.

Regional comments also included the recommendation for collaboration with the federal government to improve national compostable standards to align with single-use plastics strategy (for items such as straws, plastic takeout containers and grocery bags). This stakeholder collaboration among producers, municipalities, facility owners and standards agencies is key to the development of certification standards and labelling requirements, and finding innovative and environmentally-beneficial solutions to ensure these products can be managed and recovered for beneficial use.

Anaerobic digestion technology is expected to reduce the Region's greenhouse gas emissions by up to 15,000 tonnes per year.

Graph 9: Source Separated Organics Tonnes Collected and Processed

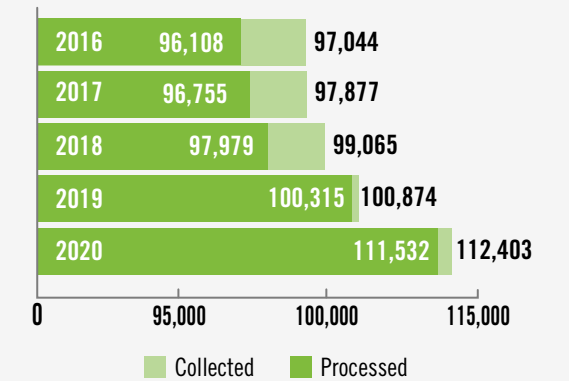
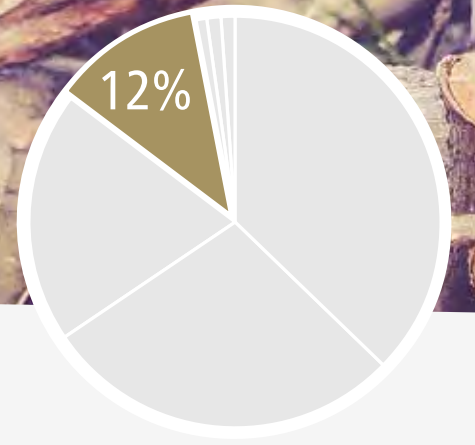


Table 2: Organic Waste Processing Facility Contracts

Facility	Current Term Expiry Date	Extension Term Expiry Date
Cornerstone Renewables (Elmira and Leamington, ON)	June 30, 2022	N/A
GFL Environmental (Moose Creek, ON)	June 30, 2020	June 2027
Convertus (Formerly Renewi) (London, ON and Ottawa, ON)	June 30, 2022	June 2027



LEAF & YARD WASTE



DID YOU KNOW?

Residents can drop off excess yard waste for a fee at three waste depot locations in York Region—the Georgina Transfer Station, the McCleary Court Community Environmental Centre (as of September 2, 2020) and the Bloomington Yard Waste Depot (owned and operated by Miller Waste), where yard waste will be turned into nutrient-rich compost. Residents can reduce their yard waste by leaf mulching, grass cycling (leaving clippings on the lawn) and backyard composting.

Composting Benefits Gardens, Enriches Soil and Reduces Waste

Yard waste is the most unpredictable waste stream as the tonnages collected are directly affected by weather and may also be impacted by invasive species infestations. During storms or wet conditions, the Region experiences more leaf and yard waste than during dry or drought conditions. Extreme weather events like ice storms, windstorms or early/late seasonal changes can affect the amount of leaf and yard waste generated making it difficult to predict collection capacity and timing.

In 2020, York Region residents generated 44,216 tonnes of leaf and yard waste, representing 12% of total waste collected as seen in Graph 10. This is a slight increase of 2,000 tonnes that may have occurred from more residents being at home and choosing to participate in outdoor activities such as gardening and cleanups. Gardening proved to be a popular pandemic pastime as the Region and its partners sold 1,430 backyard composters to residents in 2020 through a modified sale event that included curbside pickup and delivery options for the first time. These new backyard composting households will be diverting an estimated 143 tonnes of organics from the curb each year they use their composter.

Due to the high demand observed at the Bloomington Yard Waste Depot, yard waste for the cities of Richmond Hill and Vaughan was collected every two weeks as of April 20. Miller Waste composts all yard waste collected in York Region at their Bloomington Facility.



Love your YARD

BACKYARD COMPOSTERS

\$20 EACH | WHILE SUPPLIES LAST

Pre-order before July 10

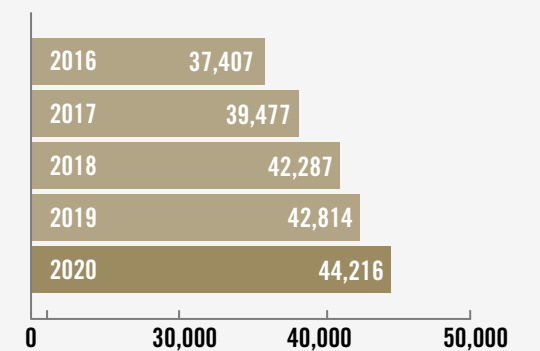
Pick up on Friday, July 17
York Region Food Network
350 Industrial Parkway South, Town of Aurora

ORDER ONLINE and discover more offers at york.ca/loveyouryard

York Region

Image taken prior to COVID-19

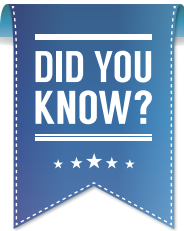
Graph 10: Leaf and Yard Waste Tonnes Collected



Gardening proved to be a popular pandemic pastime as the Region and its partners sold 1,430 backyard composters to residents in 2020, through a modified sale event that included curbside pickup and delivery options for the first time.



DEPOT COLLECTION



In 2020, residents recycled 17,399 kgs of cooking oil at York Region Waste Depots.

Increased Use of Depots Despite Program Changes due to COVID-19 Impacts

From the start of the pandemic in March 2020, York Region's five public drop-off waste depots quickly adapted operations, providing convenient service for residents and small businesses to drop off a variety of waste materials. Modified services and changes to drop-off areas were implemented to ensure safety of staff and the public at the sites. The depots remained in compliance and observed all COVID-19 safety protocols by: streamlining operations on-site to maintain required physical distancing for resident drop-off; performing daily cleaning and disinfection; implementing a no cash policy for payment of fees; and providing clear communication through signage at sites, website updates and York Region's Contact Centre. At the operational level, there were contingency plans for staffing; masks were mandatory for all staff where physical distancing could not be maintained.

Some diversion programs were temporarily suspended at the beginning of the pandemic to allow for increased physical distancing at the site; however, they resumed when it was safe to do so.

York Region collected 2,664 tonnes of divertible materials through depot collection in 2020.

Depot Modifications due to COVID-19

- March 27: Elgin Mills Community Environmental Centre, Georgina Transfer Station and McCleary Court Environmental Centre limited services to only household hazardous waste (HHW) and garbage while Markham and East Gwillimbury HHW Depots accepted HHW only
- May 8: Leaf and yard waste service was reinstated at the Georgina Transfer Station
- May 14: Depots resumed collection of e-waste and scrap metal
- June 3: Collection services for tires, cardboard, blue box and shredded paper resumed
- July 8: Textile diversion service resumed after being briefly suspended at the request of Diabetes Canada from March until July. There was a surge in usage of this service when the program resumed on July 8 and for the remainder of the year, suggesting residents may have used their time at home to clean out closets



The recycling programs for construction and demolition concrete, drywall, clean wood and polystyrene foam are currently on hold until the sites can accommodate normal traffic conditions without restrictions on physical distancing between customers and staff. Staff will assess when it is safe to accommodate more on-site sorting and collection of these materials.

As shown in Table 3, during the pandemic, there was a significant increase in demand for depot services overall. There was a large increase in visitors accessing Georgina Transfer Station, Elgin Mills and McCleary Court Community Environmental Centres as shown in Graph 11. The number of visitors to the sites increased by approximately 13,000 in total, with McCleary Court recording a 13% increase in visitors.

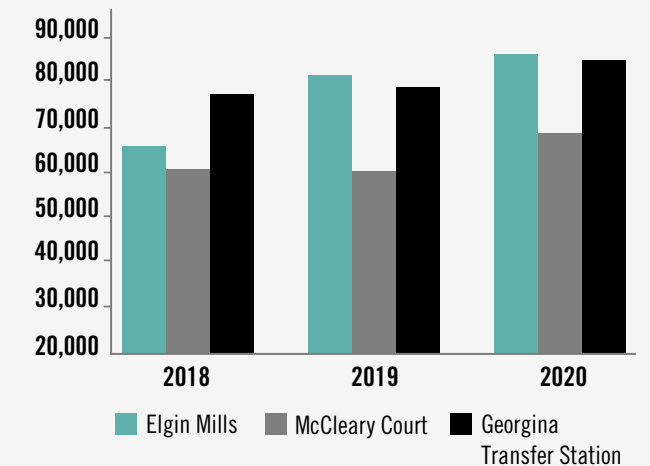
York Region collected 2,664 tonnes of divertible materials through depot collection in 2020. Divertible materials include cooking oil, refrigerated appliances, scrap metal, shredded paper and tires.

In 2020, there was a slight increase in the number of tires collected at York Region Depots with a total of 300 tonnes of tires collected in 2020 compared to 291 tonnes in 2019.

Table 3: Total Tonnes of All Materials Collected at Community Environmental Centres (CEC) and Georgina Transfer Station

TOTAL TONNES COLLECTED			
Location	2018	2019	2020
Elgin Mills CEC	9,057	10,470	11,240
McCleary Court CEC	7,055	7,020	7,853
Georgina Transfer Station	15,020	14,484	15,300
Total Tonnages	31,132	31,975	34,393

Graph 11: Total Visits to Community Environmental Centres (CEC) and Georgina Transfer Station



DEPOT VISITORS



Elgin Mills CEC
86,622

Georgina Transfer Station
86,382

McCleary Court CEC
69,105



ELECTRONIC WASTE

DID YOU KNOW?

During the pandemic, there has been more reliance than ever on electronic devices and the importance of proper disposal is more evident. Bringing electronics to a local waste depot allows for the recovery of valuable materials including gold, platinum, glass and other metals that can be used for new products and devices.

Electronic Waste Program Completely Transitioned to Full Producer Responsibility

The Minister of the Environment, Conservation and Parks directed Ontario Electronic Stewardship (OES) to wind up the Waste Electrical and Electronic Equipment (WEEE) Program on December 31, 2020 to enable the transition of end-of-life electrical and electronic equipment to individual producer responsibility under the *Resource Recovery and Circular Economy Act, 2016*. Region staff have been actively involved in consultations on the regulation for the new program, which came into effect on January 1, 2021.

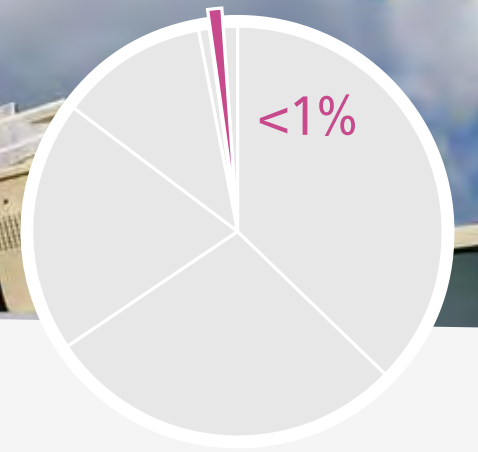
The Region has several concerns about the new Electrical and Electronic Equipment (EEE) Regulation. Earlier drafts of the regulation included a broader range of material types than what is designated under the final regulation, reducing the overall diversion potential of the program. Inconsistent environmental handling fees are also permitted under the new recycling regulations which can lead to consumer confusion. Consumer education is needed to increase understanding of the new system. Under the new regulation, producers are required to reuse, refurbish or recycle 55% of their designated materials at first, with targets increasing each year up to 70% in 2025. However, penalties for non-compliance are not yet set out in the regulations for producers not meeting the target. The Region has taken steps to ensure the changing regulation will not result in service disruptions to residents.



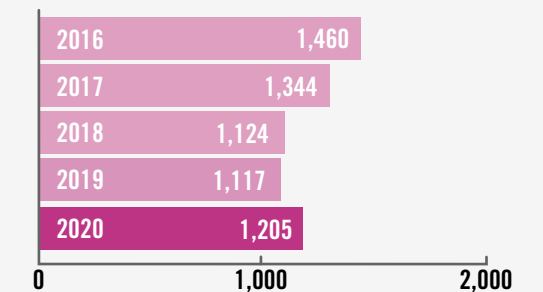
The Region has entered into a new contract for e-waste services with Com2 Recycling, which is a registered Producer Responsibility Organization (PRO) under the new regime. The new e-waste contract allows the Region to continue offering an inclusive electronics program product mix, in addition to what is included in the EEE regulation. Under the new regulation, there is a reporting requirement to document customer information for anyone dropping off EEE-designated material weighing over 50 kg. This has not been observed at the sites as no one has exceeded the limit to date.

York Region provides residents with a network of drop-off facilities for electronic waste, including Georgina Transfer Station, East Gwillimbury Household Hazardous Waste (HHW) and Recycling Depot, Markham HHW Depot and McCleary Court and Elgin Mills Community Environmental Centres (CEC). There was a minor impact due to COVID-19 with a six-week hold on e-waste collection due to service level reductions at the depots; however, for the remainder of the year service levels were maintained. As shown in Graph 12, Regional depots collected 1,205 tonnes of electronic waste in 2020 which was an increase compared to 1,117 tonnes collection in 2019. In part, this increase may have been a result of some of the electronic waste collection events held by the local cities and towns being cancelled. Additionally, due to COVID-19, residents may have had more opportunities to clean up unwanted items at home from garages and basements and with the lack of local events, residents brought their electronic waste to the Region's sites.

Image taken prior to COVID-19



Graph 12: Waste Electrical and Electronic Equipment Tonnes Collected



Under the new regulation, producers are required to reuse, refurbish or recycle 55% of their designated materials, with the targets increasing each year up to 70% in 2025.



HAZARDOUS WASTE

DID YOU KNOW?

Despite refillable propane tanks having take-back programs, York Region has seen on average 35,000 kg per year over the last three years.

Battery Program Transitioned to Full Producer Responsibility in 2020

On June 30, 2020, the program wind-up for single-use batteries occurred while the electronic waste program wind-up was delayed until December 31, 2020. Following the transition of the battery recycling program, a new batteries regulation came into effect on July 1, 2020. Moving forward, when consumers discard their batteries, battery producers will be individually accountable and financially responsible for collecting and reusing, refurbishing or recycling these items. The new regulation includes both single-use and rechargeable batteries that weigh 5 kg or less and are not embedded in products. To date, there has been no impact to residents dropping off batteries at the depots. York Region has an agreement with Call2Recycle (C2R) for the collection of these batteries.

Under the Region's agreement with C2R, the Region will receive revenue for batteries collected. Operationally, there were some changes implemented at the depots to ensure compliance with requirements under the new agreement. These include taping battery terminals and some adjustment to packing and shipping which the depot contractors manage on our behalf. Proper battery disposal includes battery terminal protection so that terminals do not touch metal surfaces or other batteries that can spark, causing fire or explosions. None of these changes resulted in additional costs to the Region or service interruptions at the depots. All Regional HHW Depots collect batteries and each site accepts up to 15 kg of batteries per day from residents.

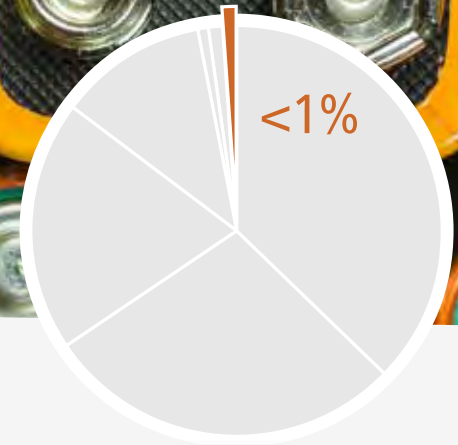
The Region's Municipal Hazardous or Special Waste (MHSW) diversion programs capture and divert potentially dangerous hazardous materials and help avoid contamination of other waste streams. The Region provides MHSW collection services to residents to meet Environmental Compliance Approval (ECA) requirements for waste disposal facilities, including the Durham York Energy Centre (energy-from-waste). Municipalities strive to ensure hazardous materials are captured as they present significant risks to human health and the environment.

York Region collected 1,459 tonnes of MHSW materials at Regional public drop-off depots in 2020 as shown in Graph 13. This slight increase may have been a result of staff having a better process to screen residents at the site and direct them to the proper site for disposals. Municipal depots ensure materials are safely managed to end-of-life and divert harmful substances from landfill, waterways and forests. MHSW items contain materials that can be recovered, refined and reused in manufacturing new products, reducing the need for virgin resources.

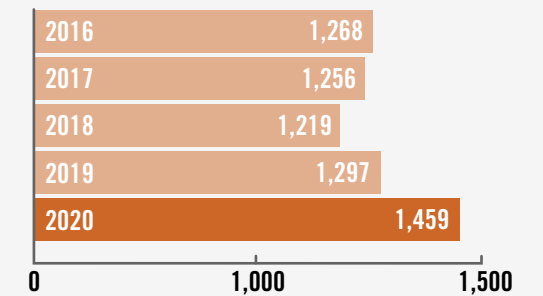


Current Hazardous Waste Program will Transition to Full Producer Responsibility in 2021

Stewardship Ontario (SO) operates the current MHSW program, which allows residents to safely dispose of household products that require special handling. Under the Waste Diversion Transition Act, collection, processing and disposal of such materials are funded by brand owners and first importers of these products who will continue to operate until the MHSW program fully transitions to full producer responsibility on June 30, 2021. Early in 2021, the Ministry of Environment, Conservation and Parks released a proposed regulation for comment. The content of the draft regulation was disappointing to municipalities. In the case of fertilizers, the proposed regulations suggest that producers can leverage their education program and influence consumers to 'use it up' instead of having targets for the safe collection and disposal of this material. This messaging directly conflicts with other provincial policies and regulations to reduce the usage of phosphorus and prevent its negative effects on waterways. Region staff will continue to engage and ensure the program remains effective after transition.



Graph 13: Household Hazardous Waste Tonnes Collected



Paint (latex and alkyd)
615,604 kg



Motor Oil (bulk)
149,684 kg



Batteries (single-use/rechargeable)
64,179 kg



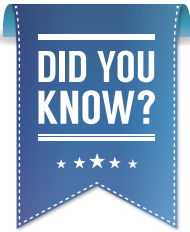
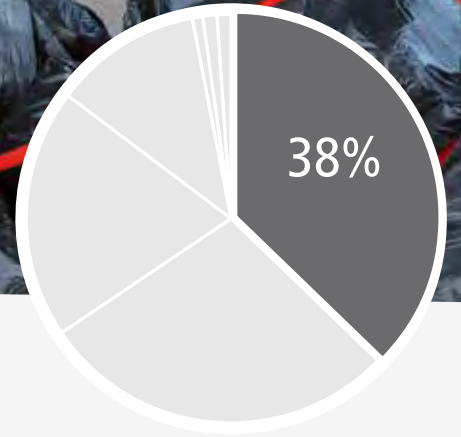
Propane Tanks & Cylinders
51,579 kg



Aerosol Containers
36,305 kg



RESIDUAL WASTE



Each York Region resident generated an average of 91 kg of household garbage in 2020.

Landfill Diversion Target Continues to be Achieved Through Successful Diversion Programs and Energy Recovery

As seen in Table 4 and Graph 14, the Region managed 166,261 tonnes of residual waste in 2020. This included tonnes collected at the curb and drop-off waste depots, as well as highly contaminated recyclables that are unmarketable and residue from the blue box program. Materials that were placed in the blue box but could not be recycled were placed in the residual waste stream and sent to energy-from-waste facilities. The Region shipped 141,605 tonnes of residual waste for energy recovery: 59,923 tonnes to Covanta Niagara in New York State, 49,409 tonnes to Emerald Energy from Waste in Brampton, Ontario and the remaining 32,273 tonnes to the Durham York Energy Centre (DYEC) in Clarington, Ontario. The DYEC continues to operate in full compliance with regulatory emissions limits which are among the most stringent in the world.

York Region achieved 93% diversion from landfill in 2020, exceeding the 90% target established in the Regional Official Plan. This was achieved through successful diversion programs and commitment to sustainable waste management programs. Material sent for energy recovery includes curbside garbage collection and blue box residue. Landfill disposal remains a last resort for managing Regional waste materials once all other diversion options have been exhausted. Bulky items like mattresses and sofas can block the feed chute and ash discharger in energy-from-waste facilities making them unsuitable for



energy recovery. In 2020, York Region sent a total of 25,517 tonnes of residual waste to landfill with 25,491 tonnes of residual waste to Walker South Landfill in Thorold, Ontario and 25 tonnes to Twin Creeks Landfill in Watford, Ontario.

In line with the SM4RT Living goal of a world where nothing goes to waste, York Region prioritizes reduction, reuse and recycling diversion efforts, while the remaining residual waste is managed primarily through energy-from-waste recovery. Energy-from-waste captures the energy content of residual waste, lowers greenhouse gas emissions, recovers metals and reduces the volume of waste going to landfill by 90%.

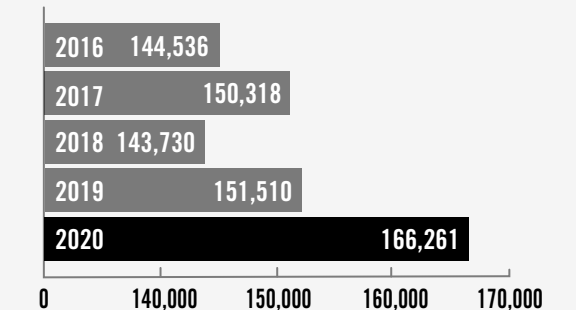


Table 4: Residual Waste Shipments

Destination	Tonnes
Energy-From-Waste	141,605
Landfill	25,517
Year-End Carry Over*	-861
Total Residual Waste	166,261

*Change in transfer station inventory January 1, 2020 and December 31, 2020.

Graph 14: Residual Waste Collected Including Blue Box Residue Tonnes



In line with the SM4RT Living goal of a world where nothing goes to waste, York Region prioritizes reduction, reuse and recycling diversion.

COMMUNITY ENGAGEMENT

Despite the pandemic, York Region continued to collaborate with its local municipal partners on public education.

Partnerships and Innovation Help Region Reach Residents in 2020

The Region amended its approach to community engagement in 2020 as traditional promotion and education activities were restricted due to COVID-19. Despite the pandemic, the Region continued to collaborate with its local municipal city or town partners on public education. One initiative was the blue box enforcement blitz that started in the last quarter of 2020 and continues in 2021. Additionally, the Region strengthened partnerships with various community groups and was able to reach residents through those relationships, when in-person interactions were restricted. An online bike repair program was developed and executed through a partnership with Markham Cycles, which included nine online workshops with 688 participants. As in-person events were cancelled, York Region Food Network (YRFN) as a York Region partner, pivoted from delivering in-person cooking workshops and demonstrations to digital cook-alongs with staff, virtual zero waste workshops, composting demonstration videos and launching the compost learning hub online. Likewise, there were no in-person Good Food outreach events in 2020 due to COVID-19; however, the Region was able to reach residents online through the Region's social media as well as through partnerships with YRFN and Longo's. YRFN also hosted a #LoveYourLeftovers photo contest encouraging participants to share photos of meals inspired by using up leftover foods.

WASTE WEDNESDAY SOCIAL

58 POSTS ON FACEBOOK, TWITTER & INSTAGRAM

FACEBOOK & TWITTER:
1.5+ M REACHED

141+K ENGAGEMENTS

14,085 LIKES | **4,757 SHARES**

6,137 COMMENTS

FACEBOOK & INSTAGRAM STORIES:
124+ K REACHED

62 SHARES | **59 REPLIES**

Viewers were quizzed on proper waste sorting for blue box and other material.

5,330 VOTES RIGHT | **748 VOTES WRONG**

WIPES, GLOVES & MASKS SOCIAL

53 POSTS ON FACEBOOK, TWITTER & INSTAGRAM

FACEBOOK & TWITTER:
1.5+ M REACHED

139+K ENGAGEMENTS

13,966 LIKES | **4,973 SHARES**

6,075 COMMENTS

FACEBOOK & INSTAGRAM STORIES:
35+ K REACHED

20 SHARES | **23 REPLIES**

Viewers were quizzed on proper waste sorting for gloves, masks and wipes.

1,301 VOTES RIGHT | **133 VOTES WRONG**



TEXTILES

200 | **1,794**

MUNICIPAL COLLECTION BINS | **TONNES OF TEXTILES COLLECTED**



66

CHILD AND YOUTH BIKES DONATED

All events observed COVID-19 safety protocols

569 BOOTH VISITS

436 VOLUNTEER HRS.

29 SESSIONS

340 BIKE TUNE-UPS

63 GIVEAWAYS

COMPOSTING

1,430
COMPOSTERS SOLD

143 TONNES OF ORGANICS DIVERTED



LOVE YOUR LEFTOVERS CAMPAIGN

85 USES OF #LOVEYOURLEFTOVERS

34 PHOTOS SUBMITTED | **10** AVERAGE POSTS PER DAY | **550** PEOPLE ENGAGED | **433** YOUTUBE VIDEO VIEWS



194 ACTIVE USERS

Before COVID-19



50 EVENT ATTENDEES

Before COVID-19

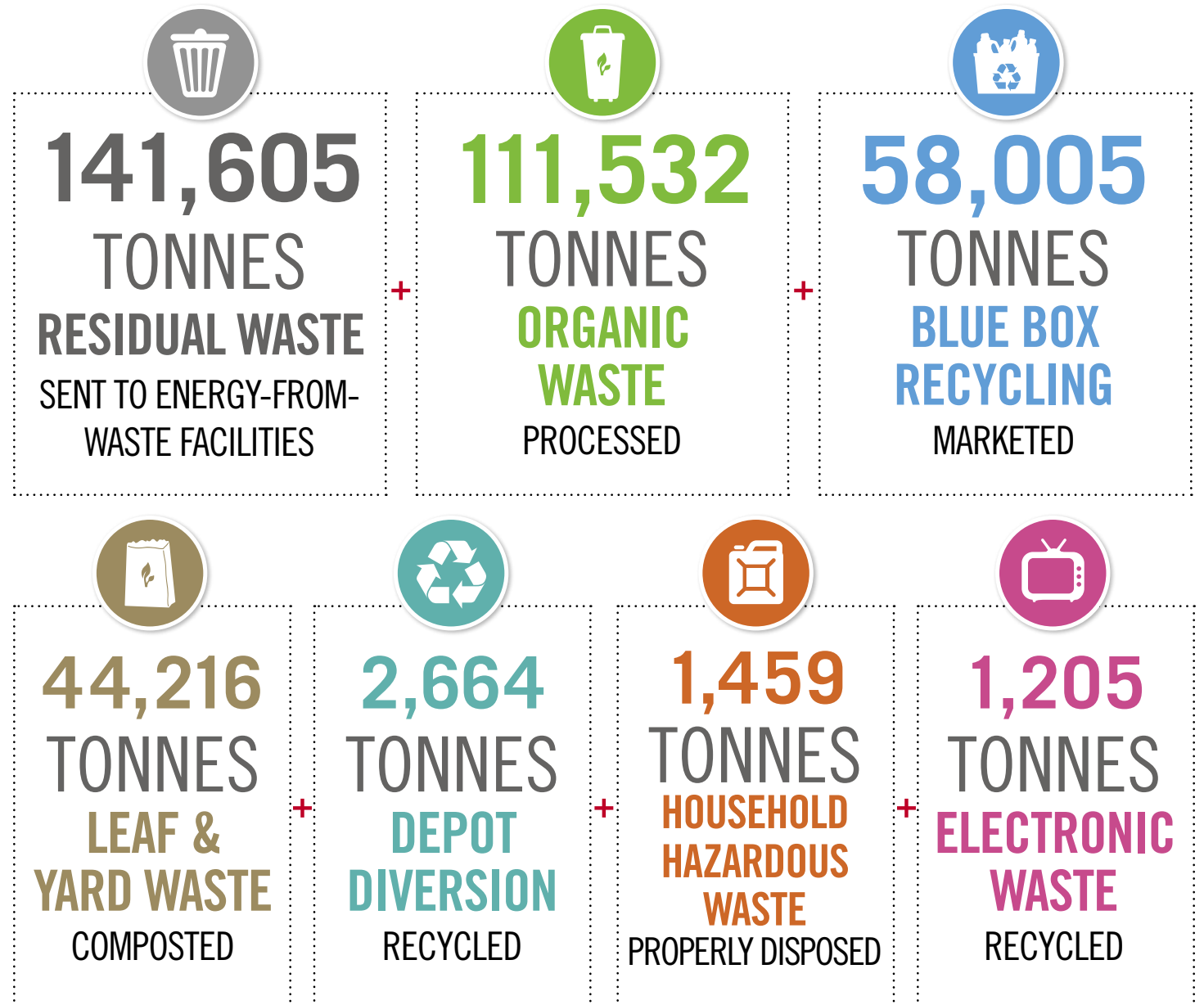
IN SUMMARY

Together with community partners, new and innovative programming is being implemented through the updated SM4RT Living Plan program.



York Region and its Nine Local Cities and Towns Deliver Innovative Waste Reduction, Reuse, Recycling and Recovery Programs and Services

York Region residents are part of an extensive integrated waste management system delivered with our local cities and towns. Together with community partners, new and innovative programming is being implemented through the updated SM4RT Living Plan program showcasing York Region leadership in sustainable waste management. York Regional and local Councils have made waste reduction and diversion a priority and continue to advocate to federal and provincial governments on waste management issues. As a result of this collaboration, York Region continues to rank first among its peers in the large urban category year after year.



93% DIVERSION FROM LANDFILL

Images taken prior to COVID-19



Our Visionary Goal: A world in which nothing goes to waste.

With your help, we hope to accomplish an estimated 166,000 tonnes of waste reduced and 62,000 tonnes of waste reused within the first 18 years of the SM4RT Living Plan.

THANK YOU TO OUR PARTNERS



york.ca/waste

1-866-665-6752 | May 2021

Wayne Emmerson
Chairman and CEO



The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario L3Y 6Z1
Tel: 905-895-1231
email: wayne.emmerson@york.ca

April 23, 2021

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

jeff.yurek@pc.ola.org

RE: Transitioning Blue Box Program to Full Producer Responsibility

Dear Minister:

Thank you for your continued commitment to improving Ontario's waste management system. Your government is to be commended for implementing full producer responsibility and advancing the circular economy in Ontario during these challenging times. York Region has always been a strong supporter of producer responsibility and we appreciate the opportunity to share our leading municipal waste expertise to help inform this process.

York Region is a municipal leader in achieving the highest diversion rate ranking compared to similar large urban municipalities. Despite this success, recycling performance has stalled across the Province due to a fragmented system struggling to manage a rapidly growing and increasingly complex stream of packaging. As such, we are increasingly concerned that the Blue Box regulation has not been finalized as previously indicated by the end of 2020. Further delay will continue to exacerbate the stresses on the program and continue to burden the taxpayer.

No reason to further delay Blue Box regulation that is based on extensive, balanced consultation with stakeholders

Your government has conducted an extensive consultation process for this regulation that started with a mediation process between producers and municipal governments that was led by David Lindsay. Changes to the Blue Box program have been welcomed by municipalities, property taxpayers, industry and all Ontarians who want better environmental and economic outcomes. The mediation provided a framework and timelines with much needed certainty, to allow stakeholders to begin planning for the successful transition of the Blue Box to full producer responsibility. This set the stage for the broad municipal-industry consensus achieved through a fair and balanced consultation on the draft regulation.

Municipalities have made contractual and asset management decisions based on the timelines published numerous times by your government. We have been awaiting the final regulation which the Province expected to release early this year. Municipalities have continued to manage the costly challenges from the limited end markets and poor packaging design that this transition is intended to address. These systemic issues cannot be resolved by the current system; further delays releasing the final regulation places the entire transition process at risk, with significant financial consequences for municipalities and producers.

York Region and its 9 local municipal partners have aligned contracts and budgets with transition period to minimize costs and ensure seamless service delivery for residents

Delays mean costly contract extensions and additional investments in equipment upgrades and maintenance to continue program delivery for a longer time period. This is on top of the \$7 million net operating costs per year that York Region spends to operate the program. While we appreciate that the pandemic has had significant impacts on the economy and businesses, it has also driven up costs for municipalities seeking to support residents through these trying times. In fact, municipalities are subsidizing the industrial, commercial, and institutional sector as people have continued to work from home over the last year, resulting in increased curbside tonnages in all streams including the Blue Box. The municipal share to fund the Blue Box program in Ontario is currently estimated at \$150 million per year. We cannot ask municipal taxpayers to bear additional costs and disruptions due to a delay in the timelines agreed upon by a majority of stakeholders in this process.

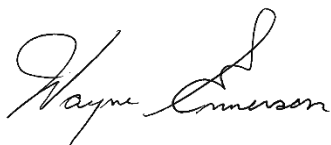
The final regulation should be released as soon as possible and reflect the following agreed upon principles that were included in the draft regulation:

- a broad list of designated materials
- expansion of eligible sources to condominiums, schools, parks and public spaces
- high performance targets to hold producers accountable and drive innovation

Delays or erosion of key policy components of this regulation will impact the Province's ability to achieve circular economy and environmental objectives set out in your government's *Made-in-Ontario Environment Plan* and meet commitments made to the many Ontarians concerned about reducing litter, addressing plastic waste and protecting the environment.

We look forward to this Provincial Government following through on its commitments to transitioning the Blue Box to full producer responsibility as previous governments have failed to do so. The time is now for this Government to release a finalized regulation that includes the agreed upon principles mentioned above and supports a robust and innovative full producer responsibility program for the Blue Box. This will ensure municipal governments, service providers and industry can move ahead with a smooth transition for Ontario.

Sincerely,



Wayne Emmerson
York Region Chairman and CEO

cc: James Wallace, Chief of Staff to the Premier
Bruce Macgregor, Chief Administrative Officer, York Region
Lina Bigioni, Chief of Staff, York Region
Erin Mahoney, Commissioner of Environmental Services, York Region

eDocs#12837888

On June 24, 2021 Regional Council made the following decision:

1. The Commissioner of Finance be authorized to schedule and give notice for the public meeting(s) required by the Development Charges Act, 1997.
2. The Regional Clerk circulate this report to local municipalities and the Building Industry and Land Development Association – York Chapter (BILD).

The original staff report is attached for your information.

Please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644 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**

This email was scanned by Bitdefender

The Regional Municipality of York

Committee of the Whole
Finance and Administration
June 10, 2021

Report of the Commissioner of Finance

2022 Development Charges Bylaw – Status Update

1. Recommendations

1. The Commissioner of Finance be authorized to schedule and give notice for the public meeting(s) required by the *Development Charges Act, 1997*.
2. The Regional Clerk circulate this report to local municipalities and the Building Industry and Land Development Association – York Chapter (BILD).

2. Summary

This report provides Council with an overview of the work plan to update the Region's Development Charges Bylaw, and some preliminary areas of review.

Key Points:

- The current Region-wide Development Charges Bylaw ([2017-35](#)), as [amended](#), expires on June 16, 2022
- The 2022 Region-wide Development Charges Bylaw will reflect legislative changes, and address other policy and administrative issues
- The proposed work plan meets the statutory timeline requirements in the *Development Charges Act, 1997* ("Act")

3. Background

Development charges are the primary source of funding for growth-related capital programs

Development charges are fees collected from developers to help fund growth-related regional services including water, wastewater, roads, transit, policing, paramedics, public health, social housing, and other general services. The current Region-wide Development Charges Bylaw came into effect on June 17, 2017 and was subsequently amended in 2018. The Bylaw, as amended, is helping fund over \$8 billion in vital growth-related infrastructure to support growth to 2031.

Due to statutory deductions, development charges do not fully recover the cost of growth-related infrastructure

Under the Act, Council can impose development charges to recover growth-related capital costs from development within the municipality. Municipalities are, however, required to make deductions for ineligible projects, service-level caps, and the portion of the infrastructure that benefit the existing taxpayers. As a result, development charges do not cover the full cost of services. Furthermore, deductions are made to reflect the extent to which a capital project benefits growth occurring outside of the planning horizon of the bylaw. These deductions (post period benefits) may be recovered through future development charges bylaws.

A new development charges bylaw must come into effect on, or before, June 17, 2022, for the Region to continue collecting development charges

The Act mandates that a development charges bylaw must be updated at least once every five years. The current Region-wide Development Charges Bylaw (2017-35), as amended, will expire on June 16, 2022. As such, a new bylaw must come into effect on or before June 17, 2022, for the Region to continue collecting development charges.

Legislative requirements must be met prior to passing a new development charges bylaw

Under the Act, municipalities must prepare a new background study prior to passing a development charges bylaw. The background study must include the following:

- Demonstrated need for services to accommodate forecasted growth
- Statutory deductions to determine eligible capital costs
- Determination of development charge rates
- Consideration of area-specific development charges
- Asset management plan and financial sustainability analysis

In addition, staff will be reviewing development charges policies as part of the bylaw update.

The Province amended the Act since the Region's last bylaw update

In the last few years, the Province introduced several amendments to the Act. The Region's 2022 Development Charges Bylaw will reflect, where appropriate, recent amendments to the Act introduced by Bill 108, *More Homes, More Choice Act, 2019* ("Bill 108"), Bill 138, *Plan to Build Ontario Together Act, 2019* ("Bill 138"), and Bill 197, *COVID-19 Economic Recovery Act, 2020* ("Bill 197"). Table 1 summarizes the key changes to the Act.

Table 1
Summary of Key Changes to the *Development Charges Act, 1997*

Area	Description
Eligible services	List of eligible services expanded to include all services the Region provides
Amount of charge	Development charge rates are frozen at the date of site plan or zoning bylaw amendment application
Timing of payment	Rental, institutional, and non-profit housing can phase development charge payments over five or 20 years
Deductions	Removal of the 10% statutory deduction
Planning horizon	Removal of the 10-Year planning horizon limitation for all services except transit
Classes of services	Allows for components of a service or a combination of services (e.g., growth studies)
Exemptions	Provided further clarification on the development charge exemption of secondary suites

In addition to the above changes, Bill 197 amended the *Planning Act, 1990* as it relates to community benefits charges, which were first introduced in 2019 under Bill 108. As a result of the amendment, only single-tier and local municipalities can levy community benefits charges.

Council has requested the Province make legislative changes to the Act so the Region may continue on its path towards financial sustainability while funding its share of the Yonge Subway Extension

According to the [Ontario-York Region Transit Partnership Preliminary Agreement](#), the Region's expected to contribute its pro-rata share of the capital construction costs of the Yonge Subway Extension, which is expected to be over \$1 billion.

In light of this, on March 25, 2021, Council adopted a [resolution](#) requesting legislative changes so that the Region may fund its share of the Yonge Subway Extension's capital costs in a financially sustainable manner:

- Amend the Act to treat the Yonge Subway Extension as a discrete service, not limited to a 10-year planning horizon; and
- Repeal section 26.2 of the Act, or exempt the Yonge Subway Extension (as a discrete service) from the freezing provisions under section 26.2

This resolution also requested the Province extend the Region's growth-cost supplement of the Annual Repayment Limit for another 10 years. As detailed in the [memorandum](#) of the Commissioner of Finance, dated April 19, 2021, the Province has responded to Council's request and renewed this provision.

4. Analysis

2022 DEVELOPMENT CHARGES BYLAW UPDATE WORKPLAN

The 2022 Development Charges Bylaw will reflect recent legislative changes and review administrative and policy issues

As noted previously, the Act has been subject to amendments over the last two years. The Region's 2022 Development Charges Bylaw will reflect, where appropriate, those changes. In addition to this, a number of methodological and policy issues will be reviewed as part of the 2022 Development Charges Bylaw update. Table 2 highlights key areas of review. This is not an exhaustive list and other methodologies and/or policies may be identified during the consultation process.

Table 2

Key Areas of Review for the 2022 Development Charges Bylaw Update

Area	Description
Development forecast	Timing and distribution of population and employment growth to align with the Municipal Comprehensive Review
Length of planning horizon	Planning horizon for services in the bylaw can align with, or be less than, 30 year planning horizon for Municipal Comprehensive Review (Transit services limited to 10 years)
Density assumptions	Review persons per unit (PPU) assumptions in residential developments and floor space per worker (FSW) assumptions in non-residential developments
Cost attribution between residential and non-residential development	Attribution of capital costs between residential and non-residential development, and within the non-residential development types
Residential rate structure	Review current residential rate structure (e.g., apartment delineation point, treatment of stacked townhomes)

Area	Description
Treatment of the Yonge Subway Extension	Evaluate methodologies and assumptions for the development charge treatment of the Yonge Subway Extension
Consideration of area-specific development charges	Consider options for implementing area-specific development charges within York Region

Staff recommend tabling the draft Development Charges Bylaw in February 2022

Under the Act, the development charges background study must be made publicly available at least 60 days prior to the passing of the bylaw. Additionally, at least one public meeting must be held with at least 20 days' notice and the proposed bylaw and background study made available to the public at least two weeks prior to the public meeting. A February 2022 tabling ensures these statutory requirements can be met while providing sufficient time for additional stakeholder feedback through a second public meeting (if needed).

Table 3 describes the statutory requirements, Council engagements, and applicable tentative dates. The proposed workplan meets the statutory requirements.

Table 3
Tentative Timeline for the Development Charges Bylaw Update Process

Deliverable	Tentative Timeline*	Statutory Requirement
2022 Development Charges Bylaw Background Study and Bylaw tabled at Committee of the Whole	February 2022	<p>At least 2 weeks</p> <p>At least 60 days</p>
Notice of public meeting published in all local Metroland newspapers	February 2022	
Public meeting at Committee of the Whole	March 2022	
2022 Development Charges Bylaw to Council for approval	May 2022	
2022 Development Charges Bylaw and rates come into effect	June 17, 2022	

*Note: Dates are subject to the 2022 Committee and Council schedule

Stakeholder consultation will be an integral part of the 2022 Development Charges Bylaw Update process

In the first quarter of 2021, staff engaged with local municipalities and the Building Industry and Land Development Association – York Chapter (BILD) to inform them of the current development charges bylaw’s impending expiration and to seek initial feedback for the 2022 Development Charges Bylaw update process.

Throughout the process, staff will continue to engage with local municipalities, representatives of BILD, non-residential developers, and other stakeholders. This consultation process will help ensure all stakeholders understand the Region’s infrastructure investments, policies, methodologies, and assumptions for calculating and attributing growth-related capital costs.

DEVELOPMENT CHARGES TREATMENT OF THE YONGE SUBWAY EXTENSION

New information regarding the Yonge Subway Extension could become available, impacting the development charges treatment and rate

On March 18, 2021, Metrolinx released the Initial Business Case on the Yonge Subway Extension that evaluated alignment options and confirmed the strategic and economic value of the project. Through the Initial Business Case, Metrolinx recommended advancing the design and conducting a more detailed analysis of the growth forecasts along the corridor through a Preliminary Design Business Case. Based on the timeline in the Initial Business Case, it is expected that the Yonge Subway Extension procurement contract would be awarded in Fall 2023, with the subway open for service in 2029/2030, following the opening of the Ontario Line.

On May 11th, 2021, the Federal Government announced a funding commitment of \$10.7 billion, or 40% of the capital costs, to support the delivery of the Province’s four priority subways, including the Yonge Subway Extension.

New information regarding the Yonge Subway Extension could still become available through further analysis by Metrolinx and/or legislative changes by the Province, which would impact the development charges treatment and rate calculation. Table 4 summarizes the potential elements that could change between now and the completion of the background study and their implication to the Region’s development charges treatment.

Table 4
Summary of Potential Changes and Implications

Element	Potential Implications
Scope of work	<ul style="list-style-type: none"> • Cost estimates
Cost estimates	<ul style="list-style-type: none"> • The Region's cost, and development charges rates
Requested legislative changes	<ul style="list-style-type: none"> • Statutory deductions, ability to freeze development charge rates, and speed of cost recovery through development charges
In-service date	<ul style="list-style-type: none"> • Statutory deductions and speed of cost recovery through development charges

The 2022 Development Charges Bylaw will consider the use of area-specific development charges

Under the Act, municipalities are required to consider area-specific charges for all services as part of their background studies. However, the Province has not provided prescribed how municipalities would satisfy this requirement.

The Region currently has uniform region-wide development charge rates, with the exception of the Village of Nobleton, which has an area-specific rate for wastewater services. As part of the bylaw update, staff will consider whether it is appropriate to implement area-specific development charges for other services.

Staff will consider the policy rationale and implications of an area-specific development charges, including:

- Options for area delineation
- Types of services/components suitable for area-specific development charges
- Linkages between the need for service and growth within an area
- Fairness and affordability across the Region
- Financial and administrative implications of adopting area-specific development charges
- Other options for restructuring development charge rates to achieve the Region's policy objectives and priorities

An area-specific approach for transit development charges is largely untested in Ontario

Typically, area-specific development charges have been used for infrastructure that has clear benefits to a defined geographical area, such as water and wastewater services, storm water management, and collector/minor arterial roads.

Since regional transit services are designed and provided as a network service, it is difficult to allocate costs by benefiting area, due to the movement of people across a municipality. As a result, transit development charges are mostly levied under a municipal-wide approach. Notably, the City of Toronto once had an area-specific development charge for the Sheppard Subway Extension, but ultimately moved the project costs into the City-wide transit charge. Table 5 summarizes the development charge treatment for transit services in other municipalities.

Table 5
Interjurisdictional Scan of Transit Development Charges

Municipality	Development Charges Treatment	
	Municipal-Wide Bylaw	Area-Specific Bylaw
City of Toronto*	✓	
City of Mississauga	✓	
City of Brampton	✓	
Durham Region	✓	
Town of Oakville	✓	
City of Hamilton	✓	
Waterloo Region**	✓	

* Note: Municipalities with a transit development charge that includes higher-order projects (e.g., subway extensions, LRTs).

**Note: Waterloo Region's area-specific transit charge is levied on the Cities only, based on the transit service area

ADMINISTRATIVE AMENDMENTS TO DEVELOPMENT CHARGES POLICIES

Staff will be reviewing development charge policies for alignment with recent legislative changes and standardized wording

Staff will also be reviewing the Region's development charge policies and proposing technical amendments that are intended to align with recent legislative changes and use standardized wording. The review will include the following development charges policies:

- Development Charges Deferral for Purpose-Built Rental Buildings
- Development Charges Deferral for Open Air Motor Vehicle Storage Structures
- Development Charges Deferral for Office Buildings
- Development Charges Deferral for Retail Buildings
- Development Charges Deferral for High-Rise Residential Buildings
- Development Charge Interest Policy – Under sections 26.1 and 26.2 of the *Development Charges Act, 1997*

5. Financial

Development charges are the primary source of funding growth-related capital infrastructure in the Region. In the Region's 2021 Ten-Year Capital Plan, development charges fund approximately 60% of the growth-related capital. Passing a new development charges bylaw prior to June 17, 2022 ensures that the Region can continue to recover development charges and deliver its vital growth-related capital program.

6. Local Impact

Both the quantum and the timing of development charges collections are critical to building growth-related infrastructure. Development charges collections affect the timing of growth-related infrastructure investments.

In addition, local municipalities may choose to mirror the Region's development charges policies. Regional staff will consult with local municipalities throughout the process to ensure that any concerns are appropriately considered.

7. Conclusion

In order to continue to levy and collect development charges the Region must update its development charges bylaw at least once every five years. This provides an opportunity to review assumptions and methodologies to update the capital costs required to accommodate growth and to align with recent legislative changes. Staff have initiated the process for the 2022 Development Charges Bylaw update.

The Act requires the Region to prepare a background study and make it publicly available 60 days prior to the bylaw being passed by Council. It is anticipated that the Background Study will be tabled in February 2022 and the proposed bylaw will be considered by Council for passage in May 2022.

For more information on this report, please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644. Accessible formats or communication supports are available upon request.

Laura Mirabella

Recommended by:

Laura Mirabella, FCPA, FCA

Commissioner of Finance and Regional Treasurer



Approved for Submission:

Bruce Macgregor

Chief Administrative Officer

May 27, 2021

12671104

On June 24, 2021 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the local municipalities.

The original staff report is attached for your information.

Please contact Danielle De Fields at 1-877-464-9675 ext. 71525 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
Planning and Economic Development
June 10, 2021

Report of the Commissioner of Corporate Services and Chief Planner

Affordable Housing in York Region 2020 Measuring and Monitoring

1. Recommendation

The Regional Clerk circulate this report to the local municipalities.

2. Summary

This report provides a summary of the 2020 affordable housing measuring and monitoring results (Attachment 1).

Key Points:

- Affordable ownership and rental housing are a key component for building strong, caring and safe communities
- The annual measuring and monitoring exercise provides an assessment of new housing supply for affordability each year
- Lack of affordable housing options continues to be a challenge in York Region
- Regional Official Plan affordability targets have not been met for the third year in a row, with only 8% of all new ownership and rental units in 2020 affordable at the provincial threshold, a decline from 14% in 2019
- In evaluating new ownership housing, only 5% of all new ownership units are below the affordability threshold and approximately 99% of these are studio and one-bedroom condominium units
- One third of total affordable units are in rental tenure, but new rental stock accounts for only 3% of total new units in 2020. This means that a small supply of new rental units is responsible for delivering a large portion of affordable housing options in York Region and there is a need for an increased rental supply to help address York Region's affordability challenges
- Opportunities to address housing challenges in York Region requires exploring new innovations and collaboration across all levels of government, private industry and the non-profit sector

3. Background

A range of housing options is integral for building complete communities in York Region

A full mix and range of housing options, including both affordable ownership and rental, is essential for communities where people of all ages, stages and incomes can live, work and play. A mix and range of ownership and rental housing refers to a variety of suitably sized housing options affordable based on a resident's income and provided in appropriate locations. Currently, York Region has limited purpose-built rental housing and missing middle housing types that support the development of complete communities. A variety of affordable options support economic development and is a major contributor to individual and community health and well-being. A full mix and range of housing options is required to support growth projections in the Regional Official Plan (ROP).

Affordable housing targets in the Regional Official Plan are monitored annually

The York Region Official Plan requires 35% of new housing in the Region's Centres and key development areas be affordable, and 25% of new housing outside of those areas be affordable. The ownership affordability threshold used in this measuring and monitoring exercise is based on the Provincial definition set out in the Provincial Policy Statement. For ownership purposes, a household income is calculated at the 60th percentile to set the affordable housing threshold (i.e. the maximum house price that the lowest earning 60% of households can afford). In 2020, York Region's annual household income at the 60th percentile was \$125,957 and a housing unit affordable at that income could not exceed \$503,145. The Measuring and Monitoring Affordable Housing exercise provides data and identifies housing gaps to support development of new policies and programs.

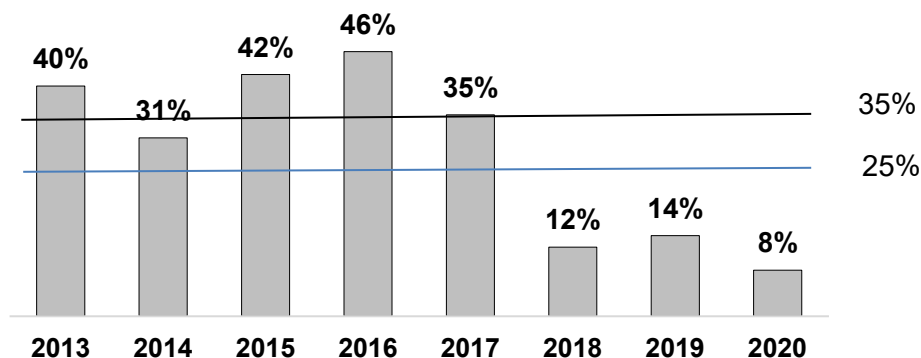
Through the Municipal Comprehensive Review, housing policy targets are being reviewed and directions were outlined in the January 2021 [Regional Official Plan Update – Housing Challenges and Opportunities](#) report.

4. Analysis

In 2020, Regional Official Plan targets for affordable housing were not achieved for the third year in a row

In 2020, the York Region Official Plan affordable housing targets were not achieved, with 8% of new units below the affordable housing threshold. This was a decrease from 14% in 2019, reflecting recent declines in affordability (Figure 1).

Figure 1
Percentage of New Affordable Units by Year, 2013-2020



*Regional Official Plan Target: 35% applied in Regional Centres and Key Development Areas and 25% applied outside of Regional Centres and Key Development Areas

Among all new housing units built in 2020, 97% were ownership units and only 3% were rental. Of the 8% affordable new units in 2020, one third (33%) are rental tenure (in 2019, 21% of affordable units were rental), meaning that a small supply of new rental units are responsible for delivering a growing portion of affordable housing options in York Region.

The trend of limited affordable ownership options continues, with few family-sized options available

The majority of affordable units in York Region are studio or one-bedroom ownership condominiums and rental units in the secondary market, with limited family-sized options available. In 2020, only 5% of new ownership units were below the affordability threshold. Of the affordable ownership units, 99% were studio and 1-bedroom condominium units in high density developments, primarily in Newmarket, Markham and Vaughan. In 2020, there were no affordable two-bedroom or larger-sized high-density units and only four low density units were coded as affordable. This impacts the ability for many families to come to York Region, and find suitably sized or adequate housing for their needs.

In 2020 monitoring, new rental supply mainly consisted of newly registered second suites captured through local municipal registries (131 units, or 78% of 167 rental units) and the remaining units are from one private purpose-built rental housing building in Markham (22%, or 36 units). Due to limited data on secondary suite rents, all are coded as affordable. Rental units in the secondary market are traditionally more expensive than purpose-built rental housing. This means that many units reported in this data exercise may not be affordable to households requiring affordable housing options at the 60th percentile. Condominium fees are not captured in affordability assessments as there is limited data available. For many households, the additional costs of condominium fees can make these units less affordable.

Home ownership is unaffordable to an increasing proportion of residents across the income spectrum

In 2020, 5% of new ownership units were affordable based on the provincial definition (i.e. to households with incomes of \$125,957), compared to the 8% of units that were affordable when both ownership and rental housing was evaluated (as identified, all rental units are coded as affordable due to data limitations).

To evaluate true affordability challenges facing mid-range income and upper income households in the ownership market, a sensitivity analysis was conducted for households at the 40th, 50th, 70th and 80th income deciles (Table 1). The reporting shows that when evaluated for depths of affordability for mid-range income households (40th – 60th percentiles), the number of affordable units rapidly declines from 5% to 0%. When higher incomes are assessed (above the 60th percentile), affordability pressures remain. Table 1 shows that even higher incomes are not able to afford a larger proportion of new units in the housing market and may struggle to find affordable options. In 2019, households at the 80th percentile (household income of approximately \$185,486) could afford 63% of new affordable ownership units compared to 58% in 2020 and households at the 70th percentile (household income of approximately \$151,703) could afford 43% of new units with a decrease to 30% affordable in 2020.

Table 1
Percentage of Affordable Ownership for a Range of Incomes

Percentile	Upper Household Income Threshold	Maximum Affordable House Price	% Affordable Ownership Units
40th	\$84,253	\$336,554	0%
50th	\$104,181	\$416,157	2%
60th	\$125,957	\$503,145	5%
70th	\$151,703	\$611,073	30%
80th	\$185,486	\$752,770	58%

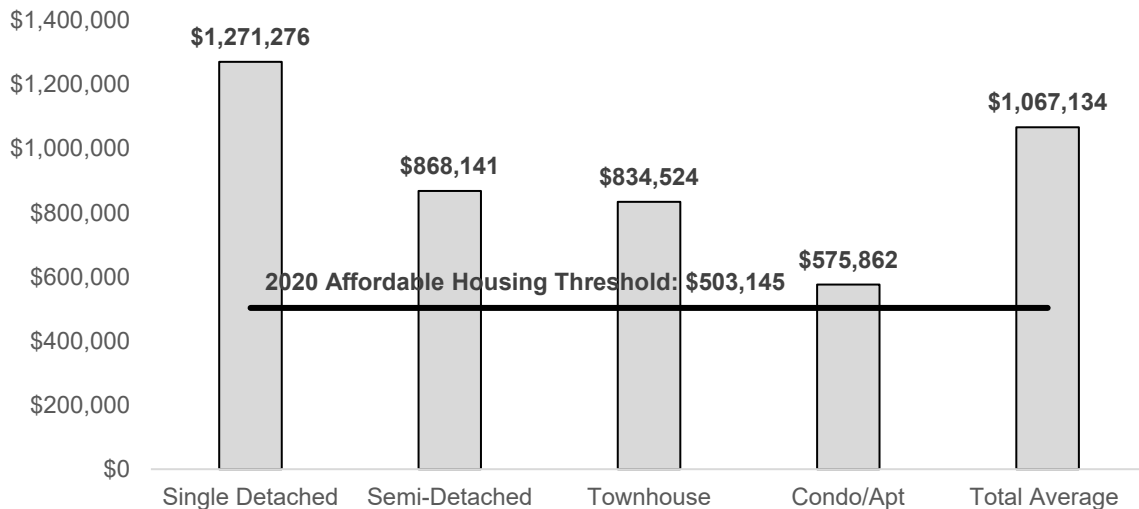
Source: York Region Planning and Economic Development, 2021.

The resale market also provided limited affordable housing options in 2020

While this monitoring exercise has traditionally focused on new housing supply in York Region, 2020 average resale prices were also evaluated against the monitoring thresholds to consider if residents can turn to the resale market to find more affordable options. Compared to the 2020 affordable housing threshold (\$503,145), only resale condominiums are close to the affordable threshold when average resale house prices across housing types were analyzed. This data shows that both semi-detached and townhouse units are more than

\$300,000 above the threshold, making it very difficult for households in and around the mid-range income range to get into the ownership market. As identified on Figure 2, the average price of resale housing across all housing types in 2020 is greater than the monitoring threshold leaving a growing gap between what many households can afford and average market resale prices.

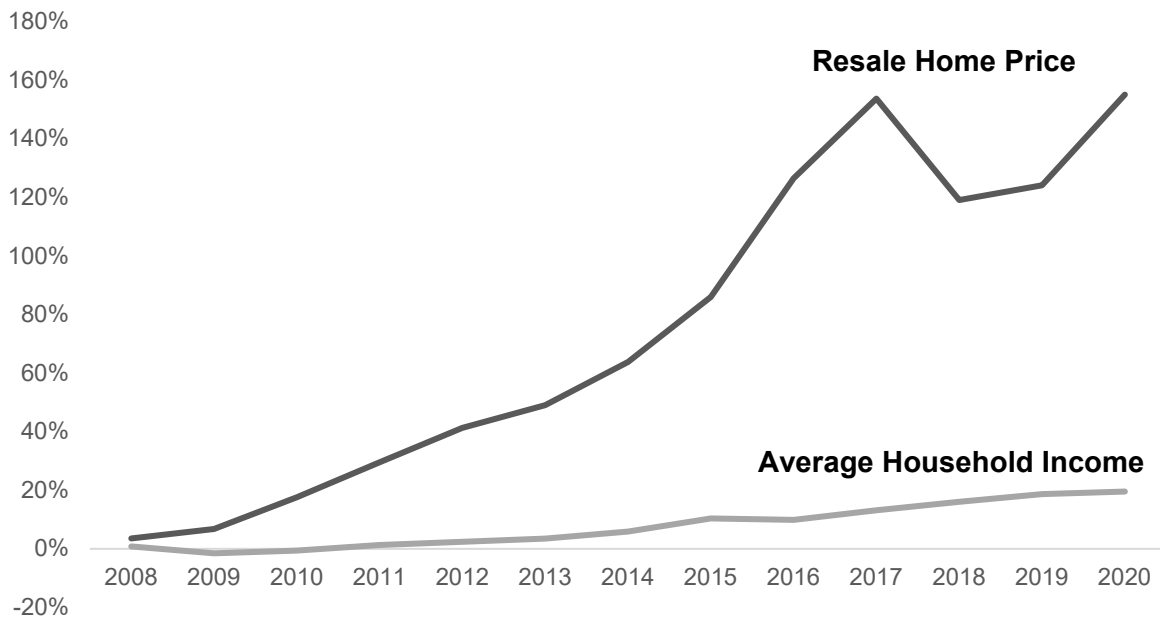
Figure 2
York Region Affordable Housing Threshold and Average Resale Prices, 2020



Source: TREB Market Data, 2021.

Comparing average resale house price increases over time to average household incomes highlights that affordability challenges are increasing (Figure 3). Despite there being a market correction that caused a slight decline in 2018 for resale house prices, there has been rapid growth in resale housing prices compared to lower growth in average household incomes from 2008 to 2020. This shows the growing disparity for residents between what they must pay to enter the housing market in York Region and the inability for income growth to match these market trends.

Figure 3
York Region Average Household Incomes Compared to Average Resale Prices,
2008 - 2020



Source: TREB Market Data, Bank of Canada, Statistics Canada, 2021.

Addressing affordability challenges may support York Region in meeting population forecasts

To provide an evaluation of the impact of York Region's housing market on population growth, Watson and Associates Economists (Watson) was retained to provide an analysis for the January [Regional Official Plan Update- Housing Challenges and Opportunities](#) report and the March [Proposed 2051 Forecast and Land Needs Assessment](#) report. Watson's analysis identified several key findings on the role housing affordability has on population and economic growth potential and municipal competitiveness that expand on the data outlined in this report. These findings identified York Region needs to attract young families for economic development, require larger, affordable family-sized units, needs additional rental units due to continued low vacancy of existing rental units and identified townhouse units as a way to provide more affordable ground related housing options.

The findings confirm that limited housing options and affordability are impacting population growth. If more affordable options are available elsewhere for prospective residents, York Region may not achieve anticipated levels of growth. Watson identified that addressing the interconnection between the Region's competitive economic position and housing needs by market segment could assist the Region in meeting population and employment forecasts.

Purpose-built rental housing remains a key solution to addressing housing challenges in York Region

Purpose-built rental housing continues to be an integral part of a healthy mix and range of housing options. Council has demonstrated commitment to housing solutions, particularly in supporting the development of purpose-built rental housing. Council has approved financial incentives for purpose-built rental housing, including a 36-month development charge deferral program developed in 2017 and an expanded, [graduated incentive program endorsed](#) in 2019. In addition, Council approved [a purpose-built rental servicing allocation reserve](#) (subject to capacity) to help encourage new rental supply. In 2020, two developments accessed the incentive program for a total of 261 units, 216 units in Newmarket and 45 units in Vaughan. An additional development is in early stages of discussion to participate in the incentive program that would provide approximately 64 affordable units, which would be reported in future monitoring years. In the [2020 Regional Centres and Corridors Update](#) report, it was identified that there are currently 3,080 purpose-built rental units proposed by eight development applications that may be able to access the Region's incentive program and support the development of more affordable housing options in the future for York Region residents.

Opportunities to address housing affordability through innovative housing options continues

Council has continued to demonstrate a commitment to responding to the affordability challenges in York Region, but affordability remains a growing challenge across the Greater Toronto Area. On February 25, 2021, Council approved a motion to declare a [Housing Affordability Crisis in York Region](#) on February 25, 2021, to recognize and respond to the affordability challenges facing York Region.

All levels of government and industry proponents have roles in supporting solutions to delivering affordable housing options to residents through innovative housing options to support a diverse mix and range of housing options, including:

- Maintaining adequate supply
- Tiny Houses and Modular Construction
- Secondary/Accessory Dwelling Units
- Missing middle housing types, including multi-unit or clustered housing options

Attachment 3 [Innovative Housing - Options to Support Affordable Housing](#) to the January 2021 [Regional Official Plan Update – Housing Challenges and Opportunities](#) report provides further detail.

There are a number of ways to address affordability challenges through public and private partnerships, as well as advocacy. In addition to further analysis and recommendations by staff, the York Region Housing Affordability Task Force will advise Council on strategies to

address housing supply and affordability challenges facing York Region, looking at policy options, market forces and other potential innovative solutions to work to respond to the growing affordability challenges outlined in recent years through this annual reporting exercise.

Measuring and Monitoring Affordable Housing supports Vision 2051's Healthy Communities goal of appropriate housing for all ages and stages

Vision 2051, the Regional Official Plan, and the 2019 to 2023 Strategic Plan contain goals and policies that promote development and monitoring of affordable housing in support of creating complete communities. Measuring and monitoring housing affordability in York Region aligns with the goals outlined in these strategic documents, providing data that supports results-based solutions to housing challenges.

5. Financial

The work completed by staff for the 2019 measuring and monitoring of affordable housing has been completed within the existing staff complement, and within the approved business plan and budget.

The financial impact of failing to address affordable housing challenges in York Region could lead to unintended consequences, such as lower residential and employment growth rates. York Region continues to fall short of the Growth Plan forecast; a shortfall of affordable housing options may be a contributing factor.

6. Local Impact

Local municipalities are key partners in addressing housing affordability. Each year, local municipal staff works with Regional staff in supporting data collection for this report. Regional staff shares the data results and methodology with local municipal partners. Local municipalities continue to partner with York Region in working towards finding new solutions that respond to their local municipal context. Regional staff will continue to collaborate with local municipal staff to address affordable housing needs across York Region. The housing challenges outlined impact all local municipalities, requiring continued collaboration and ongoing support to deliver solutions.

7. Conclusion

York Region Council has set the foundation to address housing challenges by encouraging a full mix and range of housing options and supporting investment in new affordable purpose-built rental housing projects. As outlined in this report, only 8% of new housing in 2020 was affordable, with a growing portion of these affordable units being studio or 1-bedroom condominiums that are unsuitable for families. Continued research and analysis to understand the true affordability challenges facing residents across different ages and stages of life and incomes is required. No one level of government or industry partner can solve housing affordability challenges alone. Staff will continue to work in collaboration with partners and local municipal staff to find innovative solutions, including evaluating potential [innovative housing options](#) and will continue to monitor the affordability of housing across York Region to support evidence-based policy solutions.

For more information on this report, please contact Danielle De Fields at 1-877-464-9675 ext. 71525. Accessible formats or communication supports are available upon request.

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May 28, 2021
Attachment (1)
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AFFORDABLE HOUSING

in YORK REGION
2020 MEASURING and MONITORING

JUNE 2021



York Region

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HOUSING IS A CORNERSTONE FOR BUILDING COMPLETE COMMUNITIES IN YORK REGION

Housing is a cornerstone of complete communities, which require a variety of ownership and rental housing options that meet the needs of residents and workers at all ages and stages of life. A diverse mix and range of housing options is a major contributor to quality of life, well-being, economic vitality and community health. Housing has remained at the forefront of discussions in York Region, with many residents facing continued affordability challenges and a lack of affordable housing options. In order to build complete communities, addressing the continued affordability challenges through partnerships, new innovations and policy is imperative. Through these various partnerships between both public and private sector actors, York Region works to support a full mix and range of housing options across all nine local municipalities.

York Region monitors the affordability of new housing units each year to determine if York Region Official Plan affordability targets are met

Provincial policy requires York Region to establish and implement affordable housing targets. York Region's targets are identified through the York Region Official Plan (ROP), which requires that 35% of new housing in Regional Centres and Key Development Areas, and 25% of new housing outside of those areas, be affordable.

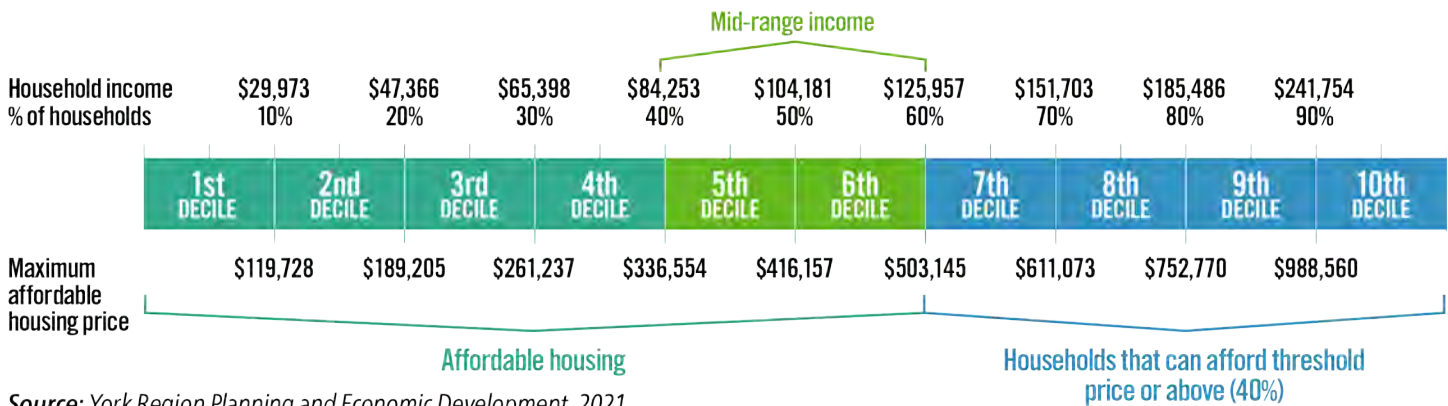
York Regional Council endorsed the Affordable Housing Measuring and Monitoring Guidelines in June 2015. An update to the *Guidelines* was approved in 2018 to better reflect on the ground reality in terms of how the amount, type and location of new affordable housing units are analyzed. The Guidelines establish a standardized approach to identify and measure the supply of new affordable units in order to monitor progress each year in meeting the ROP affordable housing targets and to help inform decision making around housing need.

Maximum affordable housing thresholds are calculated annually for rental and ownership tenures

The affordable housing thresholds are calculated annually for both ownership and rental units, based on Provincial legislation and definitions in the York Region context. The thresholds provide the upper limits of what is considered "affordable" from a land use planning perspective. These thresholds are used throughout this report to determine the affordability of both new high density and ground related ownership housing supply. All new rental supply is monitored annually, and the analysis is included in this report.

The affordable threshold for ownership is the maximum price that households at the sixth decile of the income distribution can afford to pay and includes the cost of a mortgage, mortgage insurance, a minimum of a 5% down payment for the first \$500,000 and 10% on the remaining portion over \$500,000 up to \$1 million¹, as well as property taxes. As displayed in **Figure 1**, the maximum ownership threshold for York Region in 2020 is \$503,145, the first year of monitoring that it is over the \$500,000 threshold and based on a household income of \$125,957.

¹ For CMHC-insured mortgage loans, individuals need a minimum down payment of 5% for the purchase price of \$500,000 or less and when the purchase price is above \$500,000, the minimum down payment is 5% for the first \$500,000 and 10% for the remaining portion.

Figure 1 York Region Household Income Distribution and Affordable Ownership Thresholds, 2020²

Source: York Region Planning and Economic Development, 2021.
Based on Statistics Canada, Bank of Canada and Canada Mortgage and Housing Corporation data

2020 LOCAL MAXIMUM AFFORDABLE HOUSING THRESHOLDS RANGE FROM \$407,374 TO \$503,145

Table 1 provides the maximum local municipal affordable ownership thresholds for 2020, for the lowest earning 60% of households in each municipality. As average household incomes vary between local municipalities, ownership thresholds are calculated both on a region-wide basis and by local municipality. Where the local municipal threshold exceeds the Regional threshold (\$503,145), the Regional threshold is used for affordable housing commitment and monitoring purposes in order to help achieve region-wide affordability. Where the local municipal threshold is below the Regional threshold, the local municipal threshold is used for affordable housing monitoring purposes. This helps to best reflect the local municipal context and the incomes of residents, impacting how affordability is defined across York Region's nine local cities and towns.

Table 1: 2020 Affordable Ownership Thresholds³

Local Municipality	Local Municipal Threshold	Thresholds Used for Commitments and Monitoring
Aurora	\$555,918	\$503,145
East Gwillimbury	\$536,246	\$503,145
Georgina	\$407,374	\$407,374
King	\$621,071	\$503,145
Markham	\$480,723	\$480,723
Newmarket	\$496,104	\$496,104
Richmond Hill	\$482,413	\$482,413
Vaughan	\$557,380	\$503,145
Whitchurch-Stouffville	\$531,308	\$503,145

Source: York Region Planning and Economic Development, 2021
Based on Statistics Canada, Bank of Canada and Canada Mortgage and Housing Corporation data

² The figure simplifies York Region's housing market and represents all households in York Region. The figure separates York Region's households into ten separate decile groups based on household income, each decile representing 10% of the total household population. The distribution identifies that the affordable ownership housing thresholds must provide a maximum price that is affordable to 40% of households, which is measured to the sixth decile of the income distribution.

³ Throughout the Region, there are significant variations in average household income by local municipality, which in turn impacts the maximum income-based affordable housing threshold. The local municipal threshold seeks to reflect the differences in the demographics and better reflect actual average affordable prices at the local level.

YORK REGION'S HOUSING AFFORDABILITY TARGETS ARE NOT BEING ACHIEVED WITH ONLY 8% AFFORDABLE NEW UNITS, CHALLENGING COMPLETE COMMUNITY INITIATIVES

Table 2 displays the number and percentage of new affordable units in 2020 by local municipality and tenure based on the thresholds in **Figure 1**. For monitoring purposes, all rental units are coded as affordable due to data limitations of rents charged on new rental units, both in the primary and secondary rental markets. Average market rents reported by CMHC Rental Market Housing report are evaluated in **Table 5**.

Table 2: New Affordable Housing Monitoring Analysis, 2020

Local Municipality	Ownership Units		Rental Units*		All Units	
	Total Units	Affordable Units	Total Units	Affordable Units	Total Units	Affordable Units
Aurora	210	0 (0%)	11	11 (100%)	221	11 (5%)
East Gwillimbury	391	0 (0%)	7	7 (100%)	398	7 (2%)
Georgina	153	0 (0%)	13	13 (100%)	166	13 (8%)
King	8	0 (0%)	-	-	8	0 (0%)
Markham	976	26 (3%)	37	37 (100%)	1,013	63 (6%)
Newmarket	195	38 (19%)	41	41 (100%)	236	79 (33%)
Richmond Hill	649	11 (2%)	-	-	649	11 (2%)
Vaughan	3,700	254 (7%)	55	55 (100%)	3,755	309 (8%)
Whitchurch-Stouffville	168	4 (2%)	3	3 (100%)	171	7 (4%)
York Region	6,450	333 (5%)	167	167 (100%)	6,617	500 (8%)

Source: York Region Planning and Economic Development, 2021.

Based on Teranet, RealNet and Canada Mortgage and Housing Corporation data

*All rental is coded as affordable due to data limitations

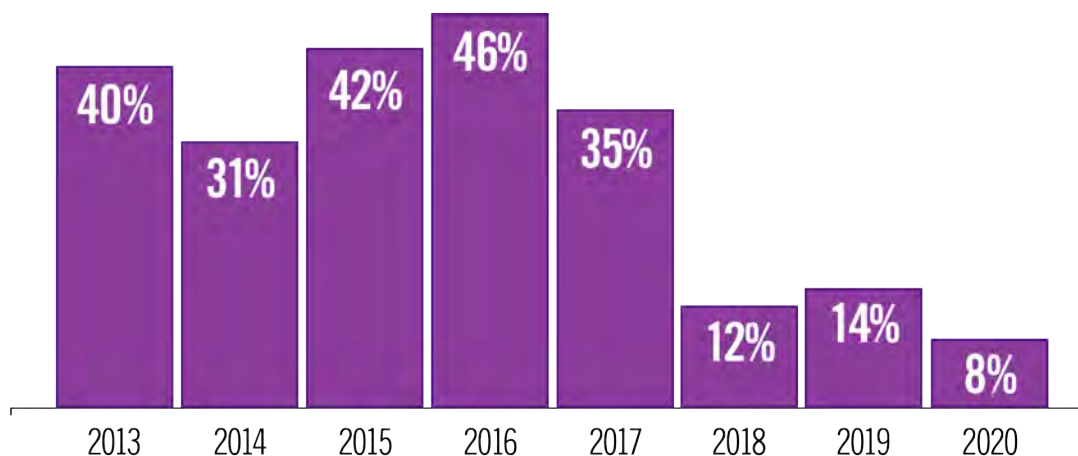
Of the 333 new affordable ownership units in 2020, 72% were one-bedroom, with 27% studio apartments and only 1% ground related housing stock. In 2019, 91% of the new affordable ownership units were one-bedroom units. This highlights an increasing reliance on studio apartments to deliver affordable units to the market and declining number of one or more-bedroom units that are affordable each year. Out of all the new one-bedroom units monitored in 2020, the number of affordable, one-bedroom units was 11%, a decrease from 30% in 2019, 57% in 2018, 94% in 2017 and 95% in 2016. This highlights a decline in affordability of one-bedroom units in York Region over the past few monitoring years.

These findings emphasize the continued lack of affordable ownership options across all housing structure types, relying on small unit sizes with a growing reliance on studios to deliver affordable housing stock to York Region's households. Similarly, the number of affordable two-bedroom units monitored was 0%, the same as 2019 and 2018, a decrease from 11% in 2017 and 51% in 2016. Overall, this is of growing concern as it represents a lack of suitable housing options in York Region for families, due to a lack of affordable family-sized units.

IN 2020, THE TREND OF FEW AFFORDABLE UNITS MONITORED CONTINUES WHICH MAY IMPACT YORK REGION'S ABILITY TO MEET FORECASTED POPULATION GROWTH

Figure 2 provides an overview of the percentage of new ownership and rental units below the affordable thresholds from 2013 – when the Region began tracking affordability – to 2020. The increase from 12% in 2018 to 14% in 2019 is mainly due to the 162 new community housing units that became available in 2019. Similar to 2019, affordable options were not consistently represented in all local municipalities and across all unit types and tenures in 2020.

Figure 2: New Units below York Region's Affordable Threshold, 2013 to 2020



The same trend of few affordable options remains an issue for the long-term growth and vitality of York Region's local businesses and economy. This uneven representation of affordable options leads to many residents choosing unsuitable housing and could cause clusters of affordability rather than the even distribution of a mix and range of housing options found in complete communities. It may also lead to many people choosing more affordable alternatives to York Region. Across the nine local municipalities, affordable housing is foundational to attract new residents, business and economic growth. Watson and Associates Economists (Watson) were hired to conduct a foundational housing analysis report, outlined in [Attachment 2](#) of the Regional Official Plan Update - Housing Challenges and opportunities report, which evaluated housing affordability as one factor that has led to slower growth in the Region over the last decade. Based on their research, Watson has determined that a lack of housing options across York Region, most notably affordable low-density housing (missing middle housing) and purpose-built rental housing, has likely contributed to limiting the Region's recent population growth. As affordability continues to decline, this will impact forecasted population, employment and household growth.

There has been an increasing reliance on new high-density ownership units to meet York Region Official Plan targets for new affordable housing stock. In 2020, only 8% of new high-density units met the affordability threshold compared to a few affordable units in the ground related supply (around 1%). This reflects a similar declining trend in recent years, where 26% in 2018 and 18% in 2019 of new high density was affordable, but no ground related supply was affordable. However, this was a significant decrease from 2017, with 50% of new high-density units and 5% of ground related units falling below the affordability threshold. This highlights that even new high-density ownership stock has become less affordable over time, as well as declining affordability overall across all densities since previous monitoring years.

PURPOSE BUILT RENTAL HOUSING HAS A PIVOTAL ROLE IN SUPPORTING AFFORDABLE HOUSING OPTIONS

The majority of new housing stock monitored in 2020 is ownership housing, consistent with other monitoring years, but there is a growing reliance on rental housing to support more affordable housing options. The ownership market accounted for 67% of the affordable units region-wide and rental units accounted for 33% of affordable units in 2020. In 2019, the ownership market accounted for 79% of affordable units and 21% of affordable units were new rental. Due to data gaps, all rental units are coded as “affordable” for monitoring purposes. This included 36 new purpose-built rental units⁴, no new community housing units⁵, and 131 newly registered second suites for a total of 167 new rental units in 2020. As rental units are all coded as affordable, these new units are used to achieve the York Region Official Plan targets each year, which may over-represent the true depth of affordability for residents. However, purpose-built rental units provide affordable options to many mid-range income households and are a major contributor to the solution of the housing challenges facing York Region. The rental stock will become increasingly important as we see a continued decline in affordable ownership options across all housing sizes. The breakdown of affordable housing by tenure is further exemplified with 97% of all new housing stock being ownership and only 3% rental housing, reflecting a similar distribution to past reporting years. This shows a growing reliance on the small number of new rental units each year to deliver a growing portion of the affordable units each year.

The percentage of affordable new units varied across local municipalities, reflecting the different challenges faced by residents depending on location. Local municipal rates of total affordability ranged from as low as 0% in King, to as high as 33% in Newmarket (mainly from growth in new registered secondary suites and small, high density units). A number of local municipalities had no affordable ownership units, including Aurora, East Gwillimbury, Georgina and King, due to no new high-density units. While affordable housing options are available in other local municipalities, they may not be in suitable locations and are generally not large enough to accommodate families. Access to services and transit options continue to impact home prices and rents. Unfortunately, the result is that affordability generally decreases as access to services and transit options increase, impacting efforts to create complete communities. Few affordable housing options will continue to impact the economic growth and development of York Region, with few affordable ownership options and a low rental supply.

THERE ARE FEWER AFFORDABLE HOUSING OPTIONS WHEN LOWER HOUSEHOLD INCOMES ARE CONSIDERED

Mid-range income households are represented by the 4th to 6th deciles of the income distribution, which are the 20% of households that are between the highest and lowest earning 40% of households in the Region (households earning between \$84,253 and \$125,957). The affordable ownership threshold provides a maximum affordable house price for the sixth decile, or the highest earning mid-range income households. As the ownership housing thresholds provide an upper limit, they do not address the need for an appropriate range of housing for households with incomes below this limit, also mid-range income households (4th and 5th deciles).

To understand housing need throughout the mid-range income spectrum, the Region also reviews affordability using thresholds that are affordable to 40% and 50% of households (units that are measured to the 5th and 4th deciles on Figure 1). This evaluates depth of affordability for households below the upper threshold, and identifies that affordability only applies to the highest earning households being monitored. Table 3 summarized the findings from the 2020 analysis.

⁴ CMHC reporting tables included approximately 162 additional private purpose-built rental units, but they were counted in past reporting coded in 2019 as community housing. To ensure no double counts were included, this has been removed from the 2020 reporting.

⁵ All Housing York Inc. units are coded as community housing. In earlier monitoring years, they were identified as government assisted/non-profit housing.

Table 3: New Affordable Ownership Housing Supplemental Monitoring Analysis, 2020

Monitoring Exercise (Provincial Definition)	Maximum Income	Maximum House Price	% Units Sold Under Threshold
6 th Decile	\$125,957	\$503,145	5%
5 th Decile	\$104,181	\$416,157	2%
4 th Decile	\$84,253	\$336,554	0%

Source: York Region Planning and Economic Development, 2021. Based on Teranet, RealNet and Canada Mortgage and Housing Corporation data

Based on this analysis, the 2020 maximum affordable price for the lowest earning 50% of households was \$416,157, and 2% of new units (101 units) fell below this price. The 2020 maximum affordable price for the lowest earning 40% of households was \$336,554 and 0% of new units fell below this price.

FOR THE SECOND YEAR, OWNERSHIP HOUSING AFFORDABILITY CHALLENGES ARE CONFIRMED FOR HIGHER INCOME HOUSEHOLDS

Continued affordability challenges for households in York Region requires investigation beyond the mid-range income (4th to 6th deciles) groups. Staff evaluated affordability for households beyond the provincial definition to gain a stronger understanding of true housing challenges facing York Region residents and workers (Table 4).

For the 7th income decile group, the percentage of affordable units rose to 32% which is a direct result from the large number of high-density units affordable to this income group (84% of affordable units were high density for the 7th decile). A larger portion of new housing stock become affordable to higher incomes; however, it is only higher income households that can afford the majority of housing. A total of 59% of new housing units were affordable to households at the 8th decile and 83% of units were affordable to households at the 9th decile.

This analysis helps to better understand the housing affordability challenges facing Regional residents, showing that many of the units that are affordable are only affordable to a portion of households in the upper income deciles. This analysis determines that gaps still exist, even for households beyond the Provincial definition of requiring affordable housing.

Table 4: Affordable Ownership Units for Households in the Upper Income Deciles, 2020

Income Decile	Household Income	Affordable House Price	Number of Affordable Units (Total High Density/ Ground Related)	Per cent of Affordable Units
7 th Decile	\$151,703	\$611,073	2,113/6,617 (1,785/161)	32%
8 th Decile	\$185,486	\$752,770	3,884/6,617 (3,180/537)	59%
9 th Decile	\$241,754	\$988,560	5,461/6,617 (3,759/1,535)	83%

Source: York Region Planning and Economic Development, 2020. Based on Teranet, RealNet and Canada Mortgage and Housing Corporation data. **Note:** the York Region threshold was used across all nine local municipalities

A LIMITED SUPPLY OF RENTAL OPTIONS EXIST IN THE PRIMARY RENTAL MARKET

The affordability of new rental stock cannot be monitored due to data limitations regarding rents charged for new units. As such, all new rental units are currently coded as “affordable”. Most non-luxury purpose-built rental housing units would be affordable to mid-range income earners and are reasonably considered affordable in York Region. In general, the secondary market is more expensive than the purpose-built rental market and offers less security of tenure. Through the monitoring exercise, all units that are rented are coded as rental. This includes community housing, registered secondary suites and purpose-built rental housing.

In 2020, only 167 rental units were built in York Region. Of that total, 36 units were private-purpose built rental housing and the remaining 131 were registered secondary suites. In 2020, there were no new community housing units built. Rental condominiums also contribute to the rental stock, with approximately 29% of condominium units that permit rentals rented out in the secondary market (approximately 13,000 units)⁶; however the average rents for one- and two-bedroom condominiums (between \$1,931 and \$2,378) exceeded 125% Average Market Rents (set by private, purpose-built rental housing).

Regional rental thresholds in 2020 range from \$1,244 to \$2,179 based on the provincial definition

The Provincial definition of rental affordability is based on 100% average market rent (AMR), as determined by the annual Canada Mortgage and Housing Corporation (CMHC) survey. In 2018, Regional Council endorsed the updated York Region Affordable Housing Measuring and Monitoring Guidelines and an updated rental threshold of 125% AMR by bedroom type to encourage affordability in all unit types.

⁶ CMHC Rental Market Report Data: These rented condominium units are not counted in the monitoring exercise for 2020 because they would be captured in the completion data under ownership in previous reporting years. Condominium owners have capitalized on the low interest rates and the lack of purpose-built rental supply in the primary rental market to use their condominium apartment for rent, as the condominium market has acted as the de-facto rental accommodation supplier for many years in the GTA.

The higher threshold increases the opportunity for development proponents to access Canada Mortgage and Housing Corporation funding and financing options to incentivize rental development. In addition, due to the fact that the threshold is a reflection of the Region's aged rental stock, it provides a better reflection of reasonable market-affordable rents as the older rental stock may not meet current building code standards or offer amenities that are now expected by tenants in new buildings. The old rental threshold had the unintended consequence of the majority of affordability requirements being satisfied through smaller-sized bachelor and one-bedroom units. By integrating a Regional rental threshold by bedroom type, this helps to address gaps in the affordable rental supply, such as highlighting the need for more affordable family-sized units.

The 2020 threshold for affordable rental housing at 125% AMR across all bedroom types was \$1,831. The maximum 2020 rental thresholds range from \$1,244 for a bachelor to \$2,179 for a three-bedroom apartment (Table 5).

In order to address these continued challenges of few affordable ownership options and a limited rental supply, Regional Council approved new development charge deferrals for affordable, purpose-built rental housing in 2019. Under the program, the full development charges payable could be deferred, interest-free, for between 5 and 20 years. The affordable rental incentive program is available to a total of 1,500 housing units over the next three years. In addition to other criteria outlined in the policy, average rents must not exceed 175% AMR, buildings must be a minimum of 4 storeys in height, and similar or better local municipal participation is required in order to qualify for the incentives.

As identified, these incentives define affordable rents at 175% AMR, making it affordable for mid-range income households. This income group has been identified with particular housing need, with few affordable ownership options and low rental supply available in York Region. Their housing need has been identified and evaluated through this annual Measuring and Monitoring report. These incentives work to support the development of complete communities, supporting residents and workers in York Region.

Table 5: 2020 Percent Average Market Rents by Bedroom Type

2020 Percent Average Market Rents by Type			
Bedroom Type	100% AMR	125% AMR	175% AMR
Bachelor	\$995	\$1,244	\$1,741
1 Bed	\$1,370	\$1,713	\$2,398
2 Bed	\$1,537	\$1,921	\$2,690
3+ Bed	\$1,743	\$2,179	\$3,050

Source: CMHC Rental Market Report 2020. Private Apartment Rent, Table 1.1.2., 2021.

THE EXISTING HOUSING STOCK CONTINUES TO PROVIDE LIMITED AFFORDABLE HOUSING OPTIONS

When average resale prices are benchmarked against the affordable thresholds, there are limited affordable ownership options in all municipalities (Table 6). The average price of resale condominiums fell below the Regional affordable threshold in three local municipalities (East Gwillimbury, Georgina and Newmarket); no municipalities had average resale single detached, semi-detached or row houses under the Regional affordable threshold.

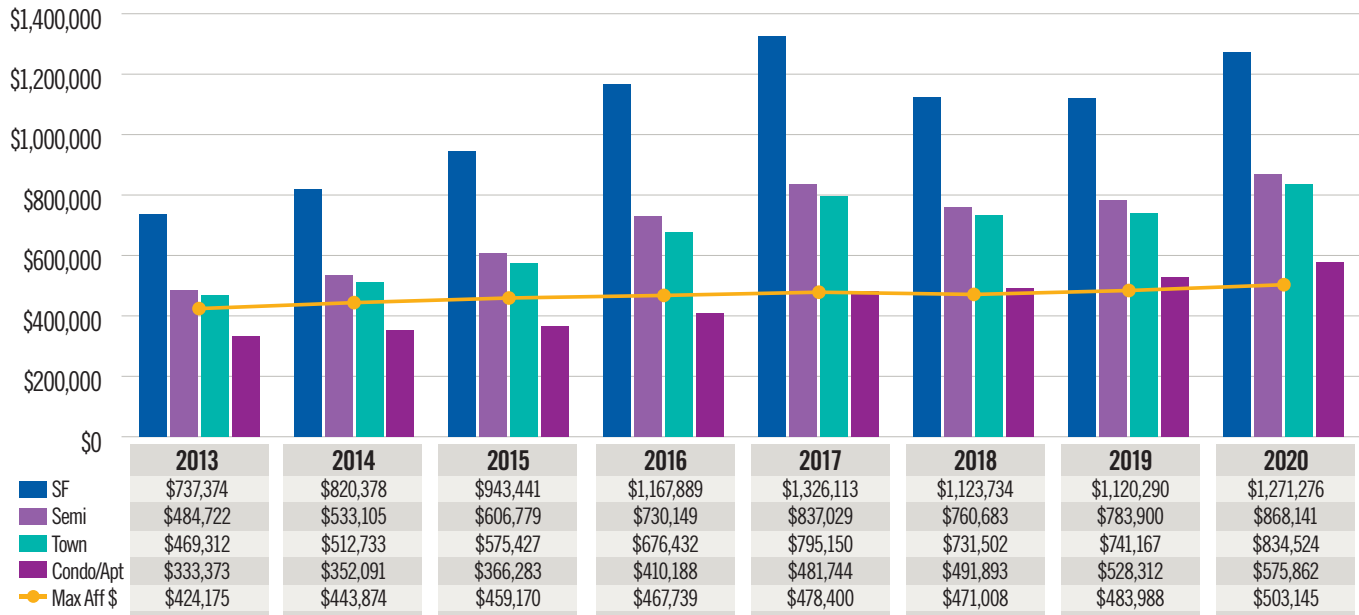
While affordable resale options are available region-wide, there are limitations by local municipality, structure and bedroom type. Staff report on the average resale price to provide a broader indication of housing options across the Region. In 2020, it was determined that, on average, little to no ground related product are affordable in the resale or new housing market. Some resale ground related units fell below the average and provide affordable housing options to residents. Both ground related and high density affordable options are found predominately in central and northern municipalities in the Region, often with pockets of affordability, not delivering a full mix and range of housing across communities.

Table 6: Affordable Units for Households in the Upper Income Deciles, 2020

Local Municipality	Resale Single Detached	Resale Semi-Detached	Resale Row	Resale Condo
Aurora	✗	✗	✗	✗
East Gwillimbury	✗	✗	✗	✓
Georgina	✗	✗	✗	✓
King	✗	✗	✗	✗
Markham	✗	✗	✗	✗
Newmarket	✗	✗	✗	✓
Richmond Hill	✗	✗	✗	✗
Vaughan	✗	✗	✗	✗
Whitchurch-Stouffville	✗	✗	✗	✗

Source: York Region Planning and Economic Development, 2021. Based on Toronto Real Estate Board data.

When resale trends are evaluated over time, it is evident that average ownership house prices have continued to rise year over year at a rapid pace (Figure 3). However, compared to how much these housing costs have risen, the monitoring data determined through this exercise has remained quite constant. The average resale price for housing between 2013 and 2020 has risen by 71%, whereas the maximum affordable threshold identified through this exercise has only risen by 19% and incomes at the 6th decile have risen by 13%. This reiterates some of the challenges faced in recent years through the monitoring exercise with low percentages of affordable new units available in the market. With the majority of housing types (single family, semi-detached and townhouses/row houses) above the maximum affordable house price for houses at the 6th decile, this leaves the majority of affordable housing options in the condominium market.

Figure 3: Average Resale House Prices Compared to Measuring & Monitoring Years, 2013-2020

Source: York Region Planning and Economic Development, 2021. Based on TREB Market Data.

THE REGIONAL OFFICIAL PLAN UPDATE WILL HELP TO BUILD THE POLICY FOUNDATION TO SUPPORT MORE AFFORDABLE HOUSING OPTIONS

The Municipal Comprehensive Review sets the framework to support development of affordable housing options across York Region. It provides a foundation for building partnerships and collaborating with a variety of stakeholders to address housing gaps. The proposed policy updates in the Regional Official Plan will aim to streamline existing policies, embed updated policies to align with new Provincial policy direction and incorporate best practices. These updates are intended to enhance the Region's housing related policy foundation and support future on the ground approaches to help address housing issues. Proposed housing policy directions to update the Regional Official Plan (ROP) as part of the Municipal Comprehensive Review (MCR) conform with updated Provincial Policies, and support future work on expanding housing options.

WORK TO ADDRESS HOUSING AFFORDABILITY IS REQUIRED BEYOND THE REGIONAL OFFICIAL PLAN UPDATE

Policies alone are not expected to address housing gaps in York Region. In October 2019, Regional Council approved new *development charge deferrals* for affordable, purpose-built rental housing. These incentives support the growth of affordable housing and jobs for York Region's changing population and workforce, aligning with York Region's *city building* initiatives and vision of creating *complete communities*.

Innovative programs and policies are required to continue to address housing gaps, particularly as affordable housing options are necessary in the development of healthy and thriving communities. Some of these *potential innovations were explored in Attachment 3* to the January 2021 *Regional Official Plan Update – Housing Challenges and Opportunities* report to Regional Council. Further consideration and analysis are required to finalize what could be adopted to support a full mix and range of housing, including affordable housing options, in a York Region context.

Monitoring affordability of new housing units each year allows staff to monitor the Region's progress in meeting affordability targets identified in the YROP. In addition, the monitoring exercise also allows Council to identify areas where affordability challenges persist, and formulate policies and programs, as well as advocate to senior levels of government to assist in responding to these challenges. Staff continue to work with our partners to encourage affordable housing, coordinated through a variety of consultation and engagements including the general public, consultations with BILD and through the York Region Local Municipal Housing Working Group. Supporting the growth of York Region's rental supply and affordable ownership housing market is imperative to the creation of complete communities across York Region. This annual measuring and monitoring exercise allows staff to track our progress in meeting Council objectives and attaining Regional Official Plan goals. The finalized document posted online will include all relevant data tables, as staff receive regular requests for this information.

AFFORDABLE HOUSING in YORK REGION 2020 MEASURING and MONITORING

For more information on housing affordability
in York Region please contact:

PLANNING SERVICES

1-877-464-9675 Extension 71508

21034_20210512



On June 24, 2021 Regional Council made the following decision:

1. Council adopt the Resolution in Attachment 2 advocating for immediate regulatory and legislative amendments to provide municipal Provincial Offences Courts with the flexibility to respond to the critical pressures described in this report.
2. The Regional Clerk circulate the Resolution in Attachment 2 to other municipalities that administer Provincial Offences Courts, the Ministry of the Attorney General, Ministry of Transportation and Association of Municipalities of Ontario for support.
3. The Regional Clerk circulate this report to the Clerks of the local municipalities.

The original staff report is attached for your information.

Please contact Lisa Brooks, Director Court Operations at 1-877-464-9675 ext. 73209 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
Finance and Administration
June 10, 2021

Report of the Regional Solicitor

Court Services Annual Report 2020

1. Recommendations

1. Council adopt the Resolution in Attachment 2 advocating for immediate regulatory and legislative amendments to provide municipal Provincial Offences Courts with the flexibility to respond to the critical pressures described in this report.
2. The Regional Clerk circulate the Resolution in Attachment 2 to other municipalities that administer Provincial Offences Courts, the Ministry of the Attorney General, Ministry of Transportation and Association of Municipalities of Ontario for support.
3. The Regional Clerk circulate this report to the Clerks of the local municipalities.

2. Summary

This report provides Council with an overview of the Legal and Court Services, Court Services Branch (“Court Services”) 2020 Annual Report (Attachment 1) submitted to the Ministry of the Attorney General. The report includes a summary of the impact of the COVID-19 pandemic on Court Services, recovery efforts, and planned initiatives for 2021. The Annual Report is required under the 1999 Memorandum of Understanding with the Province of Ontario. This report also recommends advocacy for immediate regulatory and legislative changes enabling flexibility for municipal Provincial Offences Courts to respond locally to their respective critical pressures as court operations resume.

Key Points:

- In response to the COVID-19 pandemic, emergency orders adjourned most 2020 court matters and extended *Provincial Offences Act* (“POA”) legislated timelines, impacting Court Services operations from March, 2020 to the end of February, 2021
- These extensions and adjournments significantly increased the Ontario Court of Justice pending caseload in York Region, led to a substantial administrative backlog and had an adverse impact on fine revenues collected by Court Services

- Court Services resumption efforts included implementation of remote (audio) hearings and the reopening of front counters with appropriate health and safety measures in place
- In addition to leading the resumption and modernization of POA court services, Court Services continued to focus resources on priority projects that improved access to justice and benefitted both York Region and stakeholders
- Council's support is requested in advocating for POA Court reforms which will modernize and streamline the processes governing administration of charges and support municipal recovery efforts while addressing an increasing pending caseload and restoration of revenue streams

3. Background

Court Services administers the *Provincial Offences Act* program in accordance with strict legislative and legal requirements by providing two distinct functions, respectively Court Operations and Prosecutions

In 1999, the Province downloaded responsibility for administration, prosecution, and fine collection of Provincial Offences to municipalities. This transfer resulted in the Ministry of the Attorney General taking on an oversight function and assuming responsibility for the integrity of municipal courts programs. This includes providing ministerial direction on procedural guidelines, prosecutorial, court administration and court support processes and changes to case management procedures. The Ontario Court of Justice maintained its responsibility for the adjudicative function of the courts, while also identifying available judicial resources and providing scheduling for each municipal court.

At the same time, York Region and Court Services took over responsibility for Court Operations and Prosecutions. Court Operations is primarily responsible for court support services, administration of all *Provincial Offences Act* charges issued in York Region, and enforcing and collecting *Provincial Offences Act* fines, costs, surcharges and fees. Prosecutions provides a wide range of services, including the prosecution of cases before the Ontario Court of Justice, appeals, and judicial reviews in the Ontario Superior Court, the Court of Appeal for Ontario, and the Supreme Court of Canada.

York Region's Provincial Offences Court—which is the second largest POA court program in Ontario based on the number of charges filed—is a crucial part of the justice system providing administrative services to over 30 law enforcement and regulatory agencies. These include municipal bylaw enforcement, York Regional Police (YRP), Ontario Provincial Police (OPP), and other Provincial and Federal enforcement agencies operating in York Region. In accordance with the Inter-Municipal Agreement, all municipal parking, bylaw, building and fire code matters are administered and prosecuted by York Region at the

Region's expense with all revenue collected from municipal matters disbursed to the appropriate municipality.

Bill 177 aims to modernize and streamline the Provincial Offences Courts

Legislative amendments to the *Provincial Offences Act* were passed by the Ontario Legislature in December 2017 under Schedule 35 of Bill 177, the *Stronger, Fairer Ontario Act (Budget Measures), 2017*. These amendments include reforming the Early Resolution process, transferring Part III prosecutions to municipalities, improving collection of default fines, and expanding the powers of the Clerk of the Court. Ultimately, the proposed Early Resolution reforms fall considerably short of supporting the justice system modernization and efficiency objectives of the Ministry of the Attorney General.

In December 2019, the Ministry of the Attorney General indicated its intention to implement a phased-in approach to the Bill 177. To date, the Attorney General has only proclaimed and implemented section 48.1, which allows for the use of certified evidence for all Part I proceedings where a set fine exists (commonly referred to as "tickets"). The balance of the Bill 177 amendments is expected to be proclaimed later in 2021.

4. Analysis

COURT SERVICES ANNUAL REPORT 2020

Throughout 2020, three separate orders were issued by the Ontario Court of Justice and the Province adjourning all court matters, suspending all *Provincial Offences Act* timelines, and later extending these timelines into 2021

The Chief Justice of the Ontario Court of Justice (the "Chief Justice") and the Province of Ontario issued separate emergency orders in response to the pandemic throughout 2020 directly impacting Court Services operations. These orders had the combined effect of extending the *Provincial Offences Act* legislative timelines in the period March 16, 2020 through to and including February 26, 2021. Prior to COVID-19, defendants that did not dispute a ticket within the legislated timeline were deemed not to dispute the charge and would be convicted. Without the timelines in effect, defendants no longer were required to pay a ticket or request a trial throughout the duration of the emergency order, ultimately hindering Court Services ability to process matters and adding to the caseload of unprocessed tickets.

Simultaneously, the Chief Justice also issued orders that adjourned all court matters from March 16, 2020 until January 25, 2021. This resulted in the postponement of nearly 100,000 trial matters until 2021, at the earliest. As part of court recovery, the Chief Justice advised Provincial Offence Courts that non-trial matters could go ahead by audio hearings starting September 28, 2020 and that the resumption of remote trials could go forward as early as January 25, 2021, subject to local judicial approval and court readiness. In-person trials

would continue to be adjourned until the court schedule is approved by the Regional Senior Justice of the Peace and health and safety measures have been implemented.

Regrettably, Provincial Offences Court recovery was impeded by lack of timely Provincial direction concerning the resumption of services. While the Provincial objective may have been to support POA operations, the priority was on resumption of Criminal Court operations, resulting in changing timelines and direction. When this was coupled with the existing issue of limited judicial resources—which was intensified throughout the pandemic—Court Services was prevented from effectively responding to the growing POA Court backlog, which directly impacted public access to justice.

Closure of courts due to the pandemic resulted in a 50 per cent decrease in fine revenue and an increased pending caseload of over 100,000 court matters

Extension of *Provincial Offences Act* timelines, along with the continued closure of trial court hearings significantly impacted the ability to process charges and to address pending caseload despite reopening Court Services' front counters on September 14, 2020 for essential administrative services. For example:

- A total of 103,434 charges were filed by enforcement officers—including 400 COVID-19 enforcement related charges—representing a 30 percent decrease from 2019.
- 23,401 charges (or 23 per cent of all charges filed) were marked as “Fail to Respond”. This means the defendant did not select one of the three options on the ticket: pay the fine; plead guilty before a Justice of the Peace; or file a trial request. Since timelines to respond to a ticket were extended throughout 2020, the ability to process Fail to Respond matters was pushed to 2021 has resulted in a significant pending caseload that requires judicial resources—which are not forthcoming—in order to move forward.
- Approximately 100,000 trial matters were impacted in 2020, including 49,000 trial requests. This has put additional pressure on courts that were already operating over maximum capacity prior to the pandemic.

Additionally, court revenue was impacted by operational instabilities such as the Chief Justice's order extending time to pay a fine to February 26, 2021. Total courts revenue for 2020 was \$11,956,394, about 50 per cent lower than 2019 revenue. As of December 2020, approximately 85,666 cases were in default totalling \$53 million. Defaults are considered deferred revenue as all outstanding fines are a debt to the Crown, owed in perpetuity and never forgiven.

Court Services 2020 accomplishments focused on resumption of in-person services, modernizing operations and improving access to justice

In 2020, Court Services' main focus was responding to the COVID-19 pandemic and embracing opportunities to modernize York Region's courts through digital transformation of

services. Health and safety considerations, technology advancements and targeted campaigns were all key components to COVID-19 response initiatives. Even with the disruption to regular operations, Court Services continued to focus resources on priority projects that benefitted both York Region and stakeholders:

- Developed a comprehensive COVID-19 recovery framework including: a phased resumption plan for Court Services; a comprehensive communication plan to internal and external stakeholders; a Safe Space plan for in-person services ensuring the health and safety of staff and customers; and a training plan for staff on health and safety measures, mental wellbeing, and customer service during COVID-19.
- Reopened court and prosecution in-person front counter services. This included leading the coordination of front entrance protocols at the Newmarket and Richmond Hill courts and implementing modified customer journey processes under new health and safety measures that support active COVID-19 screening, occupancy standards, and compliance with face covering requirements. The new processes were further supported through installing self-serve kiosks and purchasing an online appointment solution for courts.
- In collaboration with Property Services, Court Services retrofitted all POA courtrooms and court public space in both Newmarket and Richmond Hill to comply with Regional and Ministry of the Attorney General health and safety requirements.
- In response to Bill 197 the *COVID-19 Economic Recovery Act, 2020*, Court Services assembled a Digital Transformation Team tasked with expanding court services to online or remote access. Some of the initiatives implemented throughout 2020 included acquiring and implementing a remote hearing solution for non-trial court proceedings to help reduce the pending caseload by providing a safe remote environment.
- Court Services' Reminder Notice letter campaign to defaulted offenders reminded them of their outstanding fine and encouraged them to address it. Of 6,212 letters sent, 702 resulted in payments totaling approximately \$200,000. This initiative was a proactive approach to addressing the default fine backlog, while reviving reduced revenue streams due to a pause in collections enforcement. A second round of this initiative was implemented in Q1 of 2021.
- In anticipation of York Region POA Courts resuming remotely in 2020, Prosecutions proactively reviewed approximately 57,000 matters awaiting trial. Where phone numbers or email addresses were available, prosecutors contacted defendants to resolve these matters so that defendants could plead guilty once Court resumed remotely. Through these efforts, approximately 3,000 matters were heard remotely in November and December 2020, which helped to reduce the pending caseload of charges to reschedule and improved revenue.

2020 Key Accomplishments

- Transitioned the Newmarket Provincial Offences court location to 17150 Yonge Street in a timely and efficient manner while adapting to the remote work environment, transitioning to online services, and responding to the Emergency Orders
- In collaboration with York Region Transportation Services, Court Services processed charges and provided support in tracking Key Performance Indicators for the Automated Speed Enforcement Pilot intended to improve road safety, change driver behaviour, and promote safer communities.
- Court Services, along with York Regional Police, implemented a new Digital Evidence Management System (DEMS), which modernizes outdated processes for disclosure of evidence in media format (in-car camera and dashcam videos, photographs and 911 calls). The previous system required disclosure of media evidence to be provided in a physical disc format, whereas DEMS securely shares digital evidence/disclosure with prosecutors, courts and defendants, when requested. This transition has eliminated the backlog of approximately 6,000 disclosure requests that were outstanding as of April 1, 2020.
- Reviewed over 80,000 default case files to facilitate future collection activity to maximize recovery of revenue.
- Participated in the Bill 177 Working Group with Ministry staff and other Municipal Court Managers. As part of this working group, Regional staff provided recommendations to move parts of Bill 177 forward in support of POA courts recovery. Section 48.1(1) allowing for the use of certified evidence involving tickets was proclaimed into effect on December 14, 2020 and Prosecutions implemented process changes in response.

York Region 2021 key priorities will build on technology advancements to improve operational efficiencies and promote greater customer service

In 2021, Court Services will continue to advocate for legislative and regulatory change to advance our objective to provide access to justice that is customer centred, timely, efficient, and fiscally responsible. Court Services will also explore opportunities to increase revenue collection and realize savings through the adoption of technological solutions.

2021 Priorities:

- Continue to expand the remote hearing solution for court proceedings and related processes to reduce backlog and support health and safety precautions
- Leverage the Provincial Audit and Accountability Fund to support York Region's Courts Modernization Project which includes developing a Court Services Digital

Roadmap and a Regional Administrative Monetary Penalties System business model, which will drive efficiencies and improve service delivery

- Implement an online appointment management system for in-person and remote services, supporting York Region’s customer-centric approach by providing efficient and timely access to justice
- Working alongside Property Services and other Corporate partners, execute the redesigned workspace project at the Richmond Hill court location to improve customer flow and available office space
- Provide training and wellness opportunities to help staff manage their health and well-being and focus on their continued development.

COUNCIL RESOLUTION

Operational pressures that existed prior to the pandemic have become more pronounced and need to be met with legislative reforms to enable timely recovery of Provincial Offences Courts

Court Services has long advocated for legislative reforms streamlining and modernizing POA Courts to support equitable and timely access to justice. Immediate regulatory and legislative changes are critical to delivering services to the public by putting in place the most modern, efficient, and effective justice system attainable. The resolution in Attachment 2 requests:

1. That the Attorney General halt proclamation of the Early Resolution reforms included in Bill 177 and take immediate action to streamline and modernize this section of the legislation. Under the proposed amendment, complex and redundant time periods and rules will be introduced which will delay court outcomes and cause multiple defendant appearances.
2. That the Attorney General Enact changes to the *Provincial Offences Act* and any related regulations to permit the prosecution and defence to agree, at any stage of a proceeding, to a resolution in writing. This will conserve court time and judicial resources for contested matters.
3. That the Minister of Transportation, in consultation with municipalities, consider temporarily suspending the imposition of demerit points for persons who pay their ticket in cases where they have no previous relevant convictions.

Proclamation of currently planned Bill 177 reforms to the Early Resolution process will prevent reasonable and effective access to court proceedings by creating a complex and lengthy process

Early Resolution is an optional program Provincial Offences Courts can offer allowing defendants who opt to dispute their charges to request a meeting with a prosecutor to resolve the charges prior to a trial. Operational limitations resulted in York Region Court Services suspending this option in 2017. Prior to 2016, matters set for early resolution were

heard within the intake court, however, due to a province-wide shortage of Justices of the Peace, the Regional Senior Justice of the Peace directed these matters to be scheduled within the courtroom. York Region Court Services did not have the capacity to accommodate the roughly 30,000 early resolution matters into the court schedule therefore suspending this option on January 1, 2017.

Under the proposed Bill 177 amendment, when a defendant attends a meeting with the prosecutor, a successful resolution culminating in a recorded judicial outcome is inordinately delayed by a series of complicated rules and redundant time periods which will not be easily understood by the public and will accordingly hinder and not facilitate access to justice.

In order to achieve the stated goal, the Bill 177 provisions must be amended to facilitate prosecution/defendant resolution discussions and to allow the resolution to be implemented without the need for judicial involvement and redundant waiting periods. If the Ministry of the Attorney General were to make it more effective and efficient to administer Early Resolution proceedings, York Region Court Services would reconsider offering the Early Resolution option to defendants.

Legislative reforms would provide timely access to justice to millions of Ontarians accessing the system annually

Provincial Offence Courts play an integral role in Ontario's Justice system with an average of 1.5 million matters heard in Provincial Offences Courts across the Province annually. POA Courts are the most frequently accessed courts by Ontarians while at the same time being the most overlooked and under resourced by the Province. Chronic under-allocation of judicial resources has resulted in increased scheduled and unscheduled court closures. Municipalities have no control over the availability of Judicial resources and are at the mercy of the province to allocate adequate resources.

These issues are not unique to York Region. The Municipal Court Managers Association of Ontario has elevated these issues and made requests to Provincial staff with limited response. There are many benefits to be realized Province-wide through streamlining and modernizing of the Provincial Offences Program. Reforms will reduce dependency on scarce judicial resources while enabling timely access to justice. Importantly, it will also allow municipalities to implement the technology to support an efficient process and expedite dispositions for defendants.

Temporarily suspending imposition of demerit points would result in fewer trial requests

It is understood that defendants often request trials to seek resolutions that reduce demerit points. If demerit points were temporarily suspended for defendants with no previous relevant convictions who acknowledge guilt and pay their ticket, this could potentially reduce trial requests and accordingly alleviate pressures faced by trial courts. Pertinent details—such as the duration of the temporary initiative and which offences it would apply to, how to deal with multiple tickets, as well as eligibility criteria—could be determined by the Ministry of Transportation in consultation with municipalities.

5. Financial

There are no financial implications directly associated with this report. The performance measures set out in this report are reflected in the 2021 operating budget.

6. Local Impact

There is no local municipal impact directly associated with this report. The Region's Provincial Offences Courts provide court administration and prosecution related to municipal bylaw and parking matters for all nine local municipalities.

7. Conclusion

This annual report provides an overview of the activities and Provincial Offences Court services provided by York Region Court Services in 2020, and identifies key legislative amendment opportunities that York Region should continue to advocate for.

For more information on this report, please contact Lisa Brooks, Director Court Operations at 1-877-464-9675 ext. 73209. Accessible formats or communication supports are available upon request.



Recommended by:

Dan Kuzmyk
Regional Solicitor



Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

May 28, 2021
Attachments (2)
eDocs #12583939

ANNUAL REPORT

For the Year Ended December 31, 2020

COURT SERVICES
905-898-0425
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york.ca



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COURT SERVICES MANDATE

Court Services provides two distinct functions:

- Court Operations and Prosecution
- York Region operates the second largest Provincial Offences Act court program in Ontario

Provides services to:

- Members of the public
- York Region's nine cities and towns
- Over 30 law enforcement and regulatory agencies
- Ministry of the Attorney General
- Judiciary

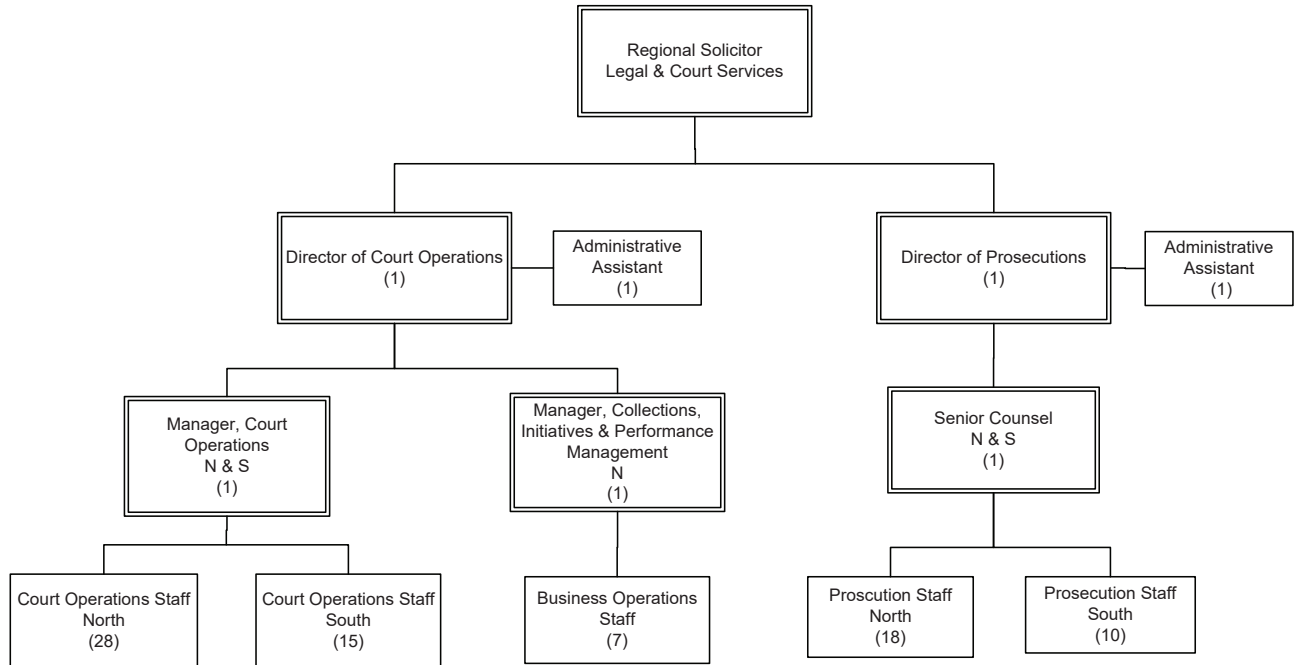
Operates:

- 2 court locations in the Town of Newmarket and City of Richmond Hill
- 6 trial courtrooms* (4 in Newmarket, 2 in Richmond Hill)
- 2 intake courtrooms* (1 in Newmarket, 1 in Richmond Hill)

**As per approved court master plan*

We are committed to creating and fostering a progressive culture in Courts that strives to always be innovative, technologically advanced, inclusive, progressive and fiscally responsible and which upholds a sustainable justice model.

ORGANIZATIONAL CHART



(85 FTE)

**As of December 31, 2020*

MESSAGE FROM DIRECTOR OF COURT OPERATIONS LISA BROOKS

Providing timely, quality and cost-effective access to justice remains a top priority for York Region's Court Operations. Despite the impacts of the COVID-19 pandemic and subsequent court closures across Ontario in 2020, we continued making strides to uphold our mandate.

The Newmarket Court relocated to 17150 Yonge Street, a significant undertaking achieved efficiently and on time despite the challenges imposed by the pandemic. This exciting change and opportunity allows York Region Court Services to identify further operational efficiencies and improve the customer experience.

The impact of COVID-19 throughout 2020 necessitated the implementation of innovative technologies to improve service delivery and increase operational efficiencies. This led to the introduction of a number of key initiatives and implementation of a digital transformation plan identifying key requirements for supporting

courts recovery, accelerating the modernization of Court Services, the expansion of remote-video capabilities and the implementation of automated speed enforcement technology.

We recognize the important role our staff play in our objectives. Despite the challenges we experienced in 2020, staff persevered, learning new skills and training to support the use of new technologies. We maintained our focus on development through the training of staff in the integration of new digital technologies, providing opportunities for our staff to achieve a positive and safe working environment.

MESSAGE FROM DIRECTOR OF PROSECUTIONS HANS SAAMEN

Prosecutions is responsible for a wide range of legal services including the prosecution of charges before the Ontario Court of Justice (OCJ) as well as appeals and judicial reviews in the OCJ, the Superior Court of Justice, the Court of Appeal for Ontario and the Supreme Court of Canada.

In 2020, Prosecutions faced the closure of courts and transitioned to work from home. New processes were developed including converting paper-based files to electronic files, providing staff with secure remote access. All disclosure was provided through electronic means, eliminating the backlog of disclosure requests. The new basket consent order process for appeals started on January 1, 2020, resulting in the ability to resolve approximately 50% of appeals without the need for the parties to appear in person. More than 50,000 files were reviewed and defendants and legal representatives were contacted to resolve charges. Through these efforts, more than 5,000 resolutions were

arranged in 2020 and scheduled for pleas in virtual courtrooms beginning in November. Various conferences and education programs allowed prosecution managers to train prosecutors and officers.

Moving into 2021, the focus will be transitioning to virtual hearings, working with enforcement agencies to improve the ability to receive and provide disclosure electronically and working toward completing the transfer of Part III prosecutions from the Province to the Region. We will continue advocacy for streamlining and modernization the Provincial Offences Act (POA), as well as legislative reforms to create more efficiencies related to automated speed enforcement and red-light cameras to free up court time.

2020 KEY ACCOMPLISHMENTS

POA Court Process Improvement

Court Services in collaboration with the Judiciary, the Crown Attorney's Office, the Ministry of the Attorney General, the Ontario Paralegal Association and the York Region Law Association implemented the new consent order process for appeals. This allows for resolved appeals and applications to be completed over the counter without the need for the prosecutor and defendant to appear in court, saving court time for contested applications and appeals. This process is saving court time for contested applicants and appeals and reducing the time to wait for a hearing from eight months to less than four.

Court Services, along with York Regional Police, implemented a new Digital Evidence Management System (DEMS), which modernizes disclosure processes. The previous system required disclosure to be provided in a physical format, the new DEMS securely shares digital evidence/disclosure with crown prosecutors, courts and defendants.

In collaboration with York Regional Police, Court Services eliminated the backlog of approximately 6,000 disclosure requests and established a new process to process requests within 30 days.

Ministry cooperation and resource-sharing initiatives:

Participated in the Administrative Monetary Penalty System (AMPS) Working Group with Ministry staff and affected stakeholders, to determine the feasibility of AMPS for specific *Highway Traffic Act* offences.

Facilities improvements:

Transitioned the Newmarket Provincial Offences court location to 17150 Yonge Street, in a timely and efficient manner, reducing disruption in service and introducing modernized approaches to daily operations. The addition of two trial courtrooms and one intake courtroom increases capacity at the new location. York Region will work with local judiciary to incorporate the new resources into the future court masterplan.

Information technology upgrades:

In collaboration with Transportation Services, Court Services provided support in tracking performance measures data related to the Automated Speed Enforcement (ASE) Pilot. Court Services will continue to process ASE related charges

for the duration of the pilot. The pilot will determine the capacity of York Region's Provincial Offences Court to process infractions, test technology capabilities and promote safer communities.

Fine enforcement and collection initiatives:

York Region analyzed over 80,000 default case files to prepare for future collection activity. In addition, processes were implemented to support a consistent approach and key performance indicators were developed to support future decision making and audits. Monitoring and will be finalized in 2021.

Legislative Analysis and Implementations:

When passed in 2017, Bill 177 *Stronger, Fairer Ontario Act* reformed the early resolution process transferred Part III prosecutions to municipalities, improved the collection of default fines and expanded the powers of the court clerk by amending the *Provincial Offences Act*.

Court Services participated in the Bill 177 Working Group with Ministry staff and other Municipal Court Managers providing recommendations to move portions of the bill forward to support Provincial Offences Court recovery.

Prosecutions analyzed the impact of proclaiming section 48.1 of the *Provincial Offences Act*, implemented the appropriate process changes and communicated this to the stakeholders who would be impacted by the legislative change.

This amendment will help Court Services recovery by reducing the number of charges to be withdrawn if the officer fails to attend the trial. Prosecutions will now discuss a resolution with the defence rather than withdrawing the charge. However, it will not change prosecutions requirement to have the officer notified to attend trial for most offences.

Notable Precedent Setting Cases

Precedent setting cases refer to court decisions that are considered as authority for deciding subsequent cases involving identical or similar facts, or similar legal issues. Precedent requires courts to apply the law in the same manner to cases with the same facts. Precedent establishes guiding legal principles for participants of the justice system.

Prosecutions successfully argued several precedent setting cases:

R v Nguyen – Decision was upheld at the Ontario Court of Appeal case that the s. 11(b) 18-month presumptive ceiling for delay established by the Supreme Court of Canada in *R v. Jordan* applies to Provincial Offences Act proceedings.

R v Irwin – Decision was upheld at the Ontario Court of Appeal that a defendant cannot collaterally attack an Order issued by a building inspector under the *Building Code Act*.

Regional Municipality of York v. 2575173 Ontario Inc. o/a Wimpy's Dinner - Established a precedent that if an officer certifies an offence notice was served on a corporate defendant and the Offence notice requesting a trial is filed. the court can be satisfied the corporate defendant was served and can convict the defendant if he or she fails to appear for trial.

2020 COVID-19 IMPACTS AND INITIATIVES

The emergency orders, while necessary for public safety, placed additional stress on York Region's Provincial Offences Courts. While enforcement activity continued throughout the pandemic, the means to handle these matters were effectively shut down without alternatives, increasing risk of extending the time to trial. With York Region courts already operating at maximum capacity, this was a significant challenge.

Prior to the pandemic, municipalities were calling on the Province to modernize court due to increasing times to trial, pressures on judicial resources and restrictive legislation preventing innovation. With the Ontario Court of Justice orders extending time limitations and the suspension of in-person proceedings, this created additional unanticipated pressures on the Provincial Offences court system. Without significant improvements, adequate judicial resources and a system promoting greater flexibility and innovation, municipalities are at a disadvantage to progress.

Response and Recovery Framework

York Region courts developed a COVID-19 recovery framework including a resumption plan, communication plan for internal and external stakeholders and a safe space plan to support health and safety measures accompanied by a staff training plan focused on health and safety, mental wellbeing and customer service. The framework focuses on digital modernization and resumption of in-person services aligned with direction from the Ministry of the Attorney General, Recovery Secretariat and Public Health.

Digital Modernization

A digital transformation plan identifies the technology requirements to support court recovery and accelerate the modernization of Court Services. Initiatives identified within the digital plan and implemented throughout 2020 include:

- Remote hearing solution for non-trial court proceedings with associate processes (i.e. virtual dockets) to help reduce the pending caseload by providing a safe remote environment
- Virtual processes supporting the vetting of court files and streamlining disclosure processes allowing for digital delivery of disclosure to counsel, agents and defendants

Resuming In-Person Service

Reopened court and prosecution in-person front counter services including the coordination of front-entrance protocols at Newmarket (17150 Yonge Street) and Richmond Hill (50 High Tech Road) court locations. A modified customer journey process was created to comply with new health and safety measures supporting active COVID-19 screening, occupancy standards and upholding the mandatory mask requirement. The installation of self-serve kiosks and purchasing of an online appointment solution also supported the reopening. York Region Court Services also retrofitted all courtrooms and court public spaces allowing customers to access services unavailable online or when the customer does not have access to technology. Prior to the implementation of DEMS and in the absence of in-court First Appearances, Prosecutions implemented a curbside pickup process for disclosure of DVD's to legal representatives and contacted defendants with Motor Vehicle Collision (MVC) offences to provide disclosure electronically.

Revenue Recovery:

Court Services ran a targeted Reminder Notice letter campaign to defaulted offenders. Offenders were sent a friendly reminder of their outstanding fine and encouraged to address it. More than 6,000 letters were mailed and 702 payments were received, totaling approximately \$200,000, addressing the backlog of defaulted fines and reviving reduced revenue streams. This will be repeated in Q1 of 2021.

Review and Resolution of Matters:

In anticipation of York Region's Provincial Offences Court resuming remotely, Prosecutions proactively reviewed 57,000 matters awaiting trial. Where phone numbers and/or email addresses were available, prosecutors contacted defendants to resolve matters so defendants could plead guilty once Court resumed. This reduced the pending caseload of charges and bolstered revenue streams. More than 5,000 matters were resolved through acceptance of offers in 2020, with 3,031 of these matters being heard remotely in November and December 2020. In 2021, resolution letters will be mailed due to no phone number or email address being on file.

KEY WORKLOAD DRIVERS

The following numbers reflect the disruption of service caused by the COVID-19 pandemic response. York Region will continue to report this data for transparency and to contribute to future post-pandemic analysis. While this data should not be considered the norm, it reflects the pressures experienced and showcases the need for greater provincial direction and assistance in the resumption of services.

Total Charges Filed (by Agency) in 2020

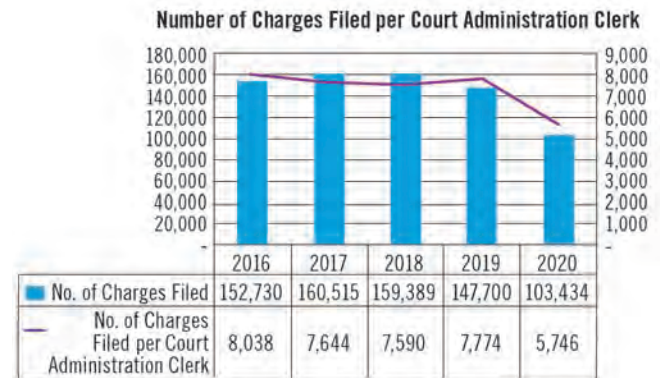
	Number of Charges	Percentage of Caseload
York Region Police	77,998	75.41%
Ministries and Other Agencies	11,410	11.03%
Ontario Provincial Police	9,038	8.74%
York Region	2,175	2.10%
Town of Aurora*	1,009	0.98%
City of Markham	462	0.45%
Town of East Gwillimbury*	336	0.32%
Town of Whitchurch-Stouffville*	298	0.29%
City of Vaughan	278	0.27%
Town of Richmond Hill	178	0.17%
Township of King*	133	0.13%
Town of Georgina	91	0.09%
Town of Newmarket	28	0.03%
Total Charges Filed	103,434	100.00%

*These municipalities have not yet "opted in" under section 18.6(1)(a) of the *Provincial Offences Act*, meaning their Parking Tickets continue to be processed through the ICON computer system and are automatically included in the total number of charges filed. For other municipalities (those that have "opted in"), parking charges are not included in the statistics above. A pending caseload of 2020 parking violations for municipalities who have not opted in, is not represented in the table above as these will be processed through ICON in 2021.

In 2020, the total charges filed in York Region decreased slightly and can likely be attributed to provincewide stay-at-home orders, reduced daily commuting and less public and enforcement interaction. Of the charges filed, 399 are COVID-19 related charges.

Act Type	Number of Charges Filed
Certificate of Offence - Accidents (i.e. Motor Vehicle)	2,124
Accident Information	12
Federal Certificate of Offence	73
Federal Information	1
Certificate of Offence	91,662
Parking Infraction Notice	1,799
Information	7,763

The Provincial standard for number of charges filed per Court Administration Clerk is 5,000 to 6,000. A reduction greatly impacts the total number of charges filed per clerk. However, York Region met the Provincial standard. Court Services intends to seek innovative workload management strategies while continuing to maintain its high quality of work and customer service.



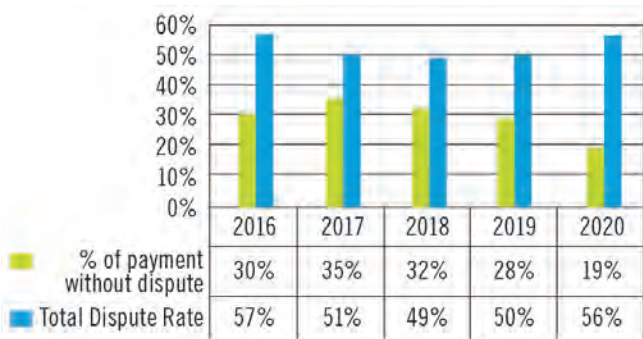
Customer Service

York Region continues to provide in-person and telephone services to all court users at both court locations. There was a significant reduction in customer service numbers in 2020 compared to 2019. This is due to emergency orders extending timelines for defendants to respond to charges, the overall reduced number of charges filed with the court and the closure of front-counter operations from March to September 2020.

	Front Counter	Telephone	Total Customers Served
Newmarket Court Location	13,609	29,077	42,686
Richmond Hill Court Location	15,413	22,573	37,986
Total	29,022	51,650	80,672

Dispute Rate

High dispute rates within York Region continue to put pressure on Court Services. While dispute rates have decreased since the suspension of the Early Resolution Program in 2017, half of the tickets issued within the Region were filed for trial. A notable jump in dispute rate from 2019 to 2020, is largely due to Option 2 - Walk-In Guilty, which provides defendants the opportunity to reduce a fine without going to trial, being unavailable for defendants in 2020. Without a remote process, defendants were only provided with payment or trial options.



Note: The remaining percentage of workload is Fail to Respond convictions

Time to Disposition

All matters scheduled between March 2020 and December 2020 were adjourned by a Chief Justice of the Ontario Court of Justice order. Therefore, York Region will not be reporting on days to disposition in 2020 as the data is not an accurate representation and does not provide a statistically valid comparative. Over 59,600 matters were addressed in Trial Courts in 2020, only accounting for matters from January to March of 2020. Approximately 100,000 matters were impacted, including 49,000 trial requests received. This has put additional pressure on trial scheduling and limited judicial resources already operating at maximum capacity. York Region's limited judicial resources were further reduced as part of the provincial pandemic response and will remain at these levels throughout 2021.

Although Court Services is working to increase access to justice and making services more responsive, some of the court functions are within the purview of the Chief Justice. Court Services continues to work with judicial executives to find effective and efficient solutions to these challenges.

Appearance Room	Grand Total
R3 - Traffic and Municipal Parking and Bylaws	13,985
R4 - Part One Traffic Court	15,664
T1 - Part One Traffic Court	10,011
T2 - Ministry and Municipal Parking and Bylaw Court	4,409
T3 - Part Three Provincial Court	10,700
T4 - Part One Traffic Court	4,831
A1 - Part Three Provincial Court	3,717
A2 - Part One Traffic Court	9,136
A6 - Ministry and Municipal Parking and Bylaw Court	2,065
A7 - Part One Traffic Court	5,863
Total Number of Matters on Trial Dockets	59,600

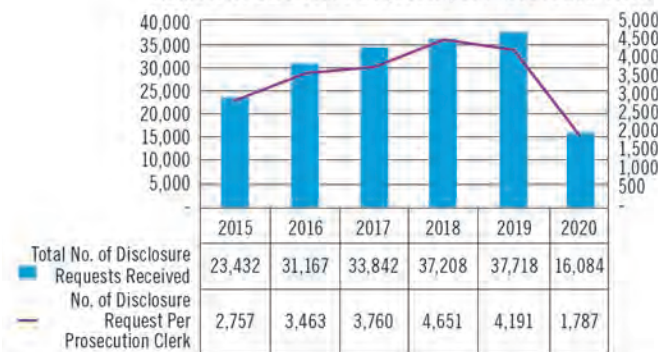
**R3 and R4 = Richmond Hill
T1 to T4 = Newmarket - old location (460 Davis Dr.)
A1, A2, A6, and A7 = Newmarket - new location (17150 Yonge St.)

Increasing Requests for Disclosure

In recent years, requests for disclosure have increased due to penalties for POA tickets becoming more severe. Due to increased fine amounts, demerit points and potential licence suspensions, an increasing number of defendants’ resort to hiring legal representatives, who are required to request disclosure. Additionally, the increase in requests may be due to providing more accessible information to obtain disclosure. Since disclosure is free of charge and Court Services includes a disclosure request form with all notices of trial, more requests are submitted. Although streamlining the disclosure request process has resulted in a higher number of requests, it fulfils the prosecutor’s duty of advising defendants of their right to disclosure, thus ensuring that every defendant’s right to a fair trial is protected.

For pandemic-related reasons, requests for disclosure declined in 2020. This could be due to fewer charges filed, the court closure in March and no new trial notices being issued. However, Prosecutions did review over 57,000 charges and provided disclosure when required to reduce the backlog. This data is not captured in the disclosure requests received data since this was a proactive action.

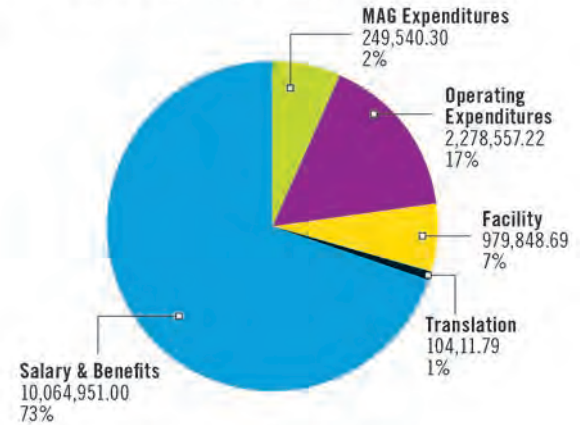
Number of Disclosure Requests per Prosecution Clerk



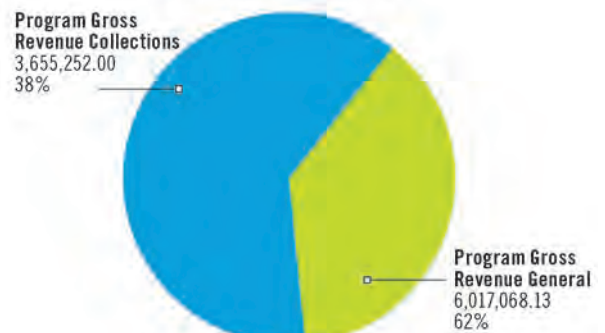
*No provincial standards exist for the number of disclosure requests per prosecution clerk

EXPENDITURE AND REVENUE ANALYSIS

2020 Operating Budget by Expenditure Category



2020 Revenue Source¹



¹2019 Revenue Source calculations include both internal and external collections efforts.

Expenditure Salary and Benefits - includes all staffing expenses related to Court Administration, Prosecution and Collections including permanent, casual and temporary staffing in addition to overtime and benefits.

MAG Expenditures- total cost of expenses paid to the Ministry of Attorney General includes Judicial and ICON related costs. Victim Fine Surcharge and Dedicated fines are not included.

Operating Expenditures - total cost of general operating expenses includes the purchase of charging documents, witness fees, general office supplies, postage expenses and other minor operating expenses.

Facility - total cost of facility expenses.

Translation - total is the cost of providing interpreter services to court users.

2020 AUDITORS REPORT

An independent audit of the consolidated financial statements of the Regional Municipality of York for the year ending December 31, 2020 was completed by KPMG International. Accordingly, the scope of the audit included information about the results of the Region's Provincial Offences Office presented in the notes of the consolidated financial statement.

Excerpt from the Region's Audited Financial Statements

Provincial Offences Administration

The Region administers prosecutions and the collection of related fines and fees under the authority of the *Provincial Offences Act* ("POA"). The POA is a procedural law for administering and prosecuting Provincial Offences, including those committed under the *Highway Traffic Act*, *Compulsory*

Automobile Insurance Act, *Trespass to Property Act*, *Liquor License Act*, municipal by-laws and minor federal offences. Offenders may pay their fines at any court office in Ontario, at which time their receipt is recorded in the Integrated Courts Offences Network system ("ICON"). The Region recognizes fine revenue when the receipt of funds is recorded by ICON regardless of the location where payment is made.

Gross revenue is comprised primarily of fines levied under Part I, II and III (including delay penalties) for POA charges. The total revenue for 2020 amounts to \$11,956,394 (2019 - \$23,828,277) and the net surplus/(deficit) amounts to \$(4,203,175) (2019 - \$3,253,472). Balances arising from operations of POA offices are consolidated with these financial statements.



The Regional Municipality of York
Provincial Offences Office
Statement of Receipts and Expenses
Year ended December 31, 2020
(Unaudited)

	Budget	2020	2019
Revenue			
Fines	\$ 21,049,204	\$ 11,541,676	\$ 23,398,247
Other Revenue	340,000	414,718	430,031
	21,389,204	11,956,394	23,828,278
Expenses and Disbursements			
Salaries and Benefits	10,333,921	10,064,951	9,888,567
General Administration	1,774,226	1,507,428	1,815,496
Program Related Services	1,711,753	540,572	1,668,610
Professional Services	895,463	470,201	852,321
Occupancy Expenses	1,096,270	979,737	976,212
Amortization	-	17,792	17,082
Asset Acquisitions	111,602	96,331	33,893
	15,923,235	13,677,012	15,252,181
Income before disbursements to Area Municipalities and Others	5,465,969	(1,720,618)	8,576,097
Disbursements to Area Municipalities and others	(5,496,790)	(2,482,558)	(5,322,625)
Net Surplus (Deficit)	(30,821)	(4,203,176)	3,253,472
Contribution from Reserves	530,446	198,484	93,793
Contribution to Reserves	(111,000)	(111,000)	(1,111,000)
Net Surplus (Deficit) after Contribution to/from Reserves	\$ 388,625	\$ (4,115,692)	\$ 2,236,265

The Regional Municipality of York
Notes to the Sinking Fund Financial Statements
 December 31, 2020
(Unaudited)

The Regional Municipality of York (the Region) administers prosecutions and the collection of related fines and fees under the authority of the Provincial Offences Act ("POA"). The POA is a procedural law for administering and prosecuting provincial offences, including those committed under the Highway Traffic Act, Compulsory Automobile Insurance Act, Trespass to Property Act, Liquor Licence Act, Municipal By-laws and minor federal offences. The POA governs all aspects of legal process from serving notice to a defendant, to conducting trials, including sentencing and appeals.

1. Significant Accounting Policies

The statement of financial activities for the Region's Provincial Offences Office is prepared by management in accordance with generally accepted accounting policies for local governments as recommended by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada. Significant aspects of the accounting policies are as follows:

(a) Revenue

Revenues are accounted on cash basis. The revenues of the court office consist of fines levied under Parts I, II and III (including delay penalties) for POA charges filed at the courts located at 17150 Yonge St., Newmarket and 50 High Tech Road, Richmond Hill. Offenders may pay their fines at any court office in Ontario, at which time their receipt is recorded in the Integrated Courts Offences Network system ("ICON") operated by the Province of Ontario. The Region recognizes fine revenues when the receipt of funds is recorded by ICON regardless of the location where payment is made.

The Region also recognizes revenues that are collected on behalf of Area Municipalities and the Ministry of the Attorney General. These revenues include payments recovered with respect to local area municipal By-laws, Dedicated Fines related to various statutes, licence plate denial fees and the Province's portion of parking fees as well as the Victim Fine Surcharge.

Partial payments received for fines are automatically applied in the ICON system in the following order:

- Victim fine surcharge
- Fine
- Costs
- Administrative Fees
- Collection agency costs

(b) Expenses

Expenses are recorded on the accrual basis of accounting which recognizes expenses as they are incurred and measurable as a result of the receipt of goods or services and creation of a legal obligation to pay.

(c) Use of Estimates

The preparation of the financial statement in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of revenues and expenditures and disclosure of contingencies at the date of the financial statement and for the period being reported on. Actual results could vary from these estimates.

(d) Reserve

In 2015, a reserve was established to assist in planning and managing costs, which can vary significantly each year. The reserve will be funded through any net surplus in the prior year, after allocations, with an established upset limit.

COURT SERVICES: PRIORITIES FOR 2021

Performance Focused:

Continue POA streamlining and modernization efforts by onboarding MNP LLP to analyze the current legislative landscape and Court Services department to create a Digital Roadmap and Administrative Monetary Penalty System Business Model.

- The Digital Roadmap will identify strategic priorities and provide guidance to transform the current Court Operation systems and platforms to be accessible, efficient, and scalable and therefore meet public expectations for service excellence
- The Administrative Monetary Penalty System Business Model will help to address the pending caseload, better utilize resources, improve access to justice and customer experience, and further drive efficiencies through the automation and digitization of processes

Customer Services:

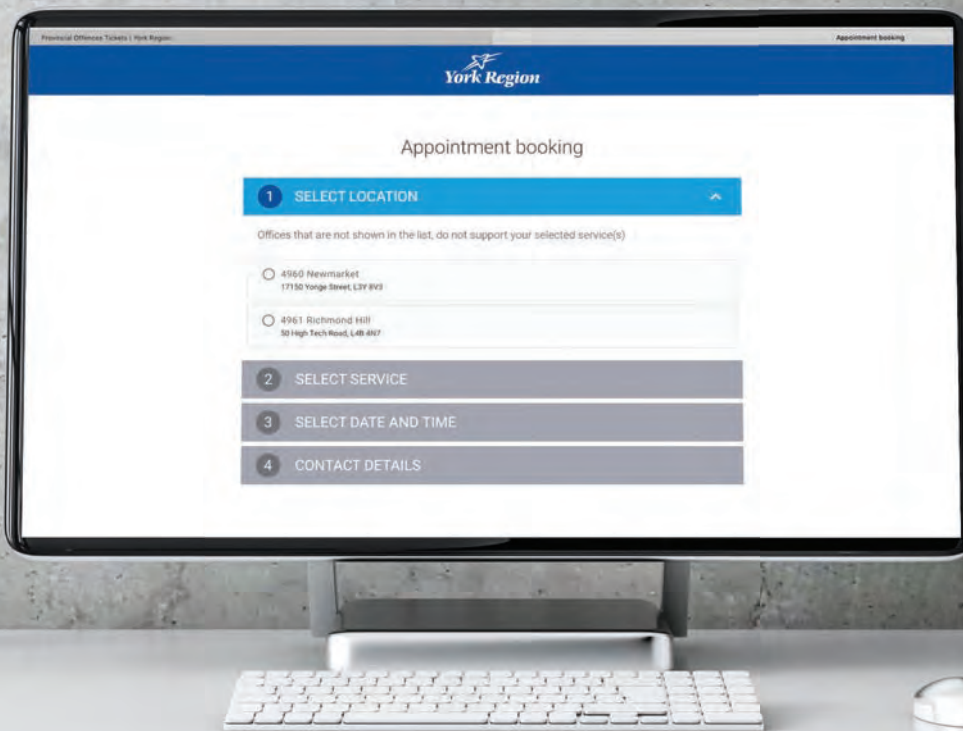
Onboard an appointment booking system, to establish a front-line customer service model that supports York Region's customer centric approach by providing efficient and timely access to justice.

Work with the Ministry and other impacted stakeholders to prepare for and respond to the resumption of Provincial Offence Act timelines.

Process Improvement:

Continue participation in the Part III Transfer Working Group to finalize amending agreements to the Memorandum of Understanding and Local Side Agreements to implement the transfer of Part III prosecutions.

Analyze and implement process improvement opportunities made in the *Provincial Offences Act* as a result of the proclamation of *Bill 177, Stronger, Fairer Ontario Act (Budget Measures)*, 2017.



Training and Development:

Provide training and wellness opportunities to help staff manage their health and well-being, while equipping staff with tools and resources that focus on their continued development.

Ongoing training on enhanced and new technology and change management to support staff through York Region's digital transformation of Court Services, including the transition to remote hearings and appointment-based services.

Technology:

Continue to expand the remote hearing solution for non-trial and trial court proceedings and the related processes to reduce pending caseload and ensure health and safety precautions are followed.

Continue to process charges and analyze data for the Automated Speed Enforcement Pilot.

Capital Improvements:

Working alongside Property Services and other Corporate partners, execute the redesign workspace project at the Richmond Hill court location to improve customer flow and available office space for employees.

RESOLUTION OF THE REGIONAL MUNICIPALITY OF YORK

Subject: Date: Moved by: Seconded by:

1. Whereas the impacts of COVID-19 on municipally administered Provincial Offences Court have resulted in a higher volume of pending *Provincial Offence Act* trial matters.
2. Whereas immediate regulatory and legislative changes are critical to delivering services to the public by putting in place the most modern, efficient, and effective justice system attainable.
3. Whereas the proposed Early Resolution reforms in Bill 177 *Stronger, Fairer Ontario Act (Budget Measures) 2017* do not fully support the objectives of the Ministry of the Attorney General pertaining to creating a modernized and efficient justice system.
4. Therefore, Be it Resolved, that Council requests the Attorney General of Ontario to halt the proclamation of the Early Resolution reforms included in Bill 177 *Stronger Fairer Ontario Act (Budget Measures), 2017* and take immediate action to streamline and modernize this section of the legislation by making it easier and more convenient for the public and prosecutors to engage in resolution discussions and by making it more effective and efficient to administer early resolution proceedings for Part I and Part II offences in the Provincial Offences Court.
5. And furthermore, that Council requests the Attorney General of Ontario to enact changes to the *Provincial Offences Act* and any related regulations to permit the prosecutor and defendant or legal representative to agree, at any stage of a proceeding, to a resolution in writing for proceedings commenced under Part I or Part II of the *Provincial Offences Act* and to permit the Clerk of the Court to register the court outcome immediately upon receipt of the written agreement without requiring an appearance before a justice of the peace.

6. And furthermore, that Council requests the Ministry of Transportation in consultation with Municipalities give consideration to suspending (temporarily) the imposition of demerit points for persons who pay their ticket in cases where they have no previous relevant convictions.

On June 24, 2021 Regional Council made the following decision:

1. The Region reiterate the need for the province to review policies regarding servicing of settlement areas within the Greenbelt and Oak Ridges Moraine Plan areas.
2. The Region continue to work with the Town of Whitchurch-Stouffville to assess servicing options until there is greater clarification from the province regarding exemptions for Great Lake based servicing in the Greenbelt and Oak Ridges Moraine.
3. The Region support the Town of Whitchurch-Stouffville's continued investigation of enhanced fire protection through improved non-potable water services as a reasonable and economical approach to address the immediate fire protection needs for the Hamlet of East Gormley.
4. Regional Clerk circulate this report to the Town of Whitchurch-Stouffville and the Minister of Municipal Affairs and Housing.

The original staff report is attached for your information.

Please contact Wendy Kemp, Acting Director, Infrastructure Asset Management at 1-877-464-9675 ext. 78164 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Regional Clerk's Office, Corporate Services

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

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

The Regional Municipality of York

Committee of the Whole
Environmental Services
February 11, 2021

Report of the Commissioner of Environmental Services

East Gormley Water and Wastewater Servicing Request

1. Recommendations

1. The Region reiterate the need for the province to review policies regarding servicing of settlement areas within the Greenbelt and Oak Ridges Moraine Plan areas.
2. The Region continue to work with the Town of Whitchurch-Stouffville to assess servicing options until there is greater clarification from the province regarding exemptions for Great Lake based servicing in the Greenbelt and Oak Ridges Moraine.
3. The Region support the Town of Whitchurch-Stouffville's continued investigation of enhanced fire protection through improved non-potable water services as a reasonable and economical approach to address the immediate fire protection needs for the Hamlet of East Gormley.
4. Regional Clerk circulate this report to the Town of Whitchurch-Stouffville and the Minister of Municipal Affairs and Housing.

2. Summary

In response to communications received by Council last fall from the Town of Whitchurch-Stouffville and City of Richmond Hill, this report provides an overview and recommendations for full municipal servicing options for the Hamlet of East Gormley located in the Town of Whitchurch-Stouffville.

Key Points:

- The Hamlet of East Gormley is currently serviced by individual well and septic services
- 2007 subdivision agreement required private communal non-potable water services to be shared among the dry industries in the Hamlet of East Gormley for fire protection purposes
- The Hamlet of East Gormley water and wastewater services are currently constrained by two provincial plans:

- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) does not permit extension of water and wastewater services from a Great Lake source
- The Oak Ridges Moraine Conservation Plan, which does not allow partial servicing
- Need for enhanced fire protection in the area could be mitigated by upgrading the existing non-potable fire suppression system and/or private servicing, either individual or communal. Costs to upgrade the system are estimated to be \$5 million
- Costs to extend full municipal services are significant and estimated at \$40 million for Regional water servicing, \$55 million for Regional wastewater servicing and over \$5 million for local municipal watermains and local sewers. These costs are currently not part of the Region's Capital Plan or local municipal budgets

3. Background

Hamlet of East Gormley is currently serviced by private individual wells, septic systems and a non-potable fire suppression system

The Hamlet of East Gormley is in the Town of Whitchurch-Stouffville located north and south of Stouffville Road, bounded to the west by Highway 404 and extending 750 metres east of Woodbine Avenue. This community consists of 30 homes and 35 mixed industrial and commercial lots. The community is situated within the Greenbelt and Oak Ridges Moraine (see Attachment 1).

Currently there is no municipal drinking water or wastewater servicing in Gormley. The existing community is serviced by private wells, septic systems and a communal non-potable fire suppression system. The non-potable fire suppression system consists of a well, pumps, storage tanks, a pipe network, and fire hydrants which provide pressurized water for firefighting only. A handful of commercial buildings have sprinkler systems connected to this system.

The fire suppression system was constructed around 2008 as part of a Plan of Subdivision for the lots and blocks within the plan. The system was transferred to the Town of Whitchurch-Stouffville, which now operates the fire system. New industrial developments that do not require water for anything other than the non-potable needs of their employees (dry industrial) have been given the option to connect to the existing fire suppression system.

Whitchurch-Stouffville Council has expressed a strong desire for full municipal water and wastewater servicing for the Hamlet of East Gormley over the past decade

In 1995, the Ontario Municipal Board approved the settlement boundary and secondary plan for the Hamlet of East Gormley. The Secondary Plan for the Hamlet of East Gormley states that the long-term objective is the establishment of one communal ground water system and a communal sewage system. The communal systems have yet to be constructed.

Whitchurch-Stouffville Council wants to further develop the Hamlet of East Gormley given its location, 89 hectares of developable industrial land and ease of access to Highway 404. At the Town's [October 6, 2015 meeting](#), a resolution was passed requesting the Region to aggressively plan, design and construct infrastructure to service existing and future employment areas including the Hamlet of East Gormley.

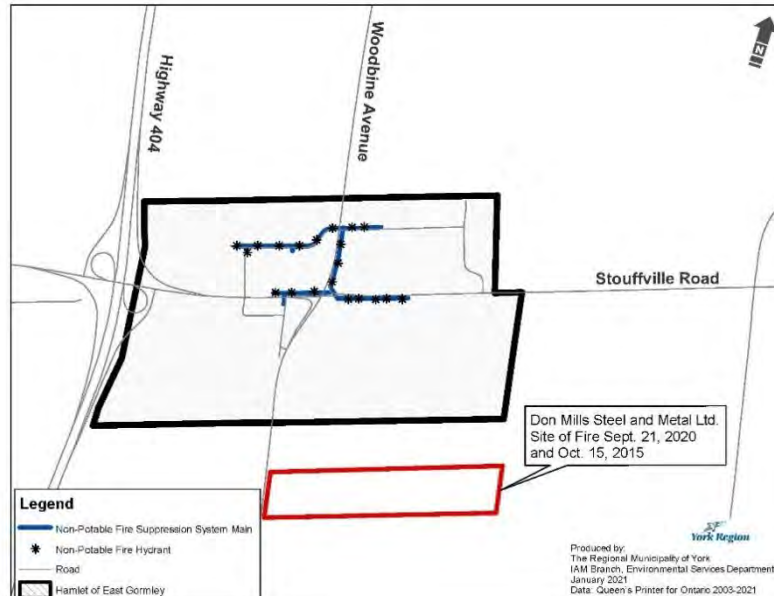
In 2019, the Town requested urban boundary expansion under the Region's Municipal Comprehensive Review, which was outlined in a [October 8, 2020 Committee report](#) to Council regarding employment along 400 series highways (decision shown in Attachment 2).

A recent rural industrial fire, located south of the Hamlet of East Gormley, highlighted the need for enhanced fire protection

Rural fires pose significant challenges for firefighting services due to the limited water sources and can be mitigated by shuttling water from nearby sources, including neighbouring communities. The Town of Whitchurch-Stouffville Fire and Emergency holds the Tank Shuttle accreditation that is administered by Insurer's Advisory Organization, reducing risks and lowering rural property insurance premiums for town residents.

On September 21, 2020, a major scrap yard fire at the Don Mills and Steel Ltd. property, located one kilometre south of the Hamlet of East Gormley, see Figure 1 below, required the Fire Department to shuttle water from nearby fire hydrants in Markham, approximately 2.8 kilometres from the site. Given the duration of the fire, the Gormley fire suppression system could not provide sufficient water and the business did not have an on-site reservoir for fire fighting purposes.

A previous fire in 2015 at the same scrap yard also required shuttling water services due to the length and duration of the fire. There are limited requirements and local municipal authority to ensure landowners have sufficient fire protection systems on-site to address large fires in rural locations.

Figure 1**Hamlet of East Gormley Fire Suppression System and Fire Location**

Following the September fire, Whitchurch-Stouffville Council at their [October 20, 2020](#) meeting passed a resolution requesting the Region to immediately initiate a process to extend full municipal services to the Gormley Industrial Secondary Plan Area due to immediate risks to public health and safety. Whitchurch-Stouffville staff advocate that their urgent need to mitigate property damage and safety risks warrants the exemption under Section 3.2.6.3 (a) of the Growth Plan to enable Great Lake based services to the Hamlet of East Gormley. The City of Richmond Hill Council passed a resolution endorsing the Town's request at its [October 28, 2020](#) meeting. Both the Town's and the City's resolutions were received as correspondence at the Region's Committee of the Whole meeting on [November 5, 2020](#).

Servicing settlement areas is a joint responsibility shared by the Region and local municipalities

In accordance with the *Municipal Act*, water and wastewater servicing in York Region is a shared responsibility between the upper-tier and lower-tier municipality. York Region is responsible for providing water and the treatment of wastewater. The local municipality is responsible for the distribution of water to residential homes and businesses and conveyance of wastewater to Regional infrastructure. York Region works with local municipalities to update the Regional Water and Wastewater Master Plan (the Master Plan) at regular intervals to develop a long-term water and wastewater servicing strategy. The local municipalities, in turn, produce their own servicing master plans. For example, in the 2016 Master Plan there are projects designed to increase capacity in Stouffville Zone 2 supporting growth in Stouffville and a project increasing permitted water taking for Ballantrae's well system for potential additional development. The Town worked with their development

community to construct new local infrastructure supporting growth in these areas. These joint ventures demonstrate that communities can be successfully created with a systematic approach that is financially sustainable and consistent with an overall vision of strong, caring communities.

4. Analysis

Great Lake based water and wastewater services are limited by the Growth Plan and Oak Ridges Moraine Conservation Plan in the Hamlet of East Gormley

Provincial policy provides direction for municipalities to assess all reasonable alternatives to meet community needs for municipal water and wastewater services. Policy 3.2.6.3 of the Growth Plan limits the extension of water and wastewater services from a Great Lake source in settlement areas that are serviced by rivers, inland lakes, or groundwater in the Greenbelt. The Oak Ridges Moraine Conservation Plan prohibits partial services of water and wastewater, requiring the water and wastewater to be fully delivered by the municipality or by private ownership.

Exemptions under these two provincial policy directives may be used where there are serious health and safety concerns. The provision to allow the extension of Great Lake based water sources may be considered as outlined under section 3.2.6.3. (a) of the Growth Plan. Partial services may be used when addressing serious health and environmental concerns within the Oak Ridges Moraine. However, at this time, there is no provincial process to assess alternative servicing considerations in the Greenbelt as outlined in the Growth Plan. To enable these exemptions, it is assumed that the municipality is required to demonstrate all reasonable alternatives using the Municipal Class Environmental Assessment process.

York Region Official Plan only permits private services in Hamlets, including East Gormley

The Growth Plan and York Region Official Plan (ROP) state that the objective of a Hamlet is to retain the rural character and cultural heritage of the Hamlet while permitting limited growth through infilling of vacant parcels within the previously built areas. This minor infilling is subject to the ability to meet water and wastewater needs through individual private on-site water and wastewater systems. As a result, East Gormley, as a Hamlet, is outlined in the ROP to be serviced through these privately owned systems and not municipal services. Any future development, including infilling, in this area would need to conform with Regional and provincial policies.

Municipal services for rural areas like Gormley were not included in the 2016 Water and Wastewater Master Plan

York Region is committed to providing long term water and wastewater services to its communities that are safe, well managed, sustainable and delivered in a fiscally responsible manner, while ensuring the environment is protected and enhanced. The Water and Wastewater Master Plan denotes the necessary infrastructure and costs to accommodate

the growth projections identified in the ROP within Urban Areas. As it follows a Municipal Class Environmental Assessment process, it must conform to all legislative requirements. To date, the Hamlet of East Gormley has not been considered for full municipal services primarily due to the policy restrictions under the Growth Plan, which is further reflected in the ROP. The 2021 Water and Wastewater Master Plan will include appendices with servicing considerations in East Gormley and other areas in the Region which are constrained by the current policy regime.

Existing private services are meeting current drinking water needs and on-site sewage systems are meeting environmental standards in the Hamlet of East Gormley

Given the premise for municipal services stems from drinking water needs, the Growth Plan enables Great Lake servicing where drinking water is poor quality or there is environmental contamination to drinking water due to poor septic system performance. The need to protect human health from environmental harm is upheld in the provision provided in the Growth Plan. At present, with the Region's information, there are no long-standing drinking water threats relating to water quality that affect the health of the Hamlet of East Gormley residents. Existing private services meet the drinking water needs and environmental standards for the community.

Non-potable water sources enable emergency response in rural areas and are not required to meet drinking water standards

To protect public safety and property, fire fighting requires readily available water sources that do not have to meet the same quality level as drinking water. Municipal Drinking Water Systems are highly regulated by the *Safe Drinking Water Act* or the *Health Protection and Promotion Act*, depending on the number of residents connected to the system. Providing drinking quality water for fire protection purposes would be costly. A non-potable fire suppression system, such as the one in the Hamlet of East Gormley, is a reasonable alternative in rural locations and allows for a local source of water to be stored and readily available in emergency situations.

Upgrades to the existing fire suppression system are a reasonable alternative to address Whitchurch-Stouffville's immediate fire safety concerns at a cost of approximately \$5 million

Town staff have identified concerns with the existing pumping station for the fire suppression system and recently completed an assessment to identify the short-term needs and solutions. Regional hydrogeology staff have reviewed the performance of the well associated with the fire suppression system in the Hamlet of East Gormley and shared their findings with Town of Whitchurch-Stouffville staff. Findings on the well performance have been incorporated into Whitchurch-Stouffville's work to assess the existing system.

Expansion and rehabilitation of the existing system at an estimated cost of \$5 million could address the health and safety concerns and would not have the inherent risks and costs associated with complying with drinking water standards. Additional fire pumps and reservoir storage could be considered for significantly less cost than full municipal services and is

likely faster to implement as it is compliant with existing legislation. The Town would be responsible for these costs which would likely be recovered from existing landowners.

York Region will continue to advocate for a process to evaluate servicing options for communities within the Greenbelt and Oak Ridges Moraine

Regional staff continue to advocate for a process to assess Great Lake sourced servicing within the Greenbelt to be considered by the province. As documented in the [May 2015](#), [September 2016](#), [October 2016](#) and [November 2020](#) Council reports the Region requested an opportunity to reassess options in the Greenbelt areas. The Region also corresponded with the Regional Director at the Ministry of Municipal Affairs in Housing in 2019. The province remains committed to the servicing options currently available within the legislation. A more long-term option is necessary as communities continue to grow and expand into areas that make Great Lake sources services a viable and sustainable option for these isolated and strategic communities.

5. Financial

Staff estimate that Regional municipal services would cost as much as \$95 million for drinking water and wastewater infrastructure to service East Gormley

Given its geographical location and relatively small developable land, the capital investment to extend full municipal Great Lake based servicing to the Hamlet of East Gormley is significant. Should provincial policy change, preliminary costs to extend Regional infrastructure to service the Hamlet of East Gormley with municipal services are estimated to be as much as \$95 million. This estimate does not include local municipal system capital costs and operational costs.

Preliminary Regional servicing options to bring services to the East Gormley area are outlined in Table 1 and further illustrated in Attachments 3 and 4. Further analysis to confirm the best option based on detailed technical, environmental and financial viability would be required prior to selecting the proposed solution. As with any servicing plan, there are engineering and capacity trade-offs to the adjacent communities to ensure the Regional system provides the overall benefit to all communities served and meets service level requirements. Preliminary cost estimates to provide Regional infrastructure to extend Great Lake based servicing to the Hamlet of East Gormley are estimated to be as much as \$40 million for water servicing and \$55 million for wastewater servicing. These estimates will be provided in the appendices of the 2021 Master Plan.

Table 1
Preliminary Costs Regional Servicing Options

Water	Preliminary Estimate *
W-1	Connection to future PD7 watermain on 19th Avenue, east of Highway 404, identified by the 2016 Master Plan to service white belt lands in Markham. \$5M to \$10M
W-2	Connection to Stouffville Water System at McCowan Road and Stouffville Road. \$10M to \$20M
W-3	Connection to the PD9 system via the Town of Richmond Hill's water system. \$15M to \$20M
W-4	Extend a watermain from Bayview Avenue to Bethesda Sideroad to Woodbine Avenue to serve the Gormley area and connect to Markham's watermain system at Elgin Mills. \$25M to \$40M
Wastewater	
WW-1	Connection to Leslie/Stouffville Road sanitary sewer owned by the City of Richmond Hill. \$15M to \$25M
WW-2	Connection to Woodbine Avenue Sewer owned by the City of Markham. \$25M to \$30M
WW-3	Connection to the Region's 19th Avenue Trunk Sewer at Leslie street. \$25M to \$35M
WW-4	Connection to the Region's 404 Trunk Sewer. \$35M to \$55M

*Preliminary cost estimates will be reviewed and updated in the 2021 Master Plan and exclude local infrastructure

Infrastructure to service the Hamlet of East Gormley has not been included in the multi-year capital budget or in the Region's Development Charges Bylaw. Facilitating this connection would require deferral of planned capital works or third-party funding to keep the capital plan in alignment with the fiscal strategy.

Additional local municipal infrastructure would be required to connect Regional services to residents and business, estimated to be over \$5 million

In accordance with the *Municipal Act*, the Town of Whitchurch-Stouffville would need to construct local municipal infrastructure to connect the existing and future residential homes and business to Regional infrastructure. Local watermains and sewers are estimated to be over \$5 million and would require additional local funding. Given the low development

capacity of the Hamlet, financial options would need to be explored by the Town to consider options outside of typical development charges.

6. Local Impact

Staff are working together to estimate the financial viability to address local and Regional infrastructure needs

The Region continues to have ongoing dialogue with Town of Whitchurch-Stouffville staff to support their servicing needs from a multi-disciplinary approach. Engineering and planning staff are sharing their perspectives, including their unique expertise on Regional and groundwater systems. Staff are working together to estimate the financial viability of a local community improvement plan to aid in assessment of these options. Transparency on known constraints, trade-offs and costs related to operations, maintenance and asset conditions are paramount. Further analysis of potential ancillary impacts to existing Regional services, like pressure and capacity losses, to neighbouring municipalities of Richmond Hill and Markham would need to be undertaken as part of a broader study.

7. Conclusion

Current provincial policy regime does not permit the Region to plan for full municipal services for the Hamlet of East Gormley. Drinking water continues to be well served by the individual wells and wastewater needs by on-site septic systems within the community. Adequacy of the fire suppression system could be addressed through well rehabilitation and additional works at an estimated cost of \$5 million which is significantly less than the estimated costs (up to \$95 million) for Regional municipal water and wastewater services and over \$5 million for local infrastructure. Along with local municipalities, Region staff will continue to advocate for the province to consider a process to address servicing needs for communities within the Greenbelt. To support immediate fire protection needs within the Hamlet of East Gormley Regional staff will continue to work with Town of Whitchurch-Stouffville staff to assess all options considered and to ensure drinking water systems are safe, well managed, sustainable and delivered in a fiscally responsible manner.

For more information on this report, please contact Wendy Kemp, Acting Director Infrastructure Asset Management at 1-877-464-9675 ext. 78164. Accessible formats or communication supports are available upon request.

Recommended by:



Erin Mahoney, M. Eng.

Commissioner of Environmental Services

Approved for Submission:



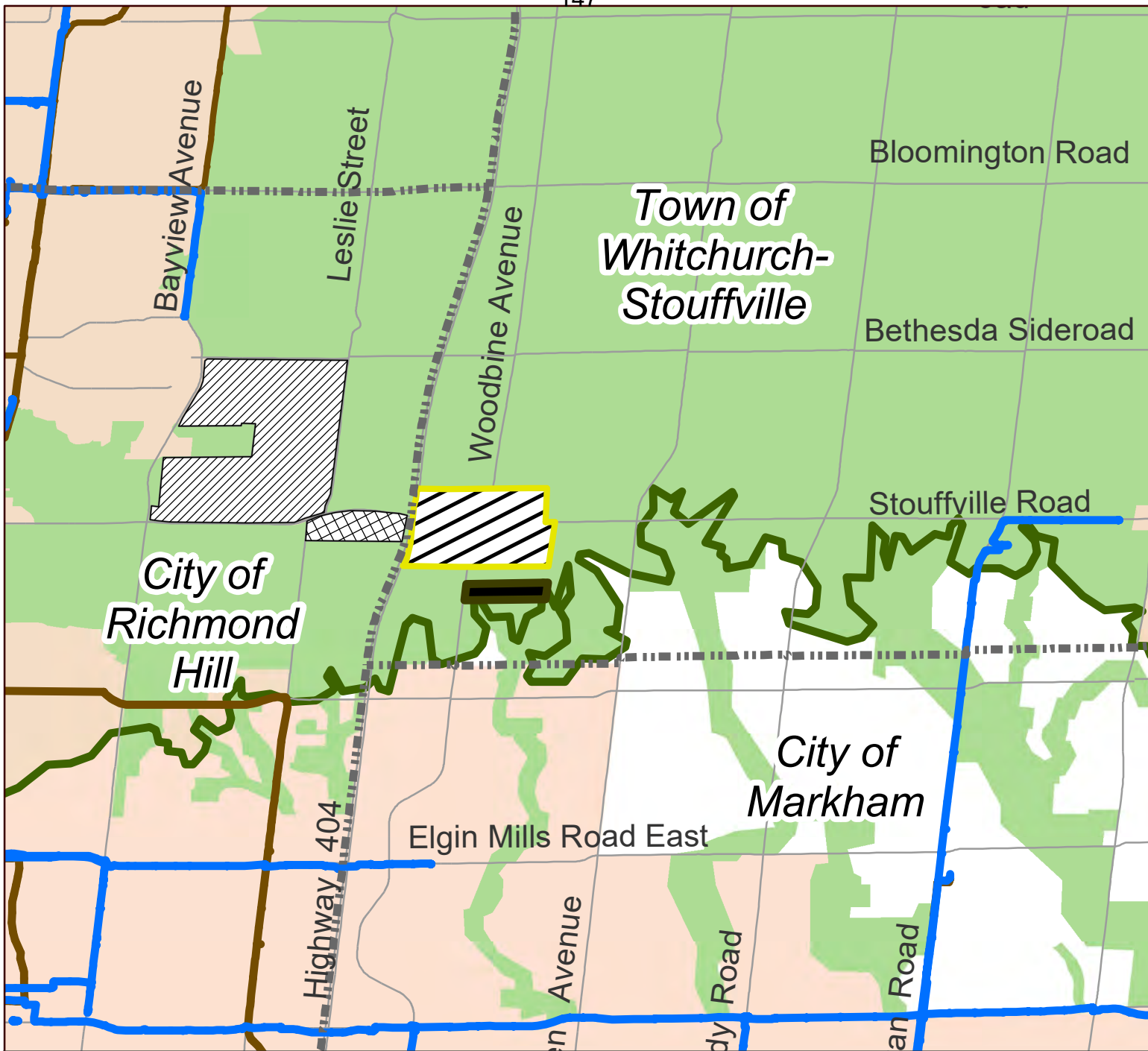
Bruce Macgregor

Chief Administrative Officer

January 22, 2021

Attachments (4)

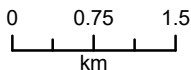
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








Location Map

East Gormley Water and Wastewater Servicing
February 11, 2021

Produced by:
The Regional Municipality of York
IAM Branch, Environmental Services Department
January 2021
Data: Queen's Printer for Ontario 2003-2021



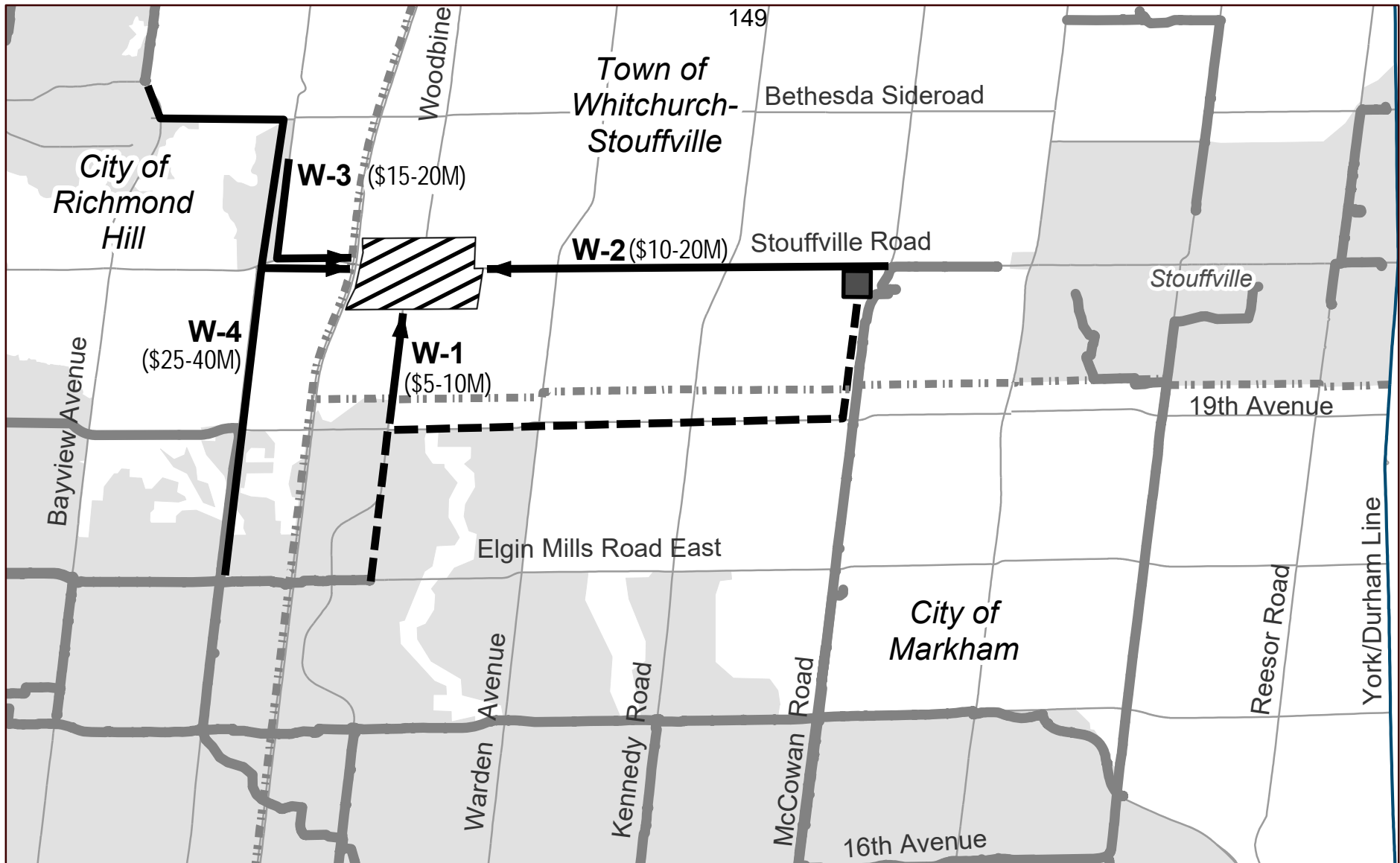
-  Hamlet of East Gormley
-  Don Mills Steel and Metal Ltd. Site
-  West Gormley - Town of Richmond Hill
-  Hamlet of Gormley - Town of Richmond Hill
-  Oak Ridges Moraine Boundary
-  Greenbelt Area
-  Urban Area
-  Existing Watermain
-  Existing Sanitary Sewer
-  Municipal Boundary



Potential for Employment Lands Along 400 Series Highways

On October 22, 2020 Regional Council made the following decision:

1. Council reiterate its request to the Province to develop a process allowing municipalities to access site-specific strategically located employment lands for employment use only, if deemed necessary through a Municipal Comprehensive Review.
2. Council reiterate its request to the Province to consider the extension of Great Lake based servicing as an option to service settlement areas within the Greenbelt Plan and Oak Ridges Moraine Plan areas.
3. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing, and to the Clerks of the local municipalities.

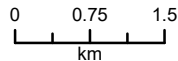







Preliminary Water Servicing Options

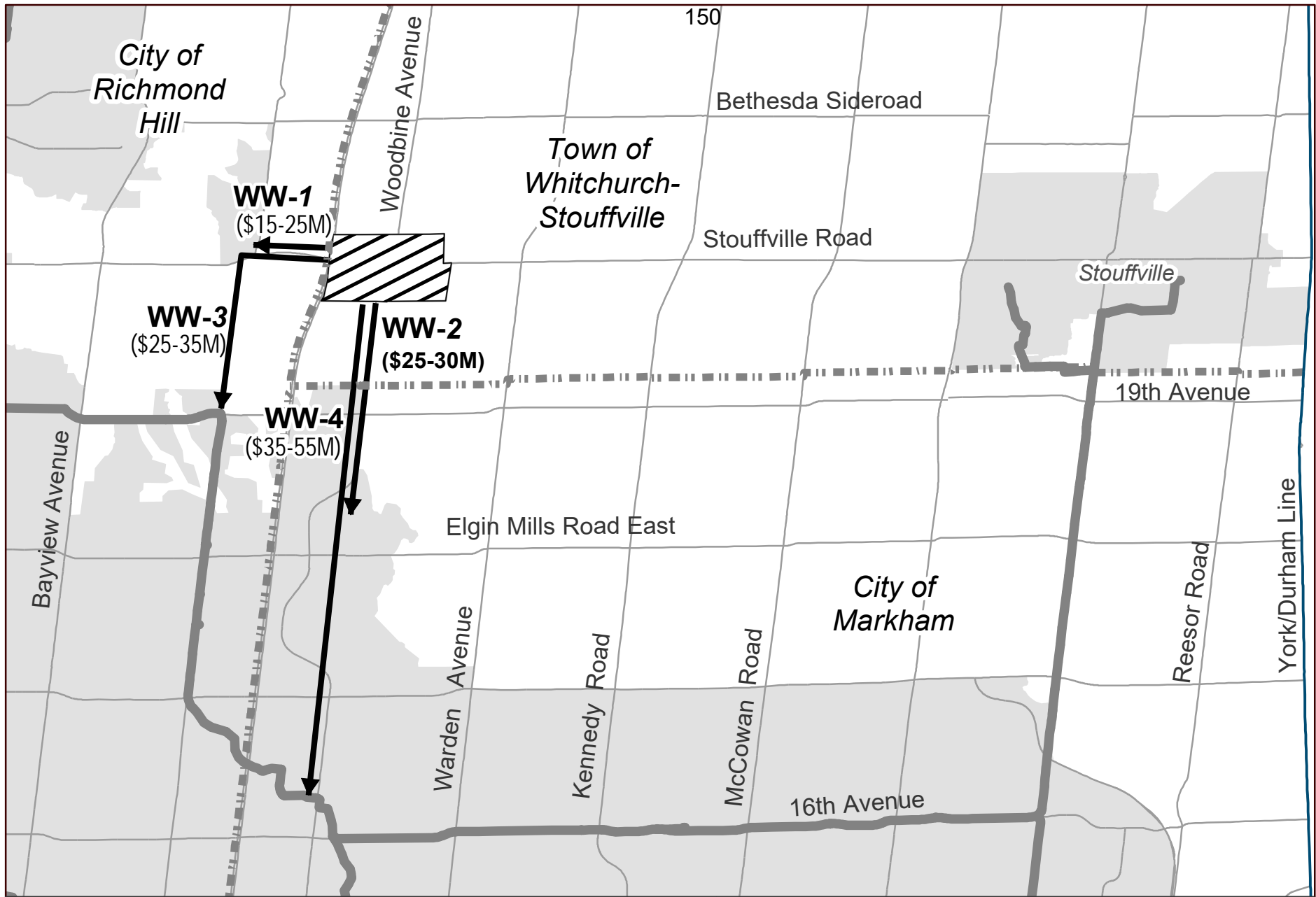
East Gormley Water and Wastewater Servicing
February 11, 2021



Produced by:
The Regional Municipality of York
IAM Branch, Environmental Services Department
January 2021
Data: Queen's Printer for Ontario 2003-2021

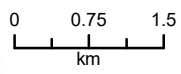






-  Water Servicing Options
-  Potential Pumping Station
-  Potential PD7 Watermain to Service White Belt Lands in North Markham
-  Existing Watermain
-  Hamlet of East Gormley



Preliminary Wastewater Servicing Options
East Gormley Water and Wastewater Servicing
February 11, 2021

Produced by:
 The Regional Municipality of York
 IAM Branch, Environmental Services Department
 January 2021
 Data: Queen's Printer for Ontario 2003-2021



-  **Wastewater Servicing Options**
-  **Existing Sanitary Sewer**
-  **Hamlet of Gormley**
-  **Existing Service Area**

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On June 24, 2021 Regional Council made the following decision:

1. Council approve the technical amendments to the “Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program”, shown as Attachment 1, which includes an extension of this pilot program from October 2022 to October 2024.
2. Council approve the technical amendments to the “Affordable, Purpose-Built Rental Buildings” deferral program, shown as Attachment 2, which includes an extension of the availability of the 3-year, 1,500-unit allowance from October 2022 to October 2024.
3. The Regional Clerk circulate this report to local municipalities and the Building Industry and Land Development Association – York Chapter (BILD).

The original staff report is attached for your information.

Please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644 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
Finance and Administration
June 10, 2021

Report of the Commissioner of Finance

Extension of Large Office and Affordable Rental Development Charges Deferrals Due to the Pandemic

1. Recommendations

1. Council approve the technical amendments to the “Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program”, shown as Attachment 1, which includes an extension of this pilot program from October 2022 to October 2024.
2. Council approve the technical amendments to the “Affordable, Purpose-Built Rental Buildings” deferral program, shown as Attachment 2, which includes an extension of the availability of the 3-year, 1,500-unit allowance from October 2022 to October 2024.
3. The Regional Clerk circulate this report to local municipalities and the Building Industry and Land Development Association – York Chapter (BILD).

2. Summary

This report seeks Council approval to extend the time period for two development charge deferral programs due to the impact of pandemic containment measures on residential and non-residential construction. It also recommends amending these policies to reflect recent legislative changes and make other technical changes.

Key Points:

- In October 2019, Council approved new long-term development charges deferrals for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program (“Large Office Buildings”) and Affordable, Purpose-Built Rental Buildings to help facilitate the development of complete communities.
- The development charge deferral for large office buildings is a three-year pilot program capped at 1.5 million square feet. The affordable rental program is not a pilot program, but has a three-year 1,500-unit cap.
- On March 11, 2020, the World Health Organization declared a global pandemic due to COVID-19.

- Over the past year, the Province has imposed varying restrictions on residential and non-residential construction activities to stop the spread of COVID-19.
- Staff recommend extending the time availability for these two development charge deferrals (Attachments 1 and 2), in light of the impact of restrictions on residential and non-residential construction.

3. Background

On October 17, 2019, Council approved two new long-term development charge deferrals to help facilitate the development of complete communities

On October 17, 2019, Council approved new long-term development charge deferrals for Large Office Buildings and Affordable, Purpose-Built Rental Buildings to help facilitate the development of complete communities. These programs were intended to help address the gaps in our communities, including the lack of affordable housing options available to mid-range income households, and the need for more large-format office development to support our growth knowledge economy.

The Large Office Building deferral is a pilot program, intended to run from October 2019 until October 2022. The Affordable, Purpose-Built Rental Building deferral, while not a pilot program, provided for 1,500 units over that same three-year period.

Under both programs, the full development charges payable could be deferred, interest-free, for between five and 20 years and neither program requires a letter of credit. Table 1 summarizes other key details of these policies, with additional information available on the Region's [website](#).

Table 1
Key Details of the Region's Financial Incentives for Complete Communities

Program	Total GFA/Units	Pilot program	Minimum threshold to qualify	Locational restriction
Large Office Buildings	1.5 million square feet	Yes – 3 years	4 storeys and 75,000 square feet (per building)	Regional Centres and Corridors or on specific Local Centres*
Affordable, Purpose-Built Rental Buildings	1,500 units over three years**	No	4 storeys and 'affordable'	Region-wide (5-year deferral) Regional Centres and Corridors or on specific Local Centres* (10- and 20-year deferral)

* As defined in the policies, available [here](#)

** Note: This program is not a pilot, however the availability is limited to 1,500 over three years. Staff would report back at the end of that three-year timeframe.

In March 2020 a global pandemic was declared, followed by a State of Emergency declaration at both the Provincial and Regional levels

On March 11, 2020, the World Health Organization (WHO) declared a global pandemic due to the spread of the COVID-19 virus. In order to protect the health and safety of all Ontarians, the Province responded by declaring a State of Emergency on [March 17](#) with the Region declaring a State of Emergency on [March 23](#).

To slow the spread of COVID-19, both residential and non-residential construction has been restricted on multiple occasions

Since the Provincial State of Emergency declaration in March 2020, and to slow the spread of COVID-19, non-essential construction has been restricted during each of the three waves of the pandemic. These Provincial restrictions have impacted both residential and non-residential construction, including developers of affordable, purpose-built rental buildings as well as developers of office buildings.

The development industry has also faced other COVID-19-related challenges including staffing challenges, requirements for enhanced safety and some supply chain disruption.

4. Analysis

The uptake on these development charge deferrals has been slow

Since Council approval of the two incentive programs, staff have actively engaged with both residential and non-residential stakeholders, providing them with information on the programs and meeting with them as needed. Thus far, there has been no uptake on the Large Office Building program, while only two affordable rental housing developments, totaling 261 new rental units (216 units in Newmarket and 45 units in Vaughan) have taken advantage of that deferral program.

Due to the pandemic, staff recommend extending the time availability for the Region's financial incentives for complete communities

As a result of the Provincial restrictions on residential and non-residential construction during the pandemic, staff are recommending that the Large Office Building pilot project be extended for two years (to October 2024)¹. Staff are also recommending that the original 3-year, 1,500-unit allowance for Affordable, Purpose-Built Rental Building program be extended for a similar two-year period (to October 2024). If the 1,500-unit allowance is reached prior to October 2024, staff will report back to Council on possible next steps.

¹ Note: Two years was chosen to accommodate for the current duration of the pandemic/State of Emergency, in addition to accounting for potential future restrictions.

By extending the timing availability for these development charges deferrals, the development industry can be better positioned to develop complete communities, that address the needs of both residents and businesses, in a post-pandemic environment.

Technical amendments to the deferral policies are also required to reflect recent changes to legislation

It is also being recommended that Council approve technical changes to these deferral policies. These changes are intended to reflect recent legislative changes, align with the new Regional policy template, provide clarification where appropriate and align wording from other Regional development charges deferral policies.

As an example, when these policies were approved by Council in October of 2019, they contemplated providing authority to defer community benefits charges. As a result of the changes under Bill 197, *COVID-19 Economic Recovery Act, 2020*, which received Royal Assent on July 21, 2020, upper-tier municipalities cannot levy these charges. Staff therefore recommend that these policies be amended accordingly.

Table 2 summarizes the changes to the policies.

Table 2

Summary of Amendments to Development Charges Deferral Policies to Facilitate the Development of Complete Communities

Deferral	Key Changes	Attachment
Large Office Buildings	Extend 3-year time availability of the pilot program Reflect legislative changes (e.g., removal of community benefits charges references), provide clarification, align to new Regional policy template, align wording with other development charges deferral policies	1
Affordable, Purpose-Built Rental Buildings	Extend timing of 3-year, 1,500-unit cap Reflect legislative changes (e.g., removal of community benefits charges references), provide clarification, align to new Regional policy template, align wording with other development charges deferral policies	2

5. Financial

If there is take up, the development charge deferral programs represent a financing cost to the Region but would also spur assessment growth and support social and economic development across the Region.

Extending the time availability of the deferral programs does not result in additional financing costs, as the caps on eligible square footage and unit are being maintained (1.5 million square feet for the Large Office Building deferral, and 1,500 units for the Affordable, Purpose-Built Rental Buildings deferral).

While deferring development charges delays development charges collections and results in lost interest revenue, the corresponding benefits to encouraging complete communities supports social development and economic growth across the Region, particularly as the Region emerges from the COVID-19 pandemic.

6. Local Impact

COVID-19 has impacted residential and non-residential development across all nine local municipalities. Extending the availability of these programs recognizes this and will help facilitate the development of complete communities across the Region.

7. Conclusion

The COVID-19 pandemic has impacted all stakeholders in the Region, including the development industry. Extending the time availability of the Large Office Building pilot program as well as the 3-year, 1,500-unit cap for the Affordable, Purpose-Built Rental Building program recognizes this.

Finally, staff will continue to monitor the uptake on these deferrals and report back to Council as required.

For more information on this report, please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644. Accessible formats or communication supports are available upon request.

Recommended by:

Laura Mirabella

Laura Mirabella, FCPA, FCA

Commissioner of Finance and Regional Treasurer

Approved for Submission:



Bruce Macgregor

Chief Administrative Officer

May 27, 2021

Attachments (2)

12866912



Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program - REVISED

Approved By:

Approved On:

Last Reviewed: October 17, 2019

Policy Statement

A policy governing the deferral of Regional development charges and area-specific development charges for office buildings that meet the following criteria:

1. A minimum of four storeys above grade
2. A minimum of 75,000 square feet of gross floor area
3. Located on the Regional Centres and Corridors, or on specific Local Centres for those local municipalities without lands on Regional Centres and Corridors

Application

Subject to the terms and conditions as set out in this policy, this policy is available for office buildings that meet the following criteria:

- A minimum of four storeys above grade
- A minimum of 75,000 square feet of gross floor area
- Located on the Regional Centres and Corridors, or on specific Local Centres for those local municipalities without lands on Regional Centres and Corridors

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

The specific Local Centres to which the policy applies are:

- Georgina: Keswick Secondary Plan Urban Centres as well as applicable portions of the Woodbine Corridor
- King: Core Areas in King City and Nobleton, as well as the King City Go Station Area
- Whitchurch-Stouffville: Community Core Area and Western Approach Area within the Community of Stouffville

Purpose

The purpose of this policy is to incentivize the development of additional larger office buildings on the Regional Centres and Corridors or on specific Local Centres to:

- Encourage ‘place-making’ through a mix of uses
- Promote live/work within the Region
- Make better use of significant infrastructure investments made by the Region and local municipalities, including transit
- Help to grow the Region's property assessment base both from the new office development and from the surrounding complementary development (both residential and non-residential)
- Help to alleviate north-south congestion on the roads network as residents have increased opportunities to work within the Region

Definitions

Act: The *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

Development: The construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or changing the use thereof from non-residential to residential or from residential to non-residential and includes redevelopment

Development Charges: The Region’s development charges, including any area-development charges

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

Gross Floor Area: As defined in the Region’s Development Charges Bylaw No. 2017-35 as amended by Regional Development Charges Bylaw No. 2018-42 or any successor development charges bylaw

Local Centres: The specific Local Centres that qualify under this policy are:

- Georgina: Keswick Secondary Plan Urban Centres as well as applicable portions of the Woodbine Corridor
- King: Core Areas in King City and Nobleton, as well as the King City Go Station Area
- Whitchurch-Stouffville: Community Core Area and Western Approach Area within the Community of Stouffville

Office: As defined in the Region’s Development Charges Bylaw No. 2017-35 as amended by Regional Development Charges Bylaw No. 2018-42 or any successor development charges bylaw

Regional Centres and Corridors: The Regional Centres are depicted on Map 1 – Regional Structure, York Region Official Plan

- Markham Centre (Highway 7 and Warden Avenue)
- Newmarket Centre (Yonge Street and Davis Drive)
- Richmond Hill/Langstaff Gateway (Highway 7 and Yonge Street)
- Vaughan Metropolitan Centre (Highway 7 and Jane Street)

For further information on areas identified as Regional Corridors please contact the Director of Community Planning at extension 71505

Schedule ‘I’ Bank: As referenced in subsection 14(1)(a) of the *Bank Act*, S.C. 1991, c. 46. These are domestic banks and are authorized under the *Bank Act* to accept deposits, which may be eligible for deposit insurance provided by the Canadian Deposit Insurance Corporation

Storey: A storey must be above grade and is the portion of a building:

- (a) that is situated between the top of any floor and the top of the floor next above it, or
- (b) that is situated between the top of the floor and the ceiling above the floor, if there is no floor above it

Description

1. Applications Previously Submitted

Any developer wishing to defer development charges for an office building covered under this policy who submitted a site plan application or zoning bylaw amendment application prior to Council's original approval of this policy, on October 17, 2019, may enter into a development charges deferral agreement with the Region:

- Subject to the terms and conditions of this policy
- Provided the development charges deferral agreement and the issuance of the building permit for the office building by the local municipality are prior to the date that is three years immediately after Council approved the original policy, on October 17, 2019

This Term will be subject to Extension of Time provisions in Term '19'.

2. Expression of Interest Agreement – Applications Not Previously Submitted

Any developer wishing to defer development charges for an office building covered under this policy who had not submitted a site plan application or zoning bylaw amendment application prior to the original Council approval of this policy, on October 17, 2019, may enter into a development charges deferral agreement with the Region

- Subject to the terms and conditions of this policy
- Provided they first enter into an expression of interest agreement with the Region

The ability to enter into an expression of interest agreement will begin on the date that Council approved the original policy, on October 17, 2019, and will end on the date three years after approval of this policy at 4:30 p.m.

The developer will only qualify to enter into an expression of interest agreement if, during the duration of this three-year period, they have:

- Submitted a complete site plan application or zoning bylaw amendment application as determined by the local municipality for the construction of the office building, or
- Submitted an amendment to an existing application that results in additional gross floor area which is a minimum of 75,000 square feet threshold

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

This expression of interest agreement, between the developer and the Region, will secure an option for the developer to enter into a development charges deferral agreement with the Region provided that:

- The square footage cap under Term ‘4’ of this policy has not already been met
- The developer agrees to all of the Terms outlined in this policy

This Term will be subject to Extension of Time provisions in Term ‘19’.

3. Development Charges Deferral Agreement

Any developer wishing to defer development charges for an office building covered under this policy, including those who already entered into an expression of interest agreement with the Region, must also enter into a development charges deferral agreement with the Region.

A development charges deferral agreement will only be executed by the Region provided that the developer can immediately upon execution of the agreement attain building permit issuance by the local municipality.

4. Development Charges Deferral Agreement – Rules

This policy will only be available to the first 1.5 million square feet of gross floor area that enters into a development charges deferral agreement(s) with the Region. It will be available on a first-come, first served basis.

Any developer who had entered into an expression of interest agreement must enter into a development charges deferral agreement within five years of the submission of a complete site plan application or zoning bylaw amendment application or an amendment to an existing application that results in additional gross floor area.

In the event more than one office building wishes to enter into a development charges deferral agreement with the Region on the same day, the result of which would exceed the square footage cap, it will be up to the Commissioner of Finance and the Chief Administrative Officer to determine qualification and whether the square footage cap may be exceeded.

This Term will be subject to Extension of Time provisions in Term ‘19’.

5. Duration of the Deferral

- a. Duration

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

The duration of the development charges deferral will vary based on the eligible gross floor area of the building and will be in accordance with Table 1 below.

Table 1
Duration of Development Charges Deferral

Gross Floor Area Size Threshold	Duration of Development Charges deferral available on Regional Centres and Corridors <u>or</u> on specific Local Centres
Between 75,000 square feet and 150,000 square feet	5 year*
Between 150,000 square feet and 250,000 square feet	10 year*
Greater than 250,000 square feet and less than or equal to 400,000 square feet	15 year*
Greater than 400,000 square feet	20 year*

*Note: Once threshold is crossed, entirety of gross floor area in office building is deferred for this timeframe

b. Start date

1. Development charges are deferred until 15 days immediately following the date that is 5 years, 10 years, 15 years, or 20 years (as applicable) after the date that the building permit is issued by the local municipality, for
 - Applications submitted for approval of a development in a site plan control area under subsection 41 (4) of the Planning Act for an office building prior to January 1, 2020, or
 - Applications submitted for an amendment to a by-law passed under section 34 of the *Planning Act* prior to January 1, 2020
2. Development charges are deferred until 15 days immediately following the date that is 5 years, 10 years, 15 years, or 20 years (as applicable) after the earlier of the date of the issuance of a permit under the *Building Code Act, 1992*, authorizing occupation of the building or the date the building is first occupied, for

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

- Applications submitted for approval of a development in a site plan control area under subsection 41 (4) of the Planning Act for an office building including and after January 1, 2020, or
- Applications submitted for an amendment to a by-law passed under section 34 of the Planning Act including and after January 1, 2020

If the occupation of the building is not authorized by a permit under the *Building Code Act, 1992*, the developer must notify the Region within five business days of the building first being occupied, whereupon the deferral period will begin. Failure to notify the Region within five business days of the building first being occupied will constitute a material default of the deferral agreement.

Development charges will be payable prior to the timeframe indicated in Table 1 should any of the following trigger events occur:

- Change of use from an office building
- Sale, or transfer of ownership, of the property unless an assumption agreement is entered into
- Any other material default as defined in the agreement(s)

Notification to the owner of the property on the tax roll will occur immediately after the trigger event. The 15 business days will begin with the mailing, by registered mail, of notice.

6. Development Charges Rates

The development charges rate will be the amount determined under the applicable development charges bylaw:

- a. Day of building permit issuance
 - i. Applications submitted for approval of a development in a site plan control area under subsection 41(4) of the Planning Act for an office building prior to January 1, 2020, or
 - ii. Applications submitted for an amendment to a bylaw passed under section 34 of the *Planning Act* prior to January 1, 2020

- OR -

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

- b. Day of application –
- i. Applications submitted for approval of a development in a site plan control area under subsection 41 (4) of the Planning Act for an office building including and after January 1, 2020, or
 - ii. Applications submitted for an amendment to a bylaw passed under section 34 of the Planning Act including and after January 1, 2020

For greater clarity, if clauses b(i) and b(ii) do not apply to an office building that is seeking to defer development charges including and after January 1, 2020, the development charges rate is determined on the day the development charges is payable in accordance with section 26 of the Act.

7. Development Charges Payable

The amount of development charges payable to the Region, as required under the Act, will be based on the rates determined under Term '6' of this policy multiplied by the gross floor area of the office building, of which will be determined on the day that the developer enters into a development charges deferral agreement with the Region.

For greater clarity, qualifying gross floor area will only be on a per building basis.

8. Interest Waiver

All interest will be calculated using the development charges payable in Term '7' to this policy until the date upon which the development charges are fully paid.

All deferred development charges will bear interest at the prime commercial lending rate charged by an agreed upon 'Schedule I' commercial bank on demand loans in Canadian funds to its most creditworthy customers plus 2% per annum. All interest will accrue and be compounded.

The time period will be calculated beginning on the date of issuance of the building permit for the proposed structure by the local municipality.

The Region will forgive all amounts due and owing on account of interest, provided that the development charges, are paid in full to the Region at the time required (within 15 business days immediately following notification of a trigger event as defined in Term '5' of this policy).

In the event unpaid development charges are added to the tax roll (Term '11'); interest will continue to accrue and be compounded until all outstanding charges are fully paid.

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

9. Duration of Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors – Pilot Policy

This policy took effect on the day upon which it was originally approved by Council, on October 17, 2019.

This policy will expire eight years after the date of Council approval (October 17, 2019), at 4:30 p.m. An eight-year period takes into consideration two factors:

- A developer may enter into an expression of interest agreement any time during the three period, commencing immediately after Council approval and ending three years later at 4:30 p.m.
- Under Term '4' of this policy, any developer who had entered into an expression of interest agreement must enter into a development charges deferral agreement within five years of the submission of a complete site plan application or zoning bylaw amendment application or an amendment to an existing application that results in additional gross floor area.

Notwithstanding the above eight year expiration, this policy will be extended by four years to reflect the two year Extension of Time provisions, as they apply, in Term 19 of policy.

10. Local Participation

The Region will only enter into a development charges deferral agreement if the local municipality has provided a similar, if not better, deferral, exemption, or other incentive, for the proposed building.

It will be up to the Commissioner of Finance and/or the Chief Administrative Officer, in consultation with the Chief Planner, to decide what constitutes "similar, if not better", but this may be determined by looking at:

- Whether or not there is a prescribed timeframe for the deferral
- Whether or not interest is waived
- Other incentives that may be provided, be they financial or otherwise

11. Unpaid Development Charges

If any development charges (including any interest) are unpaid within 15 business days immediately following notification of a trigger event identified in Term '5' of this policy, or at the end of the development charge deferral timeframe when payment

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

has not been made, those development charges (including interest) will be added to the tax roll and collected in the same manner as taxes (in accordance with section 32 of the Act).

In the event unpaid development charges are added to the tax roll; interest will continue to accrue and be compounded until all outstanding total charges are fully paid (development charges + interest).

12. Security

A form of security will be taken and registered against the title to the property, at the execution of the development charges deferral agreement with the Region. The Region's security interest will always be, at minimum, *pari passu*, or of equal footing, to that of the local municipality offering a similar, if not better, deferral of development charges.

13. Other Agreements Required

In addition to the requirements that the developer enter into an expression of Interest agreement and a development charges deferral agreement with the Region, the developer will enter into any other agreements as required by the Regional Solicitor. Additional agreements include, but may not be limited to:

- Charge
- Assignment of Rents
- Restrictive Covenant
- *Pari Passu* Agreement
- General Security Agreement
- Other agreement(s) as deemed necessary

14. Legal Fees

All legal fees of the developer(s) and Region, including any costs incurred by the Region to prepare any other agreements required by the Regional Solicitor, will be borne by the developer.

15. Report Back to Council

Staff will report back to Council prior to the end of this Council term, on the results of the pilot policy and provide a recommendation on whether additional steps should be taken to further facilitate office development in Regional Centres and Corridors.

This Term will be subject to Extension of Time provisions in Term '19'.

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

16. Non-Applicability – 18-month Development Charges Deferral

For greater clarity, any Office Building that avails itself of the deferral under this policy is not eligible for the Region's 18-month development charges deferral for office buildings greater than four (4) storeys.

17. Multiple Use Buildings

This policy does apply to office uses in a multiple use building.

However, for greater clarity, this policy does not apply to the non-office uses within any multiple use building, a part of which is an office use or building that is a minimum of 75,000 square feet.

18. Mixed-Use Developments

For greater clarity, this policy does not apply to the residential or any other non-residential development charges due for any mixed-use development, a portion of which is an office building or use that is a minimum of 75,000 square feet.

19. Extension of Time

References to time, or time between events in Terms '1', '2', and '4' will be extended by two years.

The minimum timeframe to report back to Council, as required under Term '15', will be extended by two years.

20. Effective Date

This policy will take effect the day it is passed by Regional Council and may be repealed by the Region at any time

Responsibilities

Chief Administrative Officer, Regional Municipality of York

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements

Commissioner of Finance, Finance Department

- Responsibilities as identified under the Terms of this policy

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

- Signing of security agreements and expression of interest agreements

Regional Solicitor, Legal Services

- Draft and prepare for execution the deferral agreement between Region and the developer
- Draft and prepare for execution the expression of interest agreement between the Region and the developer
- Draft and prepare for execution any additional agreements required
- Registration of security on title

Chief Planner, Planning and Economic Development, Corporate Services Department

- Responsibilities as identified under the Terms of this policy

Director, Treasury Office, Finance Department

- Administer the deferral policy, including assisting stakeholders in determining if they qualify for the policy, the development charges rates to be applied, the amount of qualifying gross floor area and the development charges payable
- Enforce the deferral policy
- Collect all development charges when due
- Monitor timing of payment to ensure compliance with Term '8' of the policy
- Notify, through the Commissioner of Finance, to the treasurer of the local municipality if development charges are not paid/received within the prescribed timeframe and to have said charges added to the tax roll of that municipality
- Undertake any additional administrative obligations as determined through the agreements
- Maintain copies of all executed deferral agreements and other agreements as required

Director, Community Planning, Planning and Economic Development

- Assist in identifying structures as within the Regional Centres and Corridors

Compliance

Immediately upon the occurrence of any of the trigger events identified in Term '5' of this policy, the **Director, Treasury Office** will notify the owner of the property on the tax

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

roll that development charges are due within 15 business days, the timing of which will begin with the mailing, by registered mail, of notice.

The **Director, Treasury Office** will also monitor the payment of the development charges due in order to ensure interest is only forgiven (Term '8' of the policy) when the development charges are paid in full to the Region within 15 business days immediately following notification of a trigger event.

Reference

Legislative and other authorities

- [Development Charges Act, 1997, S.O. 1997, c. 27](#)
- [Ontario Regulation 82/98](#)
- [Planning Act, R.S.O. 1990, c. P.13](#)
- [The Regional Municipality of York - York Region Development Charges Bylaw - No. 2017-35](#)
- [The Regional Municipality of York – York Region Development Charge Bylaw Amendment N. 2018-42](#)
- [York Region Official Plan, Map 1 - Regional Structure](#)

Appendices

- Council Report, [Potential Financial Incentives for Office Buildings](#), June 27, 2019
- Council Report, [Large Office Building Development Charge Deferral Pilot Program](#), October 17, 2019
- Memorandum, [Financial incentives for affordable rental housing and large office buildings](#), October 17, 2019
- Council Report, [Extension of Large Office and Affordable Rental Development Charges Deferrals Due to the Pandemic](#), June 24, 2021 (Hyperlink to be added)

Contact

- Director, Treasury Office, Finance Department at extension 71644

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet
and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

Approval

Council Date:	Committee Date:
Council Minute Item: <input type="text"/>	Committee Minute Item: <input type="text"/>

#12570521

Accessible formats or communication supports are available upon request.



Development Charges Deferral for Affordable, Purpose-Built Rental Buildings - REVISED

Approved By:

Approved On:

Last Reviewed: October 17, 2019

Policy Statement

A policy governing the deferral of Regional development charges and area-specific development charges for affordable, purpose-built rental buildings that are a minimum of four storeys above grade.

Application

This policy is available for affordable, purpose-built rental buildings located within the boundaries of the Urban Area and Towns and Villages as identified in York Region Official Plan, Map 1 Regional Structure, subject to the terms and conditions as set out in this policy and/or modified through the required agreements.

For the purposes of this deferral, the development may be registered as a condominium, but it must be entirely operated as a rental property for a period of not less than 20 years.

To be eligible, the development must be:

- A minimum of four storeys
- Affordable to the midrange income cohort (household incomes that fall between the fourth and sixth deciles of income distribution for York Region) with average rents that are less than, or equal to, 175% of Average Market Rent for private apartments, by bedroom type

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

Purpose

The purpose of this policy is to incentivize the development of affordable, purpose-built rental buildings that are a minimum of four storeys above grade. Additional affordable, purpose-built rental buildings could achieve the following outcomes:

- Increased affordable purpose-built rental supply in the Region
- More complete communities offering a range of housing options
- Promote live/work within the Region

Definitions

Act: The *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

Affordable: Rental housing that is less than, or equal to, 175% of Average Market Rent for private apartments, by bedroom type

Average Market Rent (AMR): The average actual rents paid by tenants for private apartments in York Region (Region-wide rents), calculated and published annually through the Canada Mortgage and Housing Corporation (CMHC) Fall Rental Market Report

Bedroom: A room that meets the requirements of a bedroom under the *Building Code Act, 1992*, S.O. 1992, c. 23 as amended, revised, re-enacted or consolidated from time to time, and any successor statute and/or the requirements of a bedroom under Ontario Regulation 332/12 as amended, revised, re-enacted or consolidated from time to time, and any successor statute

Development: The construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or changing the use thereof from non-residential to residential or from residential to non-residential and includes redevelopment

Development Charges: The Region's development charges, including any area-specific development charges

Dwelling Unit: Means a room or suite of rooms used, or designed or intended for use by one person or persons living together, in which culinary and sanitary facilities are provided for the exclusive use of such person or persons

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

Local Centres: The specific Local Centres that qualify under this policy are:

- Georgina: Keswick Secondary Plan Urban Centres as well as applicable portions of the Woodbine Corridor
- King: Core Areas in King City and Nobleton, as well as the King City Go Station Area
- Whitchurch-Stouffville: Community Core Area and Western Approach Area within the Community of Stouffville

Regional Centres and Corridors: The Regional Centres are as depicted on Map 1 – Regional Structure, York Region Official Plan:

- Markham Centre (Highway 7 and Warden Avenue)
- Newmarket Centre (Yonge Street and Davis Drive)
- Richmond Hill/Langstaff Gateway (Highway 7 and Yonge Street)
- Vaughan Metropolitan Centre (Highway 7 and Jane Street)

For further information on areas identified as Regional Centres and Corridors please contact the Director of Community Planning at extension 71505

Restrictive Covenant: A covenant registered on the title of the proposed development requiring it be developed and entirely operated as an affordable rental building for a period of not less than 20 years

Schedule 'I' Bank: As referenced in subsection 14(1)(a) of the Bank Act, S.C. 1991, c. 46. These are domestic banks and are authorized under the Bank Act to accept deposits, which may be eligible for deposit insurance provided by the Canadian Deposit Insurance Corporation

Storey: A storey must be above grade and is the portion of a building:

- (a) that is situated between the top of any floor and the top of the floor next above it, or
- (b) that is situated between the top of the floor and the ceiling above the floor, if there is no floor above it

Description

1. Development Charges Deferral Agreement

Any developer wishing to defer development charges for affordable, purpose-built rental buildings (minimum of four storeys) must enter into a development charges deferral agreement with the Region.

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

A development charges deferral agreement will only be executed by the Region provided that the developer can immediately upon execution of the agreement attain building permit issuance by the local municipality.

2. Development Charges Deferral Agreement – Rules

The deferrals under this policy will be available to a maximum of 1,500 units over a three year period, commencing immediately after Council originally approved this policy, on October 17, 2019. It will be available on a first-come, first served basis.

In the event more than one affordable, purpose-built rental building wishes to enter into a development charges deferral agreement with the Region on the same day, the result of which is to exceed the total unit cap during the three year period, it will be up to the Commissioner of Finance and the Chief Administrative Officer to determine qualification and whether the unit cap may be exceeded.

This Term will be subject to Extension of Time provisions in Term '18'.

3. Covenants Included in the Development Charges Deferral Agreement

Every development charges deferral agreement will include covenants on the part of the developer.

These covenants will include, but not be limited to, a covenant by the developer(s) that:

- a) The affordable, purpose-built rental building will remain affordable for a period of not less than 20 years
- b) Monthly rents will not be increased at a rate that brings them above 175% of Average Market Rent for private apartments, by bedroom type
- c) For those units that achieve 125% Average Market Rent or less for private apartments, by bedroom type, and do not have to satisfy the unit split requirement identified in Term '4' of this policy, that they will be maintained at 125% Average Market Rent or less for private apartments, by bedroom type, for the duration of the development charges deferral
- d) They will notify the Region on an annual basis, at an agreed upon date, in an agreed upon manner, of the rents, by bedroom type, in the affordable, purpose-built rental building
- e) If they are found to be in non-conformity with clauses 'a', 'b', 'c', or 'd' of this Term ('3'), development charges will be made payable (including interest)

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

- f) They will enter into any additional agreement(s), as determined to be required by the Regional Solicitor, to give full force and effect to the development charges deferral agreement

4. Duration of the Deferral

a. Duration

The duration of the development charges deferral will vary based on the location, total number of units and number of units that are two or more bedrooms, in accordance with Table 1 below.

Table 1
Duration of Development Chart Deferral

Criteria*	Duration of Development Charges deferral
1. Affordable rental housing	5 Year
1. Affordable rental housing 2. Located in Regional Centres and Corridors or specific Local Centres	10 Year
1. Affordable rental housing 2. Minimum of 100 Dwelling Units 3. Minimum of 50% of the total number of dwelling units in the affordable, purpose-built rental building must have two or more bedrooms (unit split requirement)**	10 Year
1. Affordable rental housing 2. Located in Regional Centres and Corridors or specific Local Centres 3. Minimum of 200 Dwelling Units 4. Minimum of 50% of the total number of dwelling units in the affordable, purpose-built rental building must have two or more bedrooms (unit split requirement)**	20 Year

*Note:

- All criteria must be met to qualify for each Duration of Development Charges Deferral

**Note:

- Units that achieve 125% of Average Market Rent or less for private apartments, by bedroom type, may not have to satisfy the unit split requirement

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

- In addition, those units that achieve 125% of Average Market Rent or less for private apartments, by bedroom type, will be excluded from the total number of units used to calculate the unit split calculation
- Those units that have been excluded from the unit split requirement, as a result of achieving 125% of Average Market Rent or less for private apartments, by bedroom type:
 - must be maintained at 125% of Average Market Rent or less for private apartments, by bedroom type for the duration of the Development Charges deferral
 - after the Development Charges deferral they must still be less than, or equal to, 175% of Average Market Rent for private apartments, by bedroom type
- These units must remain less than, or equal to, 175% of Average Market Rent for private apartments, by bedroom type, for the duration of the restrictive covenant as identified under Term '8' of this policy.

b. Start date

1. Development charges are deferred until 15 days immediately following the date that is 5 years, 10 years, or 20 years (as applicable) after the date that the building permit is issued by the local municipality
 - Applications submitted for approval of a development in a site plan control area under subsection 41(4) of the Planning Act for an affordable, purpose-built rental building prior to January 1, 2020, or
 - Applications submitted for an amendment to a bylaw passed under section 34 of the *Planning Act* prior to January 1, 2020
2. Development charges are deferred until 15 days immediately following the date that is 5 years, 10 years, or 20 years (as applicable) after the earlier of the date of the issuance of a permit under the Building Code Act, 1992, authorizing occupation of the building or the date the building is first occupied
 - Applications submitted for approval of a development in a site plan control area under subsection 41(4) of the Planning Act for an affordable, purpose-built rental building including and after January 1, 2020, or
 - Applications submitted for an amendment to a by-law passed under section 34 of the Planning Act including and after January 1, 2020

If the occupation of the building is not authorized by a permit under the Building Code Act, 1992, the developer must notify the Region within five business days of the building first being occupied, whereupon the deferral period will begin. Failure to notify the Region within five business days of the building first being occupied will constitute a material default of the deferral agreement.

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

Development charges will be payable prior to the timeframe indicated in Table 1 should any of the following trigger events occur:

- Change of use from an affordable, purpose-built rental building
- Failure to notify the Region on an annual basis, at an agreed upon date and in an agreed upon manner of the rents in the affordable, purpose-built rental building
- Monthly rents exceeding 175% of Average Market Rent for private apartments, by bedroom type
- Monthly rents exceeding 125% of Average Market Rent for private apartments, by bedroom type, for those units that do not have to satisfy the unit split requirement identified in Term '4' of this policy. This trigger only applies for the duration of the Development Charges deferral
- Sale, or transfer of ownership, of the property unless an assumption agreement is entered into
- Any other material default as defined in the agreement(s)

Notification to the owner of the property on the tax roll will occur immediately after the trigger event. The 15 business days will begin with the mailing, by registered mail, of notice.

5. Development Charges Rates

The Regional development charges rate will be the amount determined under the applicable development charges bylaw:

- a. Day of building permit issuance
 - i. Applications submitted for approval of a development in a site plan control area under subsection 41(4) of the Planning Act for an affordable, purpose-built rental building prior to January 1, 2020, or
 - ii. Applications submitted for an amendment to a bylaw passed under section 34 of the *Planning Act* prior to January 1, 2020

- OR -

- b. Day of application
 - i. Applications submitted for approval of a development in a site plan control area under subsection 41(4) of the Planning Act for an

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

affordable, purpose-built rental building including and after January 1, 2020, or

- ii. Applications submitted for an amendment to a bylaw passed under section 34 of the Planning Act including and after January 1, 2020

For greater clarity, if clauses b(i) and b(ii) do not apply to an affordable, purpose-built rental building that is seeking to defer development charges including and after January 1, 2020, the development charges rate is determined on the day the development charges is payable in accordance with section 26 of the Act.

6. Development Charges Payable

The amount of the development charges payable to the Region, as required under the Act, will be based on the rates determined under Term '5' of this policy multiplied by the number of dwelling units, of which will be determined on the day that the developer enters into a development charges deferral agreement with the Region.

7. Interest Waiver

All interest will be calculated using the development charges payable in Term '6' to this policy until the date upon which the development charges are fully paid.

All deferred development charges will bear interest at the prime commercial lending rate charged by an agreed upon 'Schedule I' commercial bank on demand loans in Canadian funds to its most creditworthy customers plus 2% per annum. All interest will accrue and be compounded.

The time period will be calculated beginning on the date of issuance of the building permit for the proposed structure by the local municipality.

The Region will forgive all amounts due and owing on account of interest, provided that the development charges are paid in full to the Region at the time required (within 15 business days immediately following notification of a trigger event as defined in Term '4' of this policy).

In the event unpaid development charges are added to the tax roll (Term '10'), interest will continue to accrue and be compounded until all outstanding charges are fully paid.

8. Restrictive Covenant

A 20 year change of use covenant will be registered on the title stipulating that the property will be developed and entirely operated as an affordable rental building for

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

a period expiring 20 years from the date that an occupancy permit is issued for the affordable, purpose-built rental building.

The burden of the restrictive covenant will run with the title of the land.

9. Local Participation

The Region will only enter into a development charges deferral agreement if the local municipality has provided a similar, if not better, deferral, exemption, or other incentive, for the proposed development.

It will be up to the Commissioner of Finance and/or the Chief Administrative Officer, in consultation with the Chief Planner, to decide what constitutes “similar, if not better”, but this may be determined by looking at:

- Whether or not there is a prescribed timeframe for the deferral
- Whether or not interest is waived
- Other incentives that may be provided, be them financial or otherwise

10. Unpaid Development Charges

If any development charges (including any interest) are unpaid within 15 business days immediately following notification of a trigger event identified in Term ‘4’ of this policy, or at the end of the development charge deferral timeframe when payment has not been made, those development charges (including interest) will be added to the tax roll and collected in the same manner as taxes (in accordance with section 32 of the Act).

In the event unpaid development charges are added to the tax roll, interest will continue to accrue and be compounded until all outstanding total charges are fully paid (development charges + interest).

11. Security

A form of security will be taken and registered against the title to the property, at the execution of the development charges deferral agreement with the Region. The Region’s security interest will always be, at minimum, *pari passu*, or of equal footing, to that of the local municipality offering a similar, if not better, deferral of development charges.

12. Other Agreements Required

In addition to the requirements that the developer enter into a development charges deferral agreement with the Region, the developer will enter into any other

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

agreements as required by the Regional Solicitor. Additional agreements include, but may not be limited to:

- Charge
- Assignment of Rents
- Restrictive Covenant
- Pari Passu Agreement
- General Security Agreement
- Other agreement(s) as deemed necessary

13. Legal Fees

All legal fees of the developer(s) and Region, including any costs incurred by the Region to prepare any other agreements required by the Regional Solicitor, will be borne by the developer.

14. Report Back to Council

Staff will report back to Council prior to the end of this Council term, on the results of the rental incentives provided and provide a recommendation on whether additional steps should be taken to further facilitate affordable, purpose-built rental development.

This Term will be subject to Extension of Time provisions in Term '18'.

15. Non-Applicability – 36 month Development Charges Deferral

For greater clarity, any affordable, purpose-built rental building that avails itself of the deferral under this policy is not eligible for the Region's 36 month development charges deferral for purpose-built rental buildings that are a minimum of four storeys.

16. Mixed-Use Developments

For greater clarity, this policy does not apply to the non-residential development charges due for any mixed-use development, the residential portion of which is an affordable, purpose-built rental building.

17. Section 26.1 of the Act

For greater clarity, any purpose-built rental building to which section 26.1 applies and that opts to pay development charges in instalments in accordance with section 26.1 of the Act, will not be entitled to also avail itself of the deferral under this policy.

18. Extension of Time

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

The three year timeframe, as contemplated in Term '2', will be extended by two years.

The minimum timeframe to report back to Council, as required under Term '14', will be extended by two years.

19. Effective Date

This policy will take effect the day it is passed by Regional Council and may be repealed by the Region at any time.

Responsibilities

Chief Administrative Officer, Regional Municipality of York

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements

Commissioner of Finance, Finance Department

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements

Regional Solicitor, Legal Services

- Draft and prepare for execution the deferral agreement between Region and the developer
- Draft and prepare for execution any additional agreements required
- Maintain copies of all executed deferral agreements and other agreements as required
- Registration of security on title

Chief Planner, Planning and Economic Development, Corporate Services Department

- Assist in determining qualification for the deferral and recommending of the affordable, purpose-built rental building for application
- Other responsibilities as identified under the Terms of this policy

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

Director, Treasury Office, Finance Department

- Administer the deferral policy, including assisting stakeholders in determining if they qualify for the policy, the development charges rates to be applied, and the development charges payable
- Enforce the deferral policy
- Collect all development charges when due
- Monitor timing of payment to ensure compliance with Term '7' of the policy
- Notify, through the Commissioner of Finance, to the Treasurer of the local municipality if development charges are not paid/received within the prescribed timeframe and to have said charges added to the tax roll of that municipality
- Undertake any additional administrative obligations as determined through the agreements
- Maintain copies of all executed deferral agreements and other agreements as required

Director, Community Planning, Planning and Economic Development, Corporate Services Department

- Assist in identifying structures as within the Regional Centres and Corridors

Compliance

Immediately upon the occurrence of any of the trigger events identified in Term '4' of this policy, the **Director, Treasury Office** will notify the owner of the property on the tax roll that development charges are due within 15 business days, the timing of which will begin with the mailing, by registered mail, of notice.

The **Director, Treasury Office** will also monitor the payment of the development charges due in order to ensure interest is only forgiven (Term '7' of the policy) when the development charges are paid in full to the Region within 15 business days immediately following notification of a trigger event.

Reference

Legislative and other authorities

- [Building Code Act, 1992, S.O. 1992, c. 23](#)
- [Development Charges Act, 1997, S.O. 1997, c. 27](#)
- [Ontario Regulation 82/98](#)
- [Ontario Regulation 332/12](#)
- [Planning Act, R.S.O. 1990, c. P.13](#)
- [York Region Official Plan, Map 1 - Regional Structure](#)
- [The Regional Municipality of York - York Region Development Charges Bylaw - No. 2017-35](#)
- [The Regional Municipality of York – York Region Development Charge Bylaw Amendment N. 2018-42](#)

Appendices

- Council Report, [Draft Rental Housing Incentives Guideline and Community Improvement Plan](#), June 28, 2018
- Council Report, [Purpose-Built Rental Housing Incentives](#), October 17, 2019
- Memorandum, [Financial incentives for affordable rental housing and large office buildings](#), October 17, 2019
- Council Report, Extension of Large Office and Affordable Rental Development Charges Deferrals Due to the Pandemic, June 24, 2021(Hyperlink to be added)

Contact

- Director, Treasury Office, Finance Department at extension 71644

Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

Approval

Council Date:	Committee Date:
Council Minute Item: <input type="text"/>	Committee Minute Item: <input type="text"/>

#12575438

Accessible formats or communication supports are available upon request.

On June 24, 2021 Regional Council made the following decision:

1. Council receive the preliminary policy directions summarized in this report and further described in Attachment 1 to support development of draft policies that will be presented to Council as part of the draft Regional Official Plan regarding:
 - a) Proposed Mapping
 - b) Phasing of Urban Expansion
 - c) Housing
2. Council receive the draft Regional Structure Maps illustrated in Attachment 2 for continued consultation as part of the Regional Official Plan Update.
3. The Regional Clerk forward this report and Attachments to the Clerks of the local municipalities, and the Ministry of Municipal Affairs and Housing.
4. That the consultation process continue and that any elements of this report relating to East Gwillimbury's growth be deferred until completion of the ongoing consultation process to ensure the inclusion of the Town's remaining Whitebelt lands as Urban Settlement Area through this MCR process, as endorsed by the Town of East Gwillimbury Council.

The original staff report is attached for your information.

Please contact Sandra Malcic, Director, Long Range Planning at 1-877-464-9675 ext. 75724 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
Planning and Economic Development
June 10, 2021

Report of the Commissioner of Corporate Services and Chief Planner

Regional Official Plan Update Policy Directions Report

1. Recommendations

1. Council receive the preliminary policy directions summarized in this report and further described in Attachment 1 to support development of draft policies that will be presented to Council as part of the draft Regional Official Plan regarding:
 - a) Proposed Mapping
 - b) Phasing of Urban Expansion
 - c) Housing
2. Council receive the draft Regional Structure Maps illustrated in Attachment 2 for continued consultation as part of the Regional Official Plan Update.
3. The Regional Clerk forward this report and Attachments to the Clerks of the local municipalities, and the Ministry of Municipal Affairs and Housing.

2. Summary

This report focuses on a summary of preliminary policy directions for several Regional Official Plan (ROP) policy areas, mapping updates and an update on continued engagement for the Municipal Comprehensive Review (MCR).

Key Points:

- This report provides recommended direction on the following ROP policy areas:
 1. Proposed Mapping
 2. Phasing of Urban Expansion
 3. Housing

- Stronger phasing policies for growth over the 30-year planning horizon in the Regional Official Plan necessary for supporting financial sustainability and the logical sequencing of growth
- A Region-wide purpose-built rental housing target of 1,000 units per year distributed between local municipalities proportionate to projected local municipal population
- Online engagement has been effective during the COVID-19 pandemic and will continue in line with Public Health measures
- Indigenous engagement for the MCR is being coordinated with Infrastructure Masterplan updates
- Following ongoing stakeholder and public consultation on the policy directions presented in this report, a draft Regional Official Plan containing updated policies is targeted to be presented to Council in Q4 2021

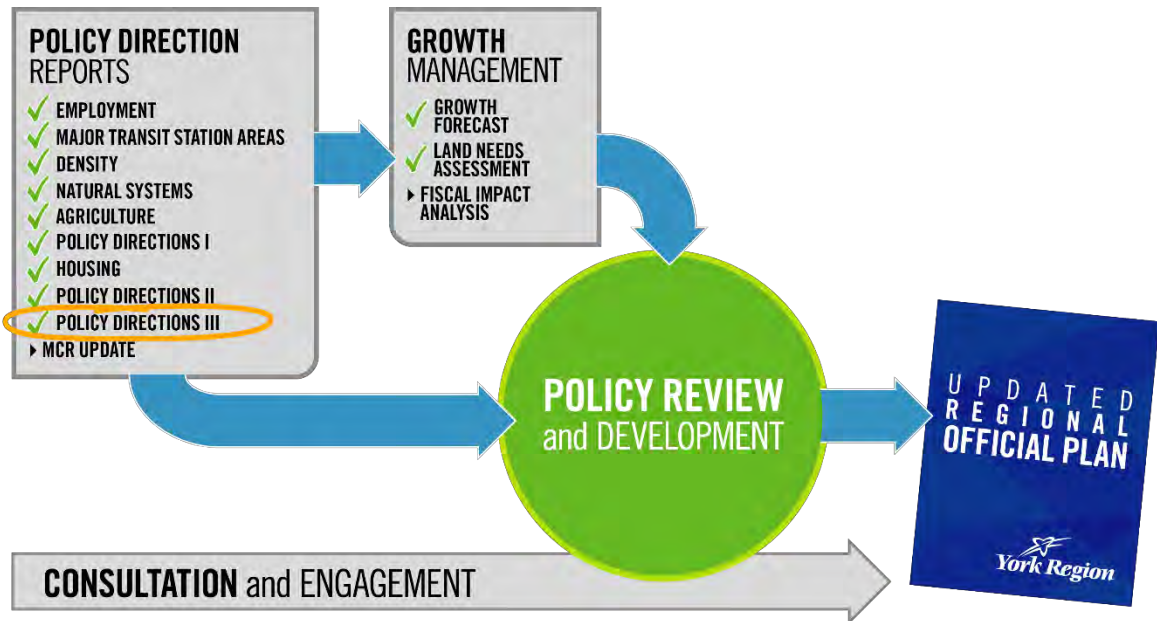
3. Background

Policy directions outlined in this report support development of a draft Regional Official Plan

Significant updates to Provincial plans and policies have been made since adoption of the ROP in 2010. To conform with these updates and new Provincial direction, York Region is required to update the ROP through an MCR by July 2022. Updated Provincial plans direct York Region to support and plan for the highest share of growth in Greater Toronto and Hamilton Area (GTHA) by 2051, accounting for 22% of GTHA population growth and 25% of employment growth. York Region's phased and agile approach to accommodate this growth was introduced in the [Proposed 2051 Forecast and Land Needs Assessment report](#).

This report provides updates and proposed policy directions on several policy areas in a series of Regional Official Plan Update Policy Direction Reports that support development of an updated draft ROP (Figure 1). Draft policies are being developed and an updated draft ROP is anticipated to be presented to Council in Q4 2021.

Figure 1
Municipal Comprehensive Review Components



This report builds on directions presented through past direction reports to Council

To support planning for growth and updating the ROP, a series of background and direction reports for several topic areas have been presented to the Council, including:

- [Planning for Employment Background Report](#) (May 2019)
- [Planning for Agriculture Background Report](#) (June 2019)
- [Planning for Density in New Communities](#) (June 2020)
- [Natural Systems Planning Background Report](#) (June 2020)
- [Major Transit Station Areas Endorsement Report](#) (September 2020)
- [Proposed Employment Area Mapping and Employment Conversions](#) (October 2020)
- [Regional Official Plan Update Policy Directions Report I](#) (December 2020)
- [Regional Official Plan Update Housing Challenges and Opportunitites](#) (January 2021)
- [Proposed 2051 Forecast and Land Needs Assessment](#) (March 2021)
- [Regional Official Plan Update Policy Directions Report II](#) (March 2021)

Policy directions in this report are categorized under the following thematic areas:

1. Proposed Mapping
2. Phasing of Urban Expansion
3. Housing

Proposed policy directions summarized in this report build on, but do not reiterate, past directions previously presented to Council. Attachment 1 provides details of updates to Provincial plans and considerations for updated ROP policies.

Public consultation and stakeholder engagement for the Municipal Comprehensive Review has continued virtually during COVID-19

Public consultation is an integral component of the MCR process. Partnerships developed between the Region, the public, and other stakeholders inform ROP policy development. Since the [Update on Public Consultations for the Municipal Comprehensive Review](#) presented to Council in October 2019, technical consultation and public engagement have been undertaken to gather input. Examples include an in-person open house for Major Transit Station areas (MTSA), employment conversion requests meetings with landowners, Local Municipal Working Group sessions and meetings with the Building Industry and Land Development Association (BILD). Since the start of the COVID-19 pandemic in early 2020, consultation has continued virtually and online engagement such as online public information centres (PIC) for employment conversions and agricultural and natural heritage systems planning have been held to reach stakeholders.

4. Analysis

POLICY DIRECTIONS

Regional Official Plan Maps and Figures will be updated to support policies

Maps and figures support the visualization and interpretation of policies in the ROP. Updated maps reflect policy directions previously presented to Council on land use planning, growth management and protection of environmental areas and the agricultural system over the 30-year planning horizon. To align with an updated policy framework in the draft ROP, updated mapping will be based on the following:

- Simplify and relocate mapping content while eliminating duplicative and redundant information to improve overall readability
- Refine and update existing boundaries, delineations, and land use designations to conform with Provincial direction
- Add new maps including Land Use designations, Urban System, and Provincial Oak Ridges Moraine and Greenbelt Plan designations to the Regional Structure mapping series to provide additional clarity on the Regional Structure

- Add an additional Cycling Infrastructure map and an Environmentally Significant Groundwater Recharge Areas map

This report includes the draft Regional Structure mapping series (Attachment 2). For the purposes of consultation, the remaining maps are being updated and will be available as preliminary drafts on York.ca prior to release of the draft updated ROP.

Updated Regional Structure mapping will be simplified and restructured to reflect the proposed policy framework

To align with updated Regional Structure policy directions presented to Council in [December 2020](#), Regional Structure mapping will be refined and enhanced. As a result, a series of maps to display the Regional Structure, as illustrated in Attachment 2, are proposed as follows:

- Map 1 to display the foundational framework for the Regional Structure including the Urban System, Greenlands System, and Agricultural System
- Map 1A to identify land use designations such as Community Area, Employment Area, and Agricultural and Rural area in York Region
- Map 1B to show the land use overlays within Settlement Areas such as the Built-Up Area, the designated greenfield area and MTSAs
- Map 1C to display the Provincial Greenbelt Plan and Oak Ridges Moraine Plan designations in the Region.

Additional phasing policies in the Regional Official Plan will support financial sustainability

The amount of urban expansion to accommodate the population and employment growth to achieve the Region's 2051 forecast is substantial. As identified in the [Proposed 2051 Forecast and Land Needs Assessment report](#), 80% (3,400 ha) of the Region's Whitebelt lands is proposed to be added to the urban area as a result of the provincial land needs assessment methodology. Ensuring growth in these new areas materializes in a logical and phased manner will be critical to maintain financial sustainability and deliver complete communities for new residents with timely provision of services such as schools and community centres, roads, transit, and water and wastewater infrastructure. To manage this amount of growth over a 30-year period and across diverse geographies of the Region, strong phasing policies in both Regional and local municipal official plans are required.

At the Regional scale, a policy framework and associated mapping are being considered which require key Regional conditions to be met before secondary plans and development applications are considered for approval in urban expansion areas. Regional conditions being considered include:

- Regional water and wastewater infrastructure being available – preliminary timing for each urban expansion area would be identified through infrastructure Master Plans

and would be re-assessed each year through the Capital Plan and budget process in line with the principles of the Region's Fiscal Strategy and affordable growth

- Region's fiscal sustainability – infrastructure delivery to support growth in urban expansion areas be timed to manage debt
- Region achieving its average 50% intensification target on an annual basis
- Region on track to achieve a specific minimum population target (potentially 1.4 to 1.5 million people)

Proposed ROP policies will also require local municipalities to include policies in their official plans and secondary plans that build on Regional phasing criteria for logical phasing of community development.

Enhanced phasing requirements for local municipalities will promote development of complete communities without delaying the planning process

Phasing policy considerations at the local municipal scale ensure communities are developed in a logical and complete manner. High-level concept plans, or an alternative comprehensive growth management study should be completed for the entire urban expansion area in a local municipality that would identify more detailed phasing of development within new community areas, to the satisfaction of the Region, based on:

- Logical extensions to the existing urban area and initial expansion areas
- Logical and orderly progression of development
- Regional and local municipal infrastructure master plans that illustrate how proposed phasing will be supported from an infrastructure perspective
- Coordination with adjacent municipalities in cases where Regional and/or local infrastructure is shared

To avoid delays in the planning process, completion of high-level concept plans will be encouraged. It is proposed that these plans include lands identified as 'Future Urban' as shown on Map 1B in Attachment 2, although development will not be permitted to proceed until these areas are brought into the urban boundary through a MCR. Once Regional conditions are met, local municipalities can submit secondary plans and development applications based on the phasing strategy outlined in the high-level concept plan.

Building on direction in the ROP 2010, criteria for secondary plan approval are also being reviewed to ensure development of complete communities. Additional potential criteria include, but are not limited to:

- Logical progression of growth based on local infrastructure and local municipal services

- Sufficient Regional servicing capacity assigned to the municipality
- A limit to the number of secondary plans/blocks being approved for development at any given time
- A diverse range and mix of housing and community services
- A ratio of employment growth relative to population

A new Region-wide target for purpose-built rental housing will assist local municipal conformity and implementation

Updated Provincial plans require municipalities to establish, for the first time, a rental housing target in Regional official plans. The proposed Region-wide target for purpose-built rental housing is 1,000 new units per year. This target is based on the rental and affordability requirements identified in the [Regional Official Plan Update Housing Challenges and Opportunities](#) and [Proposed 2051 Forecast and Land Needs Assessment](#) reports and verified by Watson Economists and Associates Ltd. through the Foundational Housing Analysis work undertaken. It is proposed that this Region-wide target be distributed to local municipalities to assist with local municipal conformity and implementation. Purpose-built housing accounts for approximately 40% of total rental housing unit target to 2051. Proposed minimum targets are proposed to be proportionate to forecasted population and are outlined in Table 1.

Table 1
Local Municipal Purpose-Built Rental Unit Targets by 10-Year Period*

Municipality	2021 to 2031	2031 to 2041	2041 to 2051	2021 to 2051 Total Unit Target
Aurora	500	250	250	1,000
East Gwillimbury	750	750	750	2,250
Georgina	250	250	250	750
King	250	250	250	750
Markham	3,000	3,250	3,750	10,000
Newmarket	500	250	250	1,000
Richmond Hill	1,500	1,250	1,250	4,000
Vaughan	2,750	3,250	2,500	8,000
Whitchurch- Stouffville	500	500	750	1,750
York Region	10,000	10,000	10,000	30,000

Source: York Region's Planning and Economic Development Branch

*Numbers presented in this table show minimum purpose-built rental units per municipality.

In addition, as outlined in Attachment 1, the definition of “affordable” for rental and ownership housing is proposed to be revisited. This is in line with previous Council direction through the establishment and update of the [York Region Affordable Housing Measuring and Monitoring Guidelines](#).

ENGAGEMENT TO SUPPORT ROP UPDATE

Online engagement has been an effective method of consultation during the COVID-19 pandemic

The Province established a deadline of July 1, 2022 for upper- and single-tier municipalities to update their official plans through an MCR. This deadline was further confirmed by a letter on April 27, 2021 from the Minister of Municipal Affairs and Housing (Attachment 4). Public consultation and stakeholder engagement are key components of the ROP update and inform the policy development process. Since the beginning of the COVID-19 pandemic and due to Public Health Measures put in place in early 2020, in-person public events and meetings were restricted. As a result, consultation shifted to online and other engagement methods including mailouts, emails, and phone calls to reach stakeholders. Virtual public information sessions have been held for employment area mapping and conversions and for a joint session on the natural heritage system and agricultural system. Similarly, other GTHA municipalities have continued their planning-related public engagements through online platforms.

Recordings of online open houses have been posted for public viewing and can be viewed on demand by users for more information before feedback is gathered. Based on the topic and target audience, various online tools have been used to effectively interact and gather input. These tools generally offer mobile compatibility that can reach a broad range of audience and demographic groups that may not typically attend in-person public meetings. Alternative formats are available for online content, upon request.

Participation through online engagement has been greater than past in-person events

Online consultation has allowed for continued public engagement during the MCR process that will lead to a draft ROP before Council in Q4 2021. During the MCR process, online engagement campaigns were held that included over 60 participants at each event. These campaigns included live or pre-recorded webinars and interactive mapping tools and had higher participation turnout given the ease for participants to access the events remotely. Information on previous online engagements is available on york.ca/haveyoursay. A summary of public and stakeholder consultation undertaken through the MCR since October 2019 can be found in Attachment 3.

Upcoming engagements in 2021 prior to the release of a draft updated ROP include a social media campaign on policy directions and an online engagement for housing and growth management. As the year progresses, opportunities to hold in-person events in addition to virtual engagement will be evaluated in alignment with Public Health restrictions in the Region.

Engagement with Indigenous Communities informs the MCR and is coordinated with Master Servicing Plan updates

Relationships with Indigenous Communities continue to be built through the MCR process. Relationship building is intended to expand on previous efforts including engagements undertaken as part of the Archaeological Management Plan (ROPA 6) and joint consultation in 2015 for the MCR and Markham's Future Urban Area planning. Over the course of the MCR, three phases of engagement have been planned to share information throughout the ROP policy development and provide opportunities to listen and gather feedback from Indigenous communities.

Indigenous community engagement for the MCR is being coordinated with the Water and Wastewater Plan and Transportation Master Plan updates. Summary of proposed direction for the ROP key policy areas including Growth Management, Indigenous Engagement, Cultural Heritage, Natural Environment, Agricultural and Rural areas, Climate Change, Housing, Diversity and Inclusion has been shared with Indigenous Communities for their comments and feedback. To date, staff have met with four communities to introduce the MCR and Master Plan updates, provide information, actively listen, and increase awareness on policy areas of interest. Feedback will inform updates to the ROP.

Extensive consultation will follow release of the draft Regional Official Plan

Following presentation of the updated draft ROP to Council, a comprehensive consultation process to inform the public and gather feedback from stakeholders will be undertaken. A consultation plan is being developed that is anticipated to include engagement through the York Region website, online campaigns with interactive tools, and social media. The proposed consultation methods may include:

- Virtual open houses
- Interactive mapping
- Surveys
- Videos
- Presentations at York Region Planning Advisory Committee and Agriculture and Agri-food Advisory Committee meetings
- Media releases
- Online news story
- York Region Matters newsletter

Interested stakeholders will be notified of these events through social media and the MCR email distribution list. The number of interested individuals on this list has doubled since October 2019. Consultation with targeted groups including the Region's diverse ethnic

communities, youth and newcomers will be explored to facilitate feedback from under-represented groups.

Statutory requirements under the *Planning Act* require the draft ROP be made available to the public, and that at least one open house and a statutory public meeting be held. Written submissions of feedback will continue to be accepted and there will be an opportunity for public input at the statutory public meeting. Detailed legislated requirements will be outlined in the staff report that will accompany the draft updated ROP.

5. Financial

To support growth to 2051, an integrated growth management approach to land use planning and infrastructure delivery is required to manage the capital plan in line with the objectives of the Council approved Fiscal Strategy. To meet population and employment forecasts, timely delivery of growth-related servicing is required. Implications are explored in the [Proposed 2051 Forecast and Land Needs Assessment](#). Developing policies that manage growth in a fiscally sustainable way, including aligning growth with investment in infrastructure, is of paramount importance to maintain the long-term fiscal health of York Region. The policy development process, public consultation and stakeholder engagements being undertaken are within the MCR budget.

6. Local Impact

Local municipalities are key partners in updating and implementing the ROP. Local staff provide expertise and experiential knowledge from implementing ROP policies in their local municipal contexts. Local staff have been engaged on the topic areas presented in this report over the course of the MCR to gather ongoing input and feedback that inform the ROP policy review and update process. Regional staff will continue to work closely with local municipal staff to develop draft policies to be presented to Council in Q4 2021.

7. Conclusion

To conform with updated Provincial plans and policies, ROP policy and mapping updates are required. This omnibus report summarizes policy and mapping directions, further described in Attachments 1, which build on the basis for further consultation as policy development of a draft ROP progresses. Despite the unprecedented COVID-19 pandemic conditions, effective engagement will continue with the public, Indigenous communities, and stakeholders throughout the ROP update process and following the release of a draft updated ROP.

For more information on this report, please contact Sandra Malcic, Director, Long Range Planning at 1-877-464-9675 ext. 75724. 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

May 28, 2021
Attachments (4)
12862197

Provincial Policy Updates and Proposed Direction for York Region Official Plan Update

The Provincial planning policy framework has been updated including the following: Provincial Policy Statement (2020), A Place to Grow, the Growth Plan for the Greater Golden Horseshoe (2020) (The Provincial Growth Plan), Greenbelt Plan (2017) and Oak Ridges Moraine Conservation Plan (2017).

This Attachment, on a topic-specific basis, provides a summary of Provincial updates and considerations for updating the York Region Official Plan (ROP).

Table 1- Provincial policy updates and considerations for York Region Official Plan

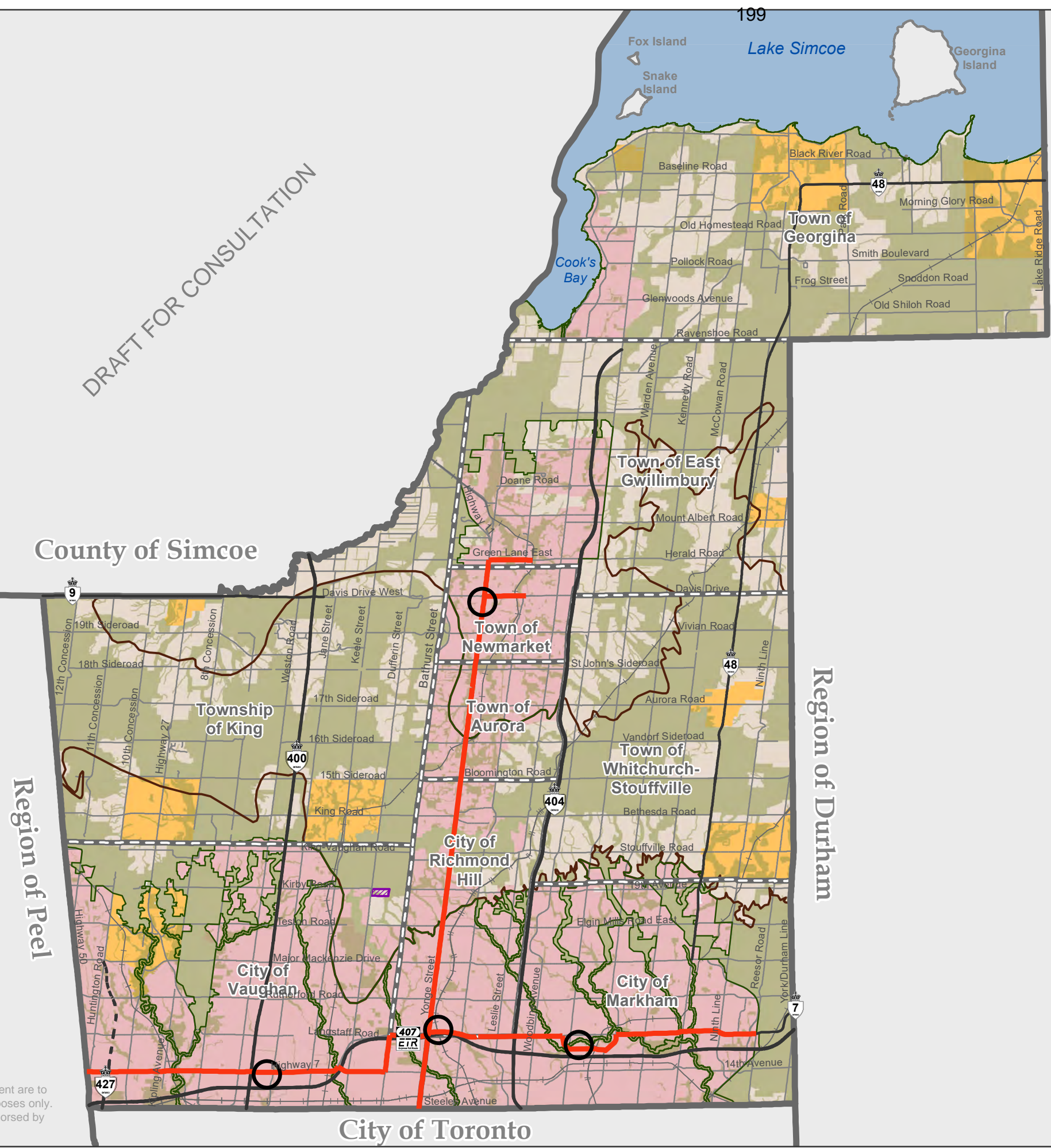
Types of Policies/Topic Area	Brief Description of Provincial Policy Change	Considerations/Proposed Direction for York Region Official Plan
Aligning Growth and Infrastructure		
Phasing of Urban Expansion	Updates to provincial forecasts in the Growth Plan have: <ul style="list-style-type: none"> Extended the planning horizon from 2041 to 2051 (30 years) Increase population and employment forecasts for York Region to 2.02 million and 990,000, respectively – representing an increase of approximately 200,000 people and 90,000 jobs from previous forecasts 	Policy considerations include: <ul style="list-style-type: none"> Through updated mapping and associated policies, urban expansion lands would require to meet key Regional conditions before being available for development Regional conditions include the availability of Regional infrastructure (through the Capital Plan and Master Plans), the Region’s financial sustainability, and may be tied to the Region achieving its annual intensification target Comprehensive planning at the local municipal level (i.e., high level concept plans, background studies, MES plans etc.) could proceed to avoid delays in development once the lands are serviced Policy considerations to strengthen phasing at the local municipal level include: <ul style="list-style-type: none"> A requirement for high level concept plans (or equivalent) for the entirety of the urban expansion area to identify more detailed phasing of development within new community areas to the satisfaction of the Region Additional minimal criteria for secondary plan approval may include:

ATTACHMENT 1

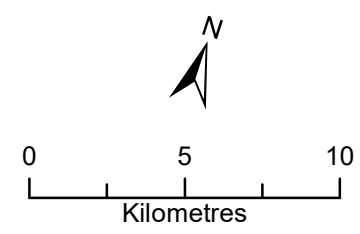
Types of Policies/Topic Area	Brief Description of Provincial Policy Change	Considerations/Proposed Direction for York Region Official Plan
		<ul style="list-style-type: none"> ○ logical progression of growth based on local infrastructure and local municipal services (schools etc.) ○ servicing allocation to the municipality ○ development of complete communities ○ a specified number of blocks receiving approval at once until the preceding phase is sufficiently built ○ a ratio of employment growth relative to population ○ coordination with adjacent municipalities in cases where Regional and/or local municipal infrastructure is shared ● Ability for the Town of East Gwillimbury to incorporate lands identified as “Future Urban” on Map 1B of Attachment 2 in high level concept plans
Housing	Updates to the Provincial Growth Plan require that a rental housing target be established.	<p>Policy considerations for establishing a new purpose-built rental unit target:</p> <ul style="list-style-type: none"> ● It is proposed that the Region-wide target for purpose-built rental housing be 1,000 new units per year. ● Distribute the region-wide target for purpose-built rental housing to local municipalities to assist with local municipal conformity and implementation. <p>Consideration for an updated the definition for “affordable” housing:</p> <ul style="list-style-type: none"> ● Rental: 125% of average market rent by bedroom type for the regional market area ● Ownership: Housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low- and moderate-income households. Low- and moderate-income households are the lesser of households with incomes in the lowest 60 per cent of the income distribution for the regional market area or households with incomes in the lowest 60 per cent of the income distribution for the local market area.

MAP 1 REGIONAL STRUCTURE

DRAFT FOR CONSULTATION



- Regional Centre
- Regional Corridor
- Urban Area
- Towns and Villages
- Agricultural System
- Regional Greenlands System
- Subject to Minister's Order February 3, 2015 and special provision policies 6.2.19 and 6.4.14
- Oak Ridges Moraine Conservation Plan Boundary
- Greenbelt Plan Boundary
- Provincial Highways
 - Existing
 - Under Construction
- Municipal Boundaries
 - Regional Municipal Boundary
 - Local Municipal Boundary



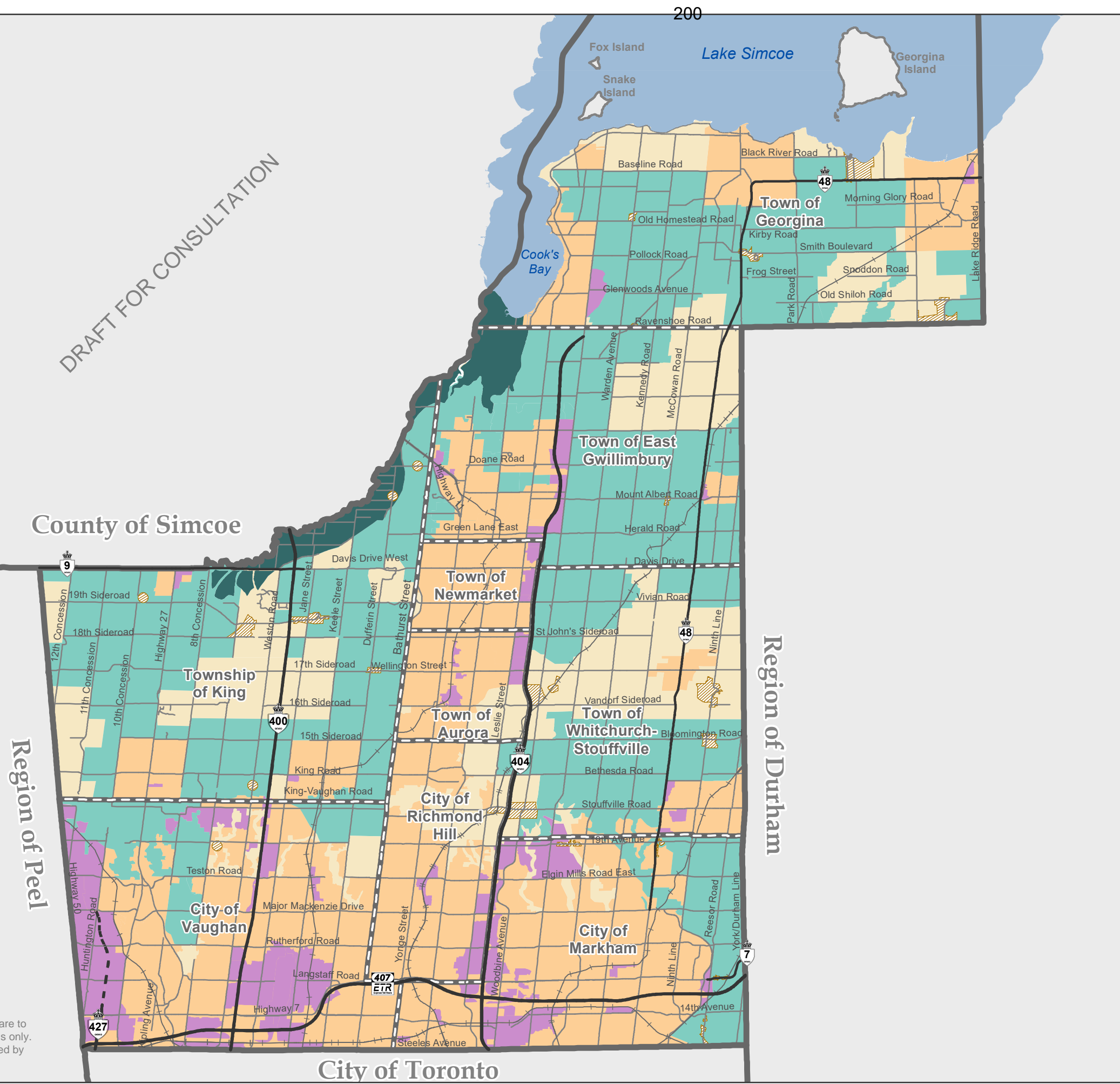
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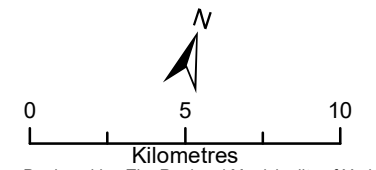
MAP 1A

LAND USE DESIGNATIONS

DRAFT FOR CONSULTATION



- Community Area
 - Employment Area
 - Holland Marsh Specialty Crop Area
 - Agricultural Area
 - Rural Area
 - Hamlet
- Provincial Highways
- Existing
 - Under Construction
- Municipal Boundaries
- Regional Municipal Boundary
 - Local Municipal Boundary

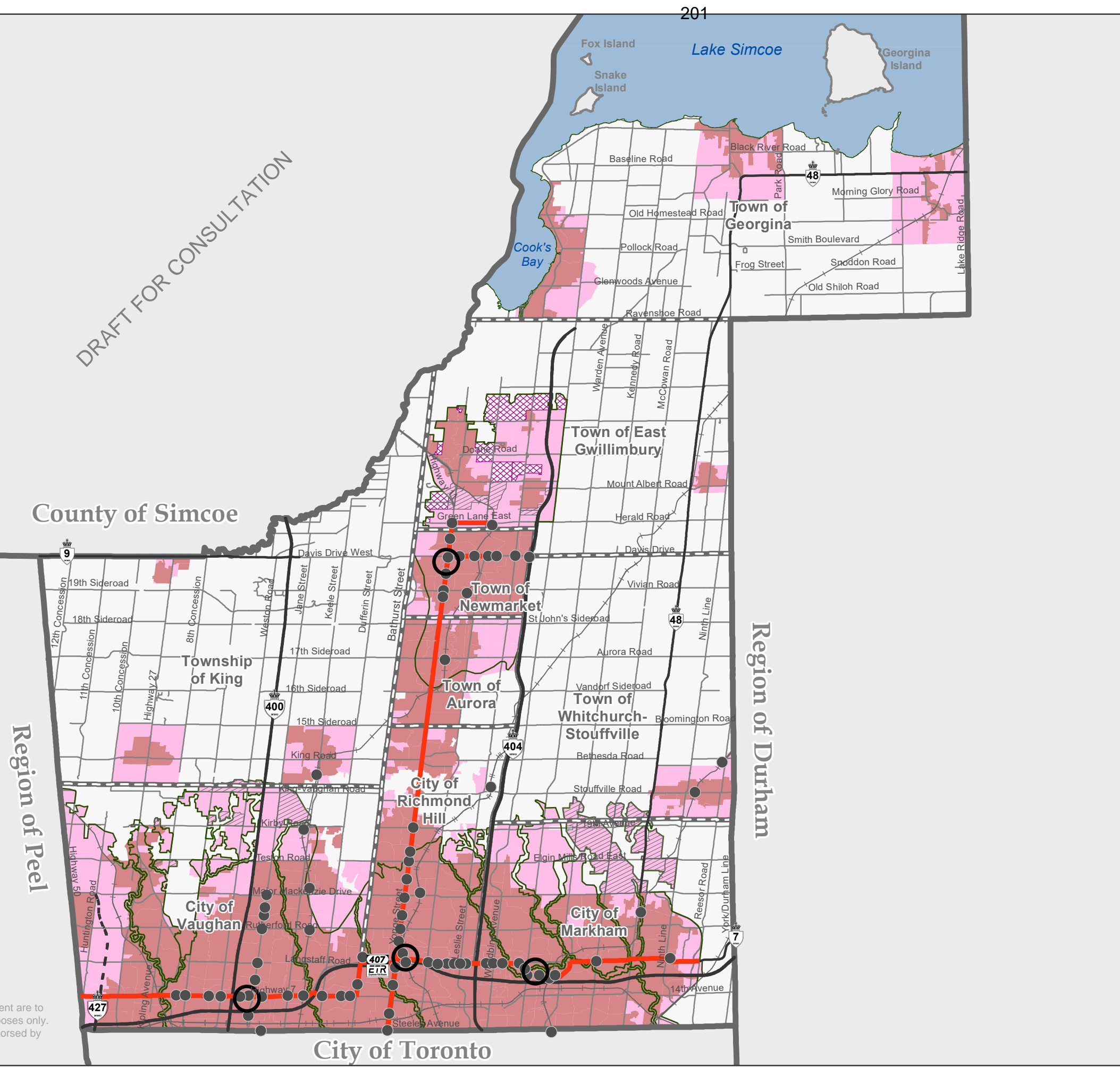


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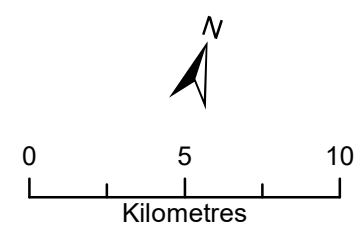
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MAP 1B URBAN SYSTEM

DRAFT FOR CONSULTATION



- Regional Centre
- Regional Corridor
- Major Transit Station Area
- Built Up Area
- Future Urban Area
- Greenbelt Plan Boundary
- Designated Greenfield Area
 - Designated Greenfield Area
 - New Community Area
- Provincial Highways
 - Existing
 - Under Construction
- Municipal Boundaries
 - Regional Municipal Boundary
 - Local Municipal Boundary

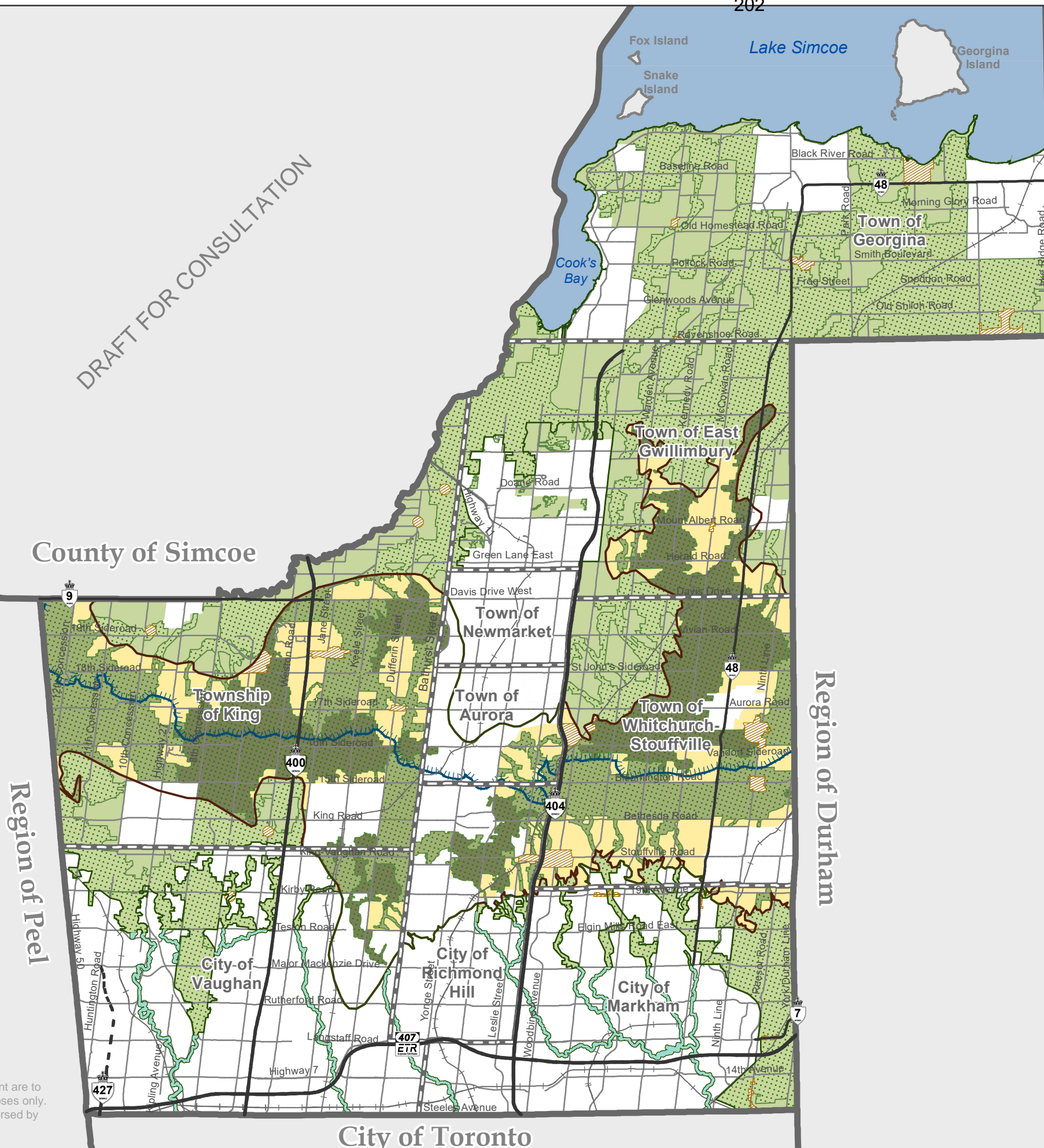










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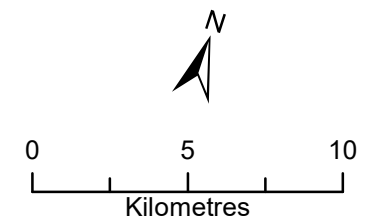
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MAP 1C PROVINCIAL OAK RIDGES MORaine CONVERSATION PLAN AND GREENBELT PLAN DESIGNATIONS

DRAFT FOR CONSULTATION



-  Provincial Natural Heritage System
-  Hamlet
-  Area Subject to the Lake Simcoe Protection Plan
- Oak Ridges Moraine Conservation Plan (ORMCP)**
-  Oak Ridges Moraine Conservation Plan Boundary
-  Natural Core Designation
-  Countryside Area Designation
-  Natural Linkage Designation
- Greenbelt Plan**
-  Greenbelt Plan Boundary
-  Protected Countryside Designation
-  Urban River Valleys Designation
- Provincial Highways**
-  Existing
-  Under Construction
- Municipal Boundaries**
-  Regional Municipal Boundary
-  Local Municipal Boundary



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Summary of Public and External Stakeholder Consultation for the Municipal Comprehensive Review (MCR) since October 2019

This Attachment includes two tables. Table 1 provides a summary of public consultation and stakeholder engagement by type from October 2019 to May 2021 for updating the York Region Official Plan (ROP).

Table 1: October 2019-May 2021 Summary of Public and External Stakeholder Consultation for Municipal Comprehensive Review (MCR)

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
General Public Engagement				
Public Engagement	Ongoing	MCR Webpage and Newsletters	Online Engagement	<ul style="list-style-type: none"> • Webpages dedicated to the MCR and ongoing public consultation are available to the public through york.ca. These are updated regularly with MCR related initiatives and relevant York Region Official Plan topics to inform and educate the public • E-newsletters are emailed to subscribers and posted to york.ca as a formal communication tool to inform stakeholders about the technical updates and the consultation process for the MCR. All stakeholders can subscribe to receive the newsletter and get regular updates on local events and social media campaigns. Over 700+ subscribers regularly receive updates and are posted to york.ca

ATTACHMENT 3

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
Public Engagement	October 2019	Walk and Talk with York Region's Chief Planner	In-person Session	<ul style="list-style-type: none"> • A 'Walk and Talk' tour with York Region's Chief Planner held in Newmarket and attended by both Regional staff and local municipal staff • A continuation of the 'Walk and Talk' series previously held in other areas of York Region to educate the public on York Region's urban structure • Opportunity for residents to hear about what York Region and the Town of Newmarket are doing to promote complete communities and explore the planning context in the downtown area of Newmarket
Public Engagement	October 2019, February 2021	Wastewater Master Plan Open Houses	In-person and Online Sessions	<ul style="list-style-type: none"> • Regional Planning staff participated in open houses to coordinate engagement efforts and outline connections to the York Region Official Plan as part of York Region's commitment to integrated and transparent planning • Four sessions were held which included meetings and workshops with various stakeholders, partners, government agencies and the public • Feedback collected from these sessions is being used to inform sections of the York Region Official Plan Update and to develop York Region's Water and Wastewater Master Plan Update
Public Engagement	December 2019 - March 2020	Major Transit Station Area Open Houses	In-person Sessions	<ul style="list-style-type: none"> • Three public open houses hosted by local municipal staff were held in Richmond Hill, Newmarket, and Vaughan to help gather public input on the Major Transit Station

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
				<p>Area boundaries and density targets</p> <ul style="list-style-type: none"> • Feedback collected has helped to inform the refinement of boundary delineations, density targets, and potential Major Transit Station Area policies
Public Engagement	May 2019 - June 2020	Major Transit Station Area Interactive Map	Online Engagement	<ul style="list-style-type: none"> • Online interactive map to inform stakeholders and the public about Major Transit Station Areas and gather input from participants • Education tool used to highlight growth that is planned to occur along major transit corridors and used to support numerous interactive engagement efforts • Feedback collected has helped to inform the refinement of boundary delineations, density targets, and potential Major Transit Station Area policies
Public Engagement	June 2020	Public Information Centre: Planning for Employment	Online Engagement	<ul style="list-style-type: none"> • Planning for employment online public information centre used to engage with the public on the proposed employment area mapping and employment conversions • Delivery methods included an online interactive map tool, survey, and interactive webinar • Feedback gathered helped to inform the refinement of employment area mapping, input for employment conversions, policy directions and future updates to the draft York Region Official Plan
Public Engagement	September 2020 - November 2020	Public Information Centre: Agriculture and Natural Heritage Systems Planning	Online Engagement	<ul style="list-style-type: none"> • Public engagement to inform and educate about agriculture and natural heritage systems planning and mapping, building on the Planning for Agriculture Background

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
				<p>Report and Regional Official Plan Natural Systems Planning Background Report presented to Regional Council in June 2019 and June 2020, respectively</p> <ul style="list-style-type: none"> • Various delivery methods included an online pre-recorded webinar, interactive map, online survey, letters to stakeholders and landowner inquiries addressed by Regional planning staff • Feedback gathered was used for the refinement of agricultural and natural heritage systems mapping and to inform updates to York Region Official Plan policy directions and future updates to the draft York Region Official Plan
Public Engagement	March 2021 - April 2021	15 Minute Neighborhood Survey	Online Engagement	<ul style="list-style-type: none"> • Online survey featured on york.ca to receive public input about communities across York Region based on the 15-minute neighborhood concept and measuring complete communities • Feedback will assist in the development of a complete community assessment tool and will help to inform future updates to the York Region Official Plan which will include complete communities as a core policy direction
Public Engagement	May 2021	York Region Official Plan Update Survey	Online Engagement	<ul style="list-style-type: none"> • Engagement on Regional Official Plan policy directions reported to council in December 2020 and March 2021 • Gather public input about Regional Official Plan policy directions and raise awareness about the MCR process through social media and an online survey featured on

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
				york.ca
Targeted Public Engagement				
Public Engagement	January 2020	Targeted Newcomers to Canada Engagement Session	In-person Session	<ul style="list-style-type: none"> An education session targeted to newcomers to Canada about the MCR process and updating the Regional Official Plan Regional planning staff delivered a presentation and held an interactive focus group session that took place in Richmond Hill to gather input from newcomers to Canada
Public Engagement	January 2020, March 2020	Targeted Senior Engagement Sessions	In-person Sessions	<ul style="list-style-type: none"> Education sessions targeted to seniors in York Region about the MCR process and updating the Regional Official Plan Regional planning staff delivered presentations and interactive focus group sessions that took place in Whitchurch-Stouffville, Georgina, and Aurora to gather input from seniors
Public Engagement	March 2020	Targeted Youth Engagement Session	In-person Session	<ul style="list-style-type: none"> An interactive focus group session targeted to youth in York Region that took place in Aurora and involved participants between the ages of 13 and 18
Local Municipal and Conservation Authority Engagement				
External Stakeholder Engagement	November 2019	Local Municipal and Conservation Authority Agriculture and Natural Heritage Systems Planning Workshop	In-person Session	<ul style="list-style-type: none"> Held a workshop with local municipal staff and conservation authority staff about planning for natural heritage systems and agriculture that helped to inform the Regional Official Plan Natural Systems Planning Background Report presented to Regional council in June 2020 Discussions to date have helped to finalize agriculture and natural heritage systems

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
				policy directions, mapping, policies, and updates to the future draft York Region Official Plan
External Stakeholder Engagement	November 2019	Local Municipal Employment Area Workshops	In-person Sessions	<ul style="list-style-type: none"> • Held workshops with local municipal staff regarding planning for employment used to build on engagement outlined in the Update on Public Consultations for the Municipal Comprehensive Review Report presented to Regional Council in October 2019 • Included discussions about conversion criteria and options for employment area designations • Discussions were used to inform the Planning for Employment and Employment Conversions Report to Regional Council in March 2020, policy directions, mapping and updates to the future draft York Region Official Plan
External Stakeholder Engagement	November 2019 - December 2019	1:1 Meetings with Local Municipal Staff: Employment Conversions	In-person Sessions	<ul style="list-style-type: none"> • 11 individual meetings with 9 area local municipalities to consult with planning staff regarding proposed employment area boundaries and site-specific conversion requests • Discussions were used to inform the Planning for Employment and Employment Conversions Report to Regional Council in March 2020, policy directions, mapping and updates to the future draft York Region Official Plan
External Stakeholder Engagement	November 2019 - May 2021	MCR Local Municipal Working Group	In-person and Online Sessions	<ul style="list-style-type: none"> • Extensive collaboration with local municipal partners and opportunity to provide input on the MCR throughout all stages of the process

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
				<ul style="list-style-type: none"> • Ongoing consultation sessions between York Region staff and local municipal planning and Conservation Authority staff • 17+ sessions held including some joint sessions with local municipal staff and conservation authority staff • Feedback was collected on all major policy directions and used to inform the development of a future draft York Region Official Plan
External Stakeholder Engagement	October 2020	Local Municipal Housing Working Group	Online Session	<ul style="list-style-type: none"> • Ongoing presentation and consultation sessions between York Region staff and local municipal planning staff • Local municipal staff provided input on the York Region housing portfolio • Discussions to date helped to inform updates to policy directions, housing policies in the development of the future draft Regional Official Plan and the Regional Official Plan Update Housing Challenges and Opportunities Report presented to Regional Council in January 2021
External Stakeholder Engagement	October 2019- May 2021	Local Municipal Major Transit Station Area Consultation	In-person and Online Sessions	<ul style="list-style-type: none"> • 10+ meetings were held with local municipal staff and used to build on engagement outlined in the Update on Public Consultations for the Municipal Comprehensive Review Report presented to Regional Council in October 2019 • Ongoing consultation with local municipal staff on boundary delineations and density targets, feedback will be used to inform final proposed Major Transit Station Areas

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
External Stakeholder Engagement	March 2020	Natural Heritage System Mapping Consultation with Toronto and Region Conservation Authority and Lake Simcoe Region Conservation Authority	Online Sessions	<ul style="list-style-type: none"> • Held meetings with conservation authority staff regarding natural heritage systems mapping. Discussions to date have assisted in the refinement of natural heritage system mapping, policy directions and updates to the future draft York Region Official Plan
External Stakeholder Engagement	May 2020, February 2021	MCR Consultation with Toronto and Region Conservation Authority	Online Sessions	<ul style="list-style-type: none"> • Provided a general MCR update to conservation authority staff to help inform policy and map updates to the future draft Regional Official Plan
External Stakeholder Engagement	September 2020-December 2020	1:1 Meetings with Local Municipal Staff: Agricultural Mapping	Online Sessions	<ul style="list-style-type: none"> • Series of meetings were held to gather feedback from local municipal staff on proposed refinements to Provincial agricultural system mapping • Discussions to date have assisted in the refinement of agricultural mapping, policy directions and updates the future draft York Region Official Plan
External Stakeholder Engagement	March 2020	1:1 Meetings with Local Municipal Staff: Natural Heritage Systems Mapping	Online Sessions	<ul style="list-style-type: none"> • Series of meetings were held to gather feedback from local municipal staff on natural heritage systems Mapping • Discussions to date have assisted in the refinement of natural heritage system mapping, policy directions and updates the future draft York Region Official Plan
External Stakeholder Engagement	October 2020	Local Municipal Forecast and Land Needs Assessment Consultation	Online Session	<ul style="list-style-type: none"> • Provided an update on the Regional forecast and land needs assessment to local municipal staff and gathered input from local municipal staff to help inform the

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
				2051 Forecast and Land Needs Assessment Report to Regional Council in March 2021, policy directions updates the future draft York Region Official Plan
External Stakeholder Engagement	April 2021-May 2021	1:1 Meetings with Local Municipal Staff: Forecast and Land Needs Assessment	Online Sessions	<ul style="list-style-type: none"> • Ongoing consultation with local municipal staff to receive feedback on proposed forecasts and land needs presented in the 2051 Forecast and Land Needs Assessment Report to Regional Council in March 2021
Building Industry and Land Development Association (BILD) Engagement				
External Stakeholder Engagement	December 2019, February 2020, March 2020, May 2020, September 2020, November 2020, January 2021, April 2021	York Region BILD MCR Advisory Committee	In-person and Online Sessions	<ul style="list-style-type: none"> • Regional planning staff attended the York Region BILD MCR Advisory Committee and BILD York Chapter meetings on a regular basis, to provide updates on the MCR and related initiatives such as: • Current MCR Initiatives and Schedule Updates • MCR Public Consultation
External Stakeholder Engagement	June 2020, January 2021	BILD York Chapter Meetings	Closed Sessions	<ul style="list-style-type: none"> • Co-ordinated MCR and Master Plan Updates • MCR related Report Updates • Update on Provincial Initiatives • Employment Conversions and Employment Land Mapping • Provincial Land Needs Assessment Methodology • Major Transit Station Areas • Planning for Density in New Community Areas • Housing • Agricultural Mapping

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
				<ul style="list-style-type: none"> Natural Heritage Systems Mapping Growth and Infrastructure Alignment
External Stakeholder Engagement	November 2019, December 2019, January 2020, February 2020, May 2020, January 2021	BILD Land Needs Assessment Technical Working Group	In-person and Online Session	<ul style="list-style-type: none"> Regional Planning staff presented key directions of the York Region Forecast and Land Needs Assessment to the BILD Land Needs Assessment Technical Working Group
York Region Council and Committee Engagement				
Council Engagement	October 2019	Council Education Session: Vision 2051	In-person Session	<ul style="list-style-type: none"> Provided an education session to Regional Council regarding Vision 2051
Council Engagement	October 2019, December 2019, February 2020, September 2020, February 2021	Planning Advisory Committee Meetings	In-person and Online Sessions	<ul style="list-style-type: none"> Regional planning staff attended the Planning Advisory Committee meetings on a regular basis, to provide updates on the MCR and related initiatives such as: Current MCR Initiatives and Schedule Updates Implications of the new Provincial Plans and Regional MCR Workplan Growth and Infrastructure Alignment Planning for Population Update on Provincial Initiatives Major Transit Station Areas Endorsement Report Planning for Employment and Employment Conversions Report Housing Challenges and Opportunities Land Budget and Land Needs Assessment Results
Council Engagement	November 2019, January 2020	Agriculture and Agri-Food Advisory	In-person and Online Sessions	<ul style="list-style-type: none"> Regional planning staff attended Agriculture and Agri-Food Advisory Committee

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
	September 2020, December 2020, January 2021, March 2021	Committee Meetings		<p>meetings on a regular basis, to provide updates on the MCR and related initiatives such as:</p> <ul style="list-style-type: none"> • Agriculture and Agri-food Strategy Update • Draft Climate Change Action Plan Update • Current MCR Initiatives Update • Official Plan Agriculture Policy Directions Updates • Regional Official Plan Natural Systems Planning Updates
Council Engagement	March 2020	Council Education Session: Planning for Employment	Online Session	<ul style="list-style-type: none"> • Provided an MCR update and education session to Regional Council regarding planning for employment
Council Engagement	March 2020, January 2021	Council Education Session: Forecast and Land Needs Assessment	Online Sessions	<ul style="list-style-type: none"> • Provided an MCR update and education session to Regional Council regarding the forecast and land needs assessment
Council Engagement	November 2020	Accessibility Advisory Committee	Online Session	<ul style="list-style-type: none"> • Regional planning staff provided an update on the Municipal Comprehensive Review and integrating a diversity and inclusion lens in the updated York Region Official Plan

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
Local Municipal Council				
Council Engagement	April 2021-May 2021	Presentation of Forecast and Land Needs Assessment to Local Municipal Councils	Online Sessions	<ul style="list-style-type: none"> • York Region staff provided presentation to local municipal councils about forecast and land needs assessment based on information presented in the 2051 Proposed Land Needs Assessment Report to Regional Council in March 2021
Other				
External Stakeholder Engagement	October 2019 - January 2020	Employment Conversion Landowner Meetings	In-person Sessions	<ul style="list-style-type: none"> • Over 60+ site-specific landowner meetings held across 9 local municipalities and attended by local municipal staff between July 2019 and January 2020 • Building on previous sessions that were mentioned in the Update on Public Consultations for the Municipal Comprehensive Review Report presented to Regional Council in October 2019 • Provided Regional and local municipal staff with the opportunity to discuss staff's preliminary evaluation of their sites and for landowners to present additional information • Comments were received from residents and business owners, including large employers, who identified issues of concern and expressed views on employment area conversions • Feedback collected was considered by staff when finalizing recommendations for employment conversions

Table 2: May 2021 Onwards Summary of Upcoming Public and External Stakeholder Consultation for Municipal Comprehensive Review (MCR)

Extensive consultation will continue following the release of the draft ROP to adoption. Table 2 summarizes the upcoming public and stakeholder engagement on draft ROP from May 2021 until Q3 2021.

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
General Public Engagement				
Public Engagement	Q2/Q3 2021	Public Information Centre: Housing and Growth Management Engagement	Online Engagement	<ul style="list-style-type: none"> Public information centre will be based on housing and growth management using online engagement such as an open house, and other tactics including surveys or social media Online engagement and consultation on proposed forecast and land needs assessment, coordinated with consultation on Master Plans and with proposed Regional Official Plan policy direction topic areas such as housing and growth management
Public Engagement	Q3 2021	Water and Wastewater Master Plan Open Houses	Online Sessions	<ul style="list-style-type: none"> Regional Planning staff will participate in open houses to coordinate engagement efforts and outline connections to the York Region Official Plan as part of York Region's commitment to integrated and transparent planning Building on previous sessions and open houses mentioned in Table 1 of this attachment, the final open houses for the Water and Wastewater Master Plan are scheduled for Q3 2021 and will present the preferred water servicing strategy and water and wastewater infrastructure solution under consideration

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
Local Municipal and Conservation Authority Engagement				
External Stakeholder Engagement	Q2/Q3 2021	MCR Local Municipal Working Group	Online Sessions	<ul style="list-style-type: none"> Ongoing consultation sessions between York Region, local municipalities, and conservation authorities to inform updates to the future draft York Region Official Plan
External Stakeholder Engagement	Q2/Q3 2021	1:1 Meetings with Local Municipal Staff: Forecast and Land Needs Assessment	Online Sessions	<ul style="list-style-type: none"> Ongoing consultation with local municipal staff to receive feedback on proposed forecast and land needs presented in the 2051 Forecast and Land Needs Assessment Report to Regional Council in March 2021
External Stakeholder Engagement	Q3 2021	1:1 Meetings with Local Municipal Staff and Conservation Authority Staff	Online Sessions	<ul style="list-style-type: none"> Series of ongoing meetings to discuss draft Regional Official Plan direction and detailed outcomes of MCR Local Municipal Working Group meetings
External Stakeholder Engagement	Q3 2021	Local Municipal Major Transit Station Area Consultation	Online Sessions	<ul style="list-style-type: none"> Ongoing consultation with local municipal staff building on previous sessions outlined in Table 1 of this attachment. Discussions about boundary delineations and density targets, with a focus on Jane Street Major Transit Station Areas Feedback will be used to inform proposed Major Transit Station Areas
Building Industry and Land Development Association (BILD) Engagement				
External Stakeholder Engagement	Q2/Q3 2021	BILD Meetings	Online Sessions	<ul style="list-style-type: none"> Proposed 2051 Forecast and Land Needs Assessment Joint Municipal Comprehensive Review, Water and Wastewater Master Plan and Transportation Master Plan

TYPE	TIMEFRAME	ACTIVITY	DELIVERY METHOD	DESCRIPTION
York Region Committee Engagement				
External Stakeholder Engagement	Q2/Q3 2021	Planning Advisory Committee Meetings	Online Sessions	<ul style="list-style-type: none"> Regional planning staff may attend Advisory Committee meetings to provide updates on the MCR and related initiatives
External Stakeholder Engagement	Q2/Q3 2021	Agriculture and Agri-Food Advisory Committee Meetings	Online Sessions	

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

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Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
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Tél.: 416 585-7000



234-2021-2164

April 27, 2021

Wayne Emmerson
Regional Chair
Region of York
17250 Yonge Street
Newmarket ON L3Y 6Z1
wayne.emmerson@york.ca

Dear Regional Chair Emmerson:

As part of Ontario's COVID-19 economic recovery efforts, this past summer changes were made to **A Place to Grow: Growth Plan for the Greater Golden Horseshoe** to help increase housing supply, create more jobs, attract business investments, and better align infrastructure, while protecting the environment and the Greenbelt.

The date by which upper and single-tier municipalities must have their official plans in conformity with the updated policies in **A Place to Grow** is July 1, 2022. This can be achieved through phasing a series of official plan amendments, adopting a new official plan, or through a single official plan amendment.

As you know, **A Place to Grow's** policies require municipalities to designate all land necessary to accommodate the population and employment growth forecasts contained in Schedule 3, which are unique to each upper- and single-tier municipality, or to a higher forecast established by the relevant municipality. **The Region of York must plan to accommodate a population of 2,020,000 and 990,000 jobs by 2051.** Municipalities will use the land needs assessment methodology to determine the quantity of land required to satisfy their forecasted growth targets to the 2051 horizon. I encourage you to work with Ministry of Municipal Affairs and Housing staff as you work towards meeting conformity.

Updated official plans will play a critical role in helping more Ontarians find a home that meets their needs, as well as supporting our economic recovery from COVID-19. For these reasons, there will be *no deadline extensions for any municipalities*. Municipalities and their staff have had significant time and assistance from the Ministry of Municipal Affairs and Housing to ensure there would be no delays in conformity.

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The *Places to Grow Act, 2005*, provides significant powers for the Minister of Municipal Affairs and Housing to intervene in municipal official plans in the event of non-conformity with **A Place to Grow** policies. This includes failing to plan for all forecasted growth to the required horizon, by the conformity deadline of July 1, 2022. The Ministry continues to be available to assist you and your staff so that official plans or official plan amendments will be submitted within the required timeframe.

Thank you for your ongoing commitment to your community, and for your collaboration and engagement in support of effective growth management in the Greater Golden Horseshoe. Once again, I encourage you to work with my Ministry staff at the various stages as you work towards meeting conformity. Please contact Assistant Deputy Minister for the Ontario Growth Secretariat, Sandra Bickford, at Sandra.Bickford@ontario.ca, if you have any further questions or concerns regarding **A Place to Grow** or the policies within it.

Sincerely,



Steve Clark
Minister

- c. Bruce Macgregor, Chief Administrative Officer
Paul Freeman, Chief Planner, Planning and Economic Development

**Ministry of
Municipal Affairs
and Housing**

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234-2021-2164

27 avril 2021

Wayne Emmerson
Président du conseil régional
Région de York
17250 Yonge Street
Newmarket ON L3Y 6Z1
wayne.emmerson@york.ca

Monsieur Emmerson,

Dans le cadre des efforts de relance économique face à la COVID-19, l'Ontario a apporté des modifications au **Plan de croissance de la région élargie du Golden Horseshoe : En plein essor** l'été dernier dans le but d'accroître l'offre de logements, de créer plus d'emplois, d'attirer des investissements et de mieux harmoniser les infrastructures tout en protégeant l'environnement et la ceinture de verdure.

Les municipalités de palier supérieur et à palier unique ont jusqu'au 1^{er} juillet 2022 pour assurer la conformité de leurs plans officiels aux politiques mises à jour énoncées dans le document **En Plein Essor**. Pour ce faire, elles peuvent apporter une seule modification à leur plan officiel ou une série de modifications qui seront mises en œuvre graduellement, ou encore adopter un nouveau plan.

Comme vous le savez, selon les politiques énoncées dans le document **En plein essor**, les municipalités doivent désigner tous les territoires nécessaires pour faire face aux prévisions de croissance démographique et économique indiquées à l'annexe 3, lesquelles sont propres à chaque municipalité de palier supérieur ou à palier unique, ou aux prévisions supérieures établies par la municipalité visée. **La région de York doit établir ses plans de façon à pouvoir accueillir au moins 2 020 000 habitants et 990 000 emplois d'ici 2051.** Les municipalités auront recours à la méthode d'évaluation des besoins en terrains pour déterminer la quantité de terres dont elles auront besoin pour répondre aux cibles de croissance prévues d'ici l'horizon 2051. Je vous encourage à collaborer avec le personnel du ministère des Affaires municipales et du Logement dans vos démarches pour vous conformer aux nouvelles exigences.

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La mise à jour des plans officiels est une étape essentielle pour aider un plus grand nombre d'Ontariennes et d'Ontariens à trouver un logement qui répond à leurs besoins tout en soutenant nos efforts de relance économique à la suite de la COVID-19. Pour ces raisons, il n'y aura *aucun report des délais fixés pour les municipalités*. Les municipalités et leur personnel ont eu suffisamment de temps et d'aide de la part du ministère pour se conformer aux nouvelles mesures dans les délais impartis.

La *Loi de 2005 sur les zones de croissance* confère au ministre des Affaires municipales et du Logement l'autorité nécessaire pour intervenir dans les plans officiels des municipalités en cas de non-conformité aux politiques énoncées dans le document **En plein Essor**. Ceci inclut le défaut de planifier, d'ici la date butoir du 1^{er} juillet 2022, en fonction de la croissance prévue jusqu'à l'horizon établi. Vous-même et votre personnel pouvez continuer à compter sur l'appui du ministère afin d'être en mesure de présenter vos plans officiels ou des modifications à ces derniers dans les délais requis.

Merci de votre soutien indéfectible envers votre collectivité et de votre engagement et collaboration envers une gestion de la croissance efficace dans la région élargie du Golden Horseshoe. Encore une fois, je vous encourage à faire appel au personnel du ministère aux diverses étapes du processus menant à la conformité. N'hésitez pas à communiquer avec Sandra Bickford, sous-ministre adjointe du Secrétariat des initiatives de croissance de l'Ontario, à Sandra.Bickford@ontario.ca pour toute question ou préoccupation concernant le document **En plein essor** ou les politiques afférentes.

Recevez mes plus sincères salutations.

Le ministre,



Steve Clark

- c. Bruce Macgregor, Directeur général
Paul Freeman, Urbaniste en chef, Aménagement du territoire et développement économique

On June 24, 2021 Regional Council adopted the following resolution:

WHEREAS plastic pollution is recognized by the Government of Canada, as well as governments and scientists around the world, as damaging to the environment; and,

WHEREAS until recently Canada lacked a comprehensive and coordinated approach to addressing the growing problem of plastic pollution; and now priority should shift to implementation of the strategy; and,

WHEREAS the plastic system is expected to double the amount of plastic pollution on the planet by 2030;

WHEREAS some 40 per cent of plastic production generates “single-use” items that are used once and thrown away, which runs counter to the principles of a circular economy; and,

WHEREAS the majority of plastics produced are not currently suitable for reuse or recycling and some 8,000 tons of Canadian plastic waste end up in landfills, incinerators or the natural environment every day; and,

WHEREAS municipalities are in the position of managing the end of life of products that are not adequately managed by the producers that put them on the market; and,

WHEREAS investing in the circular economy creates jobs;

THEREFORE BE IT RESOLVED that York Region Council:

1. Endorse the integrated management plan for plastics proposed by the federal government, which includes:
 - a. Banning Federally six single-use items:
checkout bags, stir sticks, six-pack rings,
cutlery, certain takeout containers and straws;
 - b. Establishing a minimum requirement for
recycled plastic content in new plastic products;
2. Ask the federal government to implement this important management plan as soon as possible and, in any case, no later than the end of the year;

3. Further urge the government to collaborate with provincial governments to establish a consistent framework for the adoption of Extended Producer Responsibility regulation across the country to ensure producers are responsible for the full lifecycle of the products they put on the market in Canada including establishing national targets and a public reporting registry for plastics producers to track progress towards targets;
4. Further urge the federal government to review the use of biodegradable plastic, which breaks down into polluting microplastics;
5. Further urge the federal government to invest in research to develop a compostable food packaging standard that aligns with current processing technology; and,
6. Finally, urge the federal government to work with provincial and municipal governments as well as businesses to promote and invest in innovative reuse systems to replace single-use plastic products.

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**

On June 24, 2021 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, the local municipalities, Toronto Global and ventureLAB.

The original staff report is attached for your information.

Please contact Jonathan Wheatle, Director of Economic Strategy at 1-877-464-9675 ext. 71503 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
Planning and Economic Development
June 10, 2021

Report of the Commissioner of Corporate Services and Chief Planner

York Region 2021 Economic Development Update

1. Recommendation

The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, the local municipalities, Toronto Global and ventureLAB.

2. Summary

This report provides an update on the economic development activities in the Region and highlights programs specific to COVID-19 recovery.

Key Points:

- Core economic development and business advisory services continue to be delivered
- COVID-19 has had a significant adverse impact on York Region's economy
- Small businesses in accommodation and food services; arts, entertainment and recreation; personal services; retail; and information and cultural services have been hardest hit
- Assistance to businesses for COVID-19 recovery is being delivered through the York Region Business Recovery Support Partnership
- The size and diversity of the business community in the Region provides a strong base for continued recovery

3. Background

Business support, job growth and talent attraction are priorities for York Region's economic vitality

Business and job growth are fundamental to the Region's 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 that those living in York Region can work where they live. This is a goal reflected in strategic guiding documents of Council, including Vision 2051, the York Region Official Plan and the Strategic Plan.

The Council approved 2020-2023 Economic Development Action Plan guides economic development activities of the Region. It outlines three primary pillars of program development: business, innovation and talent which supports the Region's economy. It aims to continue to create an environment that promotes innovation and growth.

Delivery of business advisory services and economic development initiatives have continued throughout the pandemic

York Region Economic Strategy remains engaged with the local business community providing a range of advisory services and initiatives delivered in collaboration with local municipalities and other service delivery partners. Advisory services to established companies augment and extend the reach of local-municipal corporate call programs.

The York Small Business Enterprise Centre (YSBEC) serves the small business community in the Region's northern six municipalities – Aurora, East Gwillimbury, Georgina, King, Newmarket, and Whitchurch-Stouffville with advisory services and resources. In partnership with the Ministry of Economic Development, Job Creation and Trade, and in collaboration with the small business centres located in Markham, Vaughan and Richmond Hill, the YSBEC delivers small business support services and targeted entrepreneurship programs, including Starter Company Plus and Summer Company.

Other deliverables are enabled by relationships with organizations including Toronto Global for Foreign Direct Investment attraction as well as ventureLAB, the Workforce Planning Board, York University and Seneca College for innovation and talent support collaborations. An update on activities with the York Region Arts Council and on ventureLAB was received by Council in [March 2021](#) and [April 2021](#) respectively.

Implementation of the Region's [Agriculture and Agri-Food Strategy](#), endorsed by Council in [October 2017](#), is on track. With the support of the [Agriculture and Agri-Food Advisory Committee](#) nearly 90% of the actions are underway, planned or completed. These include showcasing agricultural innovators/champions in the Region, implementing a local food education campaign, supporting an agri-food asset mapping project, and launching the first ever York Region Food & Beverage Food Accelerator Program. Details are contained within the 2020 Agriculture and Agri-food Strategy Update report also on this Council agenda.

York Region established the Business Recovery Support Partnership to support businesses during the COVID-19 pandemic

The COVID-19 pandemic had a significant impact on the global, Canadian, Provincial and York Region economy. More than ever, this highlighted the need for partnerships in delivery of the Region's Economic Development Action Plan. On [April 30, 2020](#) York Region launched the Business Recovery Support Partnership (BRSP) focused on pandemic related support for the business community.

Members of the Partnership include:

- York Region's Economic Strategy Division
- Nine local municipal economic development teams

- Nine Chambers of Commerce/Boards of Trade
- York Region Business Coalition
- Workforce Planning Board of York Region
- ventureLAB
- Seneca College
- York University

The BRSP has four subgroups of focus:

- Agri-food
- Business advisory
- Crisis response supply chain
- Tourism arts and culture

Together the partners collaborated on activities that were complementary to the [federal](#) and [provincial](#) responses to the pandemic. Outcomes from the work done through the partnership were shared in the [January 2021](#) Council memo.

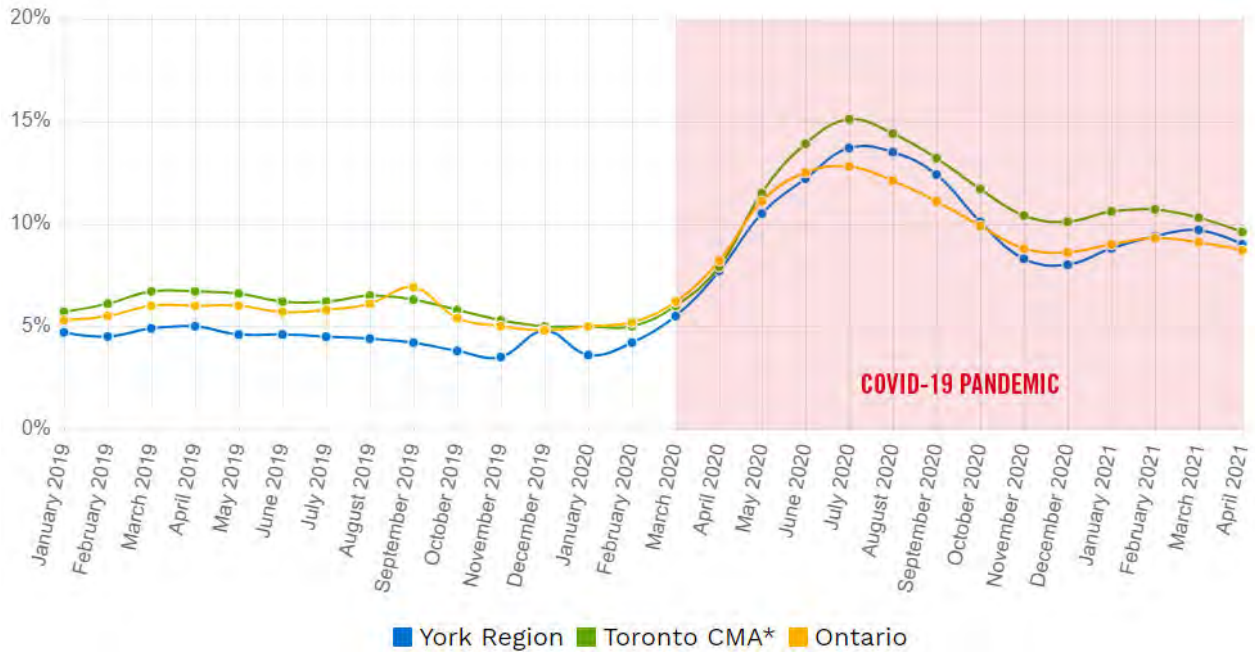
In 2021, this ongoing partnership continues to be important for providing targeted business support as businesses look to survive during and thrive after COVID-19.

4. Analysis

The COVID-19 pandemic continues to have significant impact on the economy in York Region

The economic crisis and closures resulting from the COVID-19 pandemic led to unusually high unemployment rates in York Region, reaching a peak of 13.7% by July 2020 compared to an average of about 4.5% in 2019 pre-pandemic. While the Region's unemployment rate decreased to 8% by December 2020 it climbed again to 9.7% in March 2021 due to a new round of closures and lockdowns, decreasing slightly to 9% in April.

Chart 1
Unemployment Rates (%) | January 2019 - April 2021*



* Source: Statistics Canada, Labour Force Characteristics, 3-month moving average, unadjusted for seasonality, April 2021

** CMA - Census Metropolitan Area

As the COVID-19 pandemic continues into 2021, the business community across the Greater Toronto Area, including in York Region, remains deeply impacted. Shrinking output and employment in industries deemed non-essential during peak waves of the pandemic, or still affected by physical distancing, continue to weigh on York Region's economy.

While all sectors have been impacted by the pandemic, small businesses have been the hardest hit

Business surveys and statistics from multiple sources including Statistics Canada, Canadian Federation of Independent Businesses, Conference Board of Canada, Ontario Chamber of Commerce and the Workforce Planning Board of York Region, point to small businesses being hardest hit. This was most evident in the accommodation and food services; arts, entertainment and recreation; personal services; retail and; information and cultural services sectors.

In York Region small businesses with 1-19 employees make up the majority (89%) of the business community or more than 48,000 businesses. Hardest hit sectors make up 25% of these businesses.

According to Statistics Canada, 43% of workers in the Toronto Census Metropolitan Area (which includes York Region) were still working from home as of March 2021. The employment change in key knowledge-based sectors that were able to shift to work from home such as professional, scientific and technical services or finance and insurance has

been less pronounced and, in some cases, positive. A notable impact on these sectors is related to the commercial office real estate market. While York Region has yet to see a substantial increase in office vacancy rates, market uncertainty remains as office tenants are starting to make decisions on post-pandemic space needs and models.

In the case of other services sectors such as retail, warehousing and distribution and real estate rental and leasing, the impact of the pandemic has been uneven with some sub-sectors seeing increased activity due to a shift in consumer needs or preferences. In the manufacturing sector, while a complete economic and trade shutdown early in the pandemic had a significant impact on employment levels in the first half of 2020, Statistics Canada data suggests that manufacturing employment across Ontario has since rebounded.

Targeted advisory projects and initiatives facilitate business community recovery

Targeted support initiatives were important in 2020 and are again being undertaken in 2021 aimed at facilitating COVID-19 recovery in highly impacted sectors. These activities will complement [federal](#) and [provincial](#) programs.

A key project is a partnership with Canada's national supply chain industry association (Supply Chain Canada). This is a project to identify the pandemic's impact on the supply chain of local manufacturing businesses, learn how they responded, assess the state of readiness and uncover plans to address future disruptions.

Between January and March 2021 a short-form study of interviews and surveys was undertaken with about 30 manufacturers in York Region in the automotive, food & beverage, life sciences, building materials and electronics/ electrical sectors. It resulted in a "Building Supply Chain Resilience" white paper with recommendations for manufacturers and governments for managing manufacturing supply chain risks and business continuity in the face of future external economic shocks. The study has been made publicly available on the www.YorkLink.ca website.

In [June 2020](#) Council approved \$500,000 in support for small businesses leveraging the Innovation Investment Fund. This project is on track with \$480,000 already disbursed to the Small Business Centres for business support and to Whitchurch-Stouffville for a Community Improvement Plan (CIP). In addition to this, in January 2021 the York Small Business Enterprise Centre (YSBEC) launched the Northern York Region Professional Services Access program. This provides specialized advisory services with experts from a variety of business services including legal, sales, marketing and accounting.

Other activities will be developed based on feedback and input from members of the BRSP.

Economic research and analysis activities will continue to prioritize COVID-19 economic impact and recovery data

The Economic Strategy division routinely undertakes economic and business research and analysis to inform and guide business advisory services, business investment and attraction marketing, partner support and economic development strategic planning. Staff also provide

on-demand support to local municipal economic development offices with regional business data needs as well as to external economic development stakeholders.

Research initiatives include tracking information on third-party COVID-19 economic impact surveys and studies and monthly reporting of York Region's Labour Force Survey indicators via the [economic development Newsletter](#). The team also conducted a study of the impact of COVID-19 on York Region's commercial office and industrial real estate market. The study revealed that while some employers may be shifting to work-from-home on a long term basis, office market in York Region has yet to see a substantial increase in vacancy rates and fared relatively better than other GTA jurisdictions. The full impact of the pandemic on the local office market, however, may take years to play out. On the industrial side, York Region's real estate market continued to show strength in 2020, driven by increased demand for warehousing and distribution space as a result of COVID-19 impact on e-commerce and logistics.

Regional economic development marketing and communications through York Link supports economic recovery and business growth

York Region's 2020-2023 Economic Development Action Plan calls for expanding the [York Link](#) marketing platform to communicate with the local business community and continuously promote York Region as a leading destination for business, innovation, and talent. The York Link marketing platform was originally focused on promoting York Region as a destination of choice for knowledge-based employers in and around the Region's centres and corridors. Since January 2021, York Link was expanded to be the primary information source for York Region's Economic Strategy division. It promotes the Region as the place "Where Talent and Opportunity Intersect" and includes the [Innovation Portal](#), York Small Business Enterprise Centre and Agriculture & Agri-Food sector webpages.

York Link continues to provide awareness during the COVID-19 pandemic. It is a recognized brand within the business and economic development community across the GTA with over 25,000 followers across four social media channels, 2 million content views annually and 15,000 e-newsletter subscribers. Together with York.ca, communication through the York Link website, social media channels and the newsletter provide the business community with key information during COVID-19 to help find support.

Targeted promotional initiatives support strategic industry sectors in York Region

Marketing and promotion of the local technology sector remains a priority considering York Region's position as home to the second largest cluster of Information and Communications Technology companies in the Greater Toronto Area, Ontario and Canada. In April 2021, York Region participated in the 'Collision From Home' virtual technology conference through a [Masterclass](#) activation. York Region's 30-minute production featured subject matter experts from across the Region highlighting the advantages of the Greater Toronto Area and York Region, the local start-up support ecosystem, and corporate considerations for setting up a local business.

Support for innovation and talent attraction continues to be a priority for continued economic growth in York Region

York Region recognizes the importance of innovation in ensuring economic prosperity. This is exemplified by Council supporting the expansion of the York University campus in Markham and ongoing funding of ventureLAB.

In 2019, the York Region Innovation Investment Reserve Fund was established 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. An initial investment of \$1,000,000 was approved by Council for 2019 and 2020.

York Region is actively engaged with delivery of the [York Region Food and Beverage Accelerator](#) program at [YSpace](#) – York University’s entrepreneurship hub, and the [Seneca HELIX](#) on campus incubator. Since 2019, ventureLAB has been engaged as the delivery partner for the [York Region Entrepreneurship and Innovation Fund](#), which drives innovation and entrepreneurship throughout the Region by supporting high potential initiatives from early stage start-ups, accelerators, incubators and community partners. Outcomes from the partnership with ventureLAB are included in the [April 2021 Council report](#). The report highlighted Tech Undivided and the Hardware Catalyst Initiative as significant programs receiving Federal support and delivering impact in the community.

York Region also developed an [Innovation Portal](#) that serves as an online hub for York Region’s innovation and start-up network. The Portal includes start-up resources, events, stories on business leaders and additional exciting news from the innovation network in York Region. The Portal includes a job board delivered in collaboration with the Workforce Planning Board of York Region. The Region is the designated referral partner for the Federal government’s Global Skills Program and will continue to assist local companies attract highly skilled international talent.

5. Financial

All costs associated with program delivery are included in the approved 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

Local municipalities are key delivery partners of the Region’s Economic Strategy program. The goals and actions developed in the 2020-2023 Economic Development Action Plan are

designed to complement local strategies, initiatives, and messaging. Several local municipalities have updated economic development plans.

The Region and local economic development offices meet multiple times per year and work together on program development, delivery of events and joint client servicing when appropriate.

7. Conclusion

While the COVID-19 pandemic is having a negative impact on the Canadian, Ontario and York Region economies, the Region continues to be an attractive place for residents and businesses to locate and invest. The Region, in partnership with local municipalities and other economic delivery partners will continue to deliver core business supportive programs.

During COVID-19, the BRSP will continue to be a vehicle for developing programs and sharing activities to benefit businesses across the Region.

For more information on this report, please contact Jonathan Wheatle, Director of 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

May 28, 2021
12849435

Corporate Services

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

June 29, 2021

Via Email: scott@baseballhalloffame.ca

Scott Crawford, Director of Operation
Canadian Baseball Hall of Fame & Museum
PO Box 1838, 386 Church St. S.
St. Marys, ON N4X 1C2

**Re: Support for the Induction of the Coloured All-Stars into the
Canadian Baseball Hall of Fame**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on June 14, 2021 passed the following resolution:

“Whereas The Chatham Coloured All-Stars first formed in 1932, with majority of the players being from North Buxton, Chatham and Windsor areas;

And Whereas they began competing in the Chatham City League in 1932;

And Whereas they broke colour barriers being the first black team to win a major championship competing for and winning the Ontario Baseball Amateur Association’s Intermediate B Championship on October 24, 1934;

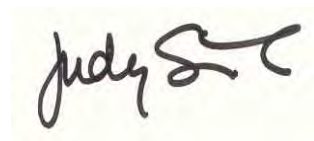
And Whereas the team was honoured by both the Chatham Sports Hall of Fame and the Ontario Baseball Hall of Fame;

And Whereas in 2001 and 2002, the Toronto Blue Jays wore replica Chatham Coloured All-Stars uniforms in honour of the team when Major League Baseball honoured the Negro Leagues.

Be it therefore resolved that the Municipality of Chatham-Kent endorse this resolution to support the induction of the Coloured All-Stars into the Canadian Baseball Hall of Fame”.

If you have any questions or comments, please contact Judy Smith at ckclerk@chatham-kent.ca

Sincerely,



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

Newmarket Council
Via Clerks, clerks@newmarket.ca

Rescue Lake Simcoe Charitable Foundation
120 Primeau Dr.
Aurora, ON
L4G 6Z4



Regarding the Bradford Bypass and letter from Barrie

Dear Mayor Taylor and Newmarket Council,

July 5, 2021

It is our understanding that all Lake Simcoe municipalities have received a letter from the City of Barrie that reflects that Council's position on the Bradford Bypass. We urged Barrie Councillors to pass such a motion as Barrie Council has a clear understanding of the importance of the health of Lake Simcoe for the viability of their waterfront area, among other things. Though Innisfil Council could not come to an agreement about a motion, were stalemated and did not pass a resolution, we were pleased that Innisfil Council did not "strongly support" the Bradford Bypass. We appreciate these Council actions.

Now that all Lake Simcoe area municipalities have received correspondence on this item from Barrie, we would like to support other Councils in passing similar motions to signal to the province that their Bradford Bypass EA proposal is inadequate to protect the health of Lake Simcoe and our delicate climate.

Indeed, the Ontario Society of Professional Engineers (OSPE) wants the provincial government to examine alternatives, like public transit. OPSE CEO, Sandro Perruzza, acknowledged "the project could create jobs for engineers, but said the profession also has a duty to protect the public and the environment. Before the project should proceed, an updated environment assessment (should) be done by qualified professional engineers."¹

Ontario's Auditor General also has reservations about the province's Environmental Assessment system. In a letter to 413 activist Jennie Leforestier, the Auditor General says

¹ <https://www.nationalobserver.com/2021/06/10/news/ontario-engineers-raise-red-flags-about-bradford-bypass>

that 81% of her office's recommended actions for the EA process following an audit of the program in 2016 are still outstanding.²

It will be increasingly difficult to maintain clean water with the impacts of climate change and invasive species. So we all have to work harder, and be far more careful with what we have today. To that end, the Lake Simcoe Protection Plan (LSPP) was supported unanimously by MPPs at Queen's Park in 2008 because people of all political stripes want clean water. The LSPP lays out a path to recovery, but the lake's recovery will be undermined by the Bradford Bypass and uncoordinated urban / suburban growth.

The Lake Simcoe Protection Plan objectives undermined by the Bradford Bypass:

- Achieve protection of wetlands
- Achieve a greater proportion of natural vegetative cover in the watershed
- Restore natural areas or features
- Achieve increased ecological health based on the status of indicator species and maintenance of natural biodiversity

We do not think it is appropriate or responsible for a government to fast-track an ancient highway plan that makes a mockery of the effort to save Lake Simcoe in an astounding number of ways. There is no evidence that the objectives of the Lake Simcoe Protection Plan can be achieved with the Bradford Bypass in place.

A recent letter from Environment Minister Jeff Yurek to our organizations claims that "a previous EA process has been completed and the effects are well understood". We disagree with this statement. I quote from the letter written by our lawyer Laura Bowman, at Ecojustice, to Federal Minister Wilkinson in March of 2021:

The EA for this project was completed 23 years ago. It concluded that the project would cause adverse effects to fish habitat including severe stormwater and groundwater impacts. The environmental assessment did not evaluate the impacts on species at risk, migratory birds or climate change. This study has not been updated.

² Letter from Auditor General Bonnie Lysyk, dated May 18, 2021, to Jennie Leforestier regarding EAs and provincial highway plans: *"In 2016, my Office published a value-for-money audit report on the province's environmental assessment process. The report included 12 recommendations, consisting of 21 actions, to address our audit findings. Recommendations in this report were intended to help achieve the objectives of the Environmental Assessment Act, which was designed to ensure the protection, conservation and wise use of the environment prior to proceeding with activities that could harm the environment. As part of our normal process, we conduct a follow-up audit after two years to determine the status of implementation of recommendations. We continue to follow-up on recommendations every year after the standard two-year follow-up until every recommendation is either fully implemented or no longer applicable. As of March 31, 2020, 17 of the 21 recommended actions, or 81%, were still outstanding. We will continue to follow-up on these recommendations and publicly report the implementation rates as part of our Annual Report."*

It did not consider cumulative effects, climate change, or detail the impacts on natural heritage, migratory birds, fisheries, First Nations or discuss air pollution. The 1997 EA was approved by the Ontario Minister of the Environment under the Ontario Environmental Assessment Act in 2002. The 2002 Notice of Approval conditions required upgraded studies on archaeological resources, stormwater management, groundwater protection plan, noise, and compliance monitoring. Pursuant to the Ontario Environmental Assessment Act the EA required 5-year updates through the streamlined, self-approved, class assessment process. However, the plans for the highway were put on hold in the mid-2000s. As a result, no 5-year updates were completed.

On July 8, 2020 the Ontario Government proposed to exempt the Bradford Bypass from completion of any environmental assessment updates, and to exempt the project from all existing conditions of approval including those mentioned above for stormwater management and groundwater protection. The project is proposed to be exempted from further environmental assessment studies before construction begins on early works, such as bridges and water crossings.

The 1997 EA also rejected, without any scientific basis, mitigation measures and impact studies recommended by experts such as the Lake Simcoe and Region Conservation Authority and the Ministry of Natural Resources for addressing loss of forest cover and wetlands and impacts from stormwater.³

To be perfectly clear, on the Environmental Registry of Ontario, the Province is still considering an exemption to the EA Act for the Bradford Bypass⁴ which would mean they would not do many of the activities listed on their project website.⁵

There are currently no mitigation measures for Bradford Bypass that have been demonstrated to protect and restore the health of Lake Simcoe. Take salt, for instance. Lake Simcoe is on a trajectory to reach the chronic guideline level of 120 mg/L in 38 years. It has recently come to light that the building of highway 404 has increased salt pollution in the Maskinonge River⁶. Before the 404, 12% of samples of river water quality tests exceeded the provincial acceptable chloride levels; post 404 74% of samples exceeded the acceptable chloride level. We believe there are little to no remediation techniques for this impact of highways. Building the Bradford Bypass as proposed would contribute to this problem in

³ Letter to Minister Wildonson, February 2021 https://rescuelakesimcoe.org/wp-content/uploads/2021/02/20210203_Bradford_Bypass_EA_request.pdf

⁴ <https://ero.ontario.ca/notice/019-1883>: Proposal to exempt various Ministry of Transportation projects from the requirements of the Environmental Assessment Act.

⁵ <https://www.bradfordbypass.ca/ea-process/> MTO project site.

⁶ Presentation to Friends of the Maskinonge by LSRCA staff, on Zoom, June 2, 2021.

other sub-watersheds such as the East and West Holland River, as well as in the Maskinonge watershed.

As made clear by the statements above, the impacts to Lake Simcoe are not well studied or clear. If the province intends to fast track this highway project, then most of the communications driven by Minister Mulroney, and the MTO project team are disingenuous. It is vitally important for municipal governments to demand that the province come clean about which studies will be done, when, and what can and cannot be changed based on those studies. We submit that it is entirely irresponsible to build bridge supports before environmental impact studies have been completed, before impacts to Lake Simcoe are known, understood, or are going to be mitigated. For us this fight is far from over.

We request a new full provincial individual EA, a complete update to the 1997 EA, including an examination of alternatives to a highway, and examination of need. We also would like a transparent review by the Federal government of endangered species and fisheries impacts.

Finally, the ultimate irony. In the recent introduction of Bill 306,⁷ *York Region Wastewater Act*, Minister Yurek was quoted saying to Queen's Park Today, "Protecting Ontario's water resources, now and in the future, is a top priority for our government — but any changes to that system need to be based on the most current and accurate information. That is why the province is proposing legislation that would put a hold on the current application from York Region to expand its sewage servicing capacity using infrastructure going to Lake Simcoe and establishing an Expert Advisory Panel to provide us with recommendations on a path forward." This standard should apply equally to a wastewater treatment plant and a highway. We would appreciate it if this attitude were also apparent and applied to development planning.

Lake Simcoe is seriously stressed by growth, sewage, inadequate natural heritage protection, salt, invasive species, and climate change. The solutions to these problems are cross-jurisdictional and require new ways of making decisions that affect multiple Ministries and municipalities. We have asked the province repeatedly to bring together the Lake Simcoe watershed municipalities and First Nations to discuss in a transparent way, how we can save Lake Simcoe together, while sharing the benefits that a healthy Lake and watershed bring to our area municipalities. We hope you will do the same.

We are asking your council to support Barrie's motion in your municipality and notify MTO and MOECP that you would like the impacts to Lake Simcoe fully studied before any early works or construction can begin.

⁷ <https://www.ola.org/en/legislative-business/bills/parliament-42/session-1/bill-306>

Sincerely,

Claire Malcolmson

Executive Director, Rescue Lake Simcoe Coalition

www.rescuelakesimcoe.org

Margaret Prophet

Executive Director, Simcoe County Greenbelt Coalition

<https://simcoecountygreenbelt.ca/>



July 6, 2021

Honorable Doug Ford
Premier of Ontario

Sent via email to: premier@ontario.ca

Honorable Stephen Lecce
Minister of Education

Sent via email to: minister.edu@ontario.ca

Honorable Caroline Mulroney
Minister of Transport

Sent via email to: minister.mto@ontario.ca

Re: Williams Point Road and Beacock Road School Bus Turnarounds

Please be advised that at the last regular meeting of the Council of the Township of Scugog held June 28 2021, the above captioned matter was discussed and the following resolution was passed:

“That Report PWIS-2021-022, Williams Point Road and Beacock Road School Bus Turnarounds, be received;

That Council request the Durham Student Transportation Services to consider the previous motion of Council of April 26, 2021, and request that the policies to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on Township of Scugog roads; and

That Council request the Province of Ontario to consider the previous motion of Council and request that the policies to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on municipal roads; and

THAT a copy of this motion and the staff report be forwarded to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham Student Transportation Services, Durham District School Board, Durham MPP Lindsey Park, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, Durham Region, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).”

Should you require anything further regarding this matter, please do not hesitate to contact Carol Coleman, Director of Public Works and Infrastructure at 905-985-7346 ext. 149.

Yours truly,



Becky Jamieson
Director of Corporate Services/Municipal Clerk

Attachments

cc: Carol Coleman, Director of Public Works and Infrastructure
Durham Student Transportation Services kelly.mechoulan@dsts.on.ca
kimberley.briggs@dsts.on.ca

Durham District School Board, Norah Marsh, Director of Education
norah.marsh@ddsb.ca

Carolyn Morton, School Trustee carolyn.morton@ddsb.ca
Durham MPP Lindsey Park lindsey.park@pc.ola.org

Haliburton-Kawartha Lakes-Brock MPP Laurie Scott laurie.scott@pc.ola.org

All Durham MPP's -
Rod Phillips, MPP Ajax Rod.phillips@pc.ola.org
Lorne Coe, MPP Whitby Lorne.coe@pc.ola.org
Jennifer French, MPP Oshawa Jfrench-QP@ndp.on.ca
Lindsey Park, MPP, Durham Lindsey.park@pc.ola.org
Peter Bethlenfalvy, MPP Pickering-Uxbridge Peter.bethlenfalvy@pc.ola.org

Ralph Walton, Regional Clerk, Durham Region clerks@durham.ca
All Ontario Municipalities
Rural Ontario Municipal Association (ROMA) roma@roma.on.ca
Ontario Good Roads Association (OGRA) info@ogra.org
Association of Municipalities of Ontario (AMO) amo@amo.on.ca



April 28, 2021

Minister Stephen Lecce
 Minister of Education
 Sent via email to: minister.edu@ontario.ca

Re: Bus Stops on Dead End Roads

Dear Minister:

At the last regular Council meeting of the Township of Scugog held April 26, 2021, the above captioned matter was discussed and I wish to advise that the following resolution was passed:

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

Whereas Dead-End Road kids (cul-de-sacs, private roads) busing being moved from long-time residential to highspeed (some 80km) common stop pickups; percentage of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point-turns, or back up; kids expected to walk 1-2km twice daily (caregivers 4x) in morning dark, on narrow road shoulders, with no "bus stop ahead" warning signage;

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

Whereas Parents being told busing policy is schoolboard's, but they say it's STS's, who say it's Governance Committee or Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer policy"; and trustee, governance say cannot change policies, so parents appealing to police, press, & councils re dangers then; oncoming car killed 12-yr-old Cormac and injured sister while waiting at newly relocated bus stop at the base of a hill;

Whereas STS have advised road improvements are responsibility of municipalities, yet municipalities don't own needed land, nor have \$ millions to create 77m bus turnarounds, meanwhile;

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

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

THAT exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

THAT exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

THAT "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stop to main roadway;

THAT STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

THAT Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

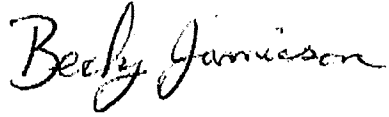
THAT Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

THAT Province have GPS tracking software to notify parents when children picked up/dropped off, and

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

Should you require any further information in regard to this matter, please do not hesitate to contact Carol Coleman, Director of Public Works and Infrastructure Services at 905-985-7346 ext.149.

Yours truly,



Becky Jamieson
Director of Corporate Services/Municipal Clerk

Attachments

cc: Carol Coleman, Director of Public Works and Infrastructure Services
Premier of Ontario, Honourable Doug Ford premier@ontario.ca
Honorable Caroline Mulroney, Minister of Transport minister.mto@ontario.ca
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Haliburton-Kawartha Lakes-Brock MPP Laurie Scott laurie.scott@pc.ola.org
All Durham MPP's -
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All Ontario Municipalities
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Ontario Good Roads Association (OGRA) info@ogra.org
Association of Municipalities of Ontario (AMO) amo@amo.on.ca



Township of Scugog Staff Report

To request an alternative accessible format, please contact the Clerks Department at 905-985-7346.

Report Number: PWIS-2021-022

Prepared by: Carol Coleman, Director of Public Works and Infrastructure

Department: Public Works and Infrastructure Services

Report To: Council

Date: June 28, 2021

Reference: Strategic Plan Direction#1: Roads & Municipal Infrastructure
Strategic Plan Direction#7: Complete Community
Motion CR-2021-086 Re: Dead-End Road Kids – April 26, 2021

Report Title: **Williams Point Road and Beacock Road School Bus Turnarounds**

Recommendations:

1. **That** Report PWIS-2021-022, Williams Point Road and Beacock Road School Bus Turnarounds, be received;
 2. **That** funding not to exceed \$150,000 for the construction of turnarounds on Williams Point Road and Beacock Road to accommodate school buses, be provided through the Municipal Projects Reserve;
 3. **That** the Mayor and Clerk be authorized to enter into Permission to Enter agreements on Beacock Road and Williams Point Road at the location of the turnarounds; and
 4. **That** Council and staff continue to work with Province of Ontario and the local school boards to change their policies to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on Township of Scugog roads.
-

1. Background:

In June 2020, Durham Student Transportation Services (DSTS) notified the Township of Scugog that due to changes to their policy school buses would no longer service the following roads:

Road	New Bus Stop Location
Whitfield Road 230 m west of Honeys Beach Road	Indian Way and Whitfield Road
Williams Point Road/ Jack Rabbit Run (Caesarea)	Regional Road 57 and Williams Point Road
Beacock Road	Regional Road 57 and Beacock Road

The changes were the result of Section 7.2 of the DSTS Policy that states:

“Generally, school bus stops will not be located in areas such as cul-de-sacs or dead end streets. DSTS does not enter private property and roads, such as long rural driveways, gated communities and townhouse/apartment complexes.

DSTS reserves the right to determine if the roadway is suitable for travel, given road conditions and necessary space requirements factoring in turning radius of large school vehicles.”

Township staff and an adjacent property owner were successful in providing a solution to allow for ongoing use of the existing bus stop on Whitfield Road located 230 m west of Honeys Beach Road. There is currently a small loop on private property where school buses are able to safely turnaround. To meet the requirements of DSTS, a Permission to Enter Agreement was signed between the Township and the property owner in August 2020 for use of this turning loop.

However, on both Williams Point Road/ Jack Rabbit Run and Beacock Road, DSTS requires the construction of new turnarounds before they will return school buses to these roads.

2. Discussion:

2.1 Issues on Williams Point Road and Beacock Road

Williams Point Road/ Jack Rabbit Run runs northeast off of Regional Road 57 and is approximately 2.2 km in length. According to DSTS, 29 students on this road are eligible for school transportation. These students attend Port Perry High School, R.H. Cornish Public School and Cartwright Central Public School.

Beacock Road runs west off of Regional Road 57 and is approximately 2 km in length. There are 3 students eligible for school busing on this road that attend Port Perry High School and Cartwright Central Public School .

After receiving letters from DSTS about the changes to the bus routes, many parents on both these roads were upset and requested review of the transportation arrangements in accordance with Section 7.0 of the DSTS policy. The requests were reviewed by the DSTS Governance Committee in a meeting held on October 28, 2020 and changes to the decision were denied.

Many of the parents have expressed concerns about the school bus changes, including:

- The change in policy although bus stops have been in operation for 25+ years;
- The distance that some children will have to walk to the bus stop exceeds the maximum distance of 800 m in the DSTS Policy;
- The safety of children walking these distances on narrow roads that have no sidewalks or streetlights;
- The likelihood of congestion as the result of parents driving their children to the new bus stops, especially in the winter;
- The safety of children waiting for buses on RR 57; and
- The school bus service on the road was part of the decision making process to move to these locations.

2.2 Policy Change Requests

Despite considerable effort from Council, staff and parents, DSTS has held firm that they will not return the school buses to Williams Point Road/ Jack Rabbit Run or Beacock Road unless suitable turnarounds are available.

In an effort to change the DSTS Policy, at the April 26, 2021 Council meeting, Scugog Council passed the following resolution:

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

Whereas Dead-End Road kids (cul-de-sacs, private roads) busing being moved from long-time residential to highspeed (some 80km) common stop pickups; percentage of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point-turns, or back up; kids expected to walk 1-2km twice daily (caregivers 4x) in morning dark, on narrow road shoulders, with no “bus stop ahead” warning signage;

Whereas Parents report employment/housing at risk. Must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways

unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities not helped like double amputee who needs stop moved 160ft; parents told it's their "responsibility to get kids to bus safely";

Whereas *Parents being told busing policy is schoolboard's, but they say it's STS's, who say it's Governance Committee or Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer policy"; and trustee, governance say cannot change policies, so parents appealing to police, press, & councils re dangers then; oncoming car killed 12-yr-old Cormac and injured sister while waiting at newly relocated bus stop at the base of a hill;*

Whereas *STS have advised road improvements are responsibility of municipalities, yet municipalities don't own needed land, nor have \$ millions to create 77m bus turnarounds, meanwhile;*

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

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

That *exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;*

That *exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800 m distance; when not possible;*

That *"Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stop to main roadway;*

That *STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;*

That *Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;*

That Province provide “Parent Portal” for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

That Province have GPS tracking software to notify parents when children picked up/dropped off, and

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

To date, the Township has not received a response from any of these parties regarding the requests.

2.3 Turnaround Designs

In order to assist in returning the school buses to Williams Point Road/ Jack Rabbit Run or Beacock Road, Township staff reviewed options to construct turnarounds on these roads.

On Williams Point Road/ Jack Rabbit Run, DSTS requires a turnaround for the largest size (70 passenger) school bus which requires a 24.5 m (80 feet) diameter turnaround. DSTS indicated that a smaller size bus has difficulty making the sharp turn on Williams Point Road and immediately navigating the incline through snow. Further using a smaller bus would not guarantee service along the roadway during winter months.

The Township considered two locations for the turnaround. The first was at the Williams Point Cottagers Association park property and the second was at the corner where Williams Point Road and Jack Rabbit Run meet. The second location was considered preferable as it would not impact parkland and would shorten the walking distance for children on Jack Rabbit Run. In order to determine whether such a turnaround was feasible, the Township retained a consultant to undertake a survey of the area and prepare a preliminary design. The turnaround was able to be designed primarily within lands owned by the Township but will have require permission to enter for land on the southeast corner of the turnaround. As well, the turnaround will require some trees to be removed and a Bell pedestal to be relocated.

On Beacock Road, DSTS indicated that a smaller turnaround of 19 m (62 feet) m diameter turnaround would be sufficient as a smaller bus could be used for this location. The best location was determined to be the west end of Beacock Road and the adjacent landowner has indicated willingness to enter into a Permission to Enter agreement for this turnaround.

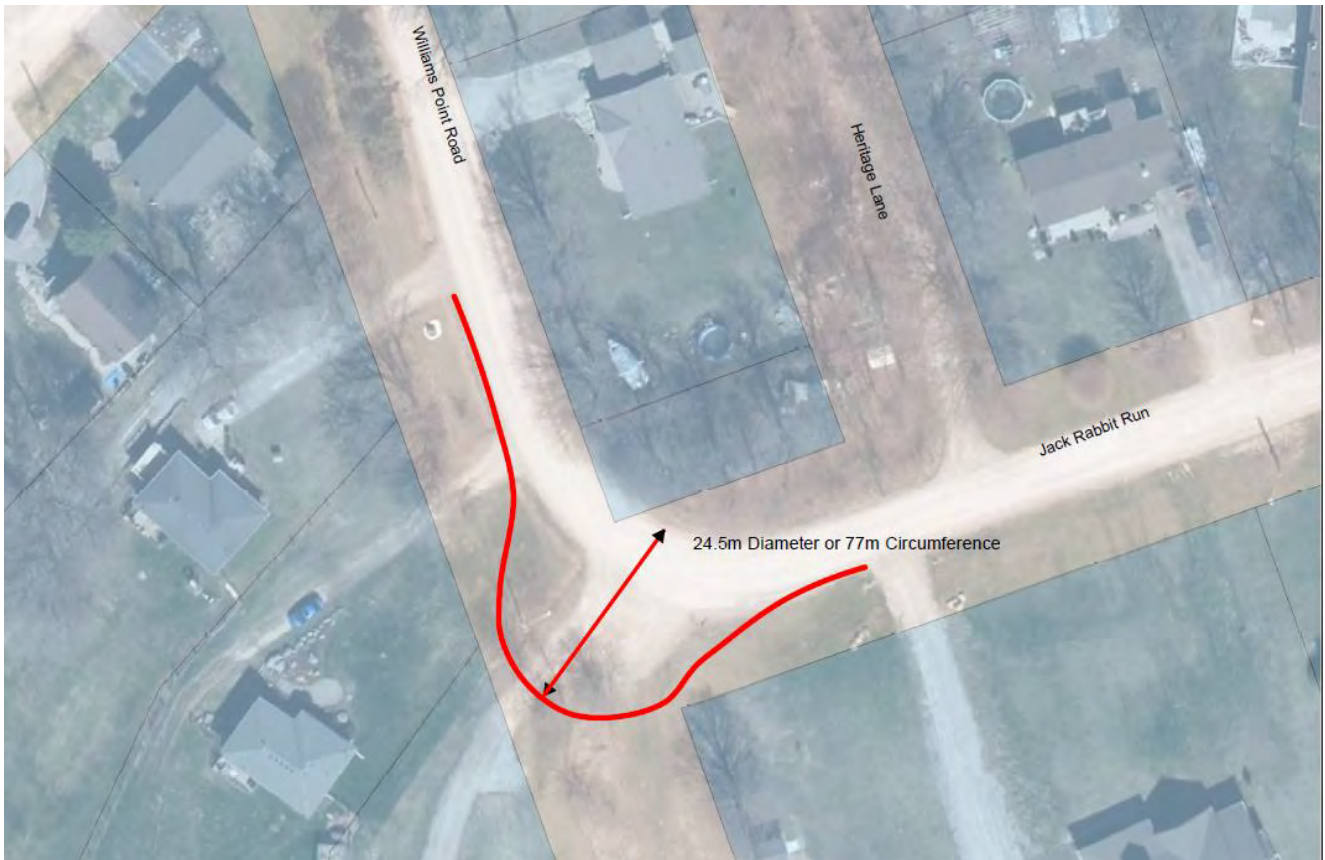


Figure 1: Proposed Location of Turnaround for Williams Point Road/ Jack Rabbit Run



Figure 2: Proposed Location of Beacock Road Turnaround

3. Financial Implications:

As the need for the turnarounds were not known at the time the 2021 Capital Budget was prepared, this work is unbudgeted. The total estimated cost for the design and construction are provided below:

Planmac Engineering Inc.	\$15,000
Williams Point Road Turnaround	\$90,000
Beacock Road Turnaround	\$30,000
Contingency	<u>\$15,000</u>
Total Estimated Cost	<u>\$150,000</u>

The estimated construction costs include:

- Clearing and grubbing
- Removal of bitumous surface, earth excavation (to 500 mm depth), grading
- Supply and place 300 mm of Granular 'B'
- Supply and place 150 mm of Granular 'A'
- New 450 mm culverts
- Ditching and removal of material
- Asphalt and line painting for Williams Point Road (50 mm HL8, 30 mm HL3)
- Restoration of driveways and grass areas
- Mobilization/ demobilization
- Traffic control

The turnaround on Williams Point Road will also require relocation of a Bell pedestal. The cost for this relocation is not yet known.

It is recommended that the above costs be funded from the Municipal Projects Reserve.

4. Communication Considerations:

Township staff will notify DSTS, affected residents and the Williams Point Cottagers Association regarding the timing of the works.

Information will also be provided on our website throughout the length of the project to provide the public with a means to keep updated on the progress of the project and to notify of any closures, detours, etc.

5. Conclusion:

At this time the construction of school bus turnarounds on Williams Point Road/ Jack Rabbit Run and Beacock Road appears to be the only solution to have the school buses return to these roads and provide a much needed service for the children on these roads. Township Council and staff will continue to work with the Province of Ontario and the local school boards to change their policies to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on Township of Scugog roads.

Respectfully Submitted by:

Carol Coleman, P. Eng.
Director of Public Works and Infrastructure

Reviewed By:

Ken Nix,
Chief Administrative Officer

Attachments:

N/A

On June 24, 2021 Regional Council made the following decision:

1. The Regional Clerk circulate this report, as amended, to the Clerks of the local municipalities.

The staff report is attached for your information.

Please contact Wendy Kemp, Director, Infrastructure Asset Management at 1-877-464-9675 ext. 75141 and Brian Titherington, Director, Transportation and Infrastructure at 1-877-464-9675 ext. 75901 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Regional Clerk's Office, Corporate Services

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

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

The Regional Municipality of York

Committee of the Whole
Environmental Services
June 10, 2021

Joint Report of the Commissioner of Environmental Services
and
Acting Commissioner of Transportation Services

Revised Provincial Timelines for Corporate Asset Management Plans

1. Recommendation

The Regional Clerk circulate this report to the Clerks of the local municipalities.

2. Summary

This report describes the amended provincial timelines for Corporate Asset Management Plans under O. Reg 588/17 and provides an overview of current program progress across the Region's 13 infrastructure service areas.

Key Points:

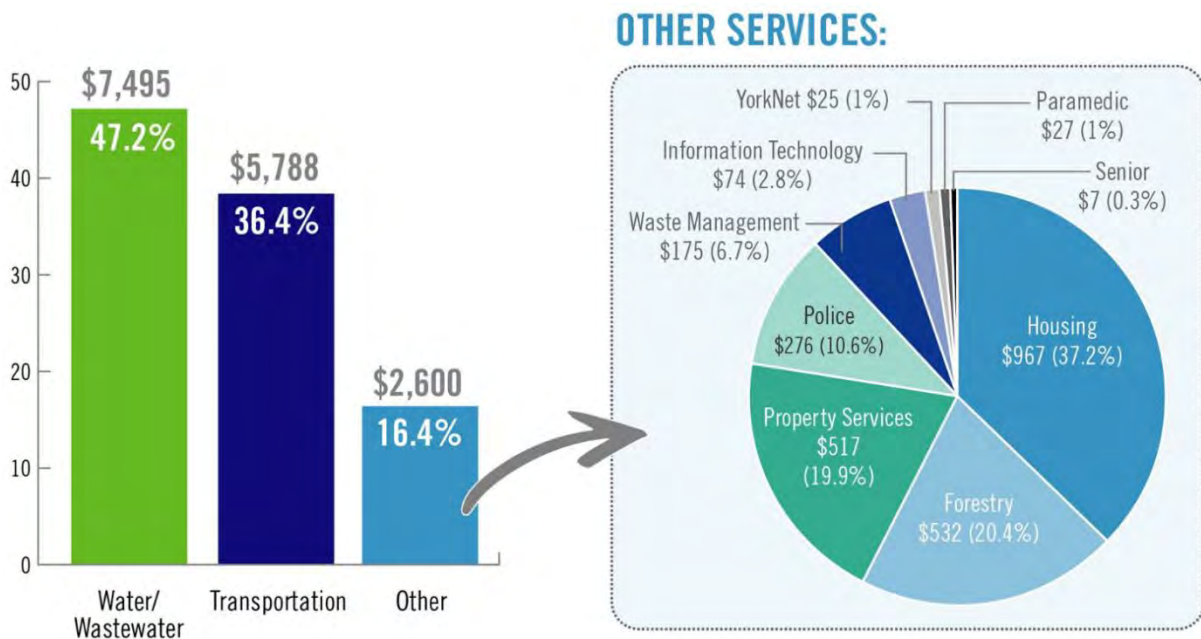
- Infrastructure asset management planning at the Region complies with the Asset Management Planning for Municipal Infrastructure Regulation O.Reg 588/17
- The Region's first Corporate Asset Management Plan for core assets (water, wastewater and road service assets) was brought to Council in May 2018
- Updates to the Corporate Asset Management Plan were committed every four years, with the next planned update to occur in 2022
- As a result of the COVID-19 pandemic, Provincial regulatory requirements have been extended by one year, with the next regulatory due date for asset management plans for all non-core assets moved to July 1, 2024
- The Region has a revised work plan for updating the Corporate Asset Management Plan to align with new regulatory requirements and deadlines
- The next Corporate Asset Management Plan update to Council, to address regulatory requirements, will occur in 2024

3. Background

York Region owns and operates assets with a replacement value of nearly \$15.9 billion as of the end of 2019

Assets are essential to provide services and contribute to the high quality of life enjoyed by residents of York Region, and are the basis for services to be delivered in a safe, reliable, and efficient manner, while sustaining a growing community. As of December 31, 2019, the Region owns and operates nearly \$15.9 billion in tangible assets. The distribution of assets throughout the Region is illustrated in Figure 1.

Figure 1
Replacement Value of Existing Assets nearly \$15.9 Billion



*Note: Transportation includes road and transit services

Asset Management Planning is governed by Municipal Infrastructure Regulation O.Reg 588/17, which came into effect in January 2018

In 2018, the Asset Management Planning for Municipal Infrastructure regulation (O.Reg. 588/17) was approved under the *Infrastructure for Jobs and Prosperity Act, 2015*. This regulation requires municipalities to implement best practices for asset management planning. It drives consistency and standardization for full lifecycle asset management plans to ensure the best possible investment decisions for municipal infrastructure assets. Good

asset management planning allows municipalities to stretch capital dollars by helping make well-informed, evidence-based decisions. Key components of the requirements include:

- Strategic Asset Management Policy – to set out roles and responsibilities to improve asset management planning over time
- Asset Management Plans – for core and non-core assets. Core assets are namely those within the water, wastewater and road service areas whereas non-core assets include community and health service assets, York Regional Police assets, buildings and facilities, fleet and other equipment assets. Plans include an asset inventory, full lifecycle costs, current and proposed levels of service and metrics to evaluate reliability to address community needs
- Lifecycle management and financial strategy – identification of lifecycle activities to be undertaken for each asset category over a 10-year period to achieve proposed levels of service

An Asset Management Plan framework is well established at the Region and work is well underway

In 2018, the Corporate Asset Management Policy and Plan were updated and approved by Council to provide a framework to ensure long-term asset sustainability and fiscal stewardship aligned with current legislation. At that time Council approved a commitment to report back every four years with the next report expected in 2022.

4. Analysis

Due to the pandemic the province revised timelines to give municipalities an additional year to complete asset management plans

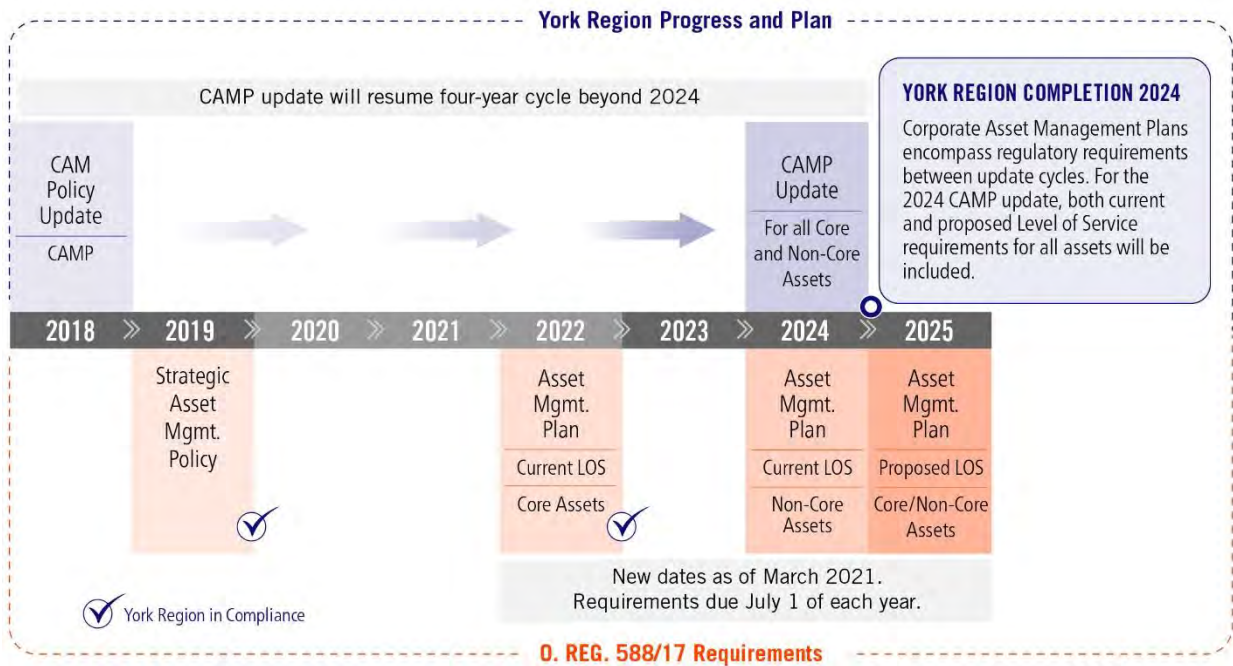
The province recognized that the COVID-19 pandemic has placed unprecedented operational pressure on municipalities, which made it difficult to meet upcoming requirements under the regulation. In March 2021, the province extended deadlines for municipalities to complete asset management plans by one year.

The Corporate Asset Management Plan provides a holistic summary of the Region's asset management portfolio while adhering to Provincial regulations. While updates to the plan typically occur every four years, they encompass regulatory requirements between updates and ahead of regulatory deliverables as illustrated in Figure 2.

- The Region has completed a Corporate Asset Management Policy, Strategic Plan and met the current level of service requirement for core assets in the 2018 Corporate Asset Management Plan

- The 2024 Corporate Asset Management Plan update will include both current and proposed level of service requirements for all core and non-core assets as per O.Reg 588/17, achieving compliance ahead of regulatory timelines.

Figure 2
Updated Ontario Asset Management Regulation 588/17 Deliverable Dates



Work is well underway to meet regulatory requirements in all service areas

Infrastructure assets provide and enable services to the community. Understanding the optimal level of service to be provided and associated costs are essential. Strong data management in all areas of asset lifecycle activities and costs from planning/design, operations, maintenance, capital delivery to decommissioning and disposal are required. An awareness and understanding of residential and business needs and the level of service affordability within the community must also be considered within the evaluation as outlined in O.Reg 588/17.

The Corporate Asset Management Team has set up an Asset Management Framework to streamline asset management activities across the Region’s 13 infrastructure service areas. The framework incorporates leading industry asset management knowledge and provides templates for service areas to follow in advancing their asset management programming.

Key areas of the framework include:

1. Standardized State of Infrastructure Report for annual updates related to condition, capacity, and reliability
2. Risk Assessment System for understanding asset condition risks across the portfolio
3. Level of Service Framework to adhere to regulatory requirements
4. Climate Change Workbook to incorporate climate change impacts into infrastructure decision making
5. 100-year lifecycle costs, to understand long-term costs of each service area portfolio, and to act as a mechanism for reserve fund planning for the Region's asset portfolio as a whole

Work is underway by the various service areas to meet the updated regulation timelines, as illustrated in Attachment 1.

Quality asset data is foundational to good asset management planning

Good asset management practices require data to help make informed decisions. A continuous data management approach ensures asset information is current, which gives the Region the ability to make agile investment decisions. On an annual basis, service areas update the State of Infrastructure Report, using best available data to improve collective efforts towards good asset data management and evidence-based decision making. Attachment 2 is a compilation of the 2019 report, with the 2020 report anticipated mid-year 2021. This annual State of Infrastructure reporting will continue while staff advance work on the full Corporate Asset Management Plan

Although it is standard practice with the core asset service areas, this data gathering activity is relatively new to the non-core assets service areas. A Data Management and Systems Integration Specialist position was approved in the 2021 budget to continue to improve the data management system and data quality across the corporation. By improving the data quality and consistency in data collection, improved decision-making and financial planning can take place. This will assist in meeting the new requirements across all infrastructure service areas. Given the new reporting timelines, the revised Corporate Asset Management Plan will be reported to Council in Q1 2024

During these unprecedented times, service areas including support areas such as procurement, have been focused on operational needs to address the pandemic. With the stretch on staff resources, the new timelines are a welcomed measure to enable staff to adjust work plans. With these new timelines, the Region will be well positioned to report back to Council in 2024 and meet the revised timelines set by the province.

Asset management strongly supports all four Corporate Strategic Plan pillars

Managing the Region's assets for current and future generations is outlined in the Corporate Strategic Plan. Asset management supports good governance through financial sustainability and ensures assets are kept in good state of repair to ensure healthy communities by protecting the environment and ensuring essential services are maintained. It contemplates future risks from climate change on our assets to ensure all pillars are met throughout the asset lifecycle. Annual tracking, monitoring, and reporting of asset condition by department and annual assessment of reserves for asset management are undertaken as part of the annual performance metric reporting on the percentage of Regional assets with a condition rating of fair or better condition.

In 2020, the overall percentage of core assets in fair or better condition was reported at 86% with road service assets accounting for approximately 10.5% of assets in poor and very poor condition. Water and wastewater service assets in similar poor condition accounted for 3.5% of the total asset base. All assets identified in the poor and very poor categories have planned rehabilitation and replacement activities in place.

5. Financial

Asset management includes a full lifecycle cost lens in financial planning. Good asset management planning allows municipalities to stretch capital dollars with well-informed data driven decisions. Continued implementation of the asset management practices effectively balances the need to build new infrastructure with maintenance and rehabilitation of existing infrastructure in a fiscally responsible manner.

To continue to maintain the Region's growing asset portfolio, based on population growth and service levels drivers, the Region's [2021 Fiscal Strategy](#) ties together the need for financial sustainability across capital management, debt management and reserve fund management.

Maintaining adequate reserves ensure important rehabilitation and replacement to avoid costly emergency repairs and service disruptions

Ensuring existing asset management needs are met over the lifecycle reduces the risk of costly emergency repairs for asset failure and service disruptions. As the asset portfolio ages over time, the focus shifts from growth-related needs to spending on operations and maintenance, and periodic capital investment in renewal. Financial planning is greatly impacted as growth investments generally rely on charges from new development while renewal must generally be funded by tax levy and user rates. Asset reserves can only be maintained at an adequate level after full cost recovery rates are in place. This activity is part of the 100-Year Asset Management Lifecycle reserve plan and ensures current users pay for

the full cost of the service. Maintaining existing asset management needs over the lifecycle will reduce the need for higher rates to catch up to future funding needs.

For example, the [2021 Water and Wastewater User Rates](#) report to Council indicated a need to increase rates from \$3.07 per cubic meter to \$3.16 per cubic meter to address the cost of water and wastewater services over the lifecycle of the asset. The increase was based on a model that forecasts annual consumption and costs while reflecting the principle of fairness to users over time (intergenerational equity).

6. Local Impact

Local municipalities are subject to the same regulation, with similar challenges on asset data management, use of best management practices and estimation of current and proposed service level lifecycle evaluations. Recent interest to form an intra-municipal working group across all nine municipalities was expressed and is expected to be more formalized over the coming year.

7. Conclusion

In recognition of the impact of the pandemic on municipalities, the province has extended the timelines for Asset Management Planning for Municipal Infrastructure Regulation (O. Reg 588/17). The timeline extension to 2024 enables the Region to adjust its work plan to accommodate the limitations on staff resources and procurement.

The Region is in good shape to meet the regulatory timelines, with focused efforts on service levels in both core and non-core areas. As data is key to evidence-based decision making, a culture of tracking, monitoring, and reporting asset management continues to be a key goal of the Corporate Asset Management Plan.

For more information on this report, please contact Wendy Kemp, Director, Infrastructure Asset Management at 1-877-464-9675 ext. 75141 and Brian Titherington, Director, Transportation and Infrastructure at 1-877-464-9675 ext. 75901. Accessible formats or communication supports are available upon request.

Recommended by:



Erin Mahoney, M. Eng.

Commissioner of Environmental Services



Ann Marie Carroll

Acting Commissioner of Transportation Services

Approved for Submission:



Bruce Macgregor

Chief Administrative Officer

May 21, 2021
Attachments (2)
#12836215

As per the 2018 Corporate Asset Management Plan - Service Area Compliance to O. Reg. 588/17

Non-Core Infrastructure: New Dates

Previous Dates	Phase 1 (Current Levels of Service) by July 1, 2021				Phase 2 (Proposed Levels of Service) by July 1, 2024				
	Phase 1 (Current Levels of Service) by July 1, 2022				Phase 2 (Proposed Levels of Service) by July 1, 2025				
New Due Dates	State of Infrastructure	Current Levels of Service	Asset Management Strategy	Financing Strategy	State of Infrastructure	Proposed Levels of Service	Asset Management Strategy	Financing Strategy	
Service Area	Wastewater	Compliant	Compliant	Compliant	Compliant	In Progress	Compliant	In Progress	
		Water	Compliant	Compliant	Compliant	Compliant	In Progress	Compliant	In Progress
			Roads	Compliant	Compliant	Compliant	Compliant	In Progress	In Progress

Non-Core Infrastructure: New Dates

Previous Dates	Phase 1 (Current Levels of Service) by July 1, 2021				Phase 2 (Proposed Levels of Service) by July 1, 2024			
New Due Dates	Phase 1 (Current Levels of Service) by July 1, 2024				Phase 2 (Proposed Levels of Service) by July 1, 2025			
Service Area	State of Infrastructure	Current Levels of Service	Asset Management Strategy	Financing Strategy	State of Infrastructure	Proposed Levels of Service	Asset Management Strategy	Financing Strategy
Housing Services	Compliant	In Progress	In Progress	In Progress	Compliant	In Progress	In Progress	In Progress
Paramedic Services	Compliant	In Progress	In Progress	In Progress	Compliant	In Progress	In Progress	In Progress
Seniors Services	Compliant	In Progress	In Progress	In Progress	Compliant	In Progress	In Progress	In Progress
Information Technology	Compliant	In Progress	In Progress	In Progress	Compliant	In Progress	In Progress	In Progress
Property Services	Compliant	In Progress	In Progress	In Progress	Compliant	In Progress	In Progress	In Progress
Energy Management	Compliant	Compliant	Compliant	Compliant	Compliant	In Progress	Compliant	In Progress
Forestry	Compliant	Compliant	Compliant	Compliant	Compliant	In Progress	Compliant	In Progress
Waste Management	Compliant	Compliant	Compliant	Compliant	Compliant	In Progress	Compliant	In Progress
Roads	Compliant	Compliant	In Progress	In Progress	Compliant	In Progress	In Progress	In Progress
Transit	Compliant	Compliant	In Progress	In Progress	Compliant	In Progress	In Progress	In Progress
Police Services	Compliant	In Progress	In Progress	In Progress	Compliant	In Progress	In Progress	In Progress

2019 STATE OF THE INFRASTRUCTURE REPORT

Wastewater

Roads

Water

Transit

Housing Services

Forestry

Property Services

Police Services

Waste Management

Information Technology

Paramedic Services

YorkNet

Senior Services

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1. Introduction

In 2018, York Region Council adopted an update to the Corporate Asset Management Policy as well as the Region's first Corporate Asset Management plan. The Corporate Asset Management plan outlines activities required to meet asset management best practices and comply with Ontario Regulation 588/17 Asset Management Planning for Municipal Infrastructure. Within the Policy, roles and responsibilities across the Region are detailed, which are critical to the successful implementation of the Region's asset management programs. Overall responsibility of asset management is shared across Regional departments to effectively and continuously assess, evaluate and improve asset management programs while delivering services to residents.

The Region's asset management practice is guided by the following objectives:

- Adopt and advance industry leading asset management practices that align with established standards and legislation;
- Provide defined levels of service which are balanced against considerations of costs and risks;
- Align Asset Management Plans with the Regional Fiscal Strategy, The 2019-2023 Strategic Plan and Vision 2051;
- Demonstrate financially sustainable life cycle management by appropriately balancing cost, risk and performance to achieve full value from assets;
- Improve evidence-based decision-making from in-service asset data related to expenditures, operations and maintenance; and
- Ensure organizational accountability and transparency by engaging customers to provide input into asset management planning.

The 2019 State of Infrastructure Report (SOIR) is the fifth report of its kind. This report includes the following service areas and their assets:

1. Environmental Services
 - i. Forestry
 - ii. Waste Management
 - iii. Wastewater
 - iv. Water
2. Transportation Services
 - i. Roads
 - ii. Transit
3. Community and Health Services
 - i. Housing Services
 - ii. Paramedic Services
 - iii. Senior Services
4. Corporate Management
 - i. Information Technology
 - ii. Property Services
 - iii. YorkNet
5. Police Services

The Region's 2019 portfolio replacement value, as of Q4 of 2019, is \$15.9 billion. This represents an increase of 8% increase over the 2018 Q4 replacement values which were reported in the previous state of infrastructure report. The increase is due to several variables, including:

- Changes in Asset Portfolio since the last report:
 - Solar Arrays will no longer receive dedicated SOIR updates and arrays at wastewater sites have been incorporated into the wastewater asset portfolio;
 - Solar Arrays will no longer receive dedicated SOIR updates and arrays at water sites have been included in the water asset portfolio;
 - Maple PD8 PS Pump 4;
 - A new land at 10988&10990 Warden Ave. in Markham for a new Southeast maintenance facility. Two fabric covered storage buildings were built in 2019 to provide additional salt storage spaces;
 - Continuous construction of bus rapidway lanes;
 - St. John Sideroad improvement from Bayview Ave. to Hwy404 (3kms), including 2 new bridges;
 - Toronto York Spadina Subway Extension (TYSSE) infrastructure – the Region does not own the YYSSE assets, and the cost valuation for YYSSE included in this report represents the Region's contribution to (benefit from) the subway extension project;
 - Additional terminals and replacement of fleet;
 - The addition of Woodbridge Lane high-rise building has officially been added to the HYI portfolio adding an additional 162 units of affordable housing;
 - 2, 500 Street Trees;
 - 2.9 km of Enhanced Streetscape;
 - 1 parking lot added to the Regional Forest;
 - Paramedic Response Station # 25 Markham South East;
 - Paramedic Response Station # 16 Newmarket North West;
 - 15 pieces of mechanical equipment added to the Materials Recovery Facility; and
 - 6 pieces of infrastructure were replaced or upgraded at drop-off Waste Management facilities;
 - Information and Technology Software assets - \$24.8M (not evaluated in 2018 SOIR)

2. 2019 Corporate State of Infrastructure Report Summary

The 2019 Corporate State of Infrastructure Report provides an understanding of the assets owned by the Region that are used to support each major service area. This summary will provide an overall analysis of how well the Region's infrastructure performed and a snapshot of our current services and future outlook.

2.1 York Region 2019 Results

Replacement Value **\$15.9B**

Grade **B**

Trend **→**

The total 2019 Replacement Value of assets is \$15.9 billion. The average performance grade is a (B), which represents "Good", and an overall "Maintain" trend is given over the next 4 years.

2.2 York Region Service Areas (\$15.9 Billion)

The following table provides a summary of 2019 replacement values by service area:

Service Area	2019 Replacement Value (\$ M)	2018 Replacement Value (\$ M)	Change in Value (\$ M)	Summary of Changes to Replacement Values
Wastewater	\$5,192.4	\$5,045.4	\$147.0 (+)	There were no major items added or removed from the inventory in 2019. Remaining replacement values were indexed to 2019 Q4 following the non-residential Building Construction Price Index for Toronto.
Roads	\$4,040.0	\$3,901.0	\$139 (+)	Ongoing roads improvement work including St. Johns Sideroad from Bayview Avenue to Highway 404 (3kms), containing 2 new bridges along this section.
Water	\$2,302.7	\$2,237.0	\$65.7 (+)	There were no major items added or removed from the inventory in 2019. Remaining replacement values were indexed to 2019 Q4 following the non-residential Building Construction Price Index for Toronto.
Transit	\$1,748.0	\$1,084.0	\$664.0 (+)	The first time including the Toronto York Spadina Subway Extension (TYSSE) infrastructure contributed to the majority of the increase. The Region does not own the TYSSE assets, and the cost valuation for TYSSE included in this report represents the Region's contribution to (benefit from) the subway extension project. Other major factors towards the increased valuation include continuous construction of bus rapidway lanes, additional terminals and replacement of fleet.
Housing Services	\$967.0	\$808.2	\$158.8 (+)	A valuation study was undertaken in 2018, published 2019. These data were used to more accurately reflect the 2018 value of the assets. A 2% inflation was applied, as well as the addition of Woodbridge Lane, bringing the replacement value total to \$967.
Forestry	\$531.8	\$516.4	\$15.4 (+)	Replacement Values for new assets are calculated by a third party during each Asset Management Plan update. The next plan update will develop a green infrastructure replacement cost model with functionality to calculate updated replacement values for new assets on demand.
Property Services	\$517.3	\$494.9	\$22.5 (+)	Major changes to Property Services portfolio in 2019 include two new Paramedic Response Stations, Station #25 Markham South East and Station #16 in North West Newmarket. Replacement values of existing assets are reviewed and adjusted annually to account for major renovations, improvements / upgrades and to adjust for other costing pressures and factors in the Non-Residential Building sector.
Police Services	\$276.7	\$276.7	\$0	n/a
Waste Management	\$175.1	\$168.5	\$6.6 (+)	The change in replacement value between 2019 and 2018 was associated with CPI adjustments on all existing assets in addition to adding 15 pieces of mechanical equipment to the Region's Materials Recovery Facility in late 2019.

Service Area	2019 Replacement Value (\$ M)	2018 Replacement Value (\$ M)	Change in Value (\$ M)	Summary of Changes to Replacement Values
Information Technology	\$73.8	\$42.3	\$31.5 (+)	Multiple initiatives have taken place with the IT Services' portfolio to replace and enhance both the End User and Data Centre asset portfolios to meet demands. \$24.8M in Software Assets which were not evaluated in 2018 were also included in 2019. Subsequent activities are scheduled to take place in order to decommission assets.
Paramedic Services	\$26.9	\$23.2	\$3.7	Paramedic Services team has invested in new assets in order to address the challenges of a growing, aging and diversifying population as identified through the 2016 Paramedic Services Resources and Facilities Master Plan ("The Master Plan").
YorkNet	\$25.3	\$20.1	\$5.2 (+)	Adding project management and mapping expertise that will help with ongoing inspections and maintenance as well as track and identify fibre network assets.
Senior Services	\$7.3	\$7.1	\$0.2	A re-evaluation of the Senior Services inventories was conducted and a more accurate roll up of the data was provided by staff. 2% inflation was applied to the 2018 inventories data, and a revisit of all renewal works and purchases in the year of 2019 with the staff led to better insights and a change of \$0.2M

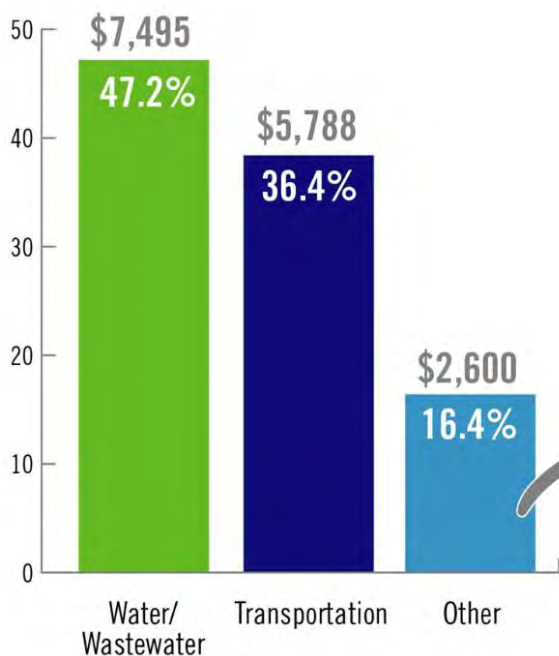
2.3 Condition Grade by % Replacement Value

The following table and charts outline the 2019 asset physical condition grades in the poor to very poor category for each of the service areas. 89% of the Region's assets are in fair to very good condition. These calculations are based on the percentage of asset replacement value in each of the five condition grades at the end of 2019.

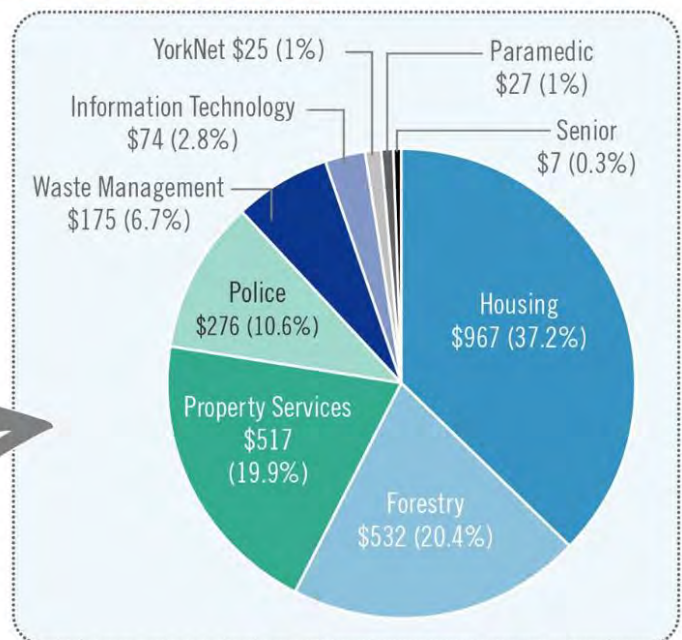
Service Area	Replacement Value	Poor	Very Poor
Wastewater	\$5,192.4	\$165.0	\$170.3
Roads	\$4,040.0	\$768.0	\$276.0
Water	\$2,302.7	\$42.3	\$40.9
Transit	\$1,748.0	\$129.0	\$109.0
Housing Services	\$967.0	\$0.0	\$0.0
Forestry	\$531.8	\$10.9	\$0.0
Property Services	\$517.3	\$11.2	\$0.0

Service Area	Replacement Value	Poor	Very Poor
Police Services	\$276.7	n/a	n/a
Waste Management	\$175.1	\$0.0	\$0.0
Information Technology	\$73.8	\$11.8	\$14.0
Paramedic Services	\$26.9	\$1.4	\$4.0
YorkNet	\$25.3	\$0.0	\$0.0
Senior Services	\$7.3	\$0.29	\$2.2

2019 Service Area Replacement Values



OTHER SERVICES:



Figures are rounded to nearest whole number. Data reported for Paramedic and Senior Services is based on 2018 values.

2.4 Service Area Profile Summary

The following table provides a summary of the 2019 Replacement values, grades, trends, challenges and future outlook by service area.

Service Area	Overall Grade & Trend	Replacement Value (\$ M)	Grade/Trend to 2023			Key Infrastructure Challenges	Future Outlook
			Reliability	Capacity	Condition		
Wastewater	A →	\$5,192.4	A →	A →	A →	<ul style="list-style-type: none"> Climate change adaptation Changing regulatory requirements The complexity in implementing rehabilitation and replacement projects Collecting empirical data to advance asset condition and prediction of rate of deterioration 	<ul style="list-style-type: none"> Sewage Pumping Station upgrades at Keswick SPS and Dr. Kay SPS Duffin Creek WPCP upgrades WRRF upgrade Various rehabilitation projects on trunk sewers within the Regional wastewater system
Roads	B →	\$4,040.0	A →	B →	B →	<ul style="list-style-type: none"> Large backlog of road renewal work making resourcing difficult For stormwater assets, future precipitation levels are difficult to predict due to uncertainty in climate change 	<ul style="list-style-type: none"> Various roads capital improvement projects as determined in the 10-year Roads Capital Plan Various bridge and culvert rehab / replacement projects Various road pavement rehab and preventative treatment projects
Water	A →	\$2,302.7	B →	A →	B →	<ul style="list-style-type: none"> Climate change adaptation Changing regulatory requirements Growth pressures Collecting empirical data to advance asset condition and prediction of rate of deterioration 	<ul style="list-style-type: none"> Elevated tank upgrades Richmond Hill North Reservoir and Bayview Pumping Station upgrades Lake Simcoe Mussel Control Strategy Mount Albert Wells 1 and 2 standby power upgrades Various watermain replacement/rehabilitation projects
Transit	B →	\$1,748.0	A →	B →	B →	<ul style="list-style-type: none"> Meeting rapid population growth Adopting new technology (i.e. electric and autonomous fleet) into their business High levels of service expectations from customers 	<ul style="list-style-type: none"> Electric bus transition plan including vehicles and related supporting infrastructure 55 Orlando bus garage is being expanded in order to amalgamate southeast division fleet with BRT fleet and provide service from one Region owned facility Identification of future bus garage needs to support service growth Completion of bus rapidway (VIVA) constructions on Yonge St. in Richmond Hill Continue replacing end of life bus fleet vehicles Additional transit terminals
Housing Services	B →	\$967.0	B →	B →	B →	<ul style="list-style-type: none"> Supporting reduction of waitlist for housing, while maintaining high level of service 	<ul style="list-style-type: none"> 265 seniors housing apartment units in Markham – anticipated construction completion 2022; 100 mixed housing apartment units in Whitchurch-Stouffville – Anticipated completion Q4 2022; and Passive house apartment units in Newmarket – Anticipated start 2022
Forestry	B →	\$531.8	A →	B →	B →	<ul style="list-style-type: none"> Invasive species & diseases Urbanization & pollution Faster asset degradation due to increased use Climate Change adaption 	<ul style="list-style-type: none"> Expanding the existing GIS database of asset information Implementing a prioritized Improvement Plan Providing additional tree plantings Condition assessment of civil assets Updating the Green Infrastructure Asset Management Plan
Property Services	B ↗	\$517.3	B ↗	C ↗	B ↗	<ul style="list-style-type: none"> Ensuring buildings comply with new building codes and regulations Aligning asset management approaches with other stakeholder groups in the Region 	<ul style="list-style-type: none"> Opening of 17150 Yonge Street and five Paramedic Response Stations

Service Area	Overall Grade & Trend	Replacement Value (\$ M)	Grade/Trend to 2023			Key Infrastructure Challenges	Future Outlook
			Reliability	Capacity	Condition		
						<ul style="list-style-type: none"> Asset management resourcing 	
Police Services	B →	\$276.7	A →	B ↗	B →	<ul style="list-style-type: none"> Limited staffing and funding for asset management Various asset types to manage (IT, Fleet, Buildings, Equipment etc.) 	<ul style="list-style-type: none"> Construction of a new #1 District Headquarters, King Substation & Marine Headquarters Renovations to current facilities are undertaken based on building condition assessment
Waste Management	B →	\$175.1	A →	B →	B →	<ul style="list-style-type: none"> Changing waste management legislations (i.e., new Municipal Hazardous and Special Waste programs, Electronic Waste programs) that could potentially impact waste depot operations Increase level of contamination within the waste streams could potentially affect the capacity and reliability of the York Region Waste Management Centre (i.e., batteries disposed of as garbage, which could potentially spark/ignite within the waste pile) 	<ul style="list-style-type: none"> Replacement and upgrades to equipment at the York Region Waste Management Centre Replacement and upgrades to equipment at drop-off facilities Updating the Solid Waste Asset Management Plan
Information Technology	B →	\$73.8	A →	A →	B →	<ul style="list-style-type: none"> Short asset lifecycle is difficult to manage asset replacement schedules Rapid change of technology industry A need to better integrate Service and Asset Management processes. Continuous tracking of non-fixed assets that are high in volume 	<ul style="list-style-type: none"> Technology is constantly changing and improving, resulting in a short lifespan for technology assets. This, along with the need to move, re-assign, decommission and replace assets during their lifecycle, makes it challenging to track inventory. The short lifespan also makes long-term planning challenging, since predicting what technology may look like in the next three to five years is difficult. <p>In the future, IT Services is looking to perform a disaggregated analysis of the Region's software & monitor assets they exhibit different useful lifespans than others within the same asset class.</p>
Paramedic Services*	A →	\$26.9	A ↘	A →	B →	<ul style="list-style-type: none"> Increasing demand for emergency health services due to growing aging population Decreasing ratio of stand-by fleet 	<ul style="list-style-type: none"> Completing four new paramedic response stations in 2018 Between 2020 and 2022, 6 stations will open, 4 new and 2 replacement stations. Addressing changes that may result from the proposed new Ambulance Act Rolling out a "greening initiative" for fleet assets
YorkNet	A →	\$25.3	A →	B ↗	A →	<ul style="list-style-type: none"> Determining and confirming the location and condition of fibre assets Technological obsolesces 	<ul style="list-style-type: none"> Connect to Innovate Fibre construction in Vaughan and Markham Fibre Swaps In addition, YorkNet will be making increased investments in maintenance and repairs while also contributing to long-term asset management reserves.
Senior Services*	A →	\$7.3	A →	A →	B →	<ul style="list-style-type: none"> Procurement of equipment due to lengthy lead times Rising senior population resulting in increasing demand for services Constant technology shifts for equipment Need for 'full service' AM system 	<ul style="list-style-type: none"> Enhancing Long-Term Care homes to improve accessibility and navigation Looking to upgrade outdated equipment and undertake renovations to better suit the needs for the program

*Based on 2018 data

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Wastewater

Roads

Water

Transit

Housing Services

Forestry

Property Services

Police Services

Waste Management

Information Technology

Paramedic Services

YorkNet

Senior Services



SERVICE AREA PROFILES



Wastewater Services

\$5,192M



Asset Management Grading Strategy

In York Region, wastewater services are delivered through a two-tier system. The Region is responsible for major pumping stations, trunk sewers and treatment facilities, whereas local municipalities are responsible for local wastewater collection and local pumping.

The majority of the Region's wastewater assets are relatively young compared with their expected service lives. The Region's wastewater assets are generally in fair or better condition. Assessments are completed based on inspected condition using industry standard protocols.

Through these services, the Region:

- ensures servicing is available to meet current needs and support future growth;
- ensures environmental protection through wastewater treatment; and
- monitors and maintains the wastewater network in a good state of repair to sustainably deliver services.

In addition to ongoing proactive maintenance and monitoring carried out by staff at every facility, the Region administers prioritized Asset Management Programs for each facility class, which includes regular condition assessments.

Asset Portfolio

- 21 Wastewater Pumping Stations
- 6 Water Resource Recovery Facilities
- 1 (Co-owned w/ Durham) Water Pollution Control Plant
- 1 Wastewater Treatment Lagoon
- 2 Equalization Tanks
- 8 Odour Control Facilities
- 134 km of Sanitary Forcemains
- 227 km of Trunk Sewers
- 6 Solar Arrays at wastewater sites

Changes in Asset Portfolio

Solar Arrays will no longer receive dedicated SOIR updates and arrays at wastewater sites have been incorporated into the wastewater asset portfolio

Portfolio Replacement Value Update

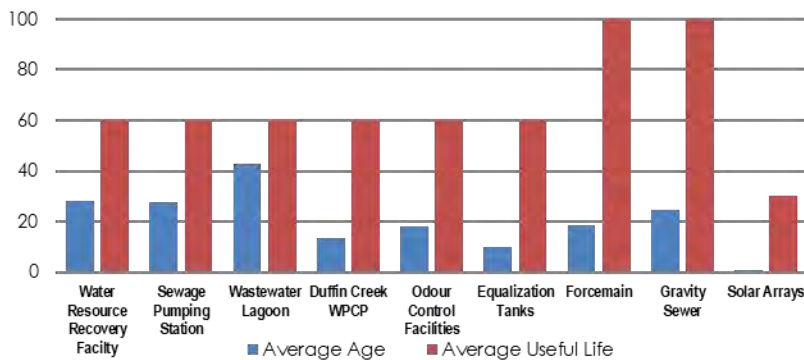
2018 Infrastructure Replacement Cost	\$5,045.4 M
Changes since 2018	\$146.95
Addition of solar arrays to portfolio	\$0.21
New, replaced & upgraded assets	\$0.0
Updated replacement value	\$146.74
Decommissioned Assets	\$0.0
2019 Infrastructure Replacement Cost	\$5,192.4 M

The average asset has reached **27%** of its useful life

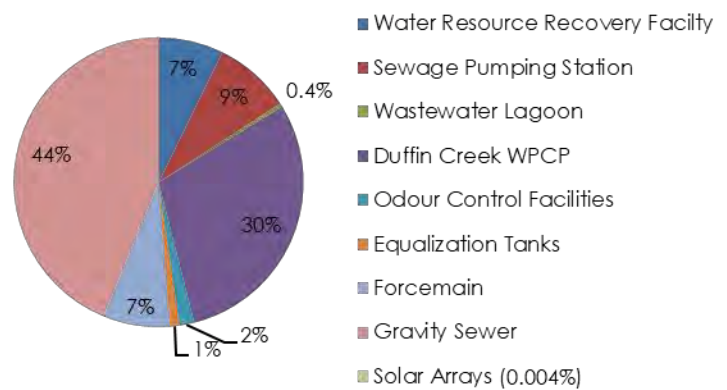
On average, **1.5%** of replacement value is spent each year on rehabilitation and replacement

2019 Summaries

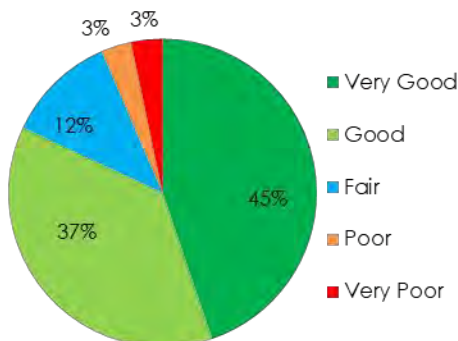
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



94% of assets are in fair or better condition

100% of facilities included in inspections programs in 10 year capital plan

Of the 6% of assets in poor or very poor condition, all have been identified for rehabilitation or replacement projects. All assets in very poor condition were identified in the recently completed Duffin Creek WPCP and Primary Trunk Asset Management Plan; rehabilitation of these assets has been included in the YDSS 10 Year Capital Plan.

Future Outlook to 2023

The Region has several upcoming capital projects to maintain its ability to meet current and projected wastewater requirements, including:

- Duffin Creek WPCP upgrades
- Various WRRF and SPS Upgrades
- Bogart Creek SPS Complete Rehabilitation
- Trunk Sewer rehabilitations

Asset Management Grading Strategy

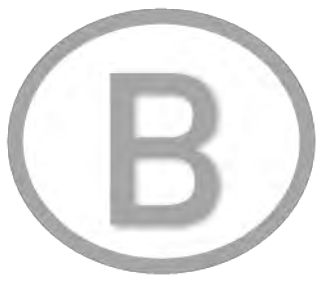
The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	A	A	→
Capacity	A	A	→
Condition	A	A	→
Financial	C	B	→

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target	2019 Results	Comments
Percent of urban properties serviced by the municipal wastewater system.	95%	95%	Servicing in town and village areas are considered urban, but often cannot be achieved cost-effectively
Percent of growth accounted for in servicing Master Plan.	100%	100%	This metric indicates that lifecycle costs for all identified growth infrastructure is considered in the asset management plan.
Percent of wastewater treated prior to return to the environment.	100%	100%	This metric is a modification of a draft Provincial indicator and is currently monitored through existing regulatory compliance programs.
Number of effluent sampling results exceeding ECA limits.	0	1	More information regarding this metric is included in the Region's Annual Wastewater Performance Report.
Percent of infrastructure captured in the User Rate Study	100%	100%	This metric indicates the per cent of water infrastructure that is accounted for in the most recent Council-approved rate study in 2015. Any infrastructure not included may result in a financial shortfall.
Infrastructure Replacement value per capita.	Maintain with inflation (2018 Result: \$4,235)	\$4,473	Increased quantity of infrastructure directly results in higher lifecycle costs. Maintaining a consistent intensity of infrastructure generally indicates a stable and sustainable long term lifecycle need.



Roads

\$4,040M



Asset Management Grading Strategy

This service area assists in the safe and efficient transport of people and goods through interconnecting roads between urban and rural areas. It also provides safe and effective drainage and preserves water quality. It maintains the road and storm networks in a state of good repair. The Roads group has a comprehensive asset condition data collection program in place. Pavement condition data are collected for the entire Regional road network every two years using automated data collection technology that conforms to industry best practices. The pavement condition data are converted into a single Pavement Condition Index (PCI) for each road segment, to enable network level analyses across all road segments. A sophisticated Pavement Management System (Roadmatrix) is implemented to analyze the PCI data and

provide recommendations to the annual pavement treatment program. Bridge Structures, including large culverts and retaining walls, are inspected according to the Provincial guideline every two years to meet legislative requirements. The bridge inspection records are stored in a computerized Bridge Management System (BMS) for further analysis and planning. Advanced technologies are widely implemented to manage the roads assets. The group conducts routine GIS data auditing to ensure accurate and up to date asset data are collected. In addition to hosting asset inventory data, a computerized maintenance management system (Cityworks) is also used for work order and service request tracking against assets. Leading edge technology, such as asset photography using drones, is embraced.

Asset Portfolio

- 4,106 lane-kms of Regional Roads
- 1,839 km of Storm Pipes, Outfalls & Ditches
- 147 Bridges and 194 Structural Culverts
- 82 Retaining Walls (>2m in height) and all Structural Walls
- 37,000+ Traffic Signs
- 538 Vehicles and Equipment
- 5 Maintenance facilities (by Property Services)

Changes in Asset Portfolio

Major items added include:

- St. John Sdrd. improvement from Bayview Ave. to Hwy404 (3kms), including 2 new bridges
- A new land at 10988&10990 Warden Ave. in Markham for a new Southeast maintenance facility. Two fabric covered storage buildings were built in 2019 to provide additional salt storage spaces.

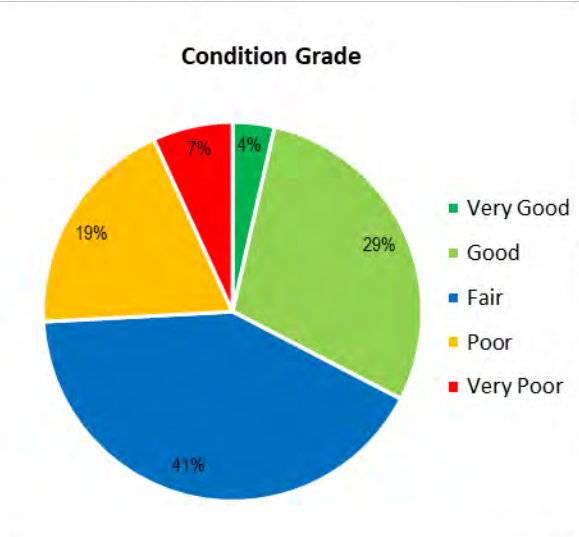
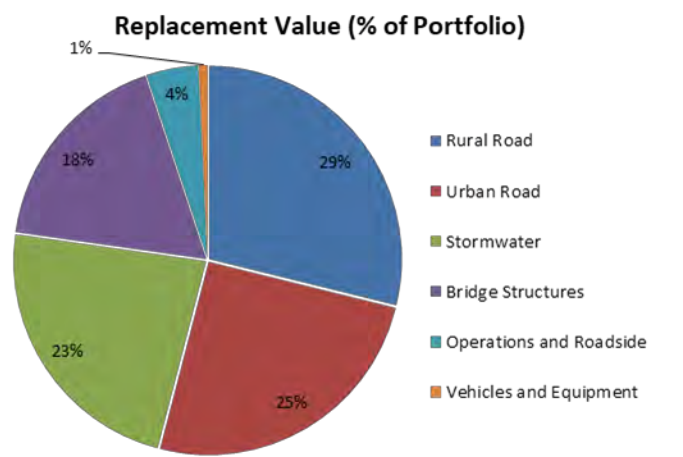
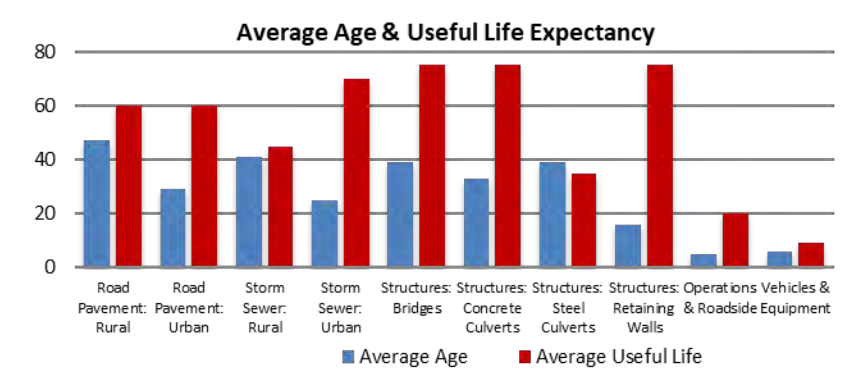
Portfolio Replacement Value Update (Millions)

2018 Infrastructure Replacement Value	\$3,901
Changes since 2018	\$139
New, replaced & rehabilitated assets	\$58
Updated replacement value	\$81
Decommissioned Assets	\$0
2019 Infrastructure Replacement Value	\$4,040

The average asset has reached **58%** of its useful life

1.8% of replacement value is planned to be spent in 2020 budget on rehabilitation and replacement

2019 Summaries



74% of assets are in fair or better condition

72% of road pavement with asset management work scheduled in 10 year capital plan

Of the 26% of assets in poor or very poor condition, all bridge and large culverts have been identified for rehabilitation or replacement projects. These assets primarily include: 1 bridge, 15 large culverts, and 1437 lane/kms of road pavement.

Future Outlook to 2023

The Region has several upcoming capital projects planned to enhance its ability to meet current and projected transportation demands, including:

- Various roads capital improvement projects as determined in the 10-year Roads Capital Plan
- Various bridge and culvert rehab / replacement projects
- Various road pavement rehab and preventative treatment projects

Asset Management Grading Strategy

The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	A	A	→
Capacity	B	B	→
Condition	B	B	→

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target		2019 Results	Comments
Average Pavement Condition Index (PCI) Scores	Road Maintenance Class	Target PCI	2019 PCI	The Region's latest Transportation Pavement Asset Management Plan (AMP) proposed the targeted Pavement Condition Indices based on road maintenance class levels. Corporate Finance has committed extra funding levels to raise the PCI conditions closer towards the targets.
	1	80 (Good)	75 (Fair)	
	2	75 (Fair)	66 (Fair)	
	3	75 (Fair)	66 (Fair)	
	4	70 (Fair)	67 (Fair)	
Minimum Bridge Condition Index Score	100% of Bridge Structures by Count with BCI > 60 (Fair)		95% of Bridge Structures by Count with BCI > 60 (Fair)	The Region's latest Bridge and Structures Asset Management Plan (AMP) proposed the targeted Bridge Condition Index to be greater than 60 for any bridge and structure in the Region. Corporate Finance has committed extra funding levels to enhance the BCI conditions towards the targets, with particular attention to the ones with a BCI less than 60.
Percentage of pavement with a condition assessment rating of fair or better condition by replacement values	N/A		66%	Pavement Condition Index (PCI) 60 or above are considered fair or better conditions for pavement.
Percentage of bridge and structures with a condition assessment rating of fair or better condition by replacement values	100%		97%	Bridge Condition Index (BCI) 60 or above are considered fair or better conditions for bridge and structures.
Percentage of bridge and structures with no load restriction	100%		99.8%	One bridge is load restricted in 2019. Kennedy Road Bridge (north of Mt. Albert Rd.) load restriction was implemented in 2019 and timber deck replacement is planned for 2020.



Water Services

\$2,303 M



Asset Management Grading Strategy

In York Region, water services are delivered through a two-tier system. The Region is responsible for securing and delivering drinking water to the nine local municipalities, which in turn distribute it to residents and businesses.

The Drinking Water Quality Management System (DWQMS) framework is used to manage day to day risks to the water supply system by identifying possible hazards, assessing the level of risk, and identifying appropriate procedures to mitigate the risk.

Through these services, the Region:

- provides safe, reliable drinking water to local municipalities and York Region residents;
- monitors and maintains the water network in a good state of repair to ensure sustainable delivery of services; and
- ensures servicing is available to meet current needs and support future growth.

In addition to the ongoing proactive maintenance and monitoring carried out by staff at every facility, the Region administers prioritized Asset Management Programs for each facility class, which includes regular condition assessments.

Asset Portfolio

- 2 Surface Water Treatment Plants
- 24 Groundwater Treatment Facilities (including 40 Production Wells)
- 29 Elevated Tanks & 15 Storage Reservoirs
- 22 Pumping Stations
- 360 km of Transmission Mains including chambers and maintenance holes
- 8 Solar Arrays at water sites

Changes in Asset Portfolio

- **Maple PD8 PS Pump 4**
- **Solar Arrays will no longer receive dedicated SOIR updates and arrays at water sites have been included in the water asset portfolio**

Portfolio Replacement Value Update

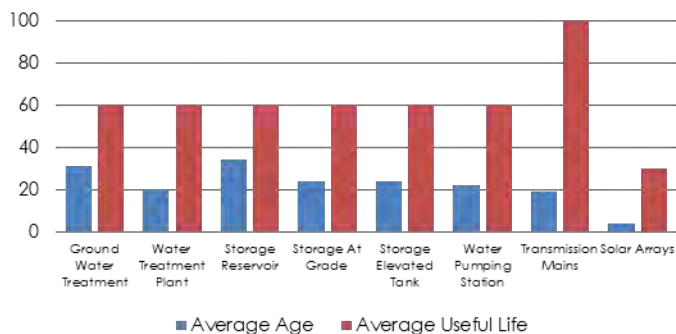
2018 Infrastructure Replacement Cost	\$2,236.9 M
Changes since 2018	\$65.80 M
Addition of solar arrays to portfolio	\$0.75 M
New, replaced & upgraded assets	\$1.50 M
Updated replacement value	\$63.55 M
Decommissioned Assets	\$0.0 M
2019 Infrastructure Replacement Cost	\$2,302.7 M

The average asset has reached **30%** of its useful life

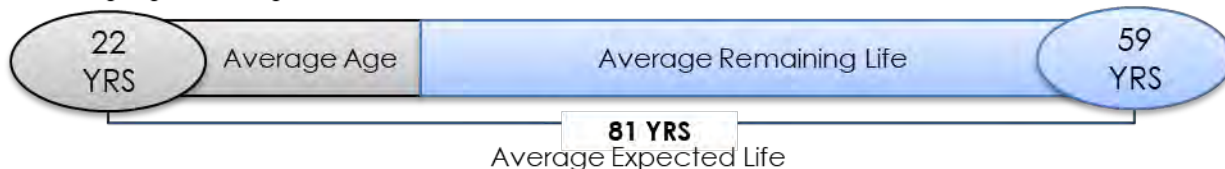
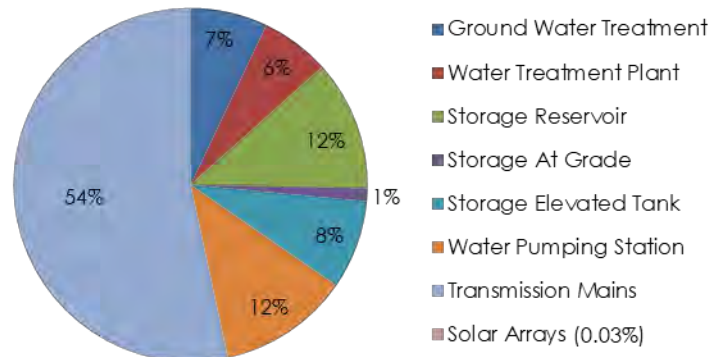
On average, **1.1%** of replacement value is spent each year on rehabilitation and replacement

2019 Summaries

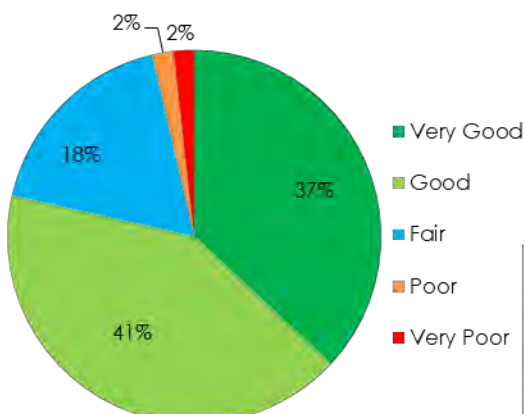
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



96% of assets are in fair or better condition

100% of facilities included in inspections programs in 10 year capital plan

Of the 4% of assets in poor or very poor condition, all have been identified for rehabilitation or replacement projects. These assets include 2 reservoirs and 6 elevated tanks.

Future Outlook to 2022

The Region has several upcoming capital projects planned to maintain its ability to meet current and projected water demands, including:

- Elevated tank and Reservoir upgrades as determined through the Region's multi-year inspection program;
- Bayview Pumping Station upgrades; and
- Lake Simcoe Mussel Control Strategy.

Asset Management Grading Strategy

The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2022.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	A	B	→
Capacity	A	A	→
Condition	B	B	→
Financial	C	B	→

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target	2019 Results	Comments
Percent of urban properties serviced by the municipal water system	95%	95%	Servicing in town and village areas are considered urban, but often cannot be achieved cost-effectively
Number of unplanned service interruptions attributed to York Region infrastructure	0	3	Three minor service interruptions attributable to watermain breaks or watermain service connection work
Per cent of growth accounted for in servicing Master Plan	100%	100%	Life cycle costs for all identified growth infrastructure is included in this Corporate Asset Management Plan
Percent of samples that met Ontario Drinking Water Standard	100%	99.98%	More information regarding this metric is included in the Region's Annual Drinking Water Report
Number of boil water advisory notices per year attributed to York Region infrastructure failure	0	0	Boil water advisories are monitored through existing Integrated Management System indicators
Percent of urban properties serviced with fire flow by the municipal water system	100%	100%	Water System is planned and designed to provide fire protection
Infrastructure Replacement value per capita	Maintain with inflation (2018 Result: \$1,877)	\$1,940	Increased quantity of infrastructure directly results in higher lifecycle costs. Maintaining a consistent intensity of infrastructure generally indicates a stable and sustainable long term lifecycle need
Percent of infrastructure captured in the User Rate Study	100%	100%	This metric indicates the per cent of wastewater infrastructure that is accounted for in the most recent Council-approved rate study in 2015. Any infrastructure not included may result in a financial shortfall



Transit \$1,748M



Asset Management Grading Strategy

This service area provides reliable, convenient and seamless travel across the nine local municipalities, and easy access to the Toronto Transit Commission and provincial GO Transit systems. It maintains the transit assets in a state of good repair. It also operates and maintains bus rapid transit assets on behalf of Metrolinx.

Advanced technologies are widely applied in the Transit branch to ensure efficient bus operations and data collections. Global Positioning System / Automatic Vehicle Location System (GPS/AVL), advanced customer service on-line and mobile applications, integrated PRESTO smart fare payment systems, Advanced Safety and Security Systems, Passenger Information Systems, Computer Aided Dispatch (CAD) Systems, and operations

technology with bus pre-emption functions are examples of technology applications applied to the Transit Service. Transit conducts mandatory inspections on 25 per cent of its bus vehicles each quarter (allowing for all vehicles to be inspected each year) to ensure legislative compliance, safety and appearance. Each transit stop and terminal is inspected at various frequencies throughout the year and any deficiencies are reported as part of the inspection. Deficiencies are logged into "Bus Stop Manager" and Cityworks. This is in addition to issues registered from customer calls through the new Customer Relationship Management (CRM) system. Any deficiencies create a work order and are corrected in a timely manner.

Asset Portfolio

- 448 Conventional York Regional Transit (YRT) buses
- 115 Bus Rapid Transit (Viva) buses
- 27 Mobility Plus buses
- 6 Region Owned and 9 Leased Terminals
- 4 Garages
- 5,300+ Transit stops including platforms, shelters and coordinated street furniture
- Traffic assets, transit assets, and roadway assets including pavement

Changes in Asset Portfolio

- Major items added include:**
- **Toronto York Spadina Subway Extension (TYSSE) infrastructure – the Region does not own the TYSSE assets, and the cost valuation for TYSSE included in this report represents the Region’s contribution to (benefit from) the subway extension project**
 - **Continuous construction of bus rapidway lanes**
 - **Additional terminals and replacement of fleet**

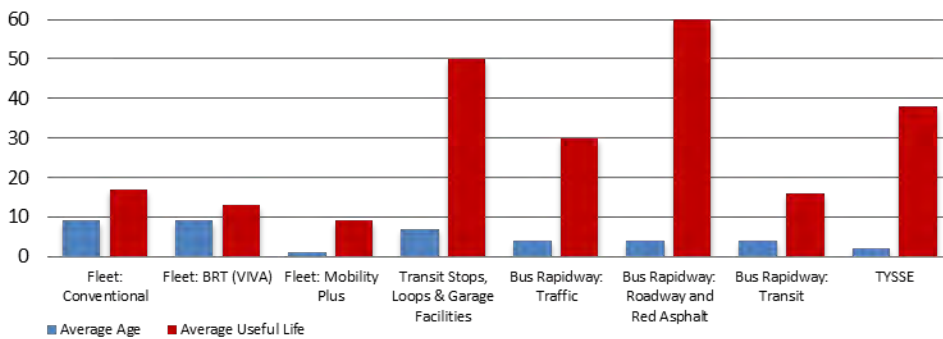
Portfolio Replacement Value Update

2018 Infrastructure Replacement Value	\$1,084
Changes since 2018	\$664
New, replaced & rehabilitated assets	\$683
Updated replacement value	\$0
Decommissioned Assets	(\$19)
2019 Infrastructure Replacement Value	\$1,748

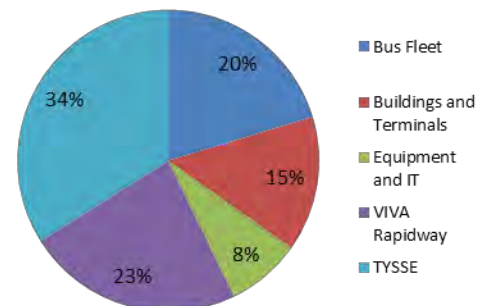
The average asset has reached **25%** of its useful life

2019 Summaries

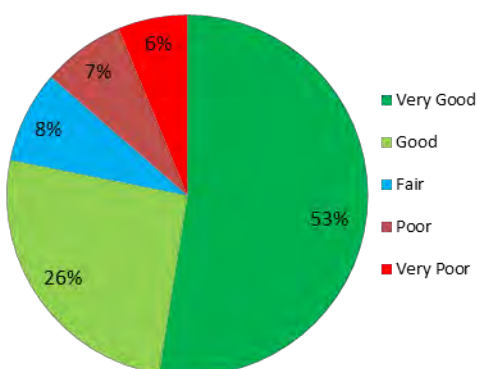
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



87% of assets are in fair or better condition

100% of bus fleet vehicles with end of life replacement scheduled in future budget

Of the 13% of assets in poor or very poor condition, all have been identified for rehabilitation or replacement in upcoming years. These assets are primarily bus fleet vehicles approaching end of their expected lives, which are scheduled for replacement.

Future Outlook to 2023

- Transit has several upcoming capital projects planned to enhance its ability to meet current and projected public demands, including:
- Electric bus transition plan including vehicles and related supporting infrastructure
 - 55 Orlando bus garage is being expanded in order to amalgamate southeast division fleet with BRT fleet and provide service from one Region owned facility
 - Identification of future bus garage needs to support service growth
 - Completion of bus rapidway (VIVA) constructions on Yonge St., in Richmond Hill
 - Continue replacing end of life bus fleet vehicles
 - Additional transit terminals

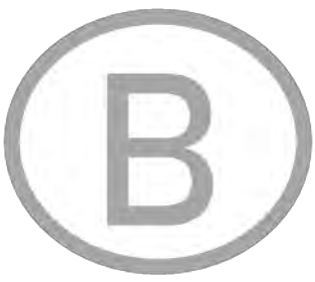
Asset Management Grading Strategy

The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	A	A	→
Capacity	B	B	→
Condition	B	B	→

Level of Service Performance Card

Technical Level of Service	Target	2019 Results	Comments
On-time performance for conventional buses	90%	91%	This is an important measure of vehicle asset reliability, notwithstanding that other factors may affect on-time performance such as scheduling, traffic, etc.
On-time performance for VIVA buses	95%	93%	On-time performance service levels of VIVA rapidway buses were consistently above 95% from 2014 to 2017, whereas the performance was slightly under 95% for the year of 2019. Transit Services strives to improve the on-time performance for VIVA buses in future.
Mean Distance between Failures	14,000 ~16,000kms	>19,000kms	<p>This is a measure of reliability that expresses the average distance travelled by the fleet before a reportable mechanical failure (i.e. incidents precluding a bus from completing its trip or starting its next scheduled trip). The greater the MDBF, the less the fleet is encountering mechanical issues.</p> <p>The Transit Branch has been consistently meeting and improving the targeted level of service for Mean Distance between Failures for the past five years.</p>
Percentage of asset with a condition assessment rating of fair or better condition by replacement values	TBD	86%	<p>Condition ratings by replacement values for all transit assets are included in the assessment, which cover buildings, terminals, bus stops, loops, bus fleet, equipment and IT, rapidways, and Spadina subway extension infrastructure. Bus fleet vehicles that are rated as Poor or Very Poor conditions indicate that their ages are close to or approaching the expected service lives, which does not necessarily reflect the actual operating conditions as all bus fleet vehicles are routinely maintained and inspected to ensure safe and reliable conditions.</p> <p>Transit Services plans to conduct garage building condition assessment in 2020/2021, following the previously completed assessment in 2017. The assessment cycle of 3-4 years is well in line with industry best practices. Condition assessment for various bus terminals was recently completed.</p>



Housing Services \$967M



Asset Management Grading Strategy

As Housing Service Manager, York Region funds more than 6,909 units, of which 2,860 are owned and managed by Housing York Inc., York Region's Municipal Housing Corporation.

Housing Service's asset management drivers are:

- Future population and asset growth;
- Aging infrastructure; and
- Asset Condition

To meet the increasing demands, Housing Services has planned for five additional developments over the next ten years.

Housing Services conducts building condition assessments through consultants to maintain up-to-date information on each facility on a five-year cycle. This helps with minimizing the lifecycle cost of each facility. In addition, Housing Services also conducts ASHREA level 2 energy audits for every facility on five-year rolling cycle.

Furthermore, Housing Services develops an annual capital plan based on a prioritization system using a risk assessment framework and updates Facility condition Index annually.

Asset Portfolio

- 4 Emergency and Transitional Housing Facilities
- 11 Low Rise Housing Apartment Buildings
- 20 Mid & High Rise Housing Apartment Buildings
- 7 Townhouse Complexes

Changes in Asset Portfolio

Major items added include:

- The addition of Woodbridge Lane high-rise building has officially been added to the HYI portfolio adding an additional 162 units of affordable housing.

Portfolio Replacement Value Update

2018 Infrastructure Replacement Value	\$905M
Changes since 2018	\$62M
New, replaced & rehabilitated assets	\$44M
Updated replacement value	\$923M
Decommissioned Assets	\$0
2019 Infrastructure Replacement Value	\$967M

The average asset has reached

37%

of its useful life

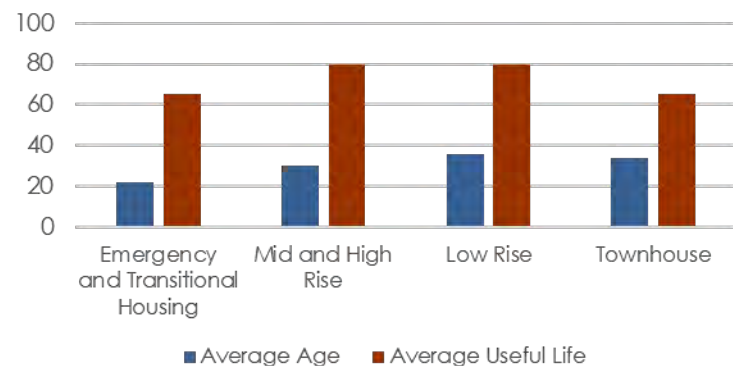
On average,

1.1%

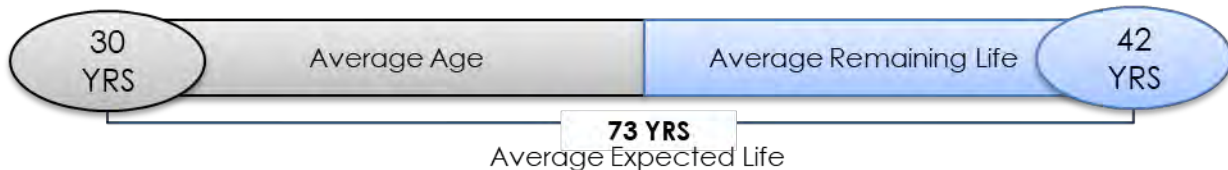
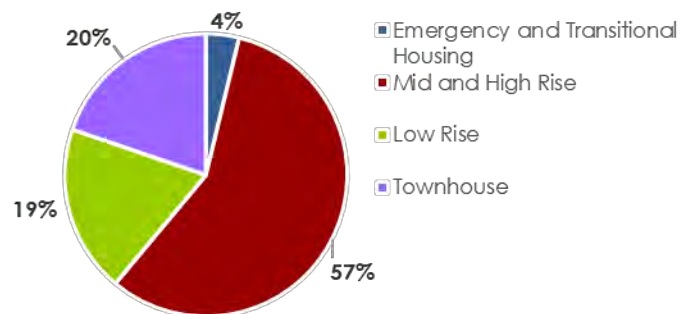
of replacement value is spent each year on rehabilitation and replacement

2019 Summaries

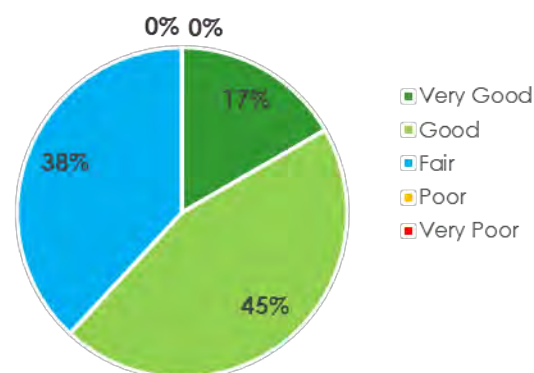
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



62% of assets are in good or better condition

98% of facilities with asset management work scheduled in 10 year capital plan

Although housing uses a 5 scale grading scale, no facilities were identified as in poor or very poor condition

Future Outlook to 2023

The Region has several upcoming capital projects planned to enhance the housing stock, including:

- 265 seniors housing apartment units in Markham – anticipated construction completion 2022;
- 100 mixed housing apartment units in Whitchurch-Stouffville – Anticipated completion Q4 2022; and
- Passive house apartment units in Newmarket – Anticipated start 2022

Asset Management Grading Strategy

The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	B	B	→
Capacity	B	B	→
Condition	B	B	→
Financial			

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target	2019 Results	Comments
Number of housing units per Acre	TBD	27.7	This metric measures development potential
Facility Condition Index	5% or less	3.3%	This metric is defined as FCI (C+2yrs)= Deferred Maintenance Total (current year need) + Plan Years 1 & 2 (following current year) / Current Replacement Value
Facility Needs Index	TBD	N/A	This metric is defined as FNI (C+5yrs)= Deferred Maintenance Total (current year need) + Plan Years 1 to 5 (following current year) / Current Replacement Value. Future Level of Service
Renewal Investment Rate	1.7-2.5%	1.1%	Renewal investment rate is defined as average annual reinvestment over the next 10 years/current replacement value
Aesthetics	2 or less	1.9	This metric is defined as suitability of facility exterior and interior aesthetics
Amenities	2 or less	2.0	This metric is defined as availability and suitability of facility amenities considering location, configuration and comfort

Detailed information about the level of service metrics are included in the Community and Health Services Asset Management Plan



Forestry

\$531.8M



Asset Management Grading Strategy

York Region owns and manages a diverse network of planted and natural vegetation communities, and associated recreational and supporting infrastructure collectively known as green infrastructure.

York Region Natural Heritage and Forestry staff and contracted services monitor and maintain all Regional street trees to maximize the expected life. Management activities in the York Regional Forest are regularly undertaken to promote forest health & provide an exceptional visitor experience.

Forestry staff are currently engaged in proactive initiatives to study and prepare for the effects of climate change, invasive species, and urbanization.

Most assets are relatively new due to recent growth in the urban forest and construction of the Bill Fisch Forest Stewardship and Education Centre. Overall, the Region's Forestry assets are largely in good or very good condition.

Asset Portfolio

- Urban Forest: 69,311 street trees, 22,878 shrubs, and 46,941 perennials including landscaped boulevard and centre median planters
- York Regional Forest: 2,387 hectares including forested and non-forested areas, roads, parking facilities, trails, fences
- The Bill Fisch Forest Stewardship and Education Centre

Changes in Asset Portfolio

Major items added include:

- 2,500 street trees added to the inventory
- 2.9 km of enhanced streetscape
- 1 parking lot added to the Regional Forest

Portfolio Replacement Value Update

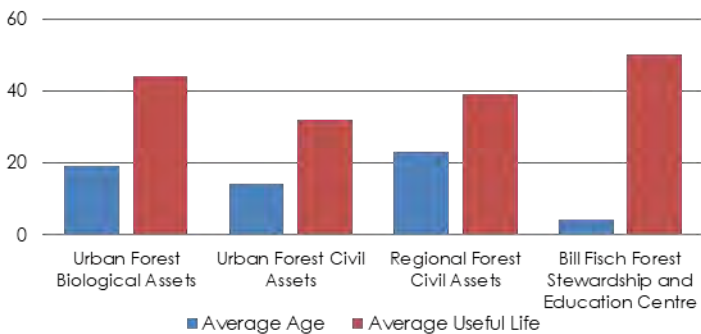
2018 Infrastructure Replacement Value	\$516.4M
Changes since 2018	\$15.4M
Addition of solar arrays to portfolio	0.4M
New, replaced & upgraded assets	TBD (\$0.0M*)
Updated replacement value	\$15.0M
Decommissioned Assets	\$0.0
2019 Infrastructure Replacement Value	\$531.8M

* Replacement Values for new assets are calculated by a third party during each Asset Management Plan update. The next plan update will develop a green infrastructure replacement cost model with functionality to calculate updated replacement values for new assets on demand.

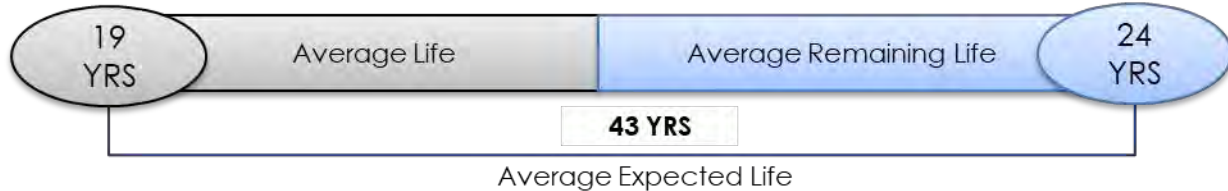
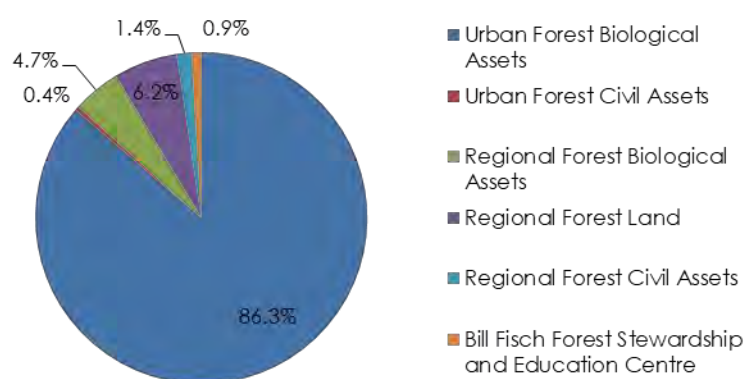
The average asset has reached **43%** of its useful life

2019 Summaries

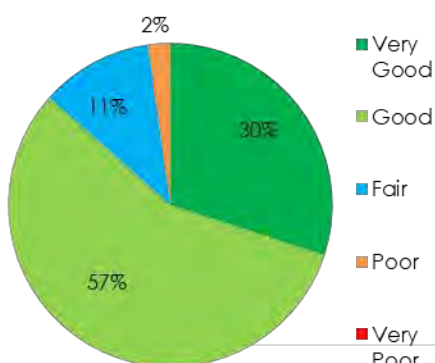
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



84%

of street trees are in fair or better condition

100%

of the York Regional Forest conforms to Forest Stewardship Council Certification criteria

The 2% of Green Infrastructure assets in poor condition are included in the York Regional Forest and Street Tree programs.

Future Outlook to 2022

The Region has several upcoming capital projects planned to enhance its ability to manage green infrastructure and meet its levels of service through:

- Expanding the existing GIS database of asset information
- Providing additional tree plantings
- Condition assessment of civil assets
- Updating the Green Infrastructure Asset Management Plan

Asset Management Grading Strategy

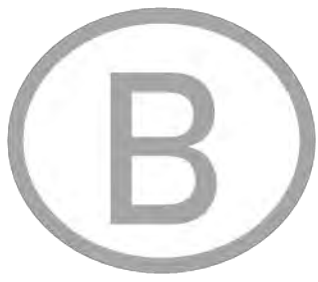
The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2022.

Criteria	Grade		Trend to 2022
	2018	2019	
Reliability	B	A	→
Capacity	B	B	→
Condition	B	A	→
Financial	-	-	

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target	2019 Results	Comments
Area of sensitive habitat protected	25% of the YRF area	32%	This metric assesses the land area protected through nature reserve areas and special management areas. These sensitive areas are identified as being significant in terms of biodiversity and/or uniqueness. Examples include forest communities, wetlands, meadows, etc. The Region identifies these areas through the Legacy Conservation Forests Strategy.
Percent area of forest regeneration to acceptable levels	> current	99%	This metric looks at proportion of the forest that is regenerating to acceptable levels. It is determined by the forest regeneration area versus the total forest area as recorded in the forest inventory database.
Percent conformance to FSC Regional standards	> 88%	100%	This metric looks at conformance with Forest Stewardship Council Certification criteria and it is determined by compliance with the standards set by the Forest Stewardship Council as audited.
Length of trail available for recreational use (km)	TBD	150.67 km total trail length, including 4.3 km accessible trail length	This metric looks at the length of trails available for public use. It is measured by the number of km of trails available for use.
Percent of available planting space occupied by street trees	95%	78%	This metric is assessed by measuring the available planting area within urban Regional road right of ways that are occupied by street trees.
Percent of Street Trees in good or satisfactory health	90%	*84%	*This data is gathered every 5 years based on the most recent version of the York Region Street Tree Health Assessment Report. The number reported in this update is based on the results from the 2015 report. The results of the 2020 Street Tree Health Assessment Report will be used to support the internal 2020 SOIR update.
Percent proportion of street trees by species as an indicator of resiliency to threats	Most commonly occurring species is less than 10%	Ivory silk lilac composes 10% of total amount of trees	This metric assesses the resiliency of the Urban Forest, specifically street trees to threats (e.g invasive species & climate change) by measuring the percentage of the street tree population comprised of a single species.
Net amount of water consumed per year (Bill Fisch Forest Stewardship and Education Centre)	0 litres	0 litres	Net water consumption is calculated based on quantity of water consumed from sources external to the property.



Property Services \$517.3M



Asset Management Grading Strategy

In York Region, Property Services plans for growth and upgrade of Regional facilities, acquires property for Regional uses, manages capital construction projects, is responsible for facility maintenance and day to day building operations, including security and parking services.

Property Services strives to meet the principles of a consistent and coordinated approach to asset management by planning and implementing asset renewal strategies and projects.

Through these services, the Region:

- Provides safe and accessible facilities for public access to Regional Services and Council;
- Maintains facilities that promotes and makes possible the delivery of Regional services;
- Conducts prioritized condition assessments to monitor and maintain the facilities in a good state of repair to ensure a reliable asset base for Regional care facilities, paramedic stations and roads maintenance yards

Asset Portfolio

- 4 Administrative Office Facilities
- 5 Mixed Use Facilities
- 2 Long Term Care Homes
- 17 Paramedic Response Stations (owned)
- 5 Road Maintenance Yards

Changes in Asset Portfolio

Major items added include:

- Paramedic Response Station # 25 Markham South East
- Paramedic Response Station # 16 Newmarket North West

Portfolio Replacement Value Update

2018 Infrastructure Replacement Value	\$494.9 M
Changes since 2018	\$22.5 M
New, replaced & rehabilitated assets	\$8.1 M
Updated replacement value	\$14.4 M
Decommissioned Assets	\$0.0
2019 Infrastructure Replacement Value	\$517.3 M

The average asset has reached

39%

of its useful life

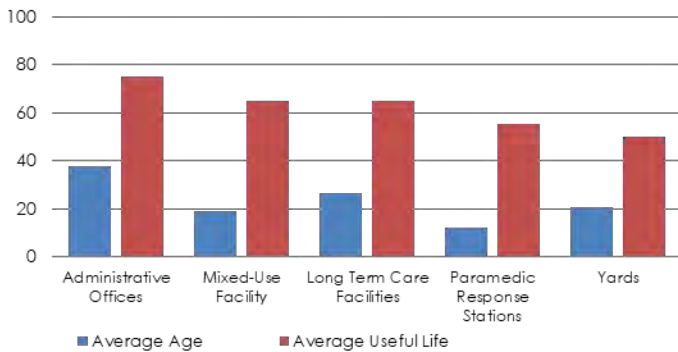
On average,

1.1%

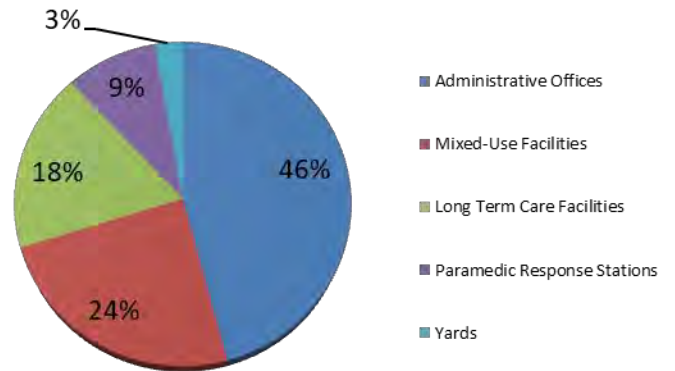
of replacement value is spent each year on rehabilitation and replacement

2019 Summaries

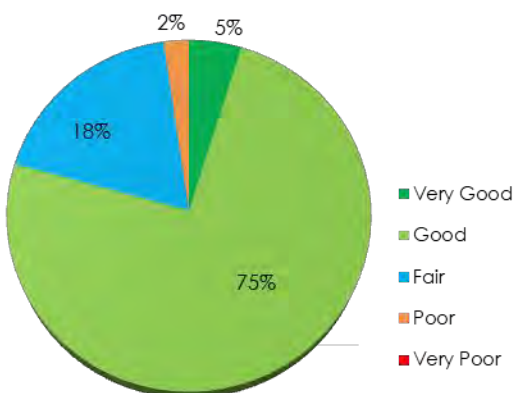
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



98%

of assets are in fair or better condition

By 2020, 17150 Yonge Street will increase the replacement value of the portfolio

by **51%**

Of the 2% of assets in poor condition, all have been identified for replacement projects. These assets include: 62 Bayview Parkway and 22 Prospect Street, both located in Newmarket.

Future Outlook to 2023

Property Services asset portfolio is expected to grow and the condition improve as new facilities are added to the portfolio, older outdated buildings are decommissioned and leased properties are replaced by owned:

- 17150 Yonge Street;
- (5) new Paramedic Response Stations; and
- Renovations to York Region Administrative Centre

Asset Management Grading Strategy

The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	B	B	↗
Capacity	C	C	↗
Condition	B	B	↗
Financial	Not Graded	Not Graded	

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target	2019 Results	Comments
Facility Condition Index: Administrative Offices and Mixed-Use Facilities	Maintain Facility Condition Index below 5% through ongoing BCA and renewal investment programs	3.9%	This industry standard indicator measures the total capital cost of backlog / deferred repairs at a facility, plus the projected capital needs for the next two years, to the current replacement value of the facility. The resulting ratio is used to determine the overall condition of the asset, and is used to guide investments within the portfolio
Facility Condition Index: Long Term Care Homes		3.8%	
Facility Condition Index: Paramedic Response Stations		2.2%	
Facility Condition Index: Road Maintenance Yards		3.8%	

B

Police Services \$276.7M



Asset Management Grading Strategy

York Regional Police (YRP) provides crime prevention and law enforcement in the nine local municipalities that comprise York Region. YRP assets support its sworn and civilian members in providing these services. This plan specifically covers assets that supports police when responding to emergency calls.

YRP's goal in managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers.

The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance
- Managing the impact of growth through demand management and infrastructure investment
- Taking a lifecycle approach to developing cost-effective management strategies for the long term that meet the defined level of service
- Identifying, assessing and appropriately controlling risks
- Linking to a long-term financial plan which identifies required, affordable expenditure and how it will be allocated

Asset Portfolio

- Seven Police-owned facilities
- Telecommunication Towers and Equipment
- Information Technology Assets (Hardware, IT Infrastructure and Applications)
- Fleet:
 - 711 Vehicles
 - One Helicopter
 - Seven Vessels
- Specialized Equipment

Changes in Asset Portfolio

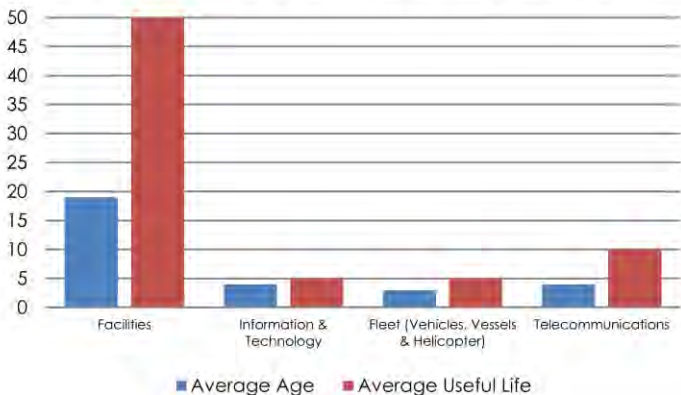
- No Major Changes in Portfolio for 2018

Portfolio Replacement Value Update

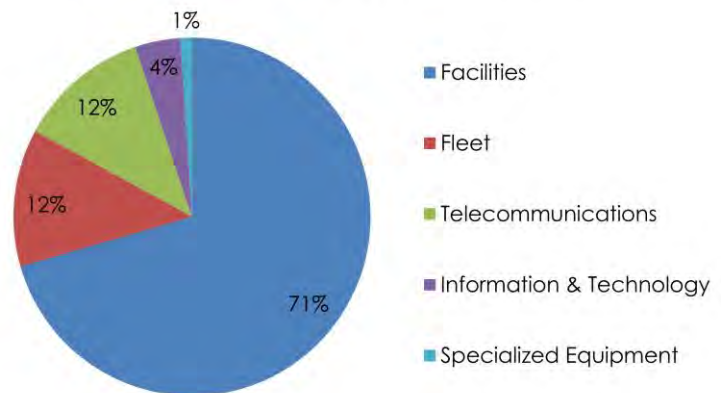
2017 Infrastructure Replacement Value	\$265.5
Changes since 2017	\$0.0
New, replaced & rehabilitation assets	\$11.7
Updated replacement value	\$10.1
Decommissioned Assets	\$10.6
2018 Infrastructure Replacement Value	\$276.7

2018 Summaries (Based on 2017 Data)

Average Age & Useful Life Expectancy

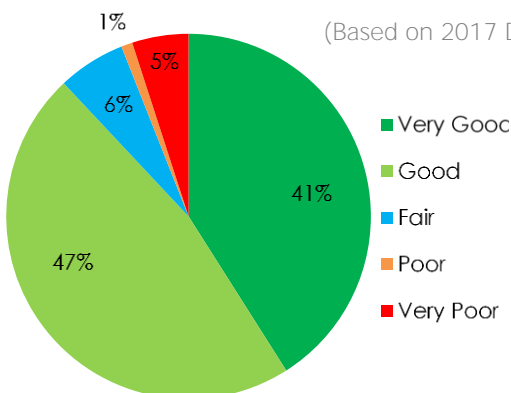


Replacement Value (% of Portfolio)



Condition Grade

(Based on 2017 Data)



94%

of assets are in fair or better condition

Building condition assessments are performed on YRP facilities every five years by an external consultant. In addition, preventative maintenance schedules are in place for YRP equipment, facilities and vehicles. For vehicles and helicopters, maintenance schedules are being followed based on manufacturer recommendations.

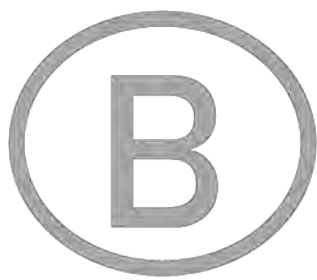
Future Outlook to 2022

York Regional Police will continue to add new equipment and fleet assets to meet the region's growth. Future facility expenditures for YRP include the construction of a new #1 District Headquarters, and Marine Unit Headquarters. Renovations to current facilities are undertaken based on building condition assessments.

State of Infrastructure Performance Card

The following table shows and describes the performance grades for the three criteria, for 2017, 2018 and the trend to 2022.

Criteria	Grade		Trend to 2022
	2017	2018	
Reliability	A	A	→
Capacity	B	B	→
Condition	B	B	→
Financial	-	-	→



Waste Management

\$175.1M



Asset Management Grading Strategy

This service area works in partnership with the Region's local municipalities to ensure proper disposal of solid waste. It also operates public drop-off depots for materials not managed at curbside such as electronic waste, scrap metal, and household hazardous waste.

York Region's Waste Management facilities are operated by third-party contractors. At the York Region Waste Management Centre and the Durham York Energy Centre, the contractors are required to perform regular assessments and undertake rehabilitation works necessary to

ensure the facilities continue to operate at or above a stipulated level of service as specified in the operation agreements. The Contractor's maintenance activities are monitored by York Region and verified by independent third-party consultants.

At the public waste drop-off facilities, the Region manages condition assessments and undertakes rehabilitation work as required.

Asset Portfolio

- 2 Community Environmental Centres (each with a Household Hazardous Waste Depot)
- 2 standalone Household Hazardous Waste Depots
- 1 Transfer Station with a Household Hazardous Waste Depot
- 1 co-owned Energy from Waste Facility
- 1 Material Recovery Facility and Transfer Station

Changes in Asset Portfolio

- No facilities added to or removed from portfolio in 2019
- 15 pieces of mechanical equipment added to the Materials Recovery Facility
- 6 pieces of infrastructure were replaced or upgraded at drop-off facilities

Portfolio Replacement Value Update

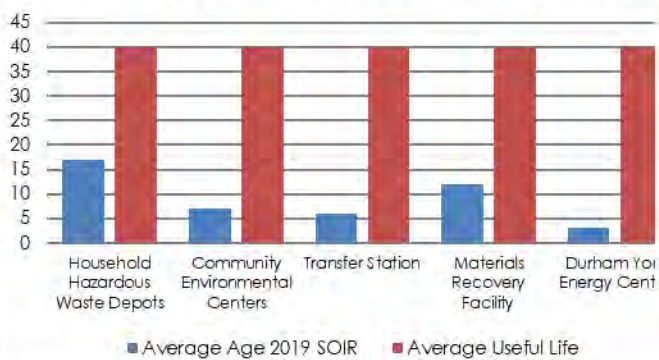
2018 Infrastructure Replacement Value	\$168.5M
Changes since 2018	\$6.6M
Addition of solar arrays to portfolio	\$0.04M
New, replaced & rehabilitated assets	\$1.7M
Updated replacement value	\$4.9M
Decommissioned Assets	\$0.0M
2019 Infrastructure Replacement Value	\$175.1M

The average facility has reached **21%** of its useful life

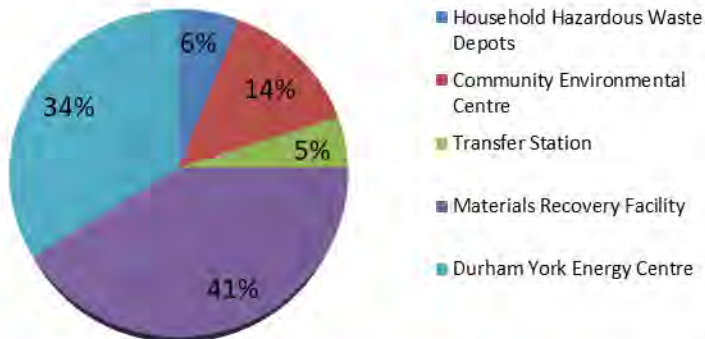
On average, **0.9%** of replacement value is spent each year on rehabilitation and replacement

2019 Summaries

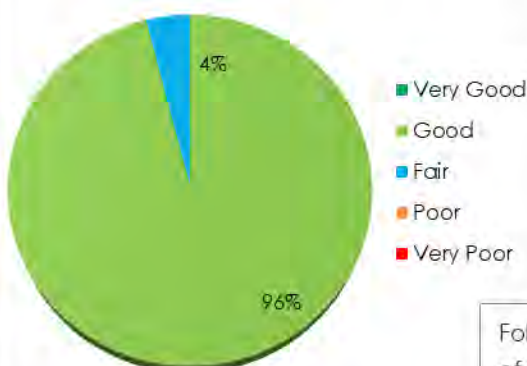
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



100% of facilities are in fair or better condition

The Region is in the process of amending existing approvals to increase the maximum annual processing limit from 140,000 to 160,000 tonnes per year at the Durham York Energy Centre. Additional processing can be accomplished using existing infrastructure with no capital upgrades.

Following recent rehabilitation and upgrade works, all of the waste management facilities are in fair or good condition. Condition assessments of all facilities will be completed within the next two years.

Future Outlook to 2023

The Region has several upcoming capital projects planned to enhance its ability to meet current and projected solid waste demands, including:

- Replacement and upgrades to equipment at the York Region's Waste Management Centre
- Replacement and upgrades to equipment at drop-off facilities

Asset Management Grading Strategy

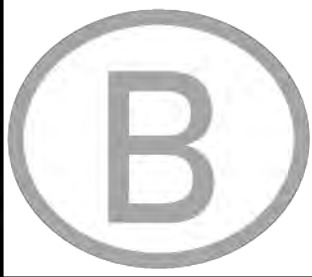
The following table shows and describes the performance grades for the four criteria, for 2018, 2019 and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	A	A	→
Capacity	B	B	→
Condition	B	B	→
Financial	A	A	→

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target	2019 Results	Comments
Number of complaints due to performance/failure of the facility received per year from Local Municipalities/Customers	0/year	0	This metric looks at complaints filled by the Local Municipalities/Customers due to asset-related failures at the Region's waste management facilities.
Number of Environmental Compliance Approval (ECA) compliance issues due to performance/failure of the facility	100% compliance	100%	By law, the Region must meet the specified asset monitoring/maintenance conditions set out in the ECA for each of its waste management facilities.
Per cent of solid waste diverted from landfill	90%	94%	The Region must report annually to the MOECP on its diversion rate to satisfy the DYEC ECA. In 2019, the Region achieved a 94% diversion from landfill rate, surpassing the target of 90% established in the Official Plan.
Number of public or staff Health, Safety & Environment issues due to performance/failure of the building, facility equipment or roadways	100%	100%	By law, the Region must provide a safe and healthy workplace for staff as per Ontario's Occupational Health & Safety Act. Under the ISO 14001 program, the Region has operation and emergency procedures that developed to protect public, staff and environment.
Availability of facility to receive (if applicable) materials delivered by Local Municipalities/Customers	100%	100%	The Region has service agreements with each of the Local Municipalities/Customers. This includes the ability of the Region to receive municipal curbside waste (garbage, blue box recyclables, and source separated organics) as agreed/stated.
Tonnes of materials delivered less than available receiving capacity	No more than 140,000 tonnes/year (system capacity)	Processed approximately 78,000 tonnes	The Region's Materials Recovery Facility can process up to 140,000 tonnes of blue box recyclables annually. Sufficient processing capacity remains available as the facility processed approximately 78,000 tonnes of recyclables from Local Municipalities in 2019.



Information Technology Services

\$73.8M



Asset Management Grading Strategy

York Region staff rely on the Region's technology infrastructure to perform crucial daily business activities. Our technology infrastructure enables staff to quickly connect to hardware, software, data, and citizens in order to deliver the Region's services.

The Finance department's Information Technology Services (IT Services) branch is responsible for building, operating and maintaining the Region's corporate technology infrastructure. This includes procuring, operating, maintaining and disposing of the end-user devices, network switches, firewalls, routers, servers, software and data centres that make up the technology infrastructure.

A technology asset's condition is primarily determined based on its age.

Generally, after the asset has been in use for a pre-specified amount of time, it is replaced through a scheduled equipment refresh. However, an asset's age is not always fully indicative of its condition. Assets that are functioning well and continue to provide the expected level of service can remain in use past their scheduled refresh date. Likewise, assets that are not providing the expected level of service may be removed from service before the scheduled refresh date.

The IT Services branch provides reliable technology infrastructure, end-user devices and support services that meet the Region's requirements and capacity demands, enabling departments to provide their services to citizens.

Asset Portfolio

- 18,363 Computers (including Monitors & Docking Stations)
- 979 Printers
- 5,375 Cellular (Mobile Phones, Pagers & Wireless Modems including Machine to Machine)
- 8,687 Network & Data Centre (includes Network Switches, Phones, Firewalls, Routers, Servers & Storage)
- Software (applications, systems etc.)

Changes in Asset Portfolio

Major item added:
 ➤ Software assets - \$24.8M (not evaluated in 2018 SOIR)

Portfolio Replacement Value Update (ITS owned and managed technology)

2018 Infrastructure Replacement Value	\$42.3M
Changes Since 2018	\$31.5
New, Replaced & Rehabilitated Assets	\$5.97
Decommissioned Assets	\$3.53
2019 Infrastructure Replacement Value	\$73.8

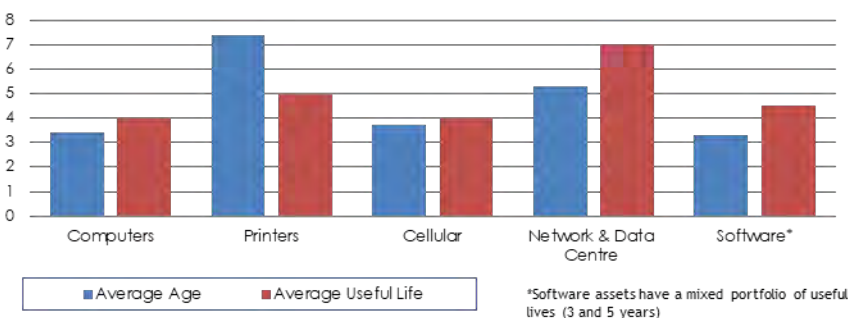
The average asset has reached

94%

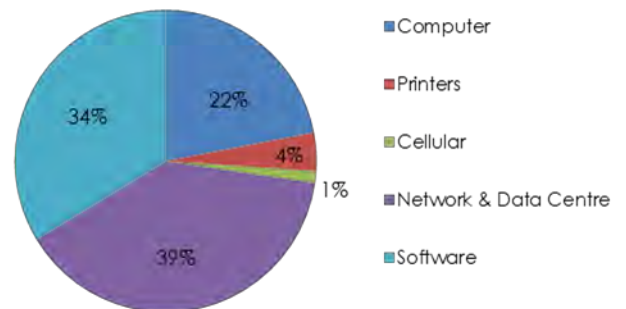
of its useful life

2019 Summaries

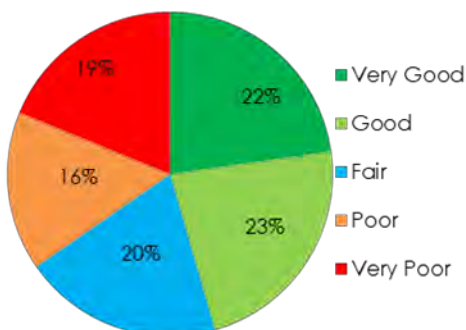
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



65.7% of assets are in fair or better condition

Of the 19% of assets considered to be in "very poor" condition, a large majority are software and PC monitors that are being used beyond their expected life because their performance continues to meet the end user's expectations. The current printer fleet also accounts for a significant portion of the "very poor" assets; 57% of the Region's printers are in very poor condition. Ongoing refresh projects in 2020 will continue to address these assets.

Future Outlook to 2023

Technology is constantly changing and improving, resulting in a short lifespan for technology assets. This, along with the need to move, re-assign, decommission and replace assets during their lifecycle, makes it challenging to track inventory. The short lifespan also makes long-term planning challenging, since predicting what technology may look like in the next three to five years is difficult. In the future, IT Services is looking to perform a disaggregated analysis of the Region's software & monitor assets they exhibit different useful lifespans than others within the same asset class.

Asset Management Grading Strategy

The following table shows the performance grades for the four criteria for 2018 and 2019, and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	B	A	→
Capacity	A	A	→
Condition	B	B	→
Financial	B	B	→

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target	2019 Results	Comments
Replace aged assets that have reached beyond useful life	80%	92.2%	Timelines for the replacement of aged printers were impacted by the finalization of a procurement and contract with a new vendor. The scheduled PC Refresh has progressed well and exceeded plans. The future outlook continues to be promising.
Resolve incidents reported to the Service Desk in a timely manner	60% resolved < 1 day	<ul style="list-style-type: none"> • <1 day 70% • <1 week 13% • <2 weeks 7% • <1 month 5% • >= 1 month 5% 	Service provided meets the requirements of the organization.
Out-of-warranty repairs to Computers are done in a timely and fiscally responsible manner	Less than 5%	1.6%	Service provided meets the requirements of the organization.
Provide a reliable & available IT technology infrastructure that meets the demands of the organization	99.9% Uptime	99.99%	Service provided exceeds the requirements of the organization.



Paramedic Services

\$26.9M



Asset Management Grading Strategy

In York Region, Paramedic Services sits within the Paramedic and Seniors Services branch of the Community and Health Services department.

Through Paramedic Services, the Region provides emergency and non-emergency medical response for the Municipalities within York Region, including:

- patient assessment, lifesaving treatment, and monitoring
- safe and timely transport to appropriate facilities for continuing medical care.

In addition to the ongoing proactive maintenance and monitoring carried out by staff, the Region adheres to strict legislative and regulatory requirements related to its fleet and equipment.

Service planning is guided by a 10-Year Resources and Facilities Master Plan. This plan identifies optimal station locations, staffing and vehicle requirements over a 10 year period to meet the needs of the Region's growing population. It is based on factors such as population trends, roadway development and travel time.

Asset Portfolio

- 17 Paramedic Response Stations (Reported under Property Services)
- 66 Ambulances
- 31 Rapid Response Units
- 283 Equipment (Defibrillators, Stretchers, Stair Chairs)
- 4 Trailers
- 1 Emergency Support Units
- 4 Special Response Units
- 1 Multi Patient Ambulance
- 2 Logistics Vehicles

Changes in Asset Portfolio

- Annual Replacement Schedule for vehicles and equipment

Portfolio Replacement Value Update

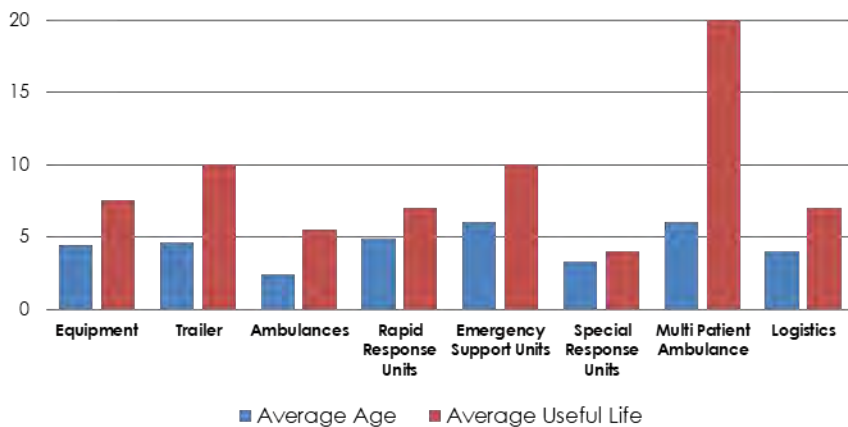
2018 Infrastructure Replacement Value	\$23.2
Changes since 2018	\$3.7
New, replaced & rehabilitation assets	\$4.0
Updated replacement value	\$1.1
Decommissioned Assets	\$2.9
2019 Infrastructure Replacement Value	\$26.9

The average asset has reached **8%** of its useful life

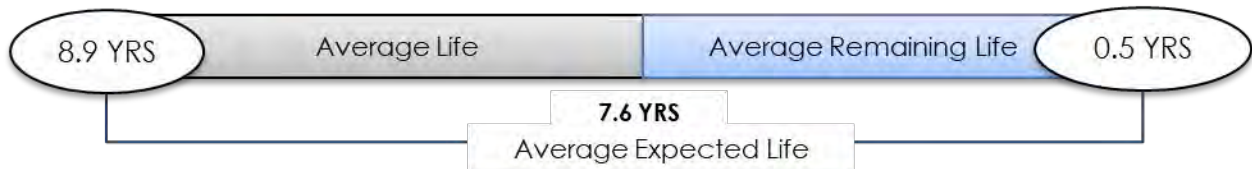
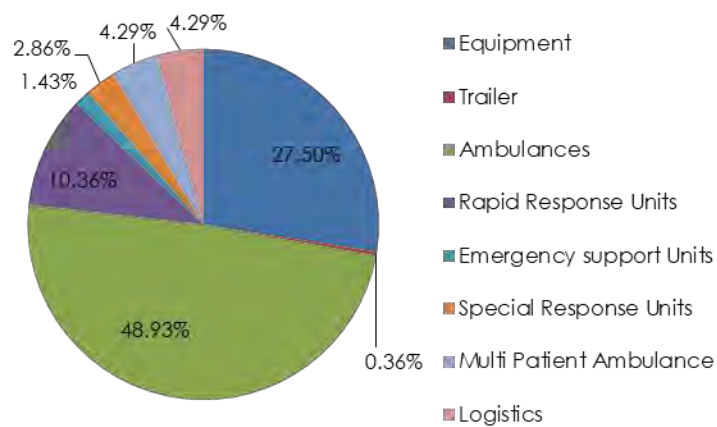
On average, **4.4%** of replacement value is spent each year on rehabilitation and replacement

2019 Summaries

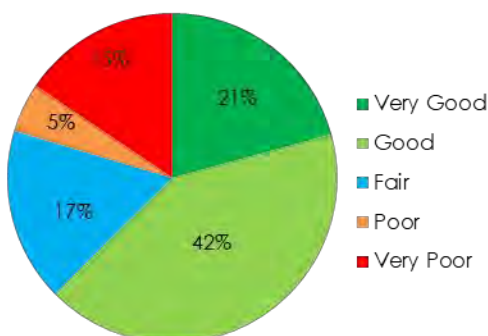
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



80% of assets are in fair or better condition

Of the 20% of assets in poor or very poor condition, all have been identified for rehabilitation or replacement projects. These assets include 1 ambulances, multiple rapid response vehicles, and medical equipment. The medical equipment has been identified as poor based on the manufacture's recommended lifecycle.

Future Outlook to 2023

- The Region has several upcoming capital projects planned to enhance its ability to meet current Paramedic Response times:
- Continue to replace medical equipment based on annual replacement program; and
 - Update the 10-year Facility and Resources Master Plan to replace response vehicles and increase spare ratio.

Asset Management Grading Strategy

The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	A	A	→
Capacity	A	A	→
Condition	B	B	→
Financial	-	-	→

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target	2019 Results	Comments
Emergency Response Time – Sudden Cardiac Arrest AED within 6 minutes	>60%	66%	Servicing in town and village areas are considered urban, but often cannot be achieved cost-effectively
Emergency Response Time – Canadian Triage and Acuity Scale (CTAS)1 : 8 minutes	>75%	76%	
Emergency Response Time – CTAS 2: 10 minutes	>80	83%	
Emergency Response Time – CTAS 3: 15 minutes	>90%	90%	
Emergency Response Time – CTAS 4: 20 minutes	>90%	93%	
Emergency Response Time – CTAS 5: 25 minutes	>90%	95%	
Standby Fleet	45%	32%	This is below target. The services will be exploring how to increase the standby fleet ratio.
Asset Renewal Rate – Percentage of assets beyond replacement year – Ambulances and vehicles (except logistics) and Equipment	0%	2.8%	For some assets such as stretchers PSS extends life through upgrades and preventative maintenance measures.
Service Interruptions - % uptime of systems ePCR (Electronic Patient Computer Recording)	99.9%	100%	
Unscheduled Maintenance	TBD	N/A	Future Level of Service



YORKNET

\$25.3M

Background

Asset Portfolio

YorkNet (formerly YTN) is a wholly-owned subsidiary of the Region, incorporated on August 9, 2017 under the Business Corporations Act (Ontario).

YorkNet is responsible for the planning, acquisition/construction, maintenance, renewal and disposal of the Region's fibre assets. However, the Region will retain ownership of the assets in the medium term, as the network is built out or until otherwise determined.

The mandate of the corporation is to:

- Ensure connectivity of Regional facilities to enable efficiency and service delivery
- Assist MUSH sector (Municipalities, Universities, Schools, Hospitals) partners with connectivity needs
- Forster relationships with third party service providers to facilitate connectivity and economic development

The Region began building the fibre network in 2002 to link its facilities and other infrastructure, and by 2019 the network consisted of almost 300 kilometres of fibre along Regional roads.

- 275 kms of fibre cabling
- 211.1 kms of conduit
- 327 Splice Enclosures
- 258 Gators
- 135 Patch Panels
- 13 Manholes
- 1,147 Handwells

Current asset inventory and past replacements have been estimated using the Region's accounting records and YorkNet's work order records. Internal YorkNet records provide an approximate value of the inventory of fibre.

Portfolio Replacement Value Update

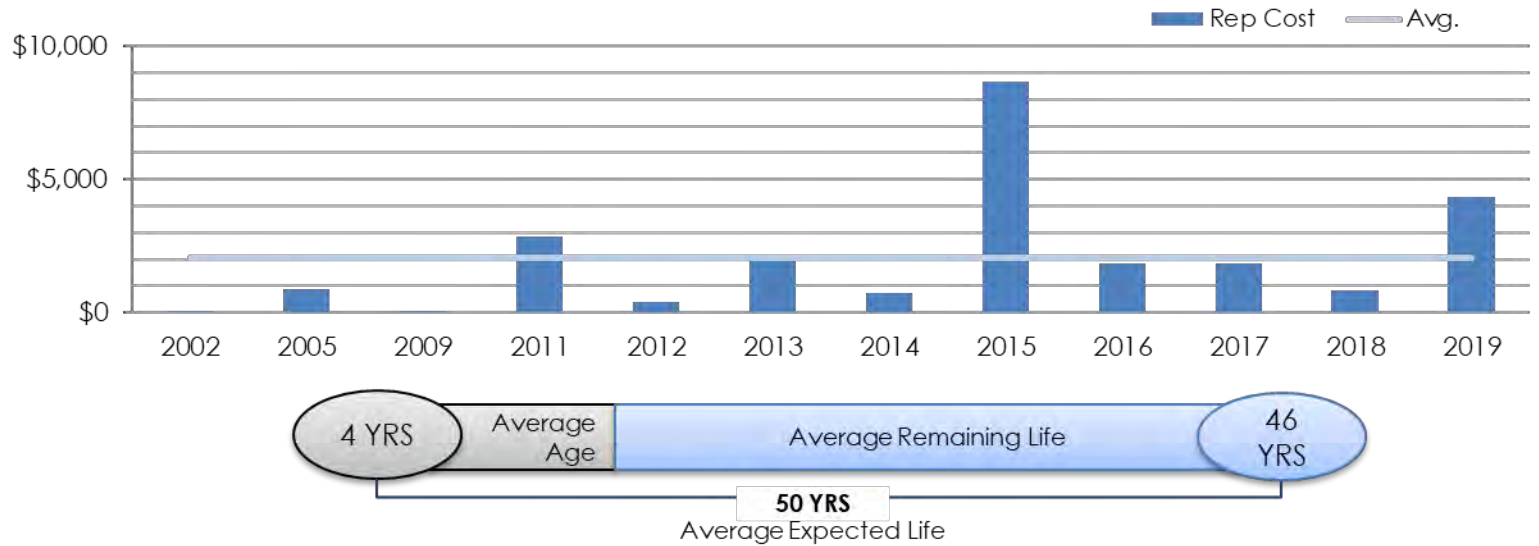
2018 Infrastructure Replacement Value	\$20.1
Changes since 2018	\$5.2
New, replaced & rehabilitated assets	\$5.2
Updated replacement value	\$0.0
Decommissioned Assets	\$0.0
2019 Infrastructure Replacement Value	\$25.3

The average asset has reached **8%** of its useful life

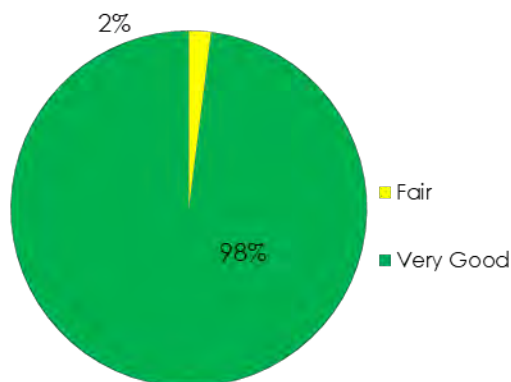
On average, **1%** of replacement value is spent each year on rehabilitation and replacement with plans to increase this to **2%** over the next 5 years.

2019 Summaries

Replacement Cost by Year of Construction \$000's



Condition Grade



Overall, dark fibre assets are in very good condition. It is anticipated that through repairs and upgrades, the overall grade will remain stable over the next 5 years.

Future Outlook to 2023

Future asset requirements are primarily focused on continuing to build the network as quickly as possible. By 2023, the network will have more than doubled in size going from 200 kms to more than 500 kms through the following initiatives:

- Connect to Innovate
- Fibre construction in Vaughan and Markham
- Fibre Swaps

In addition, YorkNet will be making increased investments in maintenance and repairs while also contributing to long-term asset management reserves.

Asset Management Grading Strategy

The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	A	A	→
Capacity	B	B	→
Condition	A	A	→
Financial	A	A	→

Level of Service Performance Card

As a new corporation, YorkNet is working to better define both existing and future service levels across the network. Fibre provides the Region with characteristics such as virtually unlimited bandwidth capabilities, rapid scalability to meet changing demands, network control, and increased cloud and big data capabilities. Service levels are based around providing uninterrupted services, increased connectivity, and enhanced network efficiency and speed. All of which depend on expanding the fibre network. Therefore, future asset requirements are primarily focused on continuing to build a network that achieves the greatest number of connections in the shortest amount of time.

Condition assessment is based on age and routine maintenance monitoring. As detailed earlier, YorkNet fibre assets are still relatively new and inspections and preventative maintenance work, repairs due to deterioration or unforeseen /emergency events, location calls to prevent accidental damage, and relocations to accommodate changes in surrounding assets are ongoing to maintain current service levels. All of these activities are expected to increase as the system expands.



Senior Services (Long-Term Care)

\$7.3M



Asset Management Grading Strategy

York Region owns and operates two municipal Long-Term Care Homes (Newmarket Health Centre and Maple Health Centre).

Newmarket Health Centre has 132 long-term care beds (119 long stay, 19 convalescent care and 3 respite care).

Maple Health Centre has 100 long-term care beds (82 long stay, 15 convalescent care and 3 respite care).

Through these services, the Region provides:

- resident assistance with activities of daily living
- 24-hour nursing and personal care
- on-site supervision and monitoring to ensure the safety and well-being of residents.

In addition to the ongoing proactive maintenance and monitoring carried out by staff at both facilities, the Region develops an annual asset replacement program based on asset lifecycle.

Asset Portfolio

- 2 Long Term-Care Homes (Reported under Property Services)
- 196 Interiors- Flooring
- 196 Interiors – Doors, Walls, Ceilings
- 200 Services – Plumbing, Fire Protection
- 150 Equipment – Communications*
- 32 Equipment – Environmental*
- 109 Equipment – Kitchen
- 271 Equipment – Lifts, Scales
- 1157 Equipment – Other*
- *Count of inventory may be understated as some assets are pooled and not

Changes in Asset Portfolio

➤ No major changes to portfolio for 2019

Portfolio Replacement Value Update

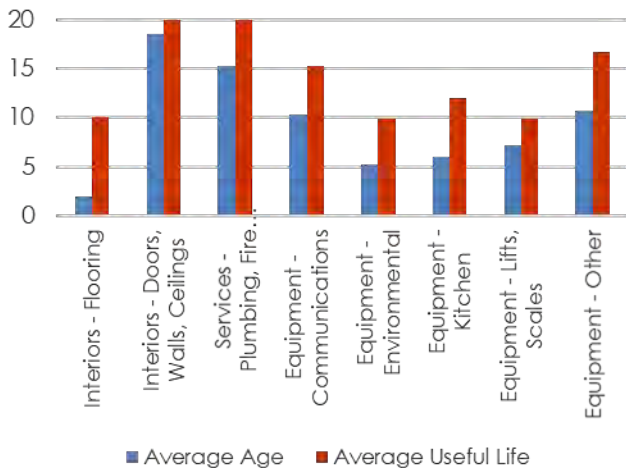
2018 Infrastructure Replacement Value	\$7.0M
Changes since 2018	\$268,325
New, replaced & rehabilitation assets	\$128,015
Updated replacement value	\$140,310
Decommissioned Assets	\$0
2019 Infrastructure Replacement Value	\$7.3M

The average asset has reached **61%** of its useful life

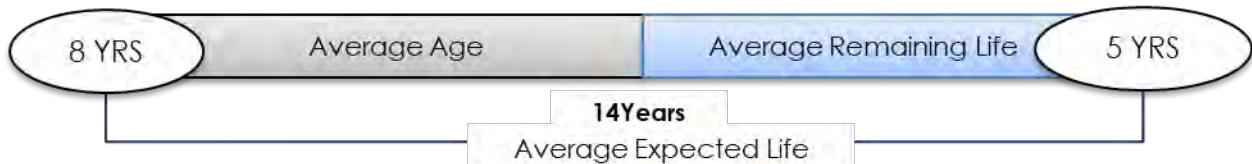
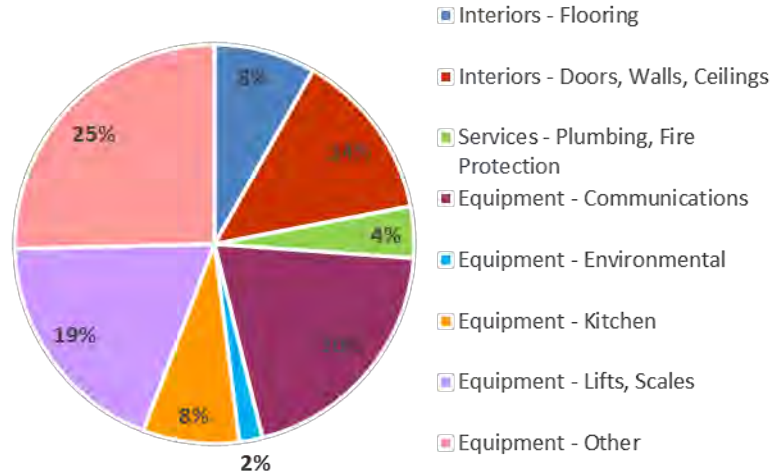
1.8% of replacement value was spent each year on rehabilitation and replacement

2019 Summaries

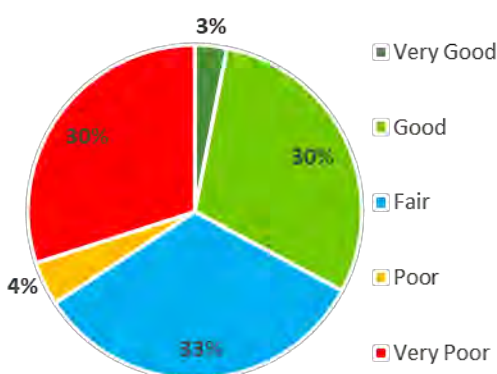
Average Age & Useful Life Expectancy



Replacement Value (% of Portfolio)



Condition Grade



39% of assets are in fair or better condition

Of the 61% of assets in poor or very poor condition, all have been identified for rehabilitation or replacement projects. These assets include: the nurse call system, resident beds, ceiling lifts, and kitchen equipment.

Future Outlook to 2023

The Region has several upcoming minor capital projects planned in accordance with the asset replacement schedule. These includes, but limited to:

- Nurse Call system
- Resident beds
- Ceiling lifts
- Kitchen Equipment
- Flooring in resident rooms

Asset Management Grading Strategy

The following table shows and describes the performance grades for the three criteria, for 2018, 2019 and the trend to 2023.

Criteria	Grade		Trend to 2023
	2018	2019	
Reliability	A	A	→
Capacity	A	A	→
Condition	B	B	→
Financial	-	-	→

Level of Service Performance Card

The following table shows and describes the level of services results for 2019.

Technical Level of Service	Target	2019 Results	Comments
Asset Renewal Rate – Wandering Alert, Nursing Call systems, beds	0%	33.4%	This metric is defined as Percentage of assets beyond replacement year. The 2019 results exceed the target as the Nursing Call systems are being replaced at both homes.
Asset Renewal Rate – Mattresses, tubs, kitchen, cleaning, laundry equipment, wireless phone	15%	13.6%	This metric is defined as Percentage of assets beyond replacement year.
Service Interruptions – Wandering Alert System	100%	99%	This metric is defined as % uptime of systems.
Service Interruptions – Nurse Call System	100%	99.9%	This metric is defined as % uptime of systems.
Work Requests for Functional Issues	TBD	N/A	Future Level of Service.
Efficiency	TBD	N/A	This metric is defined as operating cost per long term care facility bed day. Future level of Service.

Detailed information about the level of service metrics are included in the Community and Health Services Asset Management Plan

4. Conclusion

As of Dec 2019, York Region owned and managed over \$15.9 billion worth (replacement value) of infrastructure assets, which are vital to support the range of services delivered to the community. This replacement value has grown by over 60% from the time reported in the Region's first State of Infrastructure Report in 2013 and is expected to continue to grow to meet future population and economic growth demands.

The Region's population is expected to grow by 25% to 2031. Infrastructure systems will continue to expand and become more complex. To further improve the Region's future state of infrastructure reporting key focus should be met on the following:

- Create quantifiable measures to determine grades;
- Improve on asset condition evaluation methods; and
- Continue to put resources towards asset management.

The current state of data quality, confidence and gaps were identified. Each asset group has its own data methodology for assessing and evaluating the state of inventory and performance data. To ensure usefulness of the state of infrastructure reports robustness of the collected data needs to be verified and confirmed. This can be accomplished through the use of standard data sources, data standards and assurance programs. Reporting structures must be planned and set up to present data inventory on a regular and consistent basis. To achieve this, frequency of reporting must be decided and agreed within the Service Areas. Data improvement opportunities have been identified:

- Greater effort on data collection and consolidation by each Service Area through identification of standard data sources;
- Agree on data standards with the Service Areas (e.g., data should be verifiable, timely, and comparable over time); and
- Launch data quality and assurance programs ensure that data quality is not compromised, and meaningful decisions can be made through it.

The next State of Infrastructure Report is proposed in 2021. As each service area is unique, it has its own methodology for assessing and evaluating their state of inventory and performance data as it relates to the service area's levels of service and service area strategy. Overall grading of dissimilar assets groups and data roll up should be taken under caution as misinterpretation can result (E.g. Some assets may have a condition of very poor however, the risk of failure and service impact is low therefore the strategy may be to do nothing or run to failure).

5. Appendices

Table 1 – Performance Criteria Definitions

Reliability	Measures the quality of service of the infrastructure delivers. The grade reflects factors such as regulatory standards, risk, health and safety, and security.
Capacity	Measures the capacity available to meet servicing needs, which generally declines as demand for services rises. The grade considers both current and projected demand.
Condition	Measures the physical condition, which generally declines as infrastructure ages. The grade is based on observed damage and deterioration.

Table 2 – Grading Definitions

Grade	Definition
(A) Very Good	Fit for the future: Well maintained, good condition, new or recently rehabilitated.
(B) Good	Adequate for now: Acceptable, generally approaching mid-stage of expected service life.
(C) Fair	Requires attention: Signs of deterioration, some elements exhibit deficiencies
(D) Poor	Increasing potential of affecting service: Approaching end of service life, below standard, significant deterioration.
(F) Very Poor	Near of past service life: advanced deterioration, assets may be unusable.

Table 3 – Forecast Future State Definitions

↗	State is expected to improve: infrastructure investments and asset management practices are improving in order to rehabilitate and replace aging infrastructure.
→	State to be maintained: infrastructure investments and asset management practices are established and the performance of assets is expected to be steady in order to maintain the grade.
↘	State expected to degrade: infrastructure may be at risk – opportunities exist to improve future asset performance to prevent a declining grade.



Community & Corporate Services
41 Dundas St West, Napanee, ON K7R 1Z5 TEL 613-354-3351 www.greaternapanee.com

July 7, 2021

Mayor Arie Hoogenboom
Rideau Lakes
1439 County Road 8
Delta, ON K0E 1G0

VIA EMAIL

Dear Mayor Hoogenboom:

**Re: Town of Greater Napanee Resolution of Support for Rideau Lakes
Resolution #68-2021**

Please be advised that at the meeting held on June 22, 2021, the Council of the Town of Greater Napanee adopted the following resolution of support:

RESOLUTION #323/21: Richardson/Norrie

That the correspondence from the Township of Rideau Lakes June 9, 2021 be received; And further, that Council provide a letter of support to the Township of Rideau Lakes regarding the request for funding sources for Municipalities for the ongoing maintenance and preservation repair of abandoned cemeteries in their care. CARRIED.

I trust you find this support in order.

Yours truly,

Katy Macpherson
Legal Services Coordinator



Community & Corporate Services
41 Dundas St West, Napanee, ON K7R 1Z5 TEL 613-354-3351 www.greaternapanee.com

July 7, 2021

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Correspondence received from the Town of Fort Erie regarding Capital Gains tax on Primary Residence

Please be advised that at the meeting held on June 22, 2021, the Council of the Town of Greater Napanee adopted the following resolution of support:

RESOLUTION #321/21: Pinnell/Norrie

That the correspondence from the Township of Scugog - June 10, 2021 be received;
And further, That Council provide a letter of support to the Town of Fort Erie regarding Capital Gains Tax on Primary Residence. CARRIED.

Thank you for your attention in this matter.

Yours truly,

Katy Macpherson
Legal Services Coordinator

Encl.

cc: All Ontario Municipalities



June 10, 2021

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Sent via email to: Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Re: Correspondence received from the Town of Fort Erie regarding Capital Gains tax on Primary Residence

Honourable and Dear Sirs:

At the last regular General Purpose and Administration Committee meeting of the Township of Scugog held June 7, 2021, the Committee received and endorsed correspondence from the Town of Fort Erie dated June 1, 2021 with respect to Capital Gains Tax on Primary Residence. Attached please find a copy of the Town of Fort Erie's correspondence dated June 1, 2021.

Please be advised that Committee approved the following recommendation:

"THAT the correspondence received from the Town of Fort Erie regarding Capital Gains Tax on Primary Residence, be endorsed."

Please note that all recommendations made by the Committee are subject to ratification at the next Council meeting of the Township of Scugog, scheduled to take place on June 28, 2021.

Should you have any concerns, please do not hesitate to contact the undersigned.

Yours truly,

A handwritten signature in black ink that reads 'Becky Jamieson'.

Becky Jamieson
Director of Corporate Services/Municipal Clerk
Encl.

cc: Carol Schofield, Dipl.M.A. Manager, Town of Fort Erie, Manager, Legislative
Services/Clerk
All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities



Community Services

Legislative Services

June 1, 2021
File #120203

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Capital Gains Tax on Primary Residence

The Municipal Council of the Town of Fort Erie at its meeting of May 31, 2021 passed the following resolution:

Whereas primary residences are currently exempt from a capital gains tax, and

Whereas currently secondary and additional non-primary properties are subject to capital gains, and

Whereas the Federal Government is currently looking into a primary residence capital gains tax as they have recognized that affordable housing has become a serious issue in Canada, and

Whereas smaller communities including the Town of Fort Erie are seeing unprecedented higher selling prices that are outpacing prices in larger cities, and

Whereas many hard-working Canadians who have only a primary residence with no additional non-primary homes count on their home equity as financial aid to apply to upsizing or downsizing their home depending on their personal situation, and

Whereas a change in taxation to primary residences would be a significant financial blow to Canadians and would create an unfair, two-tiered taxation which could lead to depleted savings, inter-generational disparities, disparities among diverse groups such as seniors who may have a significant portion of their savings vested in their primary residence, as well as, reducing the ability of home ownership thereby a further, higher need for rentals, and

Whereas the Federal government could look at other means to slow down the rapidly escalating housing costs to improve housing affordability;

...2

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca

The Right Honourable Justin Trudeau, Prime Minister
The Honourable Doug Ford, Premier of Ontario

Page two

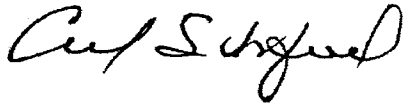
Now therefore be it resolved,

That: The Federal Government cease further consideration of eliminating capital gains tax exemptions on primary residences, and further

That: A copy of this resolution be circulated to The Right Honourable Justin Trudeau, The Honourable Doug Ford, Premier of Ontario, All Members of Parliament, All Members of Provincial Parliament, The Regional Municipality of Niagara, and all Municipalities, for their support.

Thank you for your attention to this matter.

Yours very truly,



Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk

cschofield@forterrie.ca

CS:dlk

c.c. All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities



Community & Corporate Services
41 Dundas St West, Napanee, ON K7R 1Z5 TEL 613-354-3351 www.greaternapanee.com

July 7, 2021

The Honourable Patty Hajdu
Federal Minister of Health
House of Commons
Ottawa, ON K1A 0A6
Patty.hajdu@parl.gc.ca

Dear Honourable Patty Hajdu:

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

Please be advised that at the meeting held on June 22, 2021, the Council of the Town of Greater Napanee adopted the following resolution of support:

RESOLUTION #322/21: Richardson/McCormack

That the correspondence from the Township of Huron-Kinloss - June 1, 2021 be received;
And further, That Council provide a letter of support to the Town of Caledon regarding the Federal Government's initiative to adopt 988, a National three-digit suicide and crisis hotline.

Thank you for your attention in this important matter.

Yours truly,

Katy Macpherson
Legal Services Coordinator

CC: Ian Scott, Chairperson and Chief Executive Officer, CRCT, iscott@telesat.com
All Ontario Municipalities

**The Corporation of the Township of Huron-Kinloss**

P.O. Box 130
21 Queen St.
Ripley, Ontario
N0G2R0

Phone: (519) 395-3735

Fax: (519) 395-4107

E-mail: info@huronkinloss.com

Website: <http://www.huronkinloss.com>

The Honourable Patty Hajdu
Federal Minister of Health
House of Commons
Ottawa, ON K1A 0A6
Patty.Hajdu@parl.gc.ca

June 1, 2021

Dear Honourable Patty Hajdu;

Re: Copy of Resolution #374

Motion No. 374

Moved by: Ed McGugan Seconded by: Carl Sloetjes

THAT the Township of Huron-Kinloss Council hereby supports The Town of Caledon in endorsing the Federal governments initiative to adopt 988, a National three-digit suicide and crisis hotline AND further direct staff to forward a copy of this resolution to Honourable Patty Hajdu, Federal Minister of Health, the Canadian Radio-television and Telecommunications (CRTC) and all municipalities in Ontario.

Sincerely,

Kelly Lush
Deputy Clerk

c.c Ian Scott, Chairperson and Chief Executive Officer, Canadian Radio-Television and Telecommunications Commission (CRTC), iscott@telesat.com All Ontario Municipalities



Allan Thompson
Mayor

Sent via E-Mail to: Patty.Hajdu@parl.gc.ca

March 31, 2021

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

Dear Ms. Hajdu,

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

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

The resolution reads as follows:

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

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

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

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

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

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

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

THE CORPORATION OF THE TOWN OF CALEDON

6311 Old Church Road, Caledon East, Caledon, ON, Canada L7C 1J6
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | www.caledon.ca | allan.thompson@caledon.ca



Allan Thompson
Mayor

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

Sincerely,



Allan Thompson
Mayor

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

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The Honourable Patty Hajdu
 Federal Minister of Health
 House of Commons
 Ottawa, ON K1A 0A6
 Via email: Patty.Hajdu@pal.gc.ca

April 20th 2021

Sent via e-mail

Re: Support for 988, a 3-Digit Suicide and Crisis Prevention Hotline

Please be advised that on April 14th 2021 the Town of Plympton-Wyoming Council passed the following motion to support The Town of Caledon letter endorsing the 988 crisis line initiative to ensure critical barriers are removed to those in a crisis and seeking help.

Motion #16 – Moved by Tim Wilkins, Seconded by Mike Vasey that Council support correspondence item 'o' from the Town of Caledon regarding support for 988, a 3-digit suicide crisis prevention hotline.

Motion Carried.

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

Sincerely,

Erin Kwarciak
 Clerk

Town of Plympton-Wyoming

- cc. The Honourable Christine Elliott, Minister of Health, Ontario - christine.elliott@ontario.ca
 Marilyn Gladu, MP Sarnia-Lambton, marilyn.gladu@garl.gc.ca
 Bob Bailey, MPP Sarnia-Lambton, bob.baileyco@pc.ola.org
 Ian Scott, Chairperson and Chief Executive Officer, Canadian Radio-Television and Telecommunications Commission (CRTC), iscott@telesat.com
 All Ontario Municipalities



Allan Thompson
Mayor

Sent via E-Mail to: Patty.Hajdu@parl.gc.ca

March 31, 2021

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

Dear Ms. Hajdu,

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

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

The resolution reads as follows:

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

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

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

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

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

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

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

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T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | www.caledon.ca | allan.thompson@caledon.ca



Allan Thompson
Mayor

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

Sincerely,

Allan Thompson
Mayor

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

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MISSISSAUGA

RESOLUTION 0155-2021
 adopted by the Council of
 The Corporation of the City of Mississauga
 at its meeting on June 30, 2021

0155-2021

Moved by: P. Saito

Seconded by: C. Parrish

WHEREAS The City of Mississauga operates on the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation and Anishinaabe peoples, the Haudenosaunee Confederacy and the Huron-Wendat First Nation. We recognize that these peoples, and their ancestors live and lived on these lands since time immemorial on these lands called Turtle Island. The City of Mississauga is home to many First Nations, Métis and Inuit peoples; and

WHEREAS the residents of the Town, now City, of Mississauga chose for their name an anishinaabemowim name which speaks to the shared settler and Indigenous history within these lands; and

WHEREAS the City of Mississauga has committed to a path towards Reconciliation with Indigenous Peoples and has responded to the Truth and Reconciliation Commission's Calls to Action; and

WHEREAS the City of Mississauga is committed to speaking truths about our history to further our collective understanding of the past to help create a better future; and

WHEREAS the terrible uncovering of over one thousand unmarked and forgotten children burials at residential schools which have been reported over the past month is a truth about Canada's past; and

WHEREAS because of these truths the government of Canada has declared this year's Canada Day should be a time of reflection and focus on reconciliation; and

WHEREAS Gimaa Stacey LaForme of the Mississaugas of the Credit First Nation has called for this to be a time for supporting each other and contemplating the legacy and future of Canada; and

THEREFORE BE IT RESOLVED that the City of Mississauga will mark Canada Day virtually this year in a manner that provides an opportunity for reflection on our shared history and commitment to a better future:

- Singing of National Anthem
- Greetings and Opening Remarks, Mayor Bonnie Crombie
- Comments from Mayor of Kariya, Japan Takeshi Inagaki
- Comments from Gimaa Stacey LaForme
- Oath of Reaffirmation performed by Members of Council
- Closing Remarks, Mayor Bonnie Crombie
- Lighting the Clock Tower orange to remember those lives lost and changed forever as a result of residential schools

- Changing the digital signage at the Square to “As we mark Canada Day, the City of Mississauga stands in solidarity with Indigenous communities across Canada.”

AND FURTHER to mark this Canada Day:

That the Council of the City of Mississauga call upon the Government of Canada to terminate its appeal of the 2019 Human Rights Tribunal Ruling, ordering Ottawa to pay compensation to First Nations Children and their families, separated in a chronically underfunded child welfare system that sees Indigenous children making up more than half the children in foster care even though they comprise only 7% of all the children under the age of 15 in Canada.

AND That this Resolution be sent to all municipalities in Canada.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor P. Saito	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

Unanimous (12, 0)



Corporate Services

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

July 6, 2021

Via Email: peter.julian@parl.gc.ca

Honourable Peter Julian MP
House of Commons
Suite 203, Wellington Building
Ottawa ON K1A 0A6

**Re: Support Motion M-84 Anti-Hate Crimes and Incidents and
Private Member's Bill C-313 Banning Symbols of Hate Act**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on June 28, 2021 passed the following motion:

Moved by CI Crew Second by CI Latimer

"That the Municipality of Chatham-Kent Council support MP Peter Julian's private member's motion, Motion M-84 Anti-Hate Crimes and Incidents and his private member's bill Bill-C 313 Banning Symbols of Hate Act".

If you have any questions or comments, please contact Judy Smith at ckclerk@chatham-kent.ca

Sincerely,

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

C

Local MP & MPP

Ontario Municipalities



Corporate Services

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

July 6, 2021

Via email: ontariobigcitymayors.ca@ONBigCityMayors

Jeff Lehman, Chair
Ontario's Big City Mayors

Re: Chatham-Kent support OBCM action on mental health and addiction plan

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on June 28, 2021 passed the following motion:

Moved by CI Finn Second by CI Crew

“That the Municipality of Chatham-Kent Council support Ontario's Big City Mayors (OBCM) call for action on ambitious mental health and addiction plan.”

If you have any questions or comments, please contact Judy Smith at ckclerk@chatham-kent.ca

Sincerely,

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

C

Local MP & MPP

Ontario Municipalities



Corporate Services

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

July 6, 2021

Bereavement Authority of Ontario (BAO)
100 Sheppard Ave East, Suite 505
Toronto, ON M2N 6N5
(via e-mail) info@thebao.ca

**Support Resolution from the Council of Rideau Lakes passed May 20th re
Funding for Maintenance and Preservation Repair of Abandoned Cemeteries**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on June 28, 2021 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Moved by CI Latimer Second by CI Finn

Whereas Municipalities in Ontario have been made responsible for abandoned cemeteries within their boundaries, and are required by the Funeral, Burial and Cremation Services Act, 2002 “to ensure that the cemetery grounds, including all lots, structures, and markers, are maintained to ensure the safety of the public and to preserve the dignity of the cemetery;

And Whereas cemeteries are not only symbols of respect, preserving the memory of families, prominent citizens, and local history; some cemeteries are landmarks in themselves and hold great historical value worldwide;

And Whereas preservation repairs to older cemeteries are very costly, requiring the specialized services of stonemasons and archeologists;

And Whereas the care and maintenance funds of abandoned cemeteries are generally non-existent or so small as to produce insufficient annual interest to cover even the cost of lawn care at the site;

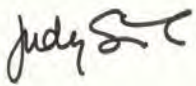
Now Therefore the Council of The Corporation of the Municipality of Chatham-Kent hereby Urges the Government of Ontario to immediately provide funding sources for Municipalities for the ongoing maintenance and preservation repair of abandoned

cemeteries in their care;

And Further that this Resolution be forwarded to the Bereavement Authority of Ontario, the Minister of Government and Consumer Affairs, the Rural Ontario Municipal Association (ROMA), and local MPP.

If you have any questions or comments, please contact Judy Smith at judys@chatham-kent.ca

Sincerely,

A handwritten signature in black ink that reads "Judy Smith". The signature is written in a cursive style and is placed on a light yellow rectangular background.

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

C
Local MP & MPP
Minister of Government and Consumer Affairs
ROMA



Corporate Services

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

July 6, 2021

The Right Honourable Justin Trudeau,
Prime Minister of Canada
Justin.trudeau@parl.gc.ca

Honourable and Dear Sir:

**Support Resolution from the Council of Fort Erie passed June 21st re:
Licensing of Cannabis Operations – Previously Operating Illegally**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on June 28, 2021 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Moved by CI Latimer Second by CI Crew

Whereas there have been a number of illegal cannabis grow operations and;

Whereas these illegal cannabis operations take significant municipal and regional manpower to control, and pose a significant threat to nearby communities, and

Whereas monetary fines and penalties do not restrict cannabis growers from future illegal cannabis activities on the lands, and do not appear to be enough of a deterrent, and

Whereas operating an illegal cannabis grow operation does not restrict the owners from applying for a legal licence to Health Canada through another responsible person, and

Whereas the licensed operators for the grow facilities may be producing for owners or owners within a corporation previously convicted of an offence;

Now therefore be it resolved,

That: The Federal Government look at prohibiting the ability to obtain a licence to grow cannabis if any of the owners including those owners within a corporation have ever been convicted of operating an illegal cannabis operation, and further

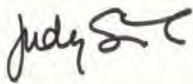
That: The Federal Government require that before submitting an application to the Minister for a licence for cultivation, a licence for processing or a licence for sale that authorizes the possession of cannabis, the person that intends to submit the application must first obtain a letter of compliance from the following authorities in the area in which the site referred to in the application is located

- (a) the local government;
- (b) the local fire authority; and
- (c) the local police force or the Royal Canadian Mounted Police detachment that is responsible for providing policing services to that area, and further

That: A copy of this resolution be circulated to The Right Honourable Justin Trudeau, The Minister of Health Patty Hajdu, All members of Parliament, All municipalities, Chatham-Kent Police, Royal Canadian Mounted Police and the Federation of Municipalities of Ontario for their support.

If you have any questions or comments, please contact Judy Smith at judys@chatham-kent.ca

Sincerely,



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

C (via email)

Local MP and MPP

Minister of Health (Canada) Patty.Hajdu@parl.gc.ca

Commissioner Brenda Lucki, RCMP Brenda.Lucki@rcmp-grc.gc.ca

Federation of Canadian Municipalities

Ontario Municipalities
cschofield@forterie.ca

CITY OF VAUGHAN**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 22, 2021**

Item 22, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 22, 2021.

22. RAISING THE LEGAL AGE FOR A LICENSED DRIVER FROM 16 TO 18

The Committee of the Whole recommends that consideration of this matter be deferred to a Committee of the Whole meeting in September 2021.

Member's Resolution

Submitted by Councillor Yeung Racco

Whereas, City of Vaughan Council is concerned about the continued occurrence of serious motor vehicle collisions involving drivers under the age of 18; and

Whereas, a shocking and tragic collision involving a 16-year old driver occurred on May 16th, 2021 on Athabasca Avenue in the City of Vaughan, resulting in the death of two young children; and

Whereas, City of Vaughan Council is deeply saddened and concerned by the Athabasca Avenue accident and wishes to see change effected to Ontario's driving laws.

It is therefore recommended:

1. That the Provincial Government consider raising the current minimum driving age for licensed G1 operators of motor vehicles in Ontario from 16 to 18 years old; and
2. That the City Clerk forward a copy of this resolution to the Premier, the Minister of Transportation, the Minister of Municipal Affairs and Housing, and to all municipalities in Ontario.

MEMBER'S RESOLUTION

Committee of the Whole (1) Report

DATE: Tuesday, June 01, 2021

TITLE: Raising the Legal Age for a Licensed Driver from 16 to 18

FROM:

Councillor Sandra Yeung Racco

Whereas, City of Vaughan Council is concerned about the continued occurrence of serious motor vehicle collisions involving drivers under the age of 18; and

Whereas, a shocking and tragic collision involving a 16-year old driver occurred on May 16th, 2021 on Athabasca Avenue in the City of Vaughan, resulting in the death of two young children; and

Whereas, City of Vaughan Council is deeply saddened and concerned by the Athabasca Avenue accident and wishes to see change effected to Ontario's driving laws.

It is therefore recommended:

1. That the Provincial Government consider raising the current minimum driving age for licensed G1 operators of motor vehicles in Ontario from 16 to 18 years old; and
2. That the City Clerk forward a copy of this resolution to the Premier, the Minister of Transportation, the Minister of Municipal Affairs and Housing, and to all municipalities in Ontario.

Attachments

None



T 705-635-2272
 TF 1-877-566-0005
 F 705-635-2132

TOWNSHIP OF LAKE OF BAYS
 1012 Dwight Beach Rd
 Dwight, ON POA 1H0

July 7, 2021

Via email: cschofield@forterie.ca

Town of Fort Erie
Attention: Carol Schofield, Manager, Legislative Services/Clerk
 1 Municipal Centre Drive
 Fort Erie, ON
 L2A 2S6

Dear Ms. Schofield:

RE: Correspondence – Capital Gains Tax on Primary Residence

On behalf of the Council of the Corporation of the Township of Lake of Bays, please be advised that the above-noted correspondence was presented at the last regularly scheduled meeting on July 6, 2021, and the following was passed.

“Resolution #7(c)/07/06/21

BE IT RESOLVED THAT the Council of the Corporation of the Township of Lake of Bays hereby receives the correspondence from Carol Schofield, Manager, Legislative Services/Clerk of the Town of Fort Erie requesting support for the Federal Government to cease further consideration of eliminating capital gains tax exemptions on primary residences, dated June 1, 2021;

AND FURTHER THAT Council hereby supports the attached resolution from the Town of Fort Erie;

AND FURTHER THAT this resolution be forwarded to the Prime Minister, the Premier, all Members of Parliament, all Members of Provincial Parliament, and all Ontario municipalities.

Carried.”

Sincerely,

Carrie Sykes, *Dipl. M.A., CMO, AOMC,*
 Director of Corporate Services/Clerk.
 CS/cw

Encl.

Copy to: Right Honourable Justin Trudeau, Prime Minister
 Hon. Doug Ford, Premier
 All Members of Parliament
 All Members of Provincial Parliament
 All Ontario Municipalities



Community Services

Legislative Services

June 1, 2021
File #120203

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Capital Gains Tax on Primary Residence

The Municipal Council of the Town of Fort Erie at its meeting of May 31, 2021 passed the following resolution:

Whereas primary residences are currently exempt from a capital gains tax, and

Whereas currently secondary and additional non-primary properties are subject to capital gains, and

Whereas the Federal Government is currently looking into a primary residence capital gains tax as they have recognized that affordable housing has become a serious issue in Canada, and

Whereas smaller communities including the Town of Fort Erie are seeing unprecedented higher selling prices that are outpacing prices in larger cities, and

Whereas many hard-working Canadians who have only a primary residence with no additional non-primary homes count on their home equity as financial aid to apply to upsizing or downsizing their home depending on their personal situation, and

Whereas a change in taxation to primary residences would be a significant financial blow to Canadians and would create an unfair, two-tiered taxation which could lead to depleted savings, inter-generational disparities, disparities among diverse groups such as seniors who may have a significant portion of their savings vested in their primary residence, as well as, reducing the ability of home ownership thereby a further, higher need for rentals, and

Whereas the Federal government could look at other means to slow down the rapidly escalating housing costs to improve housing affordability;

...2

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca

The Right Honourable Justin Trudeau, Prime Minister
The Honourable Doug Ford, Premier of Ontario

Page two

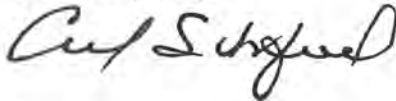
Now therefore be it resolved,

That: The Federal Government cease further consideration of eliminating capital gains tax exemptions on primary residences, and further

That: A copy of this resolution be circulated to The Right Honourable Justin Trudeau, The Honourable Doug Ford, Premier of Ontario, All Members of Parliament, All Members of Provincial Parliament, The Regional Municipality of Niagara, and all Municipalities, for their support.

Thank you for your attention to this matter.

Yours very truly,



Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk
cschofield@forterie.ca

CS:dlk

c.c. All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities



T 705-635-2272
 TF 1-877-566-0005
 F 705-635-2132

TOWNSHIP OF LAKE OF BAYS
 1012 Dwight Beach Rd
 Dwight, ON POA 1H0

July 7, 2021

Via email: admin@hudson.ca

Township of Hudson
Attention: Jordan Kemp, Clerk-Treasurer
 903303 Hanbury Road
 New Liskeard, ON
 P0J 1P0

Dear Mr. Kemp:

RE: Correspondence – Support for Fire Departments

On behalf of the Council of the Corporation of the Township of Lake of Bays, please be advised that the above-noted correspondence was presented at the last regularly scheduled meeting on July 6, 2021, and the following was passed.

“Resolution #7(b)/07/06/21

BE IT RESOLVED THAT the Council of the Corporation hereby receives the correspondence from Jordan Kemp, Clerk-Treasurer of the Township of Hudson requesting support for the Federal and Provincial Government to include apparatuses, training, equipment and structures for Fire Departments as eligible categories to any further Infrastructures Programs, dated March 31, 2021;

AND FURTHER THAT Council hereby supports the attached resolution from the Township of Hudson;

AND FURTHER THAT this resolution be forwarded to the Premier, the Minister of Municipal Affairs and Housing, the Minister of Infrastructure, local MPP, local MP, the Ontario Fire Marshal, the Ontario Association of Fire Chiefs, and all Ontario municipalities.

Carried.”

...2



T 705-635-2272
TF 1-877-566-0005
F 705-635-2132

TOWNSHIP OF LAKE OF BAYS
1012 Dwight Beach Rd
Dwight, ON P0A 1H0

Page 2

Sincerely,

Carrie Sykes, *Dipl. M.A., CMO, AOMC*,
Director of Corporate Services/Clerk.
CS/cw

Encl.

Copy to:

Hon. Doug Ford, Premier of Ontario
Hon. Steve Clark, Minister of Municipal Affairs and Housing
Hon. Kinga Surma, Minister of Infrastructure
Hon. Scott Aitchison, Member of Parliament for Parry Sound-Muskoka
Hon. Norm Miller, Member of Provincial Parliament for Parry Sound-Muskoka
Jon Pegg, Ontario Fire Marshal
The Association of Fire Chiefs
All Ontario Municipalities



CORPORATION OF THE
TOWNSHIP OF HUDSON
 903303 HANBURY RD.
 NEW LISKEARD, ON P0J1P0
 (t) 705-647-5439 (f) 705-647-6373
www.hudson.ca admin@hudson.ca

March 31st, 2021

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

Attention: Premier Ford

RE: Support for Fire Departments

At the Township of Hudson's Regular Meeting of Council held on Wednesday March 3rd, 2021, the following resolution 2021-049 was put forward and passed:

WHEREAS the role of Ontario's 441 fire departments and their approximate 30,000 full, part-time, and volunteer firefighters is to protect Ontarians and their property; and

WHEREAS according to the Ontario Fire Marshal and Emergency Management's latest data, in Ontario there was over 11,000 number of loss fires, 9,500 no loss fires, 784 injuries, 91 fatalities, and over \$820 million dollars of estimated loss in 2018; and

WHEREAS fire emergencies only make up a portion of the total calls for help received by fire and emergency service departments as they respond to nearly every public emergency, disaster, or 9-1-1 call; and

WHEREAS Ontario's fire department infrastructure deficit continues to grow annually and is almost entirely borne by the municipality and local taxpayers with the majority having populations under 25,000; and

WHEREAS due to antiquated structures and equipment that do not meet current industry standards the safety of the Ontario public and Ontario firefighters is being jeopardized;

NOW THEREFORE the Council of the Corporation of the Township of Hudson resolves as follows:

1. **THAT** the Federal and Provincial Government includes apparatuses, training, equipment and structures for fire departments as eligible categories to any further infrastructure programs which will not only provide immediate stimulus to the local, provincial and federal economies given current economic uncertainty but also ensure the safety of Canadians and dedicated firefighters; and

2. **THAT** this resolution be forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable Laurie Scott, Minister of Infrastructure, local MPP, local MP, the Ontario Fire Marshal, Jon Pegg, the Ontario Association of Fire Chiefs, and all Ontario Municipalities.

Please accept this for your consideration and any necessary action.

Sincerely,

A handwritten signature in black ink, appearing to read "Jordan Kemp". The signature is stylized with a large initial "J" and a long, sweeping underline.

Jordan Kemp
Clerk-Treasurer
Township of Hudson



Kiran Saini
Deputy Town Clerk
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ksaini@newmarket.ca
Tel: 905-953-5300 ext. 2203
Fax: 905-953-5100

July 8, 2021

Sent to: [REDACTED]

Dear Vicky An:

RE: Proclamation Request - August 21 - Flight of the Monarch Day

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim August 21st as Flight of the Monarch Day. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in orange on Friday, August 20th to recognize Flight of the Monarch Day. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "Kiran Saini".

Kiran Saini
Deputy Town Clerk
KS:jg





Kiran Saini
Deputy Town Clerk
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ksaini@newmarket.ca
Tel: 905-953-5300 ext. 2203
Fax: 905-953-5100

July 8, 2021

Sent to: [REDACTED]

Dear David Kempton:

RE: Proclamation Request - September - Art Month

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim September as Art Month. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "Kiran Saini".

Kiran Saini
Deputy Town Clerk
KS:jg



Kiran Saini
Deputy Town Clerk
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ksaini@newmarket.ca
Tel: 905-953-5300 ext. 2203
Fax: 905-953-5100

July 8, 2021

Sent to: [REDACTED]

Dear Kathy Somers:

RE: Proclamation Request - October 7 - Trigeminal Neuralgia Awareness Day

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim October 7th as Trigeminal Neuralgia Awareness Day. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in teal on October 7^h to recognize Trigeminal Neuralgia Awareness Day. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "Kiran Saini".

Kiran Saini
Deputy Town Clerk
KS:jg