



Town of Newmarket Council Information Package

Index of Attachments

Circulation Date: July 19, 2019

Note: If a Member of Council wishes to include any of the enclosed documents on a future Council or Committee of the Whole agenda, please email Legislative Services at clerks@newmarket.ca.

General Correspondence Items

- 1. Greater Toronto Area West Highway - Highway 400-404 Connecting Link and Highway 404 Extension Update**
York Region
June 28, 2019
- 2. Court Services Annual Report 2018**
York Region
June 28, 2019
- 3. Potential Financial Incentives for Office Buildings**
York Region
June 28, 2019
- 4. Planning for Agriculture Background Report**
York Region
June 28, 2019
- 5. Pedestrian and Cyclist Safety Improvements**
York Region
June 28, 2019
- 6. SM4RT Living Waste Management Plan 2018 Annual Update**
York Region
June 28, 2019
- 7. Bill 108, More Homes, More Choice Act, 2019: Implications for the Development Charges Act and the Planning Act**
York Region
June 28, 2019

- 8. ventureLAB 2018 Results and 2019 Agreement**
York Region
June 28, 2019
- 9. Endorsement of LUMCO Resolution regarding Retail Cannabis Stores**
City of Brantford
July 3, 2019
- 10. Support for Combined OGRA-ROMA Conference**
Huron County
July 3, 2019
- 11. 2019 York Regional Police Environmental Scan**
York Regional Police
July 9, 2019
- 12. Nominate an Outstanding Ontario Physician in Your Community**
The College of Physicians and Surgeons of Ontario
July 10, 2019
- 13. Support for Warwick Resolution**
Village of Oil Springs
July 12, 2019
- 14. Support for Warwick Resolution - Enforcement for Safety on Family Farms**
Town of Plympton-Wyoming
July 15, 2019
- 15. Regional Governance Review - City of Burlington Resolution**
City of Burlington
July 16, 2019
- 16. Support for Warwick Resolution - Enforcement for Safety on Family Farms**
Northumberland County
July 18, 2019
- 17. Support for Combined OGRA-ROMA Conference**
Northumberland County
July 18, 2019
- 18. Support for Lake of Bays Resolution - Ontario Municipal Fund Funding Levels**
Municipality of Neebing
July 18, 2019

Proclamation, Lighting Requests and Community Flag Raising

There were no requests for this period.

June 28, 2019

Ms. Lisa Lyons
Director of Legislative Services/Town Clerk
Town of Newmarket
395 Mulock Drive, P.O. Box 328
Newmarket, ON L3Y 4X7

Dear Ms. Lyons:

**Re: Greater Toronto Area West Highway
Highway 400–404 Connecting Link and Highway 404 Extension Update**

On June 27, 2019 Regional Council adopted the following recommendations:

1. Council support a robust highway network to move people, goods and services and achieve provincial Growth Plan population and employment objectives in York Region and encourage:
 - a) The resumption of Environmental Assessment for Greater Toronto Area West Highway for near-term inclusion in the Southern Highways Program
 - b) The inclusion of the Highway 400-404 Connecting Link and the Highway 404 Extension to Highway 12 in the next Southern Highways Program
2. The Regional Chair communicate this position in a letter to the Members of Provincial Parliament from York Region and the Provincial Ministers of Transportation and Municipal Affairs and Housing.
3. The Regional Clerk circulate this report to the Regions of Peel and Halton, Simcoe County, Town of Bradford-West Gwillimbury and the local municipalities.

The staff report is enclosed for your information.

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

Sincerely,

A handwritten signature in black ink, appearing to be 'CR', written over a horizontal line.

Christopher Raynor
Regional Clerk

Attachment

The Regional Municipality of York

Committee of the Whole
Transportation Services
June 13, 2019

Report of the Commissioner of Transportation Services

Greater Toronto Area West Highway Highway 400–404 Connecting Link and Highway 404 Extension Update

1. Recommendations

1. Council support a robust highway network to move people, goods and services and achieve provincial Growth Plan population and employment objectives in York Region and encourage:
 - a) The resumption of Environmental Assessment for Greater Toronto Area West Highway for near-term inclusion in the Southern Highways Program
 - b) The inclusion of the Highway 400-404 Connecting Link and the Highway 404 Extension to Highway 12 in the next Southern Highways Program
2. The Regional Chair communicate this position in a letter to the Members of Provincial Parliament from York Region and the Provincial Ministers of Transportation and Municipal Affairs and Housing.
3. The Regional Clerk circulate this report to the Regions of Peel and Halton, Simcoe County, Town of Bradford-West Gwillimbury and the local municipalities.

2. Summary

This report provides Council with an update on the planned Greater Toronto Area (GTA) West Highway, the Highway 400–404 Connecting Link (commonly known as the Bradford Bypass), and the Highway 404 Extension to Highway 12 and the critical role the highway corridors serve in accommodating the movement of goods, services and people to meet population and employment targets set forth in the provincial Growth Plan. Attachment 1 shows the alignment for these corridors.

Key Points:

- The three sections of highway are:

- The GTA West Highway is a proposed 50 kilometre long four to six lane provincial highway extending from Highway 400 in York Region to Highway 401 in Halton Region.
 - The Highway 400–404 Connecting Link is a proposed 16 kilometre, four-lane provincial highway that will connect Highway 400 in Bradford-West Gwillimbury to Highway 404 in East Gwillimbury. The EA for the Highway 400–404 Connecting Link was completed in 2002 and the lands are now protected for future highway construction.
 - The Highway 404 Extension is a proposed 39 kilometre, four-lane provincial highway that will extend Highway 404 from Woodbine Avenue south of Ravenshoe Road in East Gwillimbury, to Highway 12 in Durham Region. The EA for the Highway 404 Extension was completed in 2002 and the lands are now protected for future highway construction.
- The three proposed highway corridors would allow for improved goods and people movement from the southern urbanized communities of York Region to markets and employment locations west of the Greater Toronto Hamilton Area (GTHA).
 - As the province has recently signalled its desire to build transportation infrastructure that will move people and goods more efficiently, support the growing population and strengthen the economy, it is recommended that Council now reaffirm York Region's position relative to these three critical freeway network elements.

3. Background

In 2018, The Ministry of Transportation Ontario announced they will no longer proceed with the Greater Toronto Area West Transportation Corridor Environmental Assessment

The GTA West Transportation Corridor (GTA West Corridor) was identified to support future demand in the greater golden horseshoe through [a multi-modal Transportation Development Strategy \(TDS\)](#). This strategy made recommendations for optimizing the existing transportation network, improvements to non-roadway transportation modes such as transit and rail, widening of existing highways and a new transportation corridor. Work was underway through to December 2015 to identify the route and develop the preliminary design for the GTA West Corridor.

In February 2018, after reviewing advice from the GTA West Corridor Review Advisory Panel, Ministry of Transportation of Ontario (MTO) announced they would no longer proceed with the GTA West Transportation Corridor Environmental Assessment.

In March 2018, the province announced that MTO and the Independent Electricity System Operator would jointly proceed with a Northwest GTA Corridor Identification Study intended

to identify lands for a multi-purpose linear corridor to protect for future infrastructure such as utilities, transit or other transportation modes.

In November 2018, the Province of Ontario announced their intention to restart the GTA West Transportation Corridor Environmental Assessment

In their release of “*A Plan for the People, Ontario Economic Outlook and Fiscal Review, 2018 Background Papers*”, the province announced the following regarding the GTA West Highway:

“Ontario is doing the work necessary to resume the EA for the GTA West Highway Corridor, which was suspended in 2015. The EA will identify and address transportation needs in a corridor study area covering portions of York, Peel and Halton Regions. Building more transportation infrastructure would speed up travel, and help alleviate traffic congestion in the Greater Toronto Area”.

The Environmental Assessments for the Highway 400–404 Connecting Link and the Highway 404 Extension were completed in 2002

On August 28, 2002, the Ministry of Environment granted approval for both the Highway 400–404 Connecting Link EA and the Highway 404 Extension EA. The Environmental Assessment identified a need for the highway to meet and support residential growth and goods movement between northern York Region, Simcoe County and Durham Regions and recreational traffic to areas such as Muskoka and Halliburton to the southern Greater Toronto and Hamilton Area. In 2004, the province designed the approved alignment of the Highway 400–404 Connecting Link and Highway 404 Extension as Controlled Access Highway Corridors under the Highway Traffic Act, thereby protecting the route from development until the highways are constructed.

Construction of the Highway 400–404 Connecting Link and the Highway 404 Extension have not been identified in the MTO’s capital plan, Southern Highways Program.

The GTA West Highway and Highway 400–404 Connecting Link have been included in the provincial 2017 Growth Plan for the Greater Golden Horseshoe

The provincial [2017 Growth Plan for the Greater Golden Horseshoe](#) identifies the GTA West Highway as a future transportation corridor and the Highway 400–404 Connecting Link as a highway extension. The Highway 404 Extension from Woodbine Avenue to Highway 12 is not identified in the Growth Plan.

The three planned highways are identified in the York Region Official Plan and Transportation Master Plan

The York Region [Official Plan](#) and [Transportation Master Plan](#) identify the GTA West Highway, Highway 400–404 Connecting Link and Highway 404 Extension as planned transportation corridors.

4. Analysis

Council has long advocated for accelerated implementation of the GTA West Highway and the Highway 400-404 Connecting Link

Council advocacy for the GTA West Highway is summarized below:

- [May 2007](#) - Council requested that MTO expedite the GTA West Transportation Corridor and other EAs that are needed for the provincial Growth Plan.
- [May 2011](#) - Council advised MTO that York Region will continue with the planning of lands affected by the GTA West Transportation Corridor route planning area, while ensuring appropriate secondary and official plan policies for those lands recognise and protect for the transportation corridor as it is being defined through the on-going provincial EA process.
- December 2012 - GTA West Transportation Corridor Council Resolution: The following was resolved:
 - MTO be requested to proceed with Stage 2 of the EA as expeditiously as possible;
 - MTO be requested to work collaboratively with York Region to prioritise the refinement of the Preliminary Route Planning Study Area in York Region as an early part of the Stage 2 work in defining and assessing alternative alignments for the GTA West Highway.
- [March 2016](#) - report provided Council with an update on the suspended EA process and recommended that MTO resume the EA and define the preferred alignment as soon as possible.
- [April 2018](#) - Council Memo informed Council of the province's decision to no longer proceed with the GTA West Transportation Corridor EA, and that the province was proceeding instead with a planning study to identify lands for a multipurpose linear corridor to protect for future infrastructure such as utilities, transit or other transportation modes.

Council advocacy for the Highway 400–404 Connecting Link is summarized below:

- [March 2008](#) - Council requested that the Regional Chair communicate to the province that the Highway 400–404 Connecting Link must be included in the provincial plans as necessary infrastructure required within the 2031 horizon, and request that the province develop a schedule to move forward with the highway construction.
- [January 2011](#) - Council endorsed staff comments on the proposed Growth Plan Amendment including the need for the Highway 400–404 Connecting Link to support growth to 2031.
- [November 2011](#) - staff reported that York Region and Simcoe County staff had developed the scope of work for a joint York-Simcoe Cross Boundary Transportation Study. Council endorsed the scope of work and authorized staff to proceed with the study. The joint study, completed in 2012, reconfirmed the need for the Highway 400–404 Connecting Link.
- [June 2012](#) - Council directed staff to work with Simcoe County, Bradford West Gwillimbury, East Gwillimbury, Newmarket and Georgina to develop a joint communication strategy to advocate for the Highway 400 - 404 Connecting Link.

The completion of the Greater Toronto and Hamilton Area freeway network in York Region is critical to supporting provincial objectives, help build resilient and sustainable communities and support economic growth

The planning, design and construction of the GTA West Highway, Highway 400–404 Connecting Link and the Highway 404 Extension, are foundational to building resilient and sustainable communities in York Region and the GTHA. These highway connections will allow the Region to more efficiently connect people to jobs and support economic growth through expanding highway connections both north and south and east and west to better complete the provincial highway network across the GTHA.

Over the next ten years, the Region is investing \$2.02B in arterial road improvements to build an arterial road network to assist in supporting Regional economic growth and new and existing homes and businesses. The completion of the provincial highway network will build upon these road improvements to establish a reliable, well-connected, robust transportation network. This network will facilitate the efficient movement of goods, services and people in and through York Region, connect existing and future employment lands in York Region, Simcoe County and Peel Region, enhance the economic vitality of the Region and improve live-work opportunities, particularly for residents in the Region’s northern municipalities.

Arterial road and provincial freeway improvements will be key to the Region meeting provincially-directed population and employment objectives and to accommodate provincially and federally significant goods movement corridors.

The Highway 404 Extension should be added to the provincial 2017 Growth Plan to align with the York Region Official Plan and Transportation Master Plan

The most recent phase of the Highway 404 Extension from Green Lane to Woodbine Avenue/Ravenshoe Road was opened to traffic in September 2014. The further extension to Highway 12 in Durham Region has been EA approved since 2002 and the corridor protected for future construction.

As a first step, the Highway 404 Extension should be added to the provincial Growth Plan to align with the Regional Official Plan and Transportation Master Plan.

5. Financial

There are no financial implications resulting from this report.

6. Local Impact

Local municipalities generally benefit from new highways that provide capacity needed to accommodate growth and improve traffic congestion.

The exact alignment of the planned GTA West Highway has not been confirmed. This alignment uncertainty impacts a number of development areas in Vaughan, including Vaughan 400 North Employment Area Secondary Plan, Kleinburg-Nashville Secondary Plan and West Vaughan Employment Area Secondary Plan. MTO has been working with the City of Vaughan to ensure that the alignment alternatives are protected within development plans.

7. Conclusion

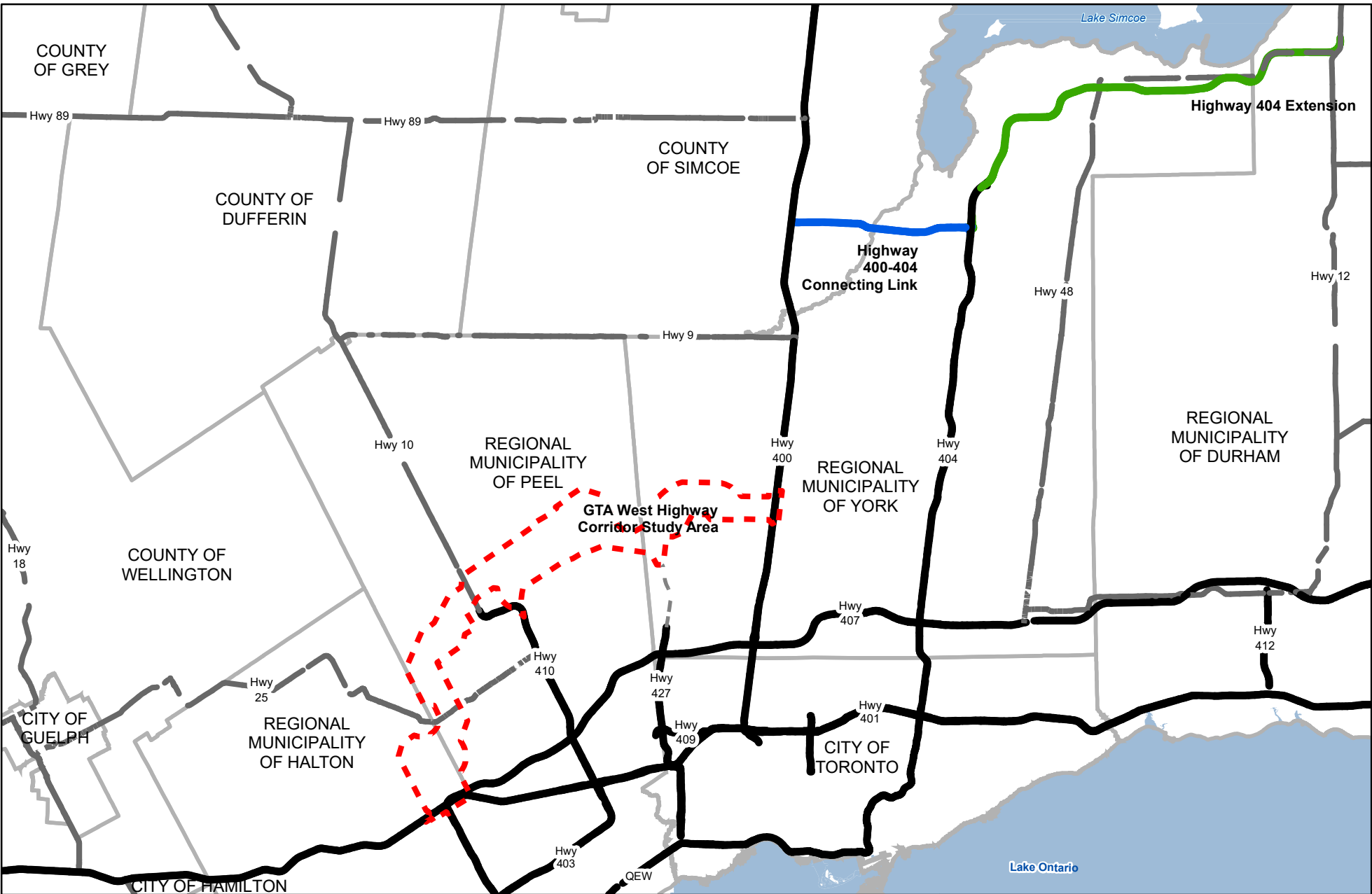
York Region continues to advocate for provincial highway expansion, including the planned GTA West Highway, Highway 400–404 Connecting Link and the Highway 404 Extension. Highway expansions are key elements to supporting the Region's economic vitality and accommodating the provincial Growth Plan.

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

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

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

May 30, 2019
Attachment (1)
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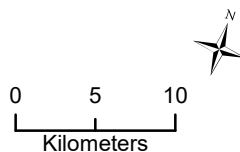


Proposed Provincial Highway Expansion

Produced by:
The Regional Municipality of York
Transportation Infrastructure Planning,
Transportation Services
June 2019

Data: © Queen's Printer for Ontario 2003-2019

Greater Toronto Area West Highway
Highway 400-404 Connecting Link and
Highway 404 Extension Update
June 13, 2019



- Highway 400-404 Connecting Link
- Highway 404 Extension
- - - Highway 427 Extension
- - - GTA West Highway Corridor Study Area
- Freeway
- Highway / Major Arterial
- Upper Tier Boundary

June 28, 2019

Ms. Lisa Lyons
Director of Legislative Services/Town Clerk
Town of Newmarket
395 Mulock Drive, P.O. Box 328
Newmarket, ON L3Y 4X7

Dear Ms. Lyons:

Re: Court Services Annual Report 2018

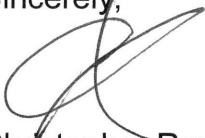
On June 27, 2019 Regional Council adopted the following recommendation:

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

The staff report is enclosed for your information.

Please contact Lisa Brooks, Director of Court Operations at 1-877-464-9675 ext. 73209 if you have any questions with respect to this matter.

Sincerely,



Christopher Raynor
Regional Clerk

Attachments

The Regional Municipality of York

Committee of the Whole
Finance and Administration
June 13, 2019

Report of the Regional Solicitor

Court Services Annual Report 2018

1. Recommendation

It is recommended that the Regional Clerk circulate this report to the local municipalities.

2. Summary

This report provides Council with an overview of the Court Services 2018 Annual Report (Attachment 1) submitted to The Ministry of the Attorney General. It provides a summary of Court Services 2018 workload activity, key accomplishments, and planned initiatives for 2019. The Annual Report is required under the Memorandum of Understanding with the Province of Ontario.

Key Points:

- Court Services continues to find innovative ways to lead key initiatives while maintaining timely, quality and cost-effective access to justice
- Court Services implemented technological advances to improve operational efficiency, enhance customer service, and improve fine enforcement and collection
- In 2019, Court Services will continue to advocate for a streamlined and modernized *Provincial Offences Act* and will look for ways to continuously improve in line with our objective to always be innovative, technologically advanced, inclusive, progressive and fiscally responsible and to uphold a sustainable justice model

3. Background

Court Services administers the *Provincial Offences Act* program under strict legislative and legal constraints

Responsibility for the administration and prosecution of certain charges under the *Provincial Offences Act* (POA) was transferred to the Region on July 12, 1999. The Ministry of the Attorney General retains overall responsibility for the integrity of the justice program. The

program is subject to strict constraints through legislation, regulations, case law, and Ministry directives.

York Region operates the second largest *Provincial Offences Act* court program in Ontario based on the number of charges filed. It is our mission to provide timely, quality, and cost-effective access to Justice.

Court Services provides two distinct functions of Court Operations and Prosecution

Court Operations is responsible for the administration and court support services at two court locations and is responsible for the administration of all *Provincial Offences Act* charges issued in York Region. Court Operations provide a variety of legislated services to the general public while maintaining York Region's customer service standards.

Prosecutions is responsible for providing a wide range of legal services including the prosecution of cases before the Ontario Court of Justice, and appeals and judicial reviews in the Ontario Superior Court, the Ontario Court of Appeal, and the Supreme Court of Canada.

The majority of charges filed in the Region's POA courts are traffic offences filed under Part I of the Provincial Offences Act

The majority of charges filed in the Region's courts are offences under Part I of the *Provincial Offences Act*. Part I charges include many of the offences under the *Highway Traffic Act* and carry a maximum penalty up to \$1,000. A ticket is issued to the defendant and the defendant has the option to pay the ticket, plead guilty before a Justice of the Peace, or request a trial. Parking offences are filed under Part II of the Act. Part III charges include more serious offences (such as driving without insurance and stunt driving). The defendant receives a summons and is required to appear in court. Maximum penalties under Part III are more severe and may include incarceration up to two years.

In accordance with in the Inter-Municipal Agreement, all municipal parking, bylaw, building and fire code matters are administered and prosecuted by York Region at the Region's cost; however, all revenue collected from municipal matters is disbursed to the appropriate municipality.

4. Analysis

External factors continue to create pressure on resources, court capacity, and budget

2018 Key Workload Drivers and Activity Statistics:

- 7,590 charges were filed per court administration clerk (159,389 total)

- 4,651 disclosure requests were processed per prosecution clerk (37,208 total), representing a 9.9 per cent increase from 2017
- 49 per cent of all Part I charges are disputed, resulting in a two per cent decrease from 2017, and a nine per cent decrease from 2016
- Over 169,000 customers are served through in-person and telephone service, representing less than one per cent increase from 2017
- Over 117,530 matters were on Trial Dockets in 2018, which included 234 charges related to cannabis

Court Services continues to lead key initiatives in 2018 which improved operational efficiency, enhanced customer service and improved fine enforcement and collection

Court services continued to identify innovative ways to respond to the increased workload while maintaining operational standards. Initiatives focused on continuous improvement through leveraging technology and partnering with stakeholders to improve service delivery.

2018 Key Initiatives:

- Improved information to the public through two communication campaigns to educate and streamline information provided to the public
- Participated in inter-municipal mentoring, corporation or resource-sharing initiatives including representing York Region on various Municipal Court Managers Association (MCMA) committees and working in partnership with York Regional Police
- Executed Agreements with the City of Toronto and the Town of Aurora for property tax rolling and expanding the use of civil enforcement to improve the collection of defaulted fines under the Provincial Offences Act
- Trained staff in the provision of Accessible Customer Service, mental health, change management; In collaboration with YRP facilitated a phased approach to the Run, Hide, Defend security training
- Implemented a remote-video testimony solution to allow officers to provide real-time testimony from outside the courtroom enhancing public safety by keeping officers in their jurisdictions and saving their time and transportation costs
- Implemented the electronic filing of Part One summons matters in conjunction with the York Regional Police
- Completed a pilot project with the Ministry of the Attorney General and the Office of the Treasury Board. Using behavioural science, interventions were developed and added to fine Notices and reminders to improve fine-payment behaviours

The use of technological enhancements makes York Region a leader among municipalities

In 2018, York Region began using video testimony to allow York Regional Police officers to provide real-time testimony from a video suite in police district. This technological enhancement improves public safety by keeping officers in their jurisdiction and minimizing the time an officer is required to be off the road. Additional cost efficiencies will be achieved through reduced time and transportation costs. York Region is the first municipality to use video testimony in *Provincial Offences Act* matters. This technology was first introduced in one courtroom and one police district and due to its immediate success, will expand to additional police districts in 2019.

Continued advocacy and continuous improvement will create a streamlined and modernized Court Services

In 2018, Court Services identified areas for process improvement to create efficiencies and maintain performance measures. In 2019, Court Services will continue to advocate for a streamlined and modernized *Provincial Offences Act* and will look for ways to continuously improve in line with our objective to always be innovative, technologically advanced, inclusive, progressive and fiscally responsible and to uphold a sustainable justice model. In particular, we will be providing disclosure to defendants through web-based solutions.

Court staff will continue to look for ways to improve operational efficiencies. For example, we will explore legislative reforms to have automated speed enforcement and red light camera charges moved into an administrative penalty system.

2019 Goals:

- Finalize transition plan for the implementation of online disclosure system in collaboration with York Regional Police
- Enhance public awareness and communication through targeted external campaigns
- Review and implement improvements to court administration and prosecution processes
- Improve court utilization through trial scheduling
- Part III Download – Develop transition plan to assume Part III prosecutions (more serious offences)
- Identify additional opportunities to streamline shared processes with York Regional Police
- Review and revise collection practices including the development of collection measures and target
- Develop transition plan for the relocation of Courts to 17150 Yonge street in 2020
- Enhance training material for court staff
- Complete required upgrades to technology

5. Financial

There are no financial implications directly associated with this report. The performance measures set out in this report are reflected in the 2018 operating budget.

6. Local Impact

There is no local municipal impact directly associated with this report. The Region's POA courts provide court administration and prosecution related to municipal by-law and parking matters for all nine local municipalities.

7. Conclusion

This report provides an overview of the activities and services provided by the Legal and Court Services Department, Court Services Branch. The Branch continues to balance its responsibilities and obligations to provide an efficient and effective service to the residents of York Region, the local municipalities, the province of Ontario, the judiciary, and over 30 law enforcement and regulatory agencies operating within the Region.

Court Services continues to identify innovative ways to respond to workload pressures however legislative constraints continue to be a challenge for Provincial Offences Act programs. York Region will continue to advocate for meaningful legislative changes that will create flexibility in service delivery, providing municipalities the ability to deliver POA services in response to specific pressures experienced within individual jurisdictions.

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

Recommended by: **Joy Hulton**
Regional Solicitor

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

May 29, 2018
Attachments (1)
eDOCS# 9473377



Annual Report

For the Year Ended December 31, 2018

Legal & Court Services
Court Services Branch

Table of Contents

Court Services Mandate	Page 3
Organization Chart	Page 4
Message from Directors	Page 5
Key Initiatives and Achievements	Page 6-8
Key Workload Drivers	Page 9-12
Expenditure and Revenue Analysis	Page 13
Introduction to the External Auditor's Report	Page 14
Statement of Receipts and Expenses	Page 15
Notes to the Financial Statement	Page 16
Court Services: Priorities for 2019.....	Page 17

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 Local Municipalities
- Over 30 Law Enforcement and Regulatory Agencies
- Ministry of the Attorney General
- Judiciary

Operates:

- 2 Court Locations
Newmarket and Richmond Hill
- 6 Trial Courtrooms
(4 in Newmarket, 2 in Richmond Hill)
- 2 Intake Courtrooms
(1 in Newmarket, 1 in Richmond Hill)

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.

Message from the Director of Court Operations

Lisa Brooks

Court Services is committed to business and service excellence in the administration of justice. In 2018, Court Operations continued its focus on implementing technology to create operational efficiency, improving customer service delivery and communications, and improving fine enforcement and collection. Court Operations continues to identify opportunities to partner with stakeholders to mentor them, share resources, and improve access to justice. In 2019, our focus will be to continue our Provincial Offences Act (POA) streamlining and modernization efforts. We will be expanding the use of technology by identifying opportunities to replace the existing case management system. We will also implement the electronic filing and upload of certain charges and implement an online disclosure system in collaboration with the York Regional Police (YRP). We will continue to provide timely, quality, and cost-effective access to justice.

Message from the 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) and appeals and judicial reviews in the OCJ, the Superior Court of Justice and the Court of Appeal for Ontario. In 2018, Prosecutions continued its focus on improving efficiencies in the use of electronic disclosure to receive and manage the disclosure of YRP charges. It was also involved in initiatives focused on the efficient use of court time: The Part I summons process was amended to resolve charges laid without the need to proceed to trial; YRP officers also began providing video testimony from the detachment making York Region the first municipally operated court in the province to do so. As we move into 2019, we will be focused on providing defendants access to disclosure through web based solutions. We will also focus on continued advocacy for streamlining and modernization of the POA, as well as legislative reforms to have automated speed enforcement and red light camera charges moved into an administrative penalty system in order to free up court time.

2018 Key Initiatives and Achievements

Customer service improvements:

Launched two successful communication campaigns to educate the public:

- Take Care of Your Ticket in Three Easy Steps
- Debunking Traffic Ticket Myths

Streamlined York Region Court Services external website to allow additional online forms for the public

Inter-municipal mentoring, cooperation or resource-sharing initiatives:

York Region Court Services conducted a stakeholder meeting to engage local municipal partners and enforcement agencies to provide relevant updates

Director and manager conducted in person meetings with ministry and municipal stakeholders to discuss local issues

Held monthly meetings with York Regional Police to share information, discuss issues, provide updates and identify opportunities to partner on technology projects

York Region Court Services represented MCMA on various committees (Legislative, Education, Forms, NFDD, ICON, and Statistics Committee)

York Region Management team attended the MCMA Annual Conference and OMTRA Conference

In partnership with York Regional Police and the Government of Ontario Justice Video Network, York Region implemented a remote testimony solution to enable police officers to provide real-time testimony from a location other than the courtroom where the trial is taking place. York Region was the first provincial offences court to introduce the technology for police testimony

York Region led 16 municipalities in the planning, creating and implementation of a new transcription production model

Fine enforcement improvements:

In 2018, York Region executed agreements with the City of Toronto and Town of Aurora in addition to agreements already in place with five other municipalities to add fines to property tax toll where applicable

Expanded the use of civil enforcement tools in support of the collection strategy, resulting in an increase of writs filed from the previous year

Staff training initiatives:

Together with York Regional Police, facilitated a phased approach to the Run, Hide, Defend active shooter security training

Provided change management training to all court staff to provide insight into how change impacts people, and equips them with the knowledge, skills and tools to successfully lead each person through change

Provided Mental health training for court administration team leads and accessibility coordinators to help staff learn to recognize and understand the symptoms of poor mental health and mental illnesses, including those related to substance abuse and get practical tools and solutions for accommodating people in distress or recovering from a crisis

Regional Accessibility Unit provided training on accessible customer service guidelines that included tips, processes and templates to best serve our customers with disabilities and meet the mandatory requirements set out in the Customer Service Standards under the Accessibility for Ontarians with Disabilities Act, 2005

Invited a motivational speaker to speak to all staff on creating a “Get To” culture which is designed to create and sustain a team of people who are energetic, engaged, passionate, high performing, self-motivated, and fun

Facilities improvements:

In partnership with York Regional Police and the Government of Ontario Justice Video Network, York Region implemented a remote testimony solution to enable police officers to provide real-time testimony from a location other than the courtroom where the trial is taking place. York Region was the first provincial offences court to introduce the technology for police testimony

Information technology upgrades:

In collaboration with York Regional Police, implemented electronic filing of Part One Summons matters

Integrated the uploading of Part One Summons images into daily case management system processes

Introduced scanners at the front counters to read the barcodes of tickets and NFDD notices to automatically populate the ticket number into ICON to reduce data entry errors

Other initiatives:

In collaboration with Ontario’s Behavioural Insights Unit and The Ministry of Attorney General, designed, conducted and completed a pilot project to develop interventions that were added to the Notice of Fine and Due Date reminder notices to determine the impact on fine behaviour

Accomplishments

In 2018, Court Services created its first-ever multi-year plan for the years 2019 – 2013. The plan complements the Region’s Strategic Plan by adding specific context associated with the services it delivers. It will inform, focus, and re-affirm the services, values and goals for the branch.

Court Services Staff continue to have high profile positions with the MCMA. Lisa Brooks co-chaired the MCMA Statistics Committee to develop meaningful measures to assist with and enhance the delivery and management of Provincial Offences services. Barb Ryner, Manager of Court Administration, chaired the MCMA Education Committee that created and implemented an alternative transcriptions model, which would outsource transcript creation for participating courts and Sandra Garand, the Supervisor of Court Administration, chaired the MCMA Forms Committee to make recommendations on form development and acts as liaison between its members and the Ministry of Attorney General. Lisa is also leading the municipal Administrative Monetary Penalty System (AMPS) Working Group involved in the exploring opportunities to implement a Region-wide AMPS to reduce municipal charges in our POA courts.

Hans Saamen, Director of Prosecutions, was a guest speaker at the Law Society of Ontario on Practice and Procedure for Paralegals involving trial and evidence issues. Both Hans and Chris Bendick, Senior Counsel, Prosecutions have presented at the Osgoode Hall Law School Certificate Program for Paralegals on issues involving procedure and evidence in the Provincial Offences Court. Hans was also involved with the Ontario Traffic Council (OTC) working group on issues involving the implementation of Automated Speed Enforcement. Hans and Chris are involved in the municipal Cannabis Working Group on issues involving the implementation of provincial regulation for the use of recreational cannabis and drafting a standard by-law. Both are also members on the AMPS working group. Hans and his team also provide training to new York Regional Police officers. Hans and Chris have also reviewed and revised draft by-laws for several local municipalities with a view to making enforcement and prosecution more effective.

Notable Precedent Setting Cases

Prosecutions successfully argued a number of precedent setting cases:

R. v. Martingrove Properties—the Ontario Court of Justice held that the presumptive ceiling for section 11(b) Charter applications (unreasonable delay to trial) gets reset once a retrial is granted. The charge in this case involved a delay of 10 years from the charge date, where there were three trials with dismissal of the charges and successful appeals of these dismissals. Leave to the Court of Appeal for Ontario was denied.

R. v. McGuigan—the Court of Appeal for Ontario clarified that the testing procedures for speed measuring devices used for speeding offences are first party disclosure to which the defendant is entitled to receive. The Court also held that the Region could post these testing procedures on the Region's website to satisfy its disclosure obligations, thereby greatly streamlining the disclosure process.

Chow v. York (Regional Municipality)—The Ontario Court of Justice on appeal reviewed the meaning of "complete and regular on its face" for Certificates of Offence and provided an excellent summary of what errors or omissions would make the Certificate of Offence not complete and regular and what errors or omissions would not affect the regularity and completeness.

Key Workload Drivers

Total Charges Filed (by Agency) in 2018

	Number of Charges	Percentage of Caseload
York Region Police	119,051	74.69%
Ministries and Other Agencies	17,089	10.72%
Ontario Provincial Police	13,275	8.33%
York Region	6,371	4.00%
Town of Whitchurch-Stouffville*	943	0.59%
Town of Aurora*	858	0.54%
City of Markham	444	0.28%
Town of East Gwillimbury*	425	0.27%
Township of King*	334	0.21%
City of Vaughan	236	0.15%
Town of Richmond Hill	235	0.15%
Town of Georgina	68	0.04%
Town of Newmarket	60	0.03%
Total Charges Filed	159,389	100.00%

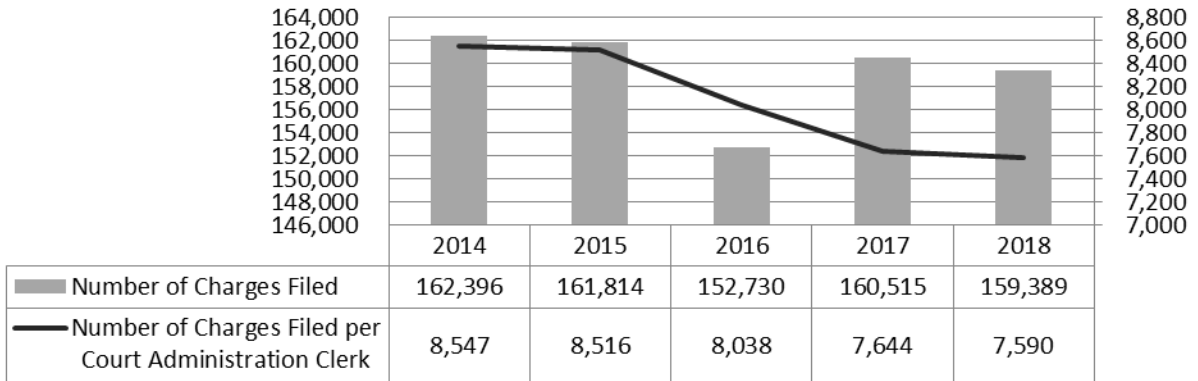
*These municipalities have not yet “opted in” under section 18.6(1)(a) of the *Provincial Offences Act*. This means that their Parking Tickets are still being processed through the ICON computer system and are automatically included in the total number of charges filed. For other municipalities (those that have “opted in”), parking charges are not included in the statistics above.

In 2018, the total charges filed in York Region remained stable.

Act Type	Number of Charges Filed
Certificate of Offence - Accidents (i.e. Motor Vehicle)	5,182
Accident Information	10
Federal Certificate of Offence	296
Federal Information	7
Certificate of Offence	139,667
Parking Infraction Notice	3,316
Information	10,911

The Provincial standard for number of charges filed per court administration clerk is in the range of 5,000 - 6,000. In 2018, the number of charges filed per court administration clerk was 7,590, a slight decrease from 2017. Court Services continues to look for innovative ways to manage workload while providing high quality of work and customer service.

Number of Charges Filed per Court Administration Clerk

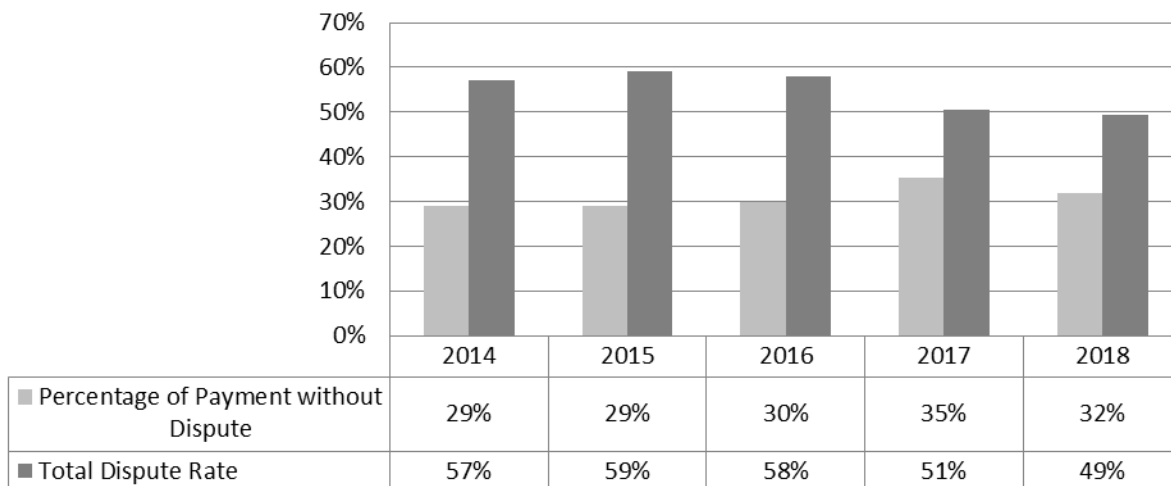


York Region continues to provide almost 170,000 in-person and telephone services to all court users at both court locations.

	Front Counter	Telephone	Total Customers Served
Newmarket Court Location	46,381	37,849	84,230
Richmond Hill Court Location	56,131	29,293	85,424
Total	102,512	67,142	169,654

High Dispute Rate

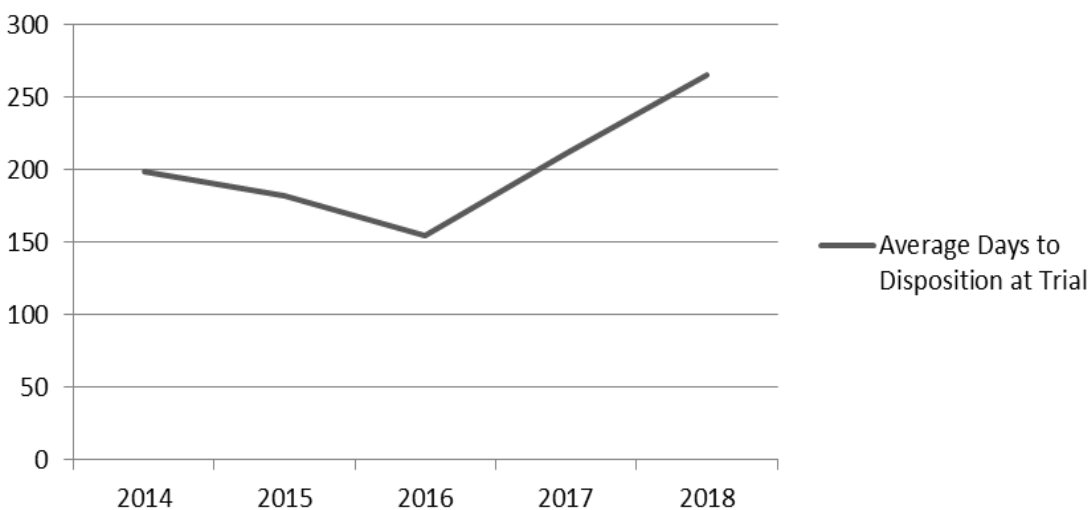
The dispute rate continues to decrease largely as a result of the suspension of the Early Resolution Program in 2017. At 49 per cent, the dispute rate is two per cent lower than 2017. The high dispute rate in York Region creates pressure on the resources of the court program.



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

The average days to disposition at trial has increased 26 per cent from 2017. As the trial option is the only option available to defendants to dispute their charge, suspension of the early resolution has put increased pressure on trial dockets. Court staff continues to maintain time to trial within the legislative timeframes through the redistribution of workload.

Average Days to Disposition at Trial



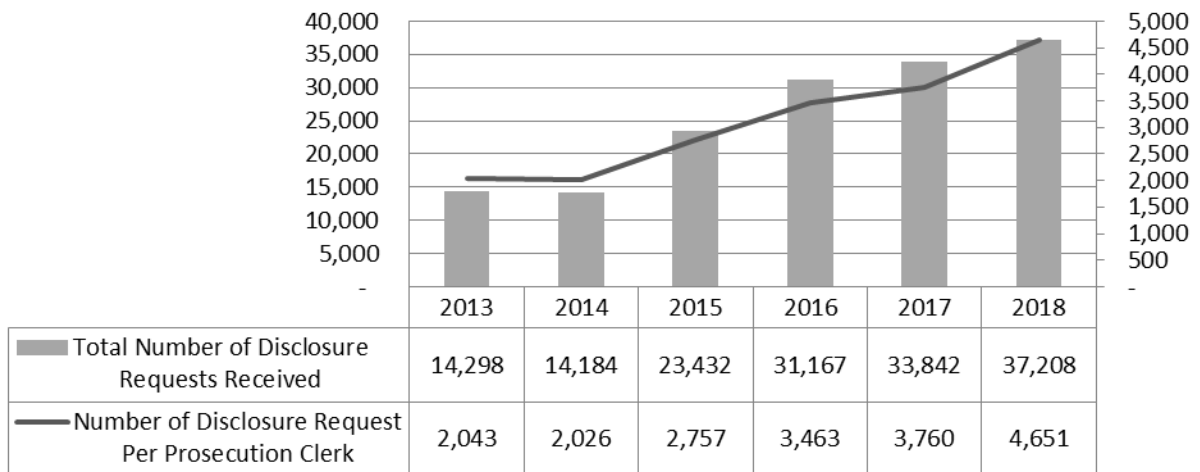
The Early Resolution program was suspended effective January 1, 2017. Over 117,000 matters were addressed in Trial Courts in 2018, which represents a 13 per cent increase from 2017 (103,714 matters in 2017). Despite a general increase in all Part One traffic matters, the largest increase was in the Richmond Hill R4 court, mainly as a result of the increase in red light camera ticket matters.

One of the challenges faced by Court Services is scheduling multiple day trials for Ministry matters. If the matter is resolved on the first day, the courtroom will remain vacant as the presiding justice is often reallocated to another location.

Appearance Room	Grand Total
R3 - Traffic and Municipal Parking and Bylaws	19,929
R4 - Part One Traffic Court	18,632
T1 - Part One Traffic Court	22,243
T2 - Ministry and Municipal Parking and Bylaw Court	8,077
T3 - Part Three Provincial Court	25,479
T4 - Part One Traffic Court	23,170
Total Number of Matters on Trial Dockets	117,530

Changes to the Notice of Trial and notification to the defendants of a right to disclosure have increased the number of disclosure requests received by Prosecutions. The disclosure rates continue to increase as a result of the increased trial requests.

Number of Disclosure Requests per Prosecution Clerk

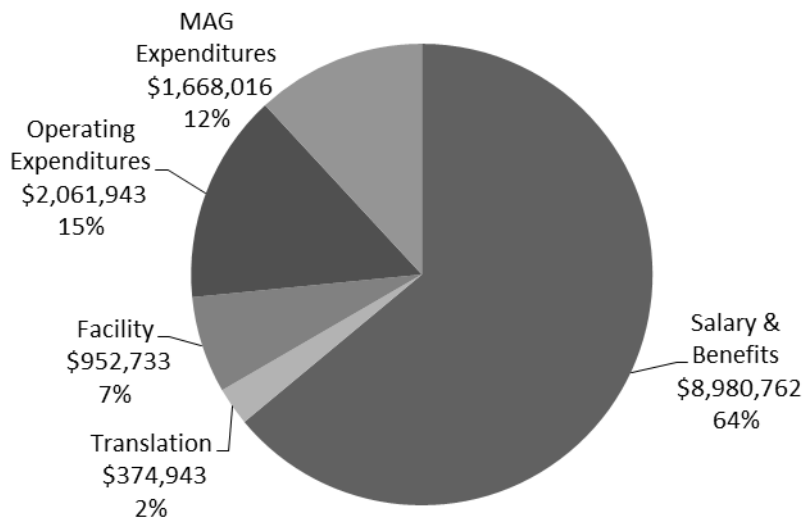


Note: In 2018, the number of prosecution clerks was reduced from 9 to 8 due to the conversion of the team lead prosecution clerk position to a supervisor, prosecution clerk position.

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

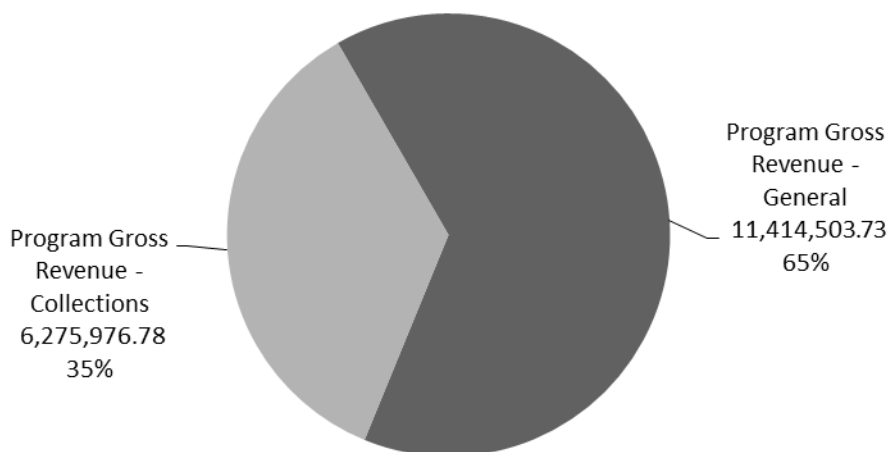
2018 Expenditure and Revenue Analysis

2018 Operating Budget by Expenditure Category



*Ministry of Attorney General (MAG) expenditures decreased eight per cent in 2018 from the previous year as of result of decreased judicial and provincial prosecution hours

2018 Revenue Source¹



¹ 2018 Revenue Source calculations include both internal and external collections efforts due to the decline in collections from third-party agencies. In 2017, the calculations included overall revenue and collection agency revenue were reported.

Expenditure

Salary and Benefits

Includes all staffing expenses related to Court Administration, Prosecution and Collections. Includes all permanent, casual and temporary staffing in addition to overtime and benefits.

MAG Expenditures

Total cost of expenses paid to the Ministry of Attorney General including Judicial and ICON related costs. Victim Fine Surcharge and Dedicated fines are not included.

Operating Expenditures

Total cost of general operating expenses including 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 cost of providing interpreter services to court users.

2018 Auditors Report

An independent audit of the consolidated financial statements of the Regional Municipality of York for the year ending December 31, 2018 was completed by KPMG in May 2018. Accordingly, the scope of the audit included the information about the results of the Region's Provincial Offences Office presented in the notes to the consolidated financial statement.

Excerpt from the Regional Auditor's Report

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 Licence 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 2018 amounts to \$22,665,795 (2017 - \$21,942,116) and the net revenue amounts to \$3,650,124 (2017 - \$2,183,364). Balances arising from operation of the POA offices are consolidated with these financial statements.

THE REGIONAL MUNICIPALITY OF YORK
Provincial Offences Office
Statement of Receipts and Expenses
For the year ended December 31, 2018

	Budget 2018 <u>(Unaudited)</u> \$	Actual 2018 <u>(Unaudited)</u> \$	Actual 2017 <u>(Unaudited)</u> \$
Revenue			
Fines and Miscellaneous Revenue Collected	20,716,196	22,665,795	21,942,116
Expenses and Disbursements			
Salaries and Benefits	8,873,040	8,980,762	8,854,775
General Administration	1,590,725	1,451,114	1,799,352
Program Related Services	1,811,994	1,764,241	1,927,260
Professional Services	895,463	865,706	803,293
Occupancy Expenses	1,017,841	951,167	989,829
Amortization	0	0	0
Asset Acquisitions	47,000	25,407	57,821
	<u>14,236,063</u>	<u>14,038,397</u>	<u>14,432,330</u>
Income before disbursements to area municipalities and others	6,480,133	8,627,398	7,509,786
Disbursements to Area Municipalities and Others	<u>(5,562,125)</u>	<u>(4,977,274)</u>	<u>(5,326,422)</u>
Net Surplus/(Deficit)	918,008	3,650,124	2,183,364
Contribution from Reserves	744,539	0	0
Contribution to Reserves	<u>(120,000)</u>	<u>(1,120,000)</u>	<u>(857,795)</u>
Net Surplus/(Deficit) after Contribution to/from Reserves	<u>1,542,547</u>	<u>2,530,124</u>	<u>1,325,569</u>

The accompanying notes are an integral part of the financial statement

THE REGIONAL MUNICIPALITY OF YORK

Provincial Offences Office

Note to the Financial Statement

December 31, 2018

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) Revenues

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 and located at The Tannery Mall, 465 Davis Drive, 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 2019

Customer Service:

- Implement online disclosure system in collaboration with York Regional Police
- Enhance public awareness and communication through targeted external campaigns
- Review and implement changes to court administration and prosecution processes

Efficient case management:

- Improve court utilization through trial scheduling
- Part III Download – Develop transition plan for P3 prosecutions

Process Improvement:

- Implement the electronic filing of Part I charges
- Electronic upload of Part III charges
- Finalize process manuals for all Court Operations positions

Performance Focused:

- Review and revise default collection practices including the development of measures and targets.
- Review and revise collection practices
- Develop transition plan for the move to the annex

Training and Development:

- Develop enhanced training material for staff

Technology:

- Identify opportunities to replace existing case management system
- Replace Iconview and upgrade ICON server

June 28, 2019

Ms. Lisa Lyons
Director of Legislative Services/Town Clerk
Town of Newmarket
395 Mulock Drive, P.O. Box 328
Newmarket, ON L3Y 4X7

Dear Ms. Lyons:

Re: Potential Financial Incentives for Office Buildings

On June 27, 2019 Regional Council adopted the following recommendations:

1. Council authorize staff to consult with stakeholders on potential financial incentives to help promote major office development in the Region's Centres and Corridors.
2. Staff report back to Council in the Fall of 2019 on the results of the consultation and propose recommendations.
3. The Regional Clerk circulate this report to the local municipalities and industry stakeholders including the Building Industry and Land Development Association – York Chapter (BILD).

The staff report is enclosed for your information.

Please contact Doug Lindeblom, Director, Economic Strategy at 1-877-464-9675 ext. 71503 or Edward Hankins, Director, Treasury Office at 1-877-464-9675 ext. 71644 if you have any questions with respect to this matter.

Sincerely,



Christopher Raynor
Regional Clerk

Attachment

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
June 13, 2019

Report of the Commissioner of Corporate Services, the Commissioner of Finance
and the Chief Planner

Potential Financial Incentives for Office Buildings

1. Recommendations

1. Council authorize staff to consult with stakeholders on potential financial incentives to help promote major office development in the Region's Centres and Corridors.
2. Staff report back to Council in the Fall of 2019 on the results of the consultation and propose recommendations.
3. The Regional Clerk circulate this report to the local municipalities and industry stakeholders including the Building Industry and Land Development Association – York Chapter (BILD).

2. Summary

This report updates Council on the state of office development in the Region, focusing on the changing nature of office development and financial incentives at the Region's local and neighboring municipalities. This report also provides key principles to consult with stakeholders on potential office incentives.

Key Points:

- Office development, particularly in Centres and Corridors, is important to the Region's competitiveness, city building initiatives, and financial sustainability
- While the Region is gaining major office employment, this is not translating into new office development particularly in Centres and Corridors where the greatest infrastructure investments have been made
- Trends and recent changes in the office market have prompted reconsideration of the use of financial incentives to spur new office development in key locations
- Development charge deferrals could be used to incent larger office buildings in Regional Centres and Corridors, where the Region has made significant higher order transit investments

3. Background

Office development, particularly in Centres and Corridors, is important to the Region's competitiveness and city building initiatives

Office space is an important element of the real estate market that supports economic prosperity. Office buildings house knowledge and service based employers, an increasingly important part of the economy. They provide a built form that allows intensification of workers in transit supportive locations, and are an integral part of developing vibrant, accessible, multi-use downtowns, such as the Centres and Corridors in York Region. Larger office buildings often serve as headquarters and research centres for domestic and global corporations and demonstrate the success and attractiveness of a location. Office development is also a major contributor to the property tax base and to development charges that are necessary to pay for the infrastructure such as transit needed to support growth and city building.

The Region has offered various office development incentives since the inception of the development charge bylaw in 1998

Beginning in 1998 and continuing through the 2007 Development Charge Bylaw and Background Study, Regional Council decided to offer a discount to the non-residential rates that would have otherwise been payable at full cost recovery to attract non-residential development in the Region. During this time, the average discounted rate to the non-retail portion (e.g., office) was 40 per cent, which was phased in through each of the bylaws during different timelines. The 2007 Development Charge Bylaw discontinued the reduction to the percentage of the incentives until they were completely phased out by mid-2010. The Region saw close to 6.8 million square feet of office space built in the twelve years from 1998 to 2010 that would have benefitted from some level of development charge discounts. This equates to approximately 567,000 square feet of space per year.

Following the phase out of the non-residential development charge discounts, the Region in 2010 introduced an 18 month development charge deferral for office buildings that were a minimum of 4 storeys. This incentive, available throughout the Region, requires that the developer provide a letter of credit. Since first being introduced, two offices totaling nearly 760,000 square feet have taken advantage of this incentive. During this period since 2010, less than 2.5 million square feet of office space in total was built in the Region. This equates to just over 300,000 square feet of space built per year, well below the rate of construction while the development charge discount was in place.

The Region last reviewed the need for office incentives in 2015 and none were recommended at that time

Between 2013 and 2015 staff reviewed the state of office development in the Region and the potential for financial incentives which culminated with the [York Region Office Attraction Review](#) (report to Council in April 2015). The review was prompted by the diminishing relative share of new office development being built in the Region versus Toronto and the rest of the 905 Regions.

This report concluded that the Region was competitive with neighboring jurisdictions on overall cost of office development (including property taxes and development charges). The Review also found that there was not a strong correlation between offering financial incentives and generating new demand. As a result, while incentives were not recommended at that time, an office attraction marketing program was proposed to raise awareness of the opportunities in the Region's Centres and Corridors. The resulting York Link marketing program was approved by Council and launched in 2016.

While the Region was conducting the office attraction review, the City of Vaughan requested that the Region consider office incentives. The City of Vaughan subsequently introduced an office incentive package. At the time, staff reviewed this request and determined that office incentives were not required as the Region was competitive.

Over the past five years, the landscape for office development and incentives has changed

Since last reviewing the need for greater incentives, there have been three key changes that have prompted staff to re-examine the efficacy of incentives. These are:

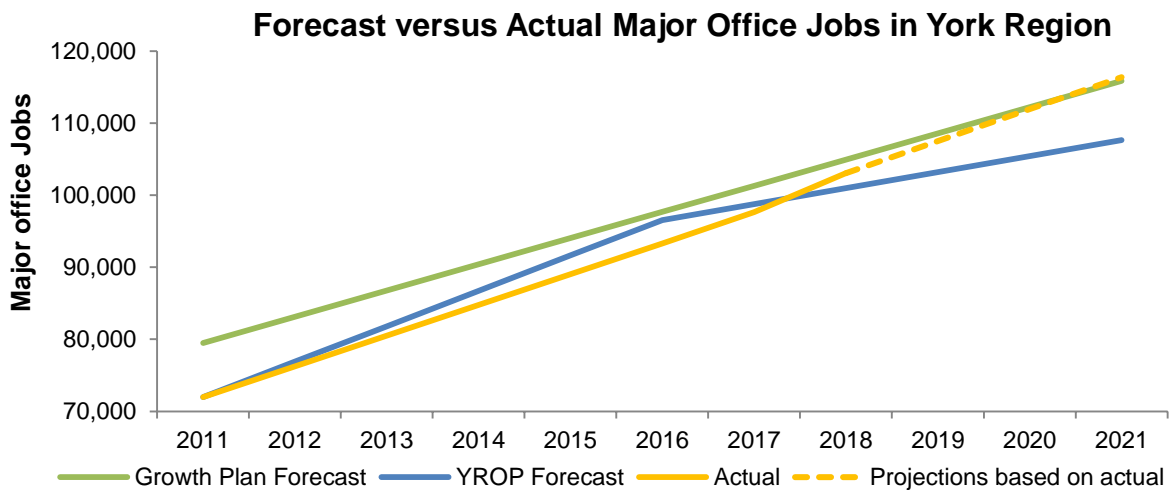
- A growing number of municipalities in the Greater Toronto Area, including three of the Region's local municipalities (Vaughan, Markham and Richmond Hill), have introduced office incentives to try and increase their share of office development activity
- The Region continues to see office employment growth, but this is not translating into the major office built form that is required in order to create dense, multi-use city centres
- While the Region's relative share of Greater Toronto Area office development has risen since 2015, Toronto and particularly Downtown Toronto is taking a bigger share, and this appears to be destined to continue. Toronto continues to offer a substantial development charge exemption incentive for major office

4. Analysis

The Region is on track to meet its major office employment growth forecasts

Office space is required to house office workers in a range of knowledge based and service businesses. The Region is experiencing strong office related employment growth, relative to both forecasts in the Growth Plan and the Regional Official Plan. The number of major office jobs exceeded the Region's Official Plan forecast in 2018 and is on track to meet the Provincial Growth Plan targets by 2020-2021, as illustrated in Figure 1 below.

Figure 1



Source: Region of York, Planning and Economic Development

Office employment growth is not translating into office space development

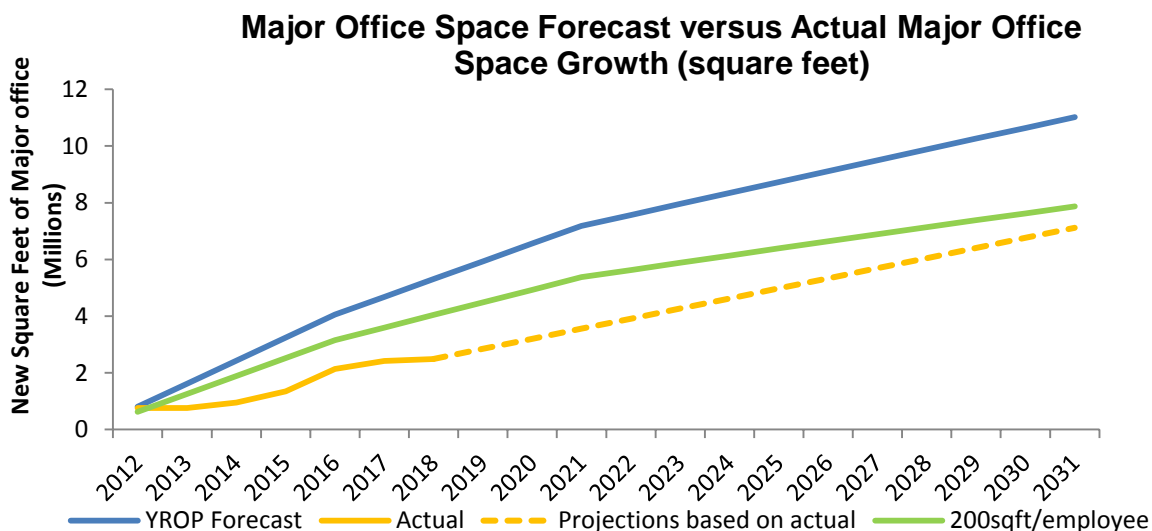
While the Region is achieving its employment forecasts, major office space growth in the Region is below the Region's Official Plan forecast (see Figure 2). Office space growth is important because of the previously noted factors of competitiveness, city building and financial sustainability that new office space supports. This is particularly important in Centres and Corridors where significant transit investments have been made.

The office space forecast in the Regional Official Plan is derived by applying a space per employee factor to the major office employment forecast number. While an industry standard space per employee of 270 square feet has been used in the forecast, recent observations indicate this standard is now likely around 200 square feet per employee.

There are a number of trends in the market that are leading to employers allocating less space per employee, the most notable trends include business cost reductions/efficiencies, an increase in remote work/telecommuting, and a shift from permanent full time jobs to temporary and contract work. All of these factors are contributing to a typical space per employee factor closer to 200 square feet per employee. This means that less new major office space is required to accommodate office employment growth.

As illustrated in Figure 2, even when the 200 square feet per employee factor is applied to the employment forecast (as opposed to the 270 square feet used in the Official Plan), office space projections based on actual space built since 2011 would still be below forecast. This would suggest that some employment growth does not generate new major office space growth (e.g., due to office intensification – employees taking up less space, hoteling – workplaces are shared, etc.).

Figure 2



Source: Region of York, Planning and Economic Development

The City of Toronto is realizing most of the new major office development in the Greater Toronto Area

Among GTA municipalities, York Region’s share of office development has increased since 2012 relative to other 905 Regions as illustrated in Table 1, with 32 buildings and close to 2.6 million square feet of space built over this time period. This represents 28 per cent of all new office space built in the GTA, up from just 7 per cent of new space in the previous 5 years.

During this period, the City of Toronto has become more dominant with respect to new office construction. As Table 1 below indicates, the City of Toronto accounts for 54 per cent of office space built in the GTA since 2012. More importantly, when looking at office buildings under construction, Toronto’s share of new space increases to 76 per cent of the GTA total.

Table 1
Commercial office development projects, 20,000 square feet or larger, in the Greater Toronto Area (2012 – present)

	City of Toronto	York Region	Peel Region	Halton Region	Durham Region	GTA 905 Total	Toronto share of GTA Total (%)
Buildings built since 2012	42	32	29	34	4	99	30
Space created (square feet) since 2012	9,243,964	2,590,473	3,080,170	1,995,093	266,027	7,931,763	54
Space Under Construction (square feet)	5,499,016	655,779	459,620	602,007	0	1,717,406	76

Source: CoStar, February 2019

Within mid-sized buildings constructed in the 100,000-250,000 square foot range since 2012, the 905 Regions dominate this segment, as indicated in Table 2. Toronto only accounts for 22% of the space built and 36% of the space under construction. Peel Region has seen the largest share of buildings and space in this size range primarily due to construction activity in the Airport Corporate Centre and Meadowvale. York Region ranks only fourth in the Toronto Region in the 100,000-250,000 square foot range, despite seeing the overall share of office development increase during this time period.

Table 2
Commercial office development projects, 100,000 square feet – 250,000 square feet, in the Greater Toronto Area (2012 – present)

	City of Toronto	York Region	Peel Region	Halton Region	Durham Region	GTA 905 Total	Toronto share of GTA Total (%)
Existing Buildings	7	4	11*	6	1	22	24
Existing square feet	912,923	697,695	1,676,769	803,909	126,929	3,305,302	22
Under Construction square feet	475,716	327,600	129,620	371,691	0	828,911	36

Source: CoStar, February 2019

Toronto's share of office development is most pronounced when looking at those buildings greater than 250,000 square feet (either recently completed or under construction). As Table 3 indicates, the 905 municipalities are relatively low compared to Toronto, with only York and Peel seeing any construction in this size range. More importantly, no large buildings are under construction anywhere in the 905 region. Downtown Toronto has 84 per cent of major

office space built since 2012 and 100 per cent of buildings in this size range under construction representing almost 5 million square feet coming on stream.

Table 3
Commercial office development projects, 250,000 square feet or larger, in the Greater Toronto Area (2012 – present)

	City of Toronto	York Region	Peel Region	Halton Region	Durham Region	GTA 905 Total	Toronto share of GTA Total (%)
Existing Buildings	11	2	2	0	0	4	73
Existing square feet	7,204,109	735,000	682,000	0	0	1,417,000	84
Under Construction square feet	4,968,340	0	0	0	0	0	100

Source: CoStar, February 2019

Of the 270 Major office buildings in the Region, most are smaller than 100,000 square feet

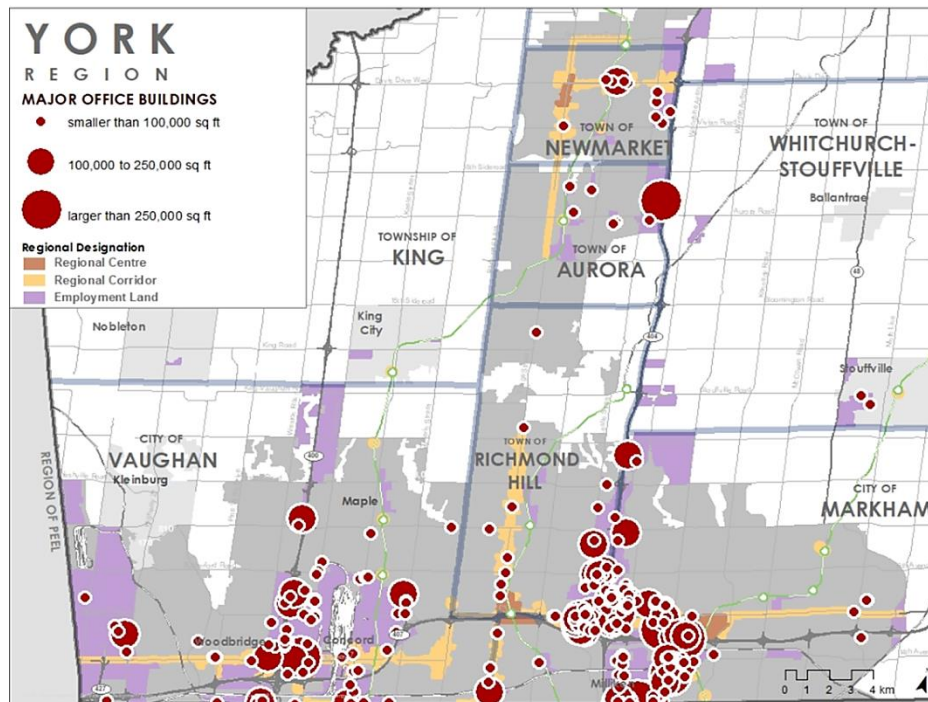
Major office is considered to be office buildings that are 20,000 square feet or larger, excluding institutional buildings such as municipal offices. Since 1975, the Region has seen the construction of 270 major office buildings that are 20,000 square feet or larger. Of those buildings, only 61 were larger than 100,000 square feet with only 7 being larger than 250,000 square feet.

Map 1 provides further detail on the location and size of existing office buildings across the Region. The majority of the offices are concentrated in a few areas:

- Vaughan Metropolitan Centre and north along Highway 400
- Highway 404/Hwy 7 area extending south along Warden Avenue to Steeles Avenue in Markham
- North along Highway 404
- Smaller concentrations in Aurora and Newmarket, and along Yonge Street from Steeles Avenue to 16th Avenue

Map 1

York Region major office buildings



Note: Figure does not include federal, provincial or municipal buildings (classified as institutional development).

Source: Region of York, Planning and Economic Development

Larger office buildings like those recently completed for KPMG in Vaughan and Aviva in Markham serve as corporate anchors of the Region's key business clusters and downtown areas. They signal the Region as a viable, attractive business investment location, and create the critical mass of space and employment necessary to leverage the transit investments made or committed, and attract the support services and workforce that make up vibrant downtown areas. It is this scale of office development that the Region needs to see built, particularly in Centres and Corridors.

There is a lack of supply of large 'Class A' office space in the Region

'Class A' office space typically locates around major infrastructure investments such as the subway or transportation hubs. Currently, there is a lack of immediately available 'Class A' office, greater than 100,000 square feet in the Region to attract or retain major tenants. If a prospective, or expanding tenant, looked at the Region for 'Class A' space of that size in the next 12 to 18 months, they could not be accommodated with the current stock or buildings in the construction pipeline.

These tenants would have to look elsewhere, and more than likely go to downtown Toronto which, through the use of financial incentives, has a significant pipeline of 'Class A' office, greater than 100,000 square feet, under construction. The fact that recently completed office buildings in the Region fill up quickly, and the Region's industrial space vacancy rate is now

at 1.2 per cent, in part through office ‘conversions’, suggests the supply issue in the Region is not related to a lack of demand from office tenants for space.

The current scale and location of proposed office development may not satisfy the competitiveness and city building objectives of the Region

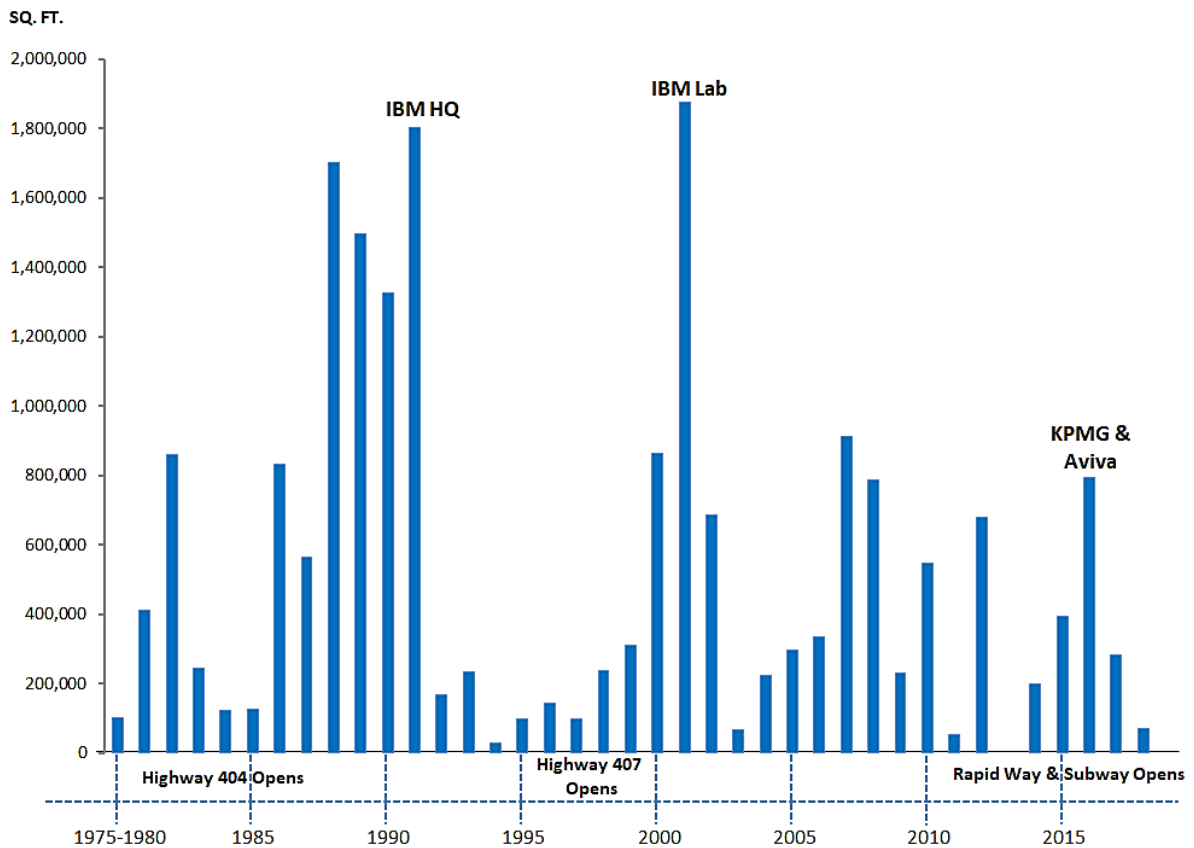
Looking at formal office proposal applications currently under review across the Region, there are 29 office buildings at some stage of the development process. These buildings total just over 2.8 million square feet of new space. Of those buildings, almost three quarters of them are not located in the Centres and Corridors, and none are over 250,000 square feet in size. The location and scale of these proposals, while necessary to help satisfy overall office space demand, will not contribute significantly to creating the vibrant downtown areas the Region is trying to attract and create.

Transportation infrastructure has driven office development in varying degrees

Staff analysed office development in the Region since 1975, illustrated on Map 1, relative to major transportation infrastructure investments. As Figure 3 illustrates, the largest peaks in office development occurred around 1990 and 2000. Both of these peaks were preceded by the opening of Highway 404 and Highway 407 respectively. The highways helped spur major office suburbanization, demonstrated in the significant office business parks anchored by major technology companies like IBM.

Office development has been slower over the past decade, which aligns with the introduction of the bus rapid transit ways beginning in 2011 and the Vaughan subway opening in 2017. There appears to be a direct correlation between office development and investment in highway infrastructure. Staff are monitoring this relationship with transit infrastructure (e.g., the major office buildings at the Vaughan Metropolitan Centre adjacent to the subway line).

Figure 3
Major Office development in York Region – 1975-2018



Source: Region of York, Planning & Economic Development

While there are a number of factors influencing office location decisions, the only factor the Region can immediately impact is government charges

Staff identified a number of factors that influence the choice of location for office development. Key considerations include vacancy rates and rents per square foot, land costs, proximity to complimentary industry, transit proximity, access to talent and government charges. Of these factors, the only one that the Region has immediate and direct influence over are the portion of construction costs related to government charges. Government charges under the Region’s influence include property taxes, development charges and planning fees. Other government charges that the Region cannot impact are building permit fees, the Harmonized Sales Tax (HST), cash-in-lieu (parkland dedication) and the land transfer tax.

There is a stronger correlation between incentives and development in Toronto

As previously noted, the Region had a development charge discount for non-residential construction in its first development charge bylaw in 1998. These discounts were phased out over the next decade and in 2010 the Region's 18 month development charge deferral was introduced. The average office space development per year dropped from 567,000 square feet per year to 303,000 square feet per year between these two periods, a decrease of 45 per cent. Since office incentives were first introduced in the Region in 1998, development was more robust during the period when Regional office incentives were higher.

Toronto has seen a large increase in its share of Greater Toronto Area office development over the past decade in line with their introduction of significant incentives for office development in 2008, described in more detail below. As noted previously, the City of Toronto also has almost 5 million square feet of office development under construction which includes 100 per cent of buildings over 250,000 square feet in the Greater Toronto Area.

In 2015, the Region's largest local municipalities began to incentivize office development

Since the Region last considered office incentives, Vaughan, Markham and Richmond Hill introduced financial incentives for office development. In 2015, the City of Vaughan passed a Community Improvement Plan that includes a number of incentives, such as:

- A development charge rate freeze at August 2013 levels
- 10 Year Tax Increment Equivalent Grant (TIEG)
- 18 month development charge deferral (only available in the Vaughan Metropolitan Centre (VMC) - deferral period intended to match the Region)

These incentives have been used by four significant office developments, consisting of approximately 724,000 square feet. The City has secured some notable tenants within these buildings, including: KPMG, Miller Thomson, GFL Environmental, Harley-Davidson and FM Global.

In 2017, the City of Markham passed a new development charge bylaw and introduced a development charge discount for offices greater than 100,000 square feet. The discount provides that offices only pay 25 per cent of the applicable rate for the gross floor area in excess of 100,000 square feet.

In 2018, the City of Richmond Hill, by way of a Community Improvement Plan, began to offer a 10 Year Tax Increment Equivalent Grant for office buildings¹. Thus far there has been no take-up on the local municipal incentives in Markham or Richmond Hill; however the

¹ Note: The maximum time period for the Tax Increment Equivalent Grant (TIEG) in the City of Richmond Hill is 10 years.

programs are still in their infancy. Preliminary feedback from the municipalities indicates that take-up could increase if the incentives were not limited to the local municipal level.

Some of the Region's neighboring municipalities also offer financial incentives for office

Staff also conducted an inter-jurisdictional scan of neighbouring municipalities and found that many are providing incentives to attract office development. The City of Toronto offers the greatest incentives, exempting all development charges for non-residential gross floor area above the ground floor and providing a 10 Year Tax Increment Equivalent Grant (applies to employment districts and designated employment areas). The Tax Increment Equivalent Grant, in place for over ten years, has been taken advantage by 12 Major office projects, totalling 5.65 million square feet (as of December 2017).

Other municipalities that offer incentives for office include Mississauga, Brampton, Hamilton, Niagara Region and Windsor. Of note, the City of Mississauga introduced a suite of financial incentives in 2018 that included a Tax Increment Equivalent Grant (Table 4 below summarizes the incentives provided in neighboring municipalities). Thus far, take-up on these incentives has been limited in these municipalities for reasons that include:

- Incentive program is relatively new (e.g., Mississauga) or still proposed (i.e., Hamilton development charge incentive)
- Local municipal incentives may not be enough²
- Incentive program was not directly targeting office (e.g., Hamilton tax incentives)

Finally, York Region also competes with other jurisdictions further afield. Municipalities such as New York, Boston and Chicago (Cook County) all have different incentive programs in place for office development.

² Source: Novae Res Urbis: Greater Toronto and Hamilton Area, Peel Regional Governance: City Status, March 20, 2019, page 7.

Table 4
Interjurisdictional scan of neighboring municipal office incentives

Municipality	Incentives provided	
	Property Taxes	Development Charges
Toronto	✓	✓
Halton Region	✗	✓
Mississauga	✓	✗
Brampton	✗	✓
Hamilton	✓	✓*
Niagara Region	✓	✗
Windsor	✓	✗

*Note: Proposed development charge exemptions under 2019 Development Charge Bylaw
Source: Municipal Development Charge Bylaws, Municipal Community Improvements Plans and Imagination, Manufacturing, Innovation, Technology (IMIT) Program Review: Findings and Recommendations, Hemson Consulting Inc.

It is an appropriate time to consider incentives to help encourage major office development in Regional Centres and Corridors

The analysis shows that office job growth and demand in the Region is not translating into new office supply, and there is little indication this will change in the short to medium term based on current trends in the market and examining development prospects across the GTA. There are many factors that influence the scale and development of office space, and it is difficult to determine the impact incentives have had on office development patterns.

The vast majority of office space completed over the last decade or currently under construction has primarily occurred in downtown Toronto, where the greatest level of office development incentives are applied. While local municipal incentives outside Toronto have not generated significant results, these programs are mostly very new with little time for take-up to evaluate them. In addition, local incentives have a fairly minor impact on total cost of a development, and would have more impact if coupled with incentives at the Regional level.

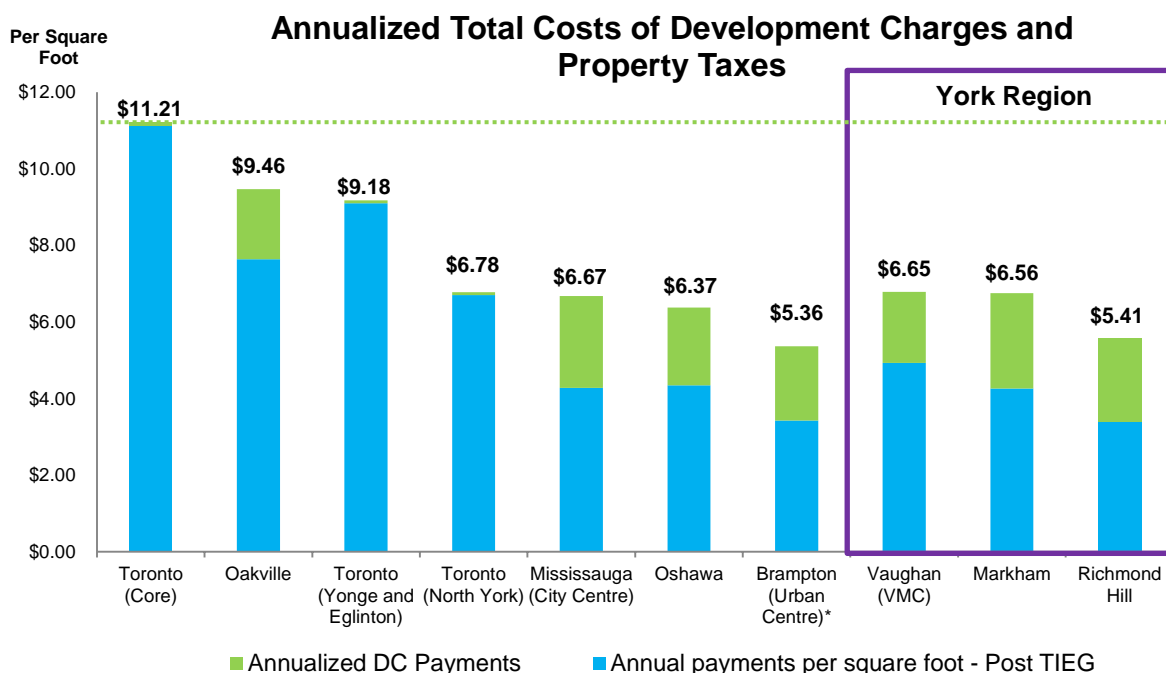
Given the analysis of all the factors, it is appropriate to now consider Regional office incentives as a means to help stimulate office space supply in Regional Centres and Corridors where the greatest impact on overall Regional objectives around city building, transit usage and live-work connections can be achieved.

Over the 40-year life of a typical office building, combined property taxes and development charges for York Region municipalities are competitive

Staff reviewed the annualized costs of development charges and taxes per square foot for offices in the Region’s southern three municipalities and neighboring jurisdictions. The results show that, while the Region’s development charges may initially be high, when

combined with property taxes and annualized, the Region's municipalities are competitive over the 40-year life of a typical office building. See Figure 4 for further detail.

Figure 4



Notes: Annualized development payments are based on November 2018 rates spread over assumed office building life of 40 years (using discount rate of 7 per cent per Hemson Consulting Inc.). Development charge payments include Regional, local and education development charges. Annualized tax payments are based on current rates and assessment values of comparable office buildings in select Greater Toronto Area Office centres. Annualized tax payments are based on Regional (where applicable), local and education tax rates.

All annualized costs have factored in local municipal incentives (e.g., development charge discount in Markham and Tax increment Equivalent Grant in Richmond Hill, etc.). Richmond Hill's annualized costs are lower due to the sizes and ages of the buildings sampled which is reflected in their assessed values.

Source: Local municipal Community Improvement Plans, local municipal development charge bylaws, Hemson Consulting Inc. and Region of York, Treasury Office, Finance Department

Targeted financial incentives in Regional Centres and Corridors could help the Region meet its desired goals

Despite the fact that the Region's annualized total cost of development charges and property taxes are competitive, the Region is still not getting larger, speculative office development. Of the office development the Region is getting, the majority of it is not locating in the Region's Centres and Corridors, where the greatest infrastructure investment has been made in transit.

With this in mind, staff reviewed potential incentives with the aim of achieving the following outcomes:

- Encourage 'place-making' in the Regional Centres and Corridors through a mix of uses
- Promote live/work and transit
- Increase the size of proposed office buildings in the current pipeline and promote additional major office building applications
- Generate new speculative space to satisfy demand
- Minimize impact on the Region's tax levy

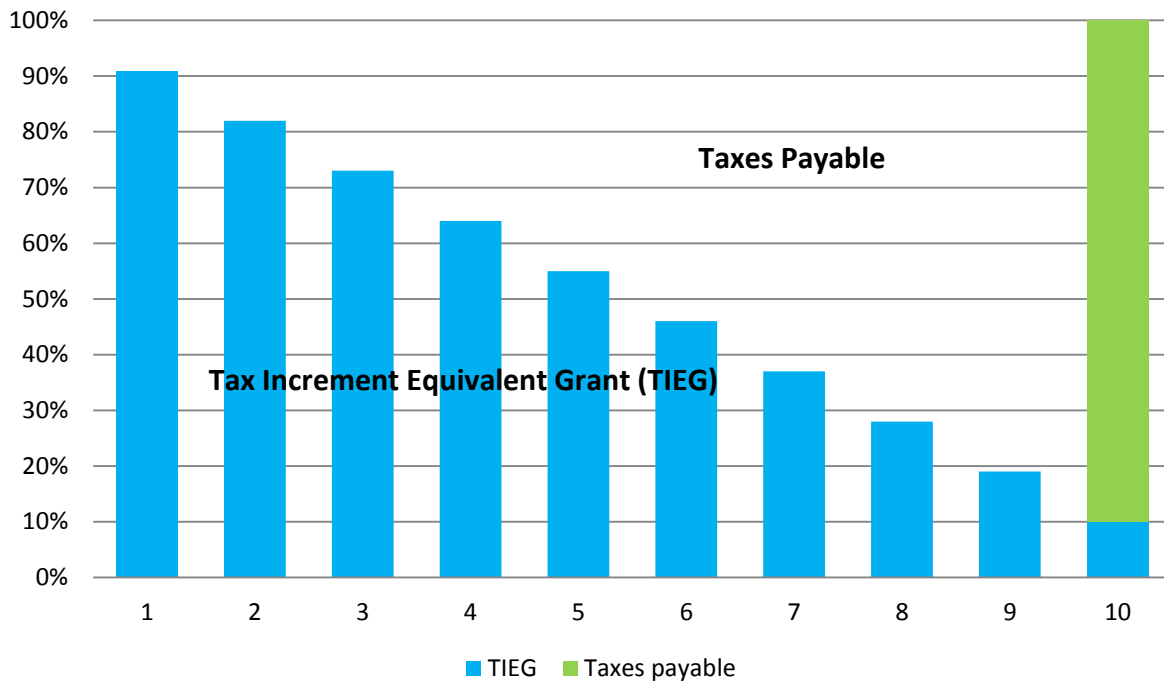
Local and neighboring municipalities provide property tax incentives to promote office development

The cities of Vaughan, Richmond Hill, Toronto, Mississauga and Hamilton all offer property tax relief for office developments through a Tax Increment Equivalent Grant (TIEG)³. A Tax Increment Equivalent Grant refunds a portion of the increase in property tax liability as a result of the new development taking place. The grant declines each year until the 10-years have expired and the property then pays its full taxes (see Figure 5 below for further detail). For the Region, the cost of the grant, if being treated as an operating budget item, would be recovered from the rest of the tax base via the tax levy, with the majority contributed by residential tax payers. If the grant is treated as a write-off, there would be a reduction to the Region's contribution to the debt reduction reserve and asset replacement reserves, which are tax-levy funded.

³ Note: A Tax Increment Equivalent Grant requires a Community Improvement Plan.

Figure 5

Tax Increment Equivalent Grant



Source: Region of York, Treasury Office, Finance Department

Development charge incentives are another tool the Region could use to facilitate office development on its Centres and Corridors

Many of the Region’s local and neighboring municipalities use development charge incentives as the preferred tool to promote office development. These incentives can range from a deferral of development charges to a discount or exemption of the development charge due.

A review of the development charge deferrals currently being provided indicates that they are most often for a set timeframe (e.g., 18 or 36 months). The duration of the deferrals does not change to recognize preferred location or to incentivize larger buildings. Development charge deferrals do have the advantage of being an incentive that should not impact the tax levy (e.g., they are financed through development charges as opposed to funded from the tax levy /user rate).

Development charge discounts and/or exemptions are often times structured to incentivize buildings of greater sizes (e.g., the City of Markham’s development charge discounts for offices greater than 100,000 square feet). However, these incentives can only be done

though a Community Improvements Plan or a development charge bylaw⁴. Furthermore, any development charge shortfall, which is the result of such an incentive, would have to be funded through the tax levy and user rate.

Staff could develop an incentive program that promotes larger offices, in Regional Centres and Corridors, while not impacting the tax levy

In order to achieve the Region’s objectives of attracting office development to the Centres and Corridors, while ensuring financial prudence, a targeted office incentive program could be developed based on the following principles:

- The program only targets the Region’s Centres and Corridors
- The program only incentivizes significant office development (e.g., greater than 100,000 square feet)
- The program be capped and only be available for a limited time frame
- The program’s structure considers the costs against the economic benefits of office attraction
- The program prioritizes non-tax levy funded incentives

A potential incentive program that adheres to the above principles could be a development charge deferral program. Table 5 below provides an example of a potential structure of a development charge deferral for major office buildings.

**Table 5
Potential structure of a development charge deferral for office buildings**

Size Threshold*	Applicable location	Duration of deferral
Greater than 400K sq. ft.		Longest
Between 250K sq. ft. and 400K sq. ft.	Regional Centres and Corridors	Intermediate
Between 100K sq. ft. and 250K sq. ft.		Base

*Note: Threshold is on a per building basis (e.g., six buildings of 50,000 square feet would not qualify)

⁴ Note: A Community Improvement Plan, under the *Planning Act, 1990*, is a process that can often take upwards of two years.

Regional incentives to facilitate purpose-built rental development could also help attract major office

Housing has been a key factor in attracting new major office developments, as employers want adequate local housing for their workers. In this regard, in June, 2018, Council endorsed a [Draft Rental Housing Incentives Guideline](#) proposing financial incentives for purpose-built rental developments. A further report on financial incentives for purpose-built rental will be brought forward in the fall and could also help attract new office developments (e.g., more complete communities, more affordable housing options for employees).

Facilitating office development in transit oriented areas is consistent with Provincial policy direction

The Growth Plan for the Greater Golden Horseshow speaks to optimizing Provincial investments in higher order transit (e.g., the Toronto York Spadina Subway extension and the Bus Rapid Transit ways). Encouraging office development along the Region's Centres and Corridors, where the greatest investments in higher order transit have been made, could help achieve the Provincial policy objective. Furthermore, facilitating a mix of uses, both non-residential and residential, provides a fiscal benefit to the Region. Office development, together with the residential development it attracts, will enhance the Region's tax assessment base, resulting in higher tax revenues to support the services the Region provides. In addition, despite the lowest commercial tax ratio in the Region compared to the GTA, office development still has a higher taxing capacity than residential properties.

The Province recently introduced legislation that could change the development charge treatment of office development

Currently development charges are set and paid at building permit for office buildings. Bill 108, *More Homes, More Choice Act, 2019* ("Bill 108"), tabled by the Provincial government on May 2, 2019, could change both the administration of development charges and the timing of payment for office development.

The legislation proposes to allow developers to lock in development charge rates on the day upon which a site plan or zoning application is made. Furthermore, non-residential developments, including offices, would not have to pay development charges until the earlier of occupancy permit or first occupancy of the development, and continue to pay, in equal annual installments, for the ensuing five years. Municipalities may charge interest at a rate to be prescribed by the Province.

Using the KPMG building in the City of Vaughan as an example office building, Table 6 summarizes the timeframe associated with the proposed administration and timing of payment of development charges.

While Bill 108 does introduce a phased payment of development charges for office, these incentives are available throughout Ontario. The provisions within Bill 108 do not target

specific locations, nor do they encourage larger offices. Since Bill 108, when it becomes law, would apply to all municipalities, it is unlikely that it could reverse the draw of major office to the City of Toronto.

Table 6

Summary of changes under Bill 108 as they could apply to office development*

Point in development/development charge payment process	Bill 108 detail	Approximate elapsed time (years)
Site Plan Application or Zoning Approval application	Development charge rates frozen	0.75
Subsequent amendment to applications	Development charge rates are reset	
Site plan approval	N/A	1
Building Permit	If more than the prescribed time has elapsed from approval to building permit, rates are reset to building permit date	
Occupancy permit or first occupancy (earlier of the two)	First payment of development charges	2.75
Payment of development charges	Second payment of development charges	5
Payment of development charges	Third payment of development charges	
Payment of development charges	Fourth payment of development charges	
Payment of development charges	Fifth payment of development charges	
Payment of development charges	Sixth payment of development charges	

} 9.5

*Note: Using the KPMG building in the City of Vaughan as an example:
 Site plan application – September 18, 2012
 Minor variance application – August 30, 2013
 Site plan approval – June 23, 2013
 Building permit issuance (Foundation Permit) – May 26, 2014
 Date of first occupancy – January 27, 2017
 Source: City of Vaughan, Development Finance, May 22, 2019

Staff propose to consult with stakeholders on potential office incentives and report back to Council in the Fall of 2019

Pending Council approval, staff propose to begin consultations (through meetings) with stakeholders over the summer months and report back to Council in the Fall. This consultation will involve local municipalities, BILD and other industry stakeholders (including office developers), major employers, commercial real estate brokerages, and local chambers of commerce. Some of the key principles that are proposed to be consulted on include:

- Barriers to, and opportunities for, major office development in the Region
- Type of incentive (e.g., property tax relief, development charge relief, combination)
- Qualifying office size threshold
- Duration of pilot project
- Treatment of transit oriented office buildings
- Local municipal participation

Staff will then use the feedback from this consultation process to develop a financial incentives package and propose to report back in early Fall with a recommended option for Council's consideration. Table 7 summarizes the next steps in the process.

Table 7
Proposed timeline

Proposed timeline	Detail
Summer 2019	Consultation with local municipalities, BILD, other industry stakeholders (including office developers)
Fall 2019	Report back to Council on results of consultation with recommended financial incentives for consideration

Targeted office development incentives supports a number of the desired results set out in the '2019 To 2023 Strategic Plan'

Promoting office development through targeted and principled financial incentives, aligns with a number of the Community result areas in the 2019 to 2023 Strategic Plan, including:

- Fostering an environment that attracts businesses, grows employment opportunities and attracts people
- Encouraging growth in Region's Centres and Corridors and built-up urban areas
- Ensuring reliable, responsive, effective, efficient and fiscally responsible service delivery

5. Financial

If the Region provides incentives there are both costs and benefits

Whether the Region provides property tax or development charge relief, there is a financial cost associated. As noted previously, property tax grants and development charge discounts/exemptions are funded through the tax levy and user rate and therefore can create additional pressures. Conversely, development charge deferrals represent a financing cost that is financed through development charges.

Incentivizing office development does also bring with it financial benefits to the Region through the additional property tax revenues from the new office and its new surrounding developments.

6. Local Impact

Local municipal participation will be required

A long standing principle of Regional financial incentives has been that of local municipal participation. In this regard, for any financial incentives package to be successful, the Region will require local participation. This participation shall be similar, if not better, and to the satisfaction of the Region.

Encouraging major office development benefits the economies of the local municipalities and responds to recent changes

Office development and the corresponding employment it creates are of vital importance to the Region's local municipalities. In recent years, the cities of Vaughan, Markham and Richmond Hill introduced financial incentives directly targeting office development. Consideration of office incentives by the Region responds to the City of Vaughan's Council resolution, in 2012, that the Region consider incentivizing office development.

7. Conclusion

Incentives may help stimulate major office in the Region's Centres and Corridors

While the Region is achieving its employment forecast, this has not translated into significant new office gross floor area. The changing nature of employment, combined with the draw to downtown Toronto is making it difficult to attract those larger, more speculative office buildings to the Region. Over the past five years, three of the Region's local municipalities have taken steps to stimulate more office development with incentives that range from development charge deferrals, freezing of development charge rates and Tax Increment Equivalent Grants. Encouraging major office growth in the Region's Centres and Corridors, through the use of financial incentives, is in line with Provincial policy direction in the Growth Plan and leverages the significant transit infrastructure investments the Region has made in these areas.

For more information on this report, please contact Doug Lindeblom, Director, Economic Strategy at 1-877-464-9675 ext. 71503 and/or Edward Hankins, Director, Treasury Office at 1-877-464-9675 ext. 71644. Accessible formats or communication supports are available upon request.

Recommended by:

Paul Freeman, MCIP, RPP
Chief Planner

Dino Basso
Commissioner of Corporate Services

Laura Mirabella, FCPA, FCA
Commissioner of Finance and Regional Treasurer

Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

May 22, 2019
9498515

June 28, 2019

Ms. Lisa Lyons
Director of Legislative Services/Town Clerk
Town of Newmarket
395 Mulock Drive, P.O. Box 328
Newmarket, ON L3Y 4X7

Dear Ms. Lyons:

Re: Planning for Agriculture Background Report

On June 27, 2019 Regional Council adopted the following recommendations:

1. Council direct staff to proceed with consultation on the proposed agricultural system as outlined in this report as part of the Regional Municipal Comprehensive Review.
2. The Regional Clerk forward this report and attachments to the Agriculture and Agri-Food Advisory Committee, Ministry of Municipal Affairs and Housing, Ontario Ministry of Agriculture, Food and Rural Affairs and Clerks of the local municipalities.

The staff report is enclosed for your information.

Please contact Danielle De Fields, Manager, Policy and Environment at 1-877-464-9675 ext. 71525 if you have any questions with respect to this matter.

Sincerely,



Christopher Raynor
Regional Clerk

Attachments

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
June 13, 2019

Report of the Commissioner of Corporate Services and Chief Planner

Planning for Agriculture Background Report

1. Recommendations

1. Council direct staff to proceed with consultation on the proposed agricultural system as outlined in this report as part of the Regional Municipal Comprehensive Review.
2. The Regional Clerk forward this report and attachments to the Agriculture and Agri-Food Advisory Committee, Ministry of Municipal Affairs and Housing, Ontario Ministry of Agriculture, Food and Rural Affairs and Clerks of the local municipalities.

2. Summary

A Province-wide agricultural system has been introduced as part of the updates to key provincial plans to be implemented by the Region through updated policies and mapping. This report and attachments includes background analysis and a proposed approach for implementation of the agricultural system as part of the Regional Municipal Comprehensive Review (MCR) to update the Regional Official Plan. Final agricultural mapping and policy directions and updates will be included in the draft Regional Official Plan anticipated in spring 2020.

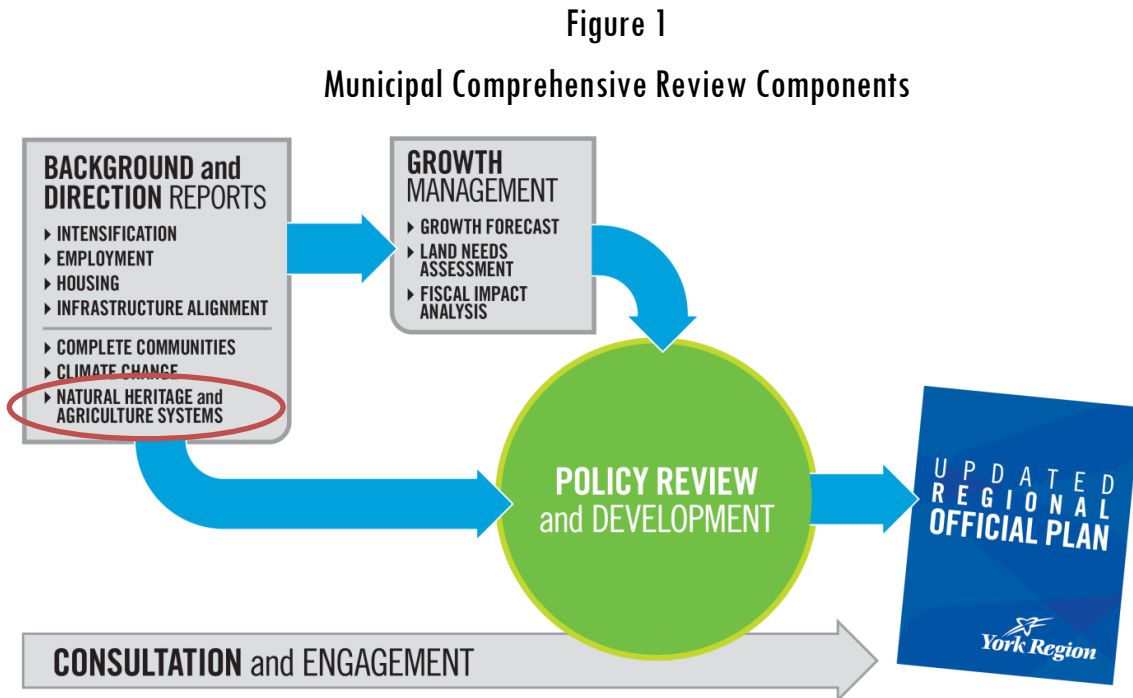
Key Points:

- Minor modifications to the agricultural land use designation in the Regional Official Plan are proposed including some areas of expansion into the rural area
- An approach to update the Official Plan is proposed to ensure conformity to provincial plans and the Provincial Policy Statement
- The Planning Advisory Committee was presented staff's proposed policy and mapping approach and is generally supportive of the direction
- Staff will continue to consult on the proposed mapping and policy changes consideration of for cemetery uses in the agricultural designation with impacted land owners, local municipalities, Agriculture and Agri-Food Advisory Committee (Agricultural Committee), MCR working groups, provincial staff and the public

3. Background

The Municipal Comprehensive Review includes implementation of the agricultural system

This report is one of a series of reports to support planning for sustainable growth through the MCR and Regional Official Plan update. Through the MCR, York Region will be updating agricultural policies and mapping in the Official Plan. Various reports and studies informing the MCR are shown in Figure 1.



York Region provided input to the provincial plan review on the agricultural system

York Region has been continually engaged in the provincial plan review process and provided recommendations to the Province on the introduction of an agricultural system in [September 2017](#). Council supported the collaborative and flexible provincial approach to finalize identification of the agricultural system through approval of the York Region Official Plan.

The Province introduced an agricultural systems approach to support the protection of farmland, and promoting economic development of the agri-food sector. The systems approach extends beyond protecting the agricultural land base and includes identifying support elements of the agri-food network. The York Region Official Plan will designate the agricultural system and including speciality crop areas (Holland Marsh in York Region), agricultural areas (prime agriculture) and rural lands where active agriculture and related uses are ongoing and link agricultural areas and support elements of the agri-food network.

The agri-food network consists of a broad range of elements including farm buildings, agricultural services, farm markets, primary processing, distributors as well as the infrastructure that connects them.

4. Analysis

York Region is well positioned to implement the provincial agricultural system

The existing policy framework in the Regional Official Plan recognizes and supports the agricultural land base and its contribution to the agri-food network as a strong component to the Region's economy. In 2009, the Regional agricultural land base was established with a provincially approved LEAR (land evaluation and area review) which informed the agriculture and rural land use designations in the Official Plan. This work also provided the basis for strong policy direction in the 2010 Official Plan for the protection of agricultural lands. The new provincial agricultural system approach provides strong policy support to protect and enhance the agricultural community.

York Region's [Agriculture and Agri-Food Strategy](#), endorsed by Council in October 2017 reinforces the Region's commitment to this vital sector. Implementation of the agricultural system through the Official Plan will help to achieve the Strategy's goals to support the agri-food sector with integrated land use planning and economic development.

Required policy conformity exercise builds on the existing Official Plan framework

Staff undertook a detailed review of the Provincial Policy Statement and three updated provincial plans related to the agricultural system and found that many of the Official Plan policies already reflect provincial policy direction. Staff proposes that the policy conformity approach build on the existing Official Plan policy framework. Consultation will continue with local municipalities, Agricultural Committee, Municipal Comprehensive Review working groups, provincial staff and the public to help inform updated draft Official Plan policies for Council consideration and input. Attachment 1 provides a summary of the policy conformity updates. Some of the more substantive updates that are anticipated include:

- Additional agricultural uses permitted in agricultural and rural area designations stemming from new definitions to support the agricultural system including agriculture-related uses, agri-tourism uses, on-farm diversified uses, prime agricultural area and rural area
- Requirement for an Agricultural Impact Assessment for new non-agriculture uses that may impact existing agricultural operations or agri-food network facilities to ensure that compatibility is achieved and where not, impacts are minimized and/or mitigated
- Inclusion of additional criteria for settlement boundary expansions into agricultural areas

- Stronger policy language to enhance the viability of the agri-food network such as support for healthy, local and affordable food options including urban agriculture
- New agricultural uses may occur in the buffer areas of key natural heritage and key hydrologic features subject to criteria and in some cases without the requirement of an environmental study

Differing Provincial and York Region LEAR approaches result in additional agriculture lands being identified by the Province for potential designation

The Province has produced draft mapping for municipalities to use as the basis for identifying the agricultural system in official plans. No mapping changes are proposed to specialty crop areas. To develop the draft mapping, the Province undertook a LEAR using a different methodology than that used to inform the Regional Official Plan. The York Region LEAR used one additional criterion of 'conflicting land uses' and the unit size York Region used was 100 acre (40 ha) blocks; the Province used 25 acre (10 ha) blocks. These differences, in addition to the Province's limited capacity to consider exceptions and unique local circumstances, resulted in the identification of additional agricultural lands for consideration when updating [Map 8 of the Regional Official Plan](#).

41 study areas have been evaluated to potentially extend the agricultural designation

To assist staff in updating the agricultural land based mapping, a consultant was retained to compare and assess differences between the proposed provincial mapping and the Region's current agricultural mapping. Forty-one refinement study areas identify where provincial agricultural areas overlap with York Region's rural areas as outlined in the [Region of York Agricultural Land Base Refinements report](#) and [appendix one](#). The technical analysis was based upon criteria described in Table 2 of the consultant's report and the Province's [Implementation Procedures for the Agricultural System in Ontario's Golden Horseshoe](#).

The exercise resulted in portions of 19 of the refinement study areas that could be considered by Council for inclusion into the agricultural area designation, being located in East Gwillimbury, Georgina, King, Richmond Hill, Vaughan and Whitchurch-Stouffville. The detailed mapping for each of the areas proposed to be changed is found in Attachment 2. Although the Province identified larger areas than what the consultant is recommending, based upon the evaluation process carried out staff is supportive of proceeding to land owner and stakeholder engagement on the proposed mapping and policy directions.

Land owners will be consulted on the areas identified to be considered for re-designation from Rural to Agriculture

In partnership with local municipal staff, York Region will consult with potentially impacted land owners informing them of a proposed change in the land use designation of their properties. Agricultural Committee members and provincial staff will be encouraged to

attend. This feedback this will help inform updated mapping of the agricultural system in the Official Plan.

Agricultural and Natural Heritage systems complement each other providing environmental benefits and protection

The Greenbelt Plan holds both the Natural Heritage System (NHS) and agricultural system in high regard with complementary policy protection. The NHS is an overlay on top of the agricultural system; the two systems support one another and maintain connections to the broader systems. Both contain natural resources and support recreational and tourism uses and support a vibrant agricultural economy. Together the stewardship of these systems facilitates environmental benefits and agricultural protection.

The agricultural designation of river valleys located in predominantly urban areas is being assessed

There are a number of river valleys reaching south in the Protected Countryside of the Greenbelt Plan that resemble 'green fingers' extending into the Markham and Vaughan urban areas. These river valleys are protected by both the NHS and agricultural systems. They provide an environmental buffer to the watercourses and Official Plan policies protect these lands from any substantial urban development.

Given that these areas are surrounded by or planned for urban development, staff is working with the consultant to assess the appropriateness of the agricultural designation. Through consultation with local municipal, conservation authority and provincial staff in addition to the public, staff may make recommendations for a different policy and land use designation approach for these areas while maintaining protection of the features. Land use designations that may be considered for the river valleys that run through new urban areas include rural or related natural heritage system/protected countryside designation.

Staff are seeking input on principles for considering cemeteries on agricultural lands

The 2016 [York Region Cemetery Needs Analysis and Policy Framework](#) (Cemetery Needs Analysis) was undertaken to provide an understanding of York Region's cemetery industry, existing cemetery land supply and future demand for cemetery uses. The Cemetery Needs Analysis also meets the provincial requirement to demonstrate need during the planning horizon in the event that agricultural lands are required to meet the Region's cemetery needs.

Currently, the Regional Official Plan is silent on where cemeteries are permitted. The Cemetery Needs Analysis provided recommendations to consider permitting new or expanded cemeteries in the agricultural designation subject to criteria. It is intended that rural designated lands will be explored and evaluated first before considering cemeteries on

agricultural lands. Consultation will be initiated to assess a potential policy framework on the following principles:

- Anticipated need for interments consistent with the findings of the Cemetery Needs Analysis
- Acknowledge the long term presence of cemeteries
- Respect interment and memorialization traditions of all residents
- Acknowledge the diversity of cemetery services and service providers
- Promote innovative options to deliver cemetery uses
- Recognize the value of cemeteries as part of a complete, sustainable community
- Optimize the environmental and social value of cemeteries
- Locating cemeteries within reasonable distance to population centres
- Locate and design cemeteries to meet multiple land use planning and environmental objectives (e.g. groundwater protection, natural heritage linkages, and passive recreation)

Staff are reviewing policies for existing rural commercial uses on agricultural lands currently with limited opportunity to expand or change use

Council as part of the provincial plan review recommended that a method be developed to recognize and permit existing non-agricultural uses within the agricultural designation to allow for limited redevelopment of land subject to criteria. Considerations for removing lands from the agricultural to the rural designation will not be contemplated as part of this potential policy approach. Many of these existing non-agricultural uses such as outdoor storage facilities, automotive repair shops and antique shops have limited or no opportunity to be redeveloped, potentially to a more compatible use, under the Greenbelt Plan policy framework. Consultation with local municipal planning staff is being initiated. Any proposed policy will need to take into consideration maintaining the integrity of this agricultural system. Staff will report back to Council as part of the draft Official Plan.

5. Financial

Background work for the implementation of the agricultural system has been undertaken within the existing staff complement and budget of the Planning and Economic Development Branch which included retaining an agricultural consultant to carry out the agricultural land assessment.

The agri-food sector in York Region includes everything from farms to processors, food

retailers and restaurants, and provides approximately 57,000 jobs and generates \$2.7 billion in GDP (gross domestic product) for York Region. Agriculture in York Region is a strong contributor to the economy and it is important to support this growing and vibrant industry.

6. Local Impact

Regional staff has met regularly with local municipal planning and economic development staff to discuss the implementation of the agricultural system. The Local Municipal MCR Working Group as well as individual meetings with the consultant on the proposed mapping has included local municipal staff as an integral part of the dialogue. In March 2019, the Planning Advisory Committee was provided the proposed policy and mapping approach and is generally supportive of staff's direction. Several local municipal staff members also attend the Agricultural Committee meetings where the implementation of the agricultural system has been discussed over the past year. Continued consultation with local municipal staff and the Planning Advisory Committee will occur as the policy and mapping work is completed through the MCR process. Local municipalities are key partners in the support to protect and enhance the agricultural system.

7. Conclusion

The provincial plans require the Region to implement the agricultural system through updated policy and mapping. Continued engagement will occur with the next steps of meeting directly with potentially impacted land owners to discuss proposed mapping changes as well as the cemetery industry to consider cemetery uses in the agricultural designation. The agriculture and the agri-food sector have a strong presence in York Region and the implementation of the provincial agricultural system will help to further support its prosperity. Staff will undertake the next phase in the implementation of the agricultural system and the mapping and policy updates will be presented in the draft Official Plan in spring 2020.

For more information on this report, please contact Danielle De Fields, Manager, Policy and Environment at 1-877-464-9675 ext. 71525. 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 30, 2019
Attachments (2)
eDOCS #9238334

Agricultural System Regional Official Plan Provincial Policy Conformity

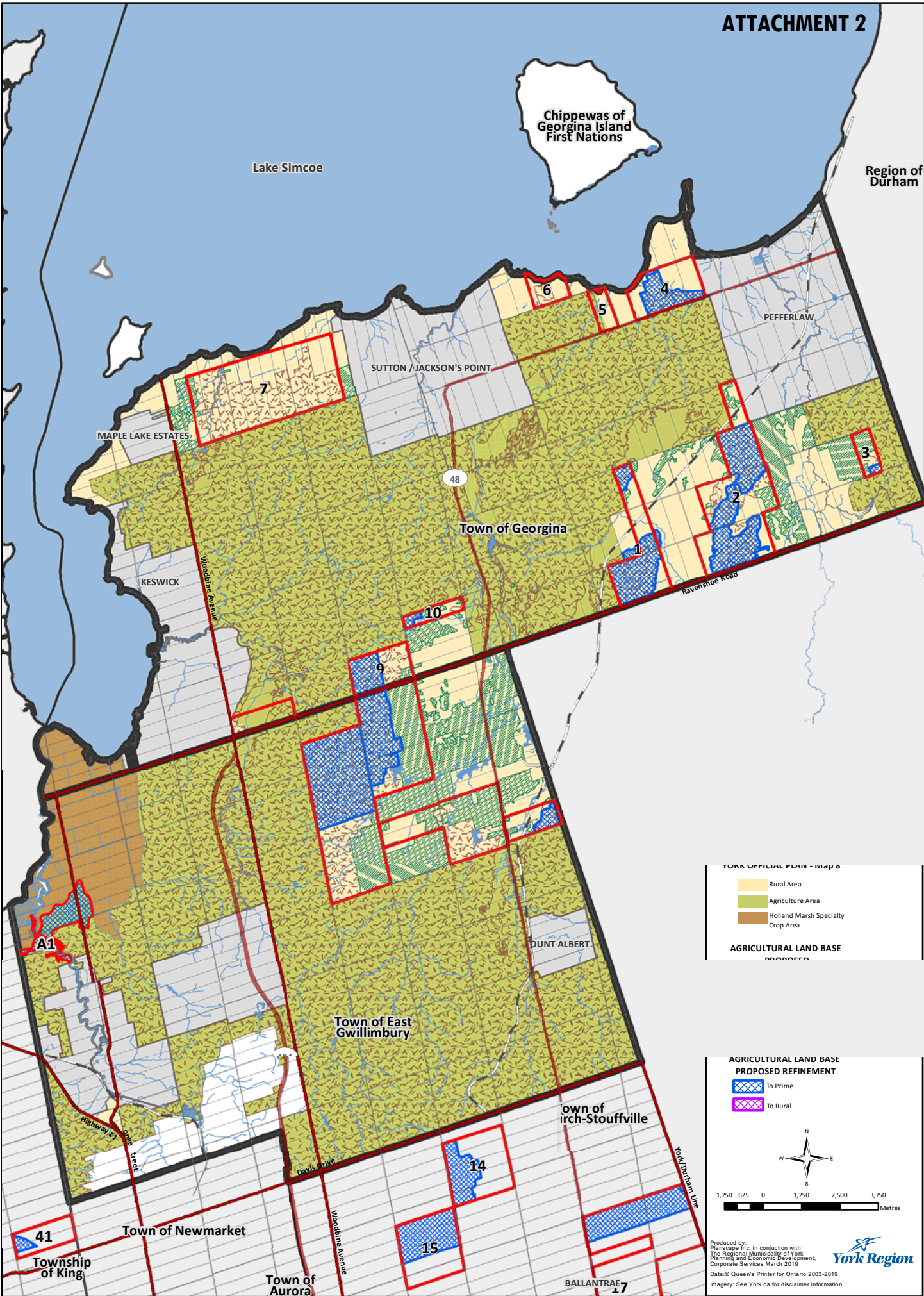
List of Provincial Policy Documents Reviewed

- PPS - Provincial Policy Statement
- GBP - Greenbelt Plan
- ORMCP - Oak Ridges Moraine Conservation Plan
- GP – A Place to Grow: Growth Plan for the Greater Golden Horseshoe

Types of Policies	Brief Description of Provincial Policy Change	Provincial Policy Documents	Potential Impact to York Region Official Plan
Designating agricultural land uses	Requirement to designate prime agricultural and specialty crop areas in official plans	PPS GBP	Areas already designated in Official Plan on Map 8, however there may be revisions based on the Agricultural mapping proposed by the Province
Permitted uses in prime agricultural areas	Variety of agricultural uses, agriculture-related uses and on-farm diversified uses permitted in prime agricultural areas	PPS	New uses to be added to the agricultural land use designation
General policy language update for Prime Agricultural Area	Several policies to be updated to reflect new policy wording: <ul style="list-style-type: none"> • agricultural uses and normal farm practices being promoted in prime agricultural areas • lot creation and lot adjustments • added specialty crop area protection • maintaining and enhancing the agricultural land base and agri-food network • implementing regional agri-food strategies • supporting local food initiatives • existing lots of records to be used for agricultural uses 	PPS GBP ORMCP GP	Update language in the Official Plan to improve consistency and alignment with provincial policy
General Policy language update for Rural Area	Several policies to be updated to reflect new policy wording: <ul style="list-style-type: none"> • permitted uses in the 	GBP GP	Update language in the Official Plan to improve consistency and alignment with provincial policy

	<p>rural area</p> <ul style="list-style-type: none"> • new rural uses need to be compatible to existing agricultural operations • lot creation • introduction of community hubs 		
Settlement boundary expansions	Settlement boundary expansions permitted into agricultural and rural areas subject to criteria including the requirement of an Agricultural Impact Assessment	PPS GBP GP	New policy subsection to be added to the current settlement boundary criteria in the Official Plan
Non-agricultural uses in prime agricultural areas	Policies related to the limited types of non-agricultural uses permitted in prime agriculture areas	PPS GBP GP	Update policy in the Official Plan to include limited types of non-agricultural uses permitted in prime agriculture
Impacts of non-agricultural uses	New policy section requiring any impacts from non-agricultural uses including new or expanded planned corridors, small scale commercial, industrial or institutional uses on surrounding agricultural lands and natural heritage system to be mitigated as part of an Agricultural Impact Assessment	PPS GBP ORMCP GP	New policy section to be added to the Official Plan to require an Agricultural Impact Assessment subject to Peer Review demonstrating how impacts to agricultural land and natural heritage system from non-agricultural uses are mitigated
Definitions	<p>New definitions:</p> <ul style="list-style-type: none"> • Agricultural uses • Agricultural system • Agricultural condition • Agri-food network • Agri-tourism uses • Agriculture-related uses • On-farm diversified uses • Prime agricultural area • Prime agricultural land • Rural lands • Agricultural Impact Assessment <p>Existing definitions to be updated:</p> <ul style="list-style-type: none"> • Specialty Crop Areas 	PPS GBP ORMCP GP	Updated and new definitions in the Official Plan to improve consistency and alignment with provincial policy
Agri-food network	<p>Policies to maintain and enhance the agri-food network related to:</p> <ul style="list-style-type: none"> • planning for growth • strategies to implement 	GBP	Update policy in the Official Plan to reflect stronger policy support for the agri-food network

	agri-food network		
Agricultural uses within the Natural Heritage System	New policy to ensure that any expansion or alteration to agricultural uses and agricultural buildings within key features within the natural heritage system are permitted subject to criteria	GBP ORMCP GP	New policy in the Official Plan to provide exception for agricultural uses within the natural heritage system subject to criteria
Specific agricultural policies within the ORMCP	Changes in the ORMCP with respect to where agricultural uses are permitted within the land use designations	ORMCP	Maintain existing policies specific to the ORMCP identifying agricultural uses permitted within certain land use designations
Agricultural uses within wellhead protection areas and areas of high aquifer vulnerability within the ORMCP	Agricultural uses permitted in some of the wellhead protection and areas of high aquifer vulnerability areas subject to criteria	ORMCP	Maintain existing policies specific to the ORMCP that allow for an exception for agricultural uses within wellhead protection areas and areas of high aquifer vulnerability subject to criteria
Changes to boundaries outside of a Municipal Comprehensive Review	Minor adjustments to boundaries of rural settlements and mapping of the agriculture land base can be made outside of the timing of a Municipal Comprehensive Review	GP	Changes to boundaries outside of the Municipal Comprehensive Review can lead to challenges associated with population and employment growth forecasts
Planning for Growth	When planning for growth consider opportunities to support and enhance the Agricultural System including goods movement and transportation planning	GP	New policies to ensure alignment between transportation planning and agriculture
Mineral Aggregates	Agricultural Impact Assessment required for new operations and rehabilitation of older sites in the agricultural areas	GP	New policy section to be added to the Official Plan to require an Agricultural Impact Assessment subject to Peer Review demonstrating how impacts to agricultural land from mineral aggregate operations are mitigated



Chippewas of Georgina Island First Nations

Lake Simcoe

Region of Durham

6

5

4

7

SUTTON / JACKSON'S POINT

PEFFERLAW

MAPLE LAKE ESTATES

48

Town of Georgina

3

1

Ravenshoe Road

KESWICK

Woodbine Avenue

10

9

DUNT ALBERT

A1

Town of East Gwillimbury

Town of Birch-Stouffville

Highway #1

Town of Newmarket

Davis Drive

14

York Road

Township of King

Town of Aurora

15

BALLANTRAE

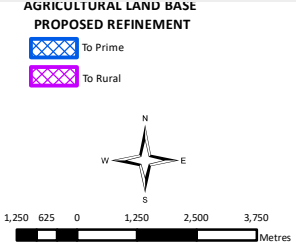
17

TOWN OFFICIAL PLAN - MAP 0

- Rural Area
- Agriculture Area
- Holland Marsh Specialty Crop Area

AGRICULTURAL LAND BASE PROPOSED REFINEMENT

- To Prime
- To Rural



**TOWN OF WHITCHURCH-STOUFFILLE
CITY OF MARKHAM**

Proposed Agriculture System by the
Ministry of Agriculture, Food and
Rural Affairs (OMAFRA) within
York Region

May 17, 2019

YORK OFFICIAL PLAN - Map 8

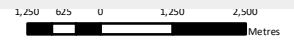
- Rural Area
- Agriculture Area
- Holland Marsh Specialty Crop Area

**AGRICULTURAL LAND BASE
PROPOSED**

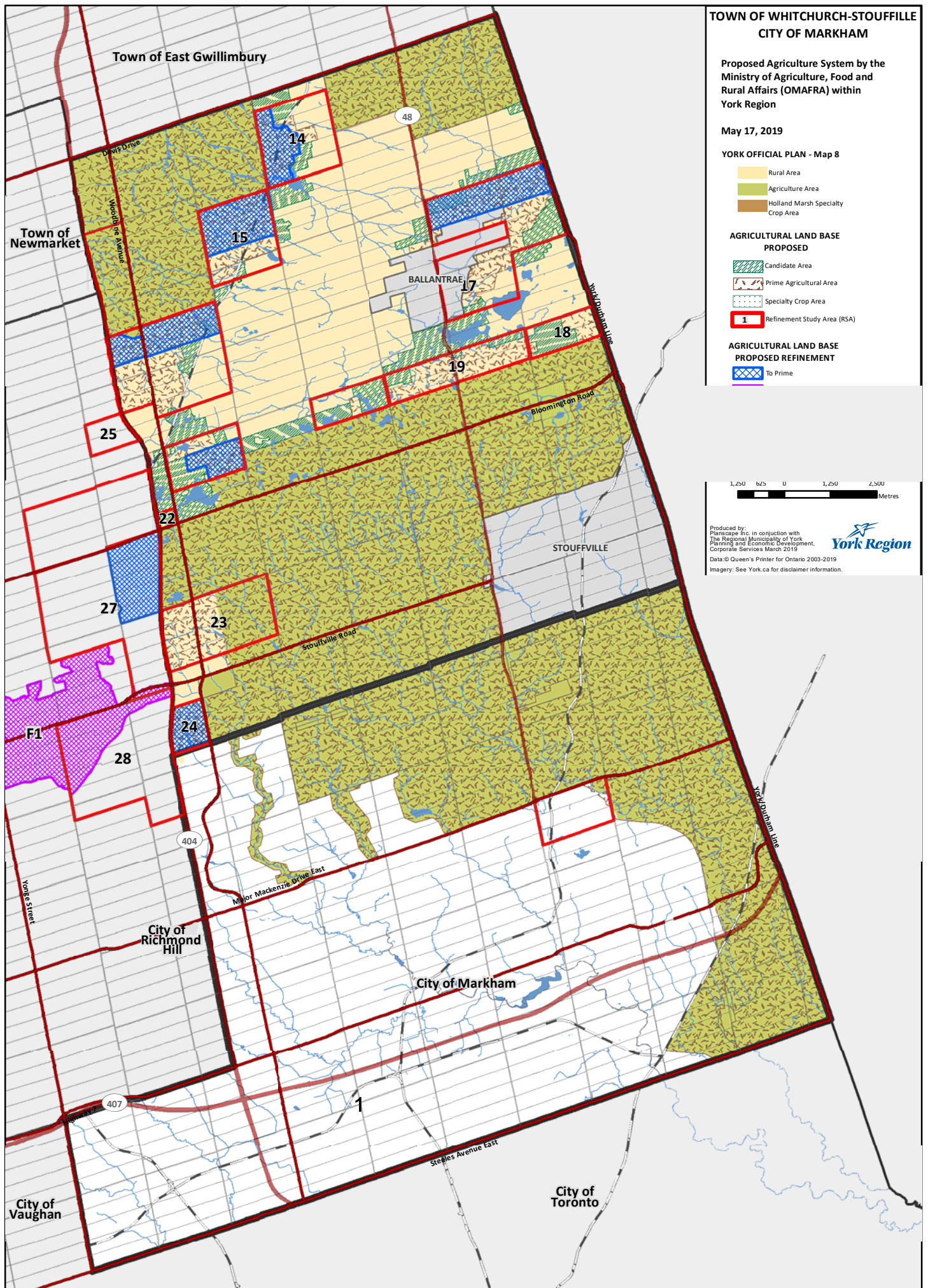
- Candidate Area
- Prime Agricultural Area
- Specialty Crop Area
- Refinement Study Area (RSA)

**AGRICULTURAL LAND BASE
PROPOSED REFINEMENT**

- To Prime



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Town of Newmarket

TOWN OF AURORA
CITY OF RICHMOND HILL

Proposed Agriculture System by the
Ministry of Agriculture, Food and
Rural Affairs (OMAFRA) within
York Region

May 17, 2019

YORK OFFICIAL PLAN - Map 8

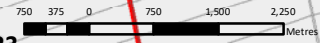
- Rural Area
- Agriculture Area
- Holland Marsh Speciality Crop Area

AGRICULTURAL LAND BASE PROPOSED

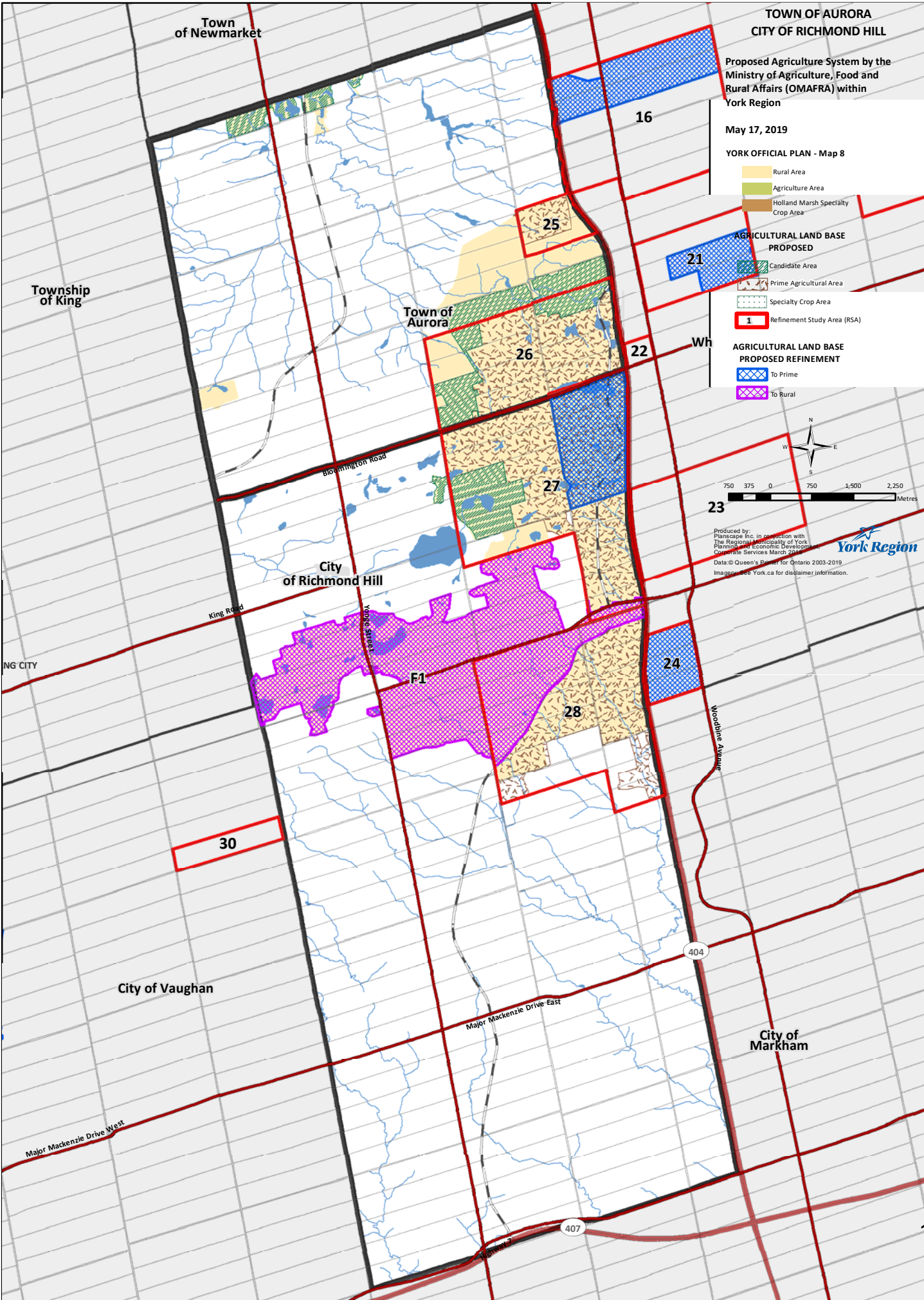
- Candidate Area
- Prime Agricultural Area
- Speciality Crop Area
- Refinement Study Area (RSA)

AGRICULTURAL LAND BASE PROPOSED REFINEMENT

- To Prime
- To Rural



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Township of King

Town of Aurora

City of Richmond Hill

City of Vaughan

City of Markham

ING CITY

30

25

26

27

28

16

21

22

23

24

F1

404

407

King Road

Bloomington Road

York Street

Woodbine Avenue

Major Mackenzie Drive East

Major Mackenzie Drive West

**CITY OF VAUGHAN
TOWNSHIP OF KING**

Proposed Agriculture System by the
Ministry of Agriculture, Food and
Rural Affairs (OMAFRA) within
York Region

May 17, 2019

YORK OFFICIAL PLAN - Map 8

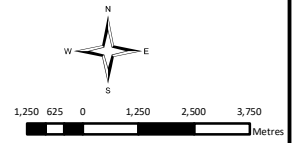
- Rural Area
- Agriculture Area
- Holland Marsh Specialty Crop Area

**AGRICULTURAL LAND BASE
PROPOSED**

- Candidate Area
- Prime Agricultural Area
- Specialty Crop Area
- 1 Refinement Study Area (RSA)

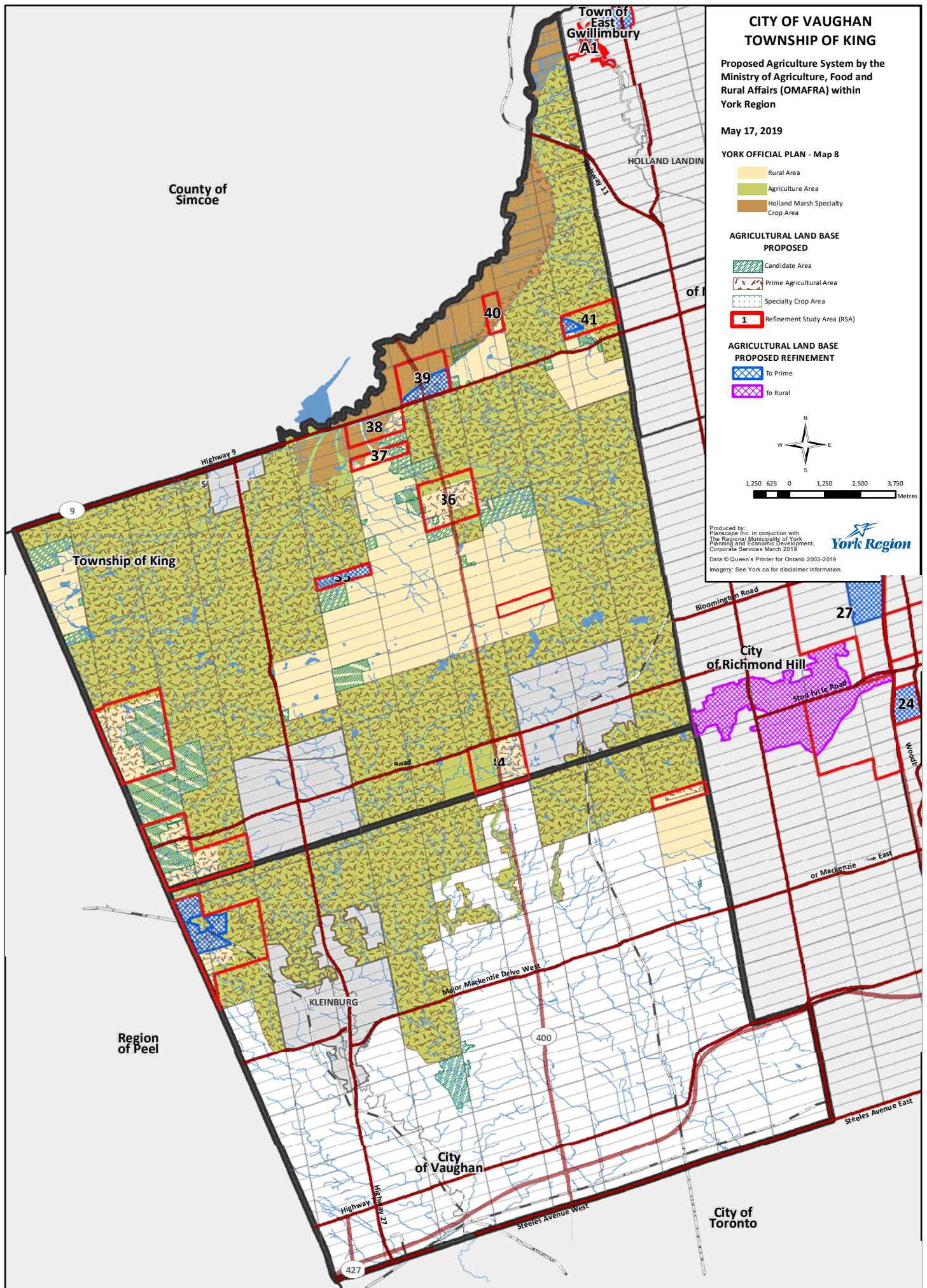
**AGRICULTURAL LAND BASE
PROPOSED REFINEMENT**

- To Prime
- To Rural



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York Region



County of Simcoe

Township of King

Region of Peel

City of Vaughan

City of Richmond Hill

City of Toronto

Town of East Gwillimbury
A1

HOLLAND LANDFILL

KLEINBURG

400

427

Steeles Avenue East

Steeles Avenue West

Major Mackenzie Drive West

or Mackenzie Drive East

Stouffville Road

Bloomington Road

Highway 9

9

Highway 27

Highway 10

June 28, 2019

Ms. Lisa Lyons
Director of Legislative Services/Town Clerk
Town of Newmarket
395 Mulock Drive, P.O. Box 328
Newmarket, ON L3Y 4X7

Dear Ms. Lyons:

Re: Pedestrian and Cyclist Safety Improvements

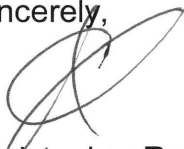
On June 27, 2019 Regional Council adopted the following recommendations:

1. Council receive this report for information.
2. The Regional Clerk circulate this report and Attachment 1 to the local municipalities.

The staff report is enclosed for your information.

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

Sincerely,



Christopher Raynor
Regional Clerk

Attachment

The Regional Municipality of York

Committee of the Whole
Transportation Services
June 13, 2019

Report of the Commissioner of Transportation Services

Pedestrian and Cyclist Safety Improvements

1. Recommendation

Council receive this report for information.

2. Summary

This report provides Council with a plan to improve pedestrian and cyclist safety.

Key Points:

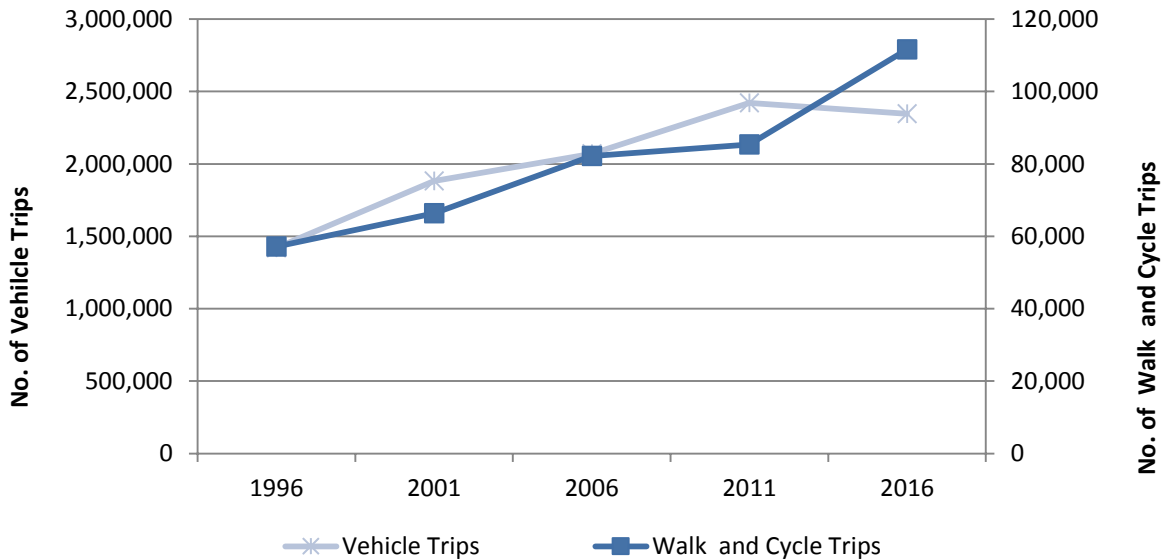
- A quantitative data and predictive approach was taken to evaluate risk exposure to pedestrians and cyclists
- Study results indicate that pedestrians and cyclists are at risk with turning vehicles at signalized intersections on Regional roads
- A suite of operational measures were evaluated and selected based on effectiveness, applicability to Regional roads and implementation time frame
- A pedestrian and cyclist safety index was developed to prioritize the Region's signalized intersections based on risk exposure to pedestrians and cyclists
- Operational measures will be implemented and evaluated to support further implementation, which may influence driver behaviour and create a safer environment for pedestrians and cyclists

3. Background

York Region residents are choosing to walk and cycle more

Based on information from the most recent Transportation Tomorrow Survey in 2016, active modes of transportation, including walking and cycling trips, have been increasing at a higher rate in comparison to vehicle trips over the last decade in York Region (Figure 1).

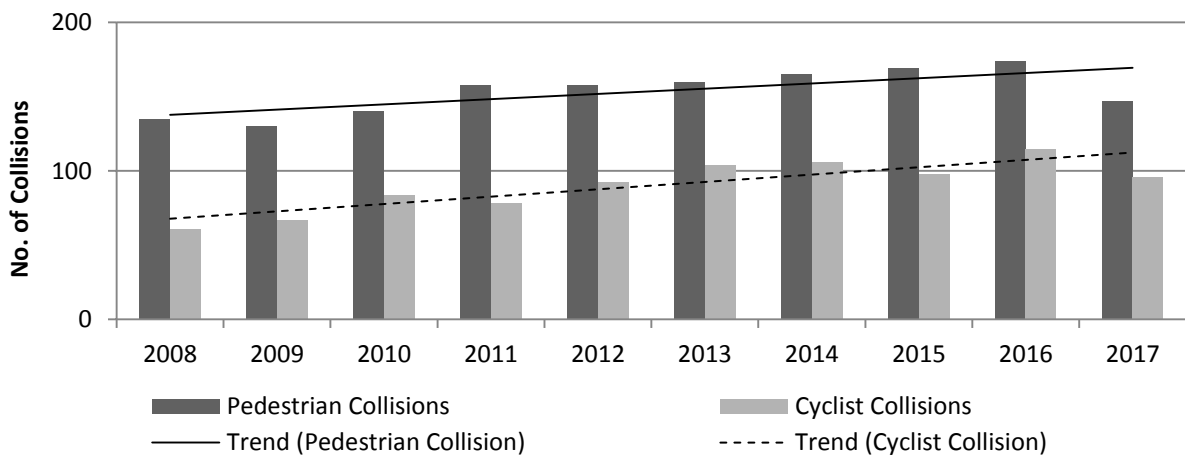
Figure 1
Daily Walking and Cycling and Vehicle Trips in York Region



Pedestrian and cyclist collisions are increasing in York Region and neighbouring regions

A review of pedestrian and cyclist collision statistics over the past 10 years shows that pedestrian and cyclist collisions are on the rise in York Region (Figure 2). The increase in pedestrian and cyclist collisions is likely related to the increase in active modes of transportation and the corresponding interaction between pedestrians and cyclists with vehicles.

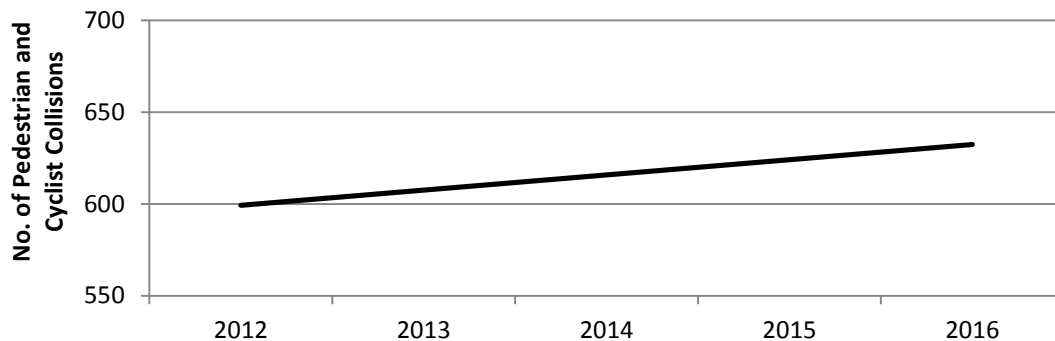
Figure 2
Pedestrian and Cyclist Collision Statistics between 2008 and 2017



This is not exclusive to York Region. Pedestrian and cyclist collision data collected from neighbouring regions shows a generally increasing trend from 2012 to 2016 (Figure 3). Collision experience indicates that operational measures need to be considered to improve pedestrian and cyclist safety.

Figure 3

Pedestrian and Cyclist Collisions in York and Neighbouring Regions



The Region is applying The Pedestrian and Cycling Planning and Design Guidelines, including operational measures, to help enhance pedestrian and cyclist safety

York Region Official Plan 2016, Section 7.2 Moving People and Goods, Active Transportation, has active transportation policies of Council to update and apply the York Region Pedestrian and Cycling Master Plan’s Planning and Design Guidelines in the implementation of the Regional pedestrian and cycling network. The Regional Pedestrian and Cycling Planning and Design Guidelines is currently being finalized to provide a comprehensive manual for the planning and design of active transportation facilities in the Region. The guidelines reflect an emphasis on facility types, emerging design treatments for intersections and better integration with other Regional planning and design initiatives to create safe environments for pedestrians and cyclists. Based on these guidelines, road and intersection improvements have been and continue to be undertaken to enhance safety for pedestrian and cyclists. These operational measures include:

- Pedestrian-accessible intersections compliant with the Accessibility for Ontarians with Disabilities Act
- Tighter intersection curb radii in urban areas to slow turning vehicles and decrease the crossing distance for pedestrians
- More crossing time for pedestrians allocated at signalized intersections
- High visibility crossings to highlight potential pedestrians at intersections
- Pedestrian countdown signals to provide more awareness for pedestrians

- Leading pedestrian interval traffic signals to allow pedestrians a ‘head start’ when crossing
- Additional warning signage
- Testing of responsive pedestrian crossing devices to allow intersections to identify the presence of pedestrians without the need to press a button
- Separated bike facilities

Staff committed to undertake further analysis to identify operational measures to improve pedestrian and cyclist safety

The [2017 Traveller Safety Report](#) highlighted that pedestrians and cyclists are more likely to be injured or killed when involved in collisions, despite that motorists account for the majority of trips and vehicle-only collisions significantly outnumber collisions involving pedestrians and cyclists.

More than 90 per cent of all collisions involving pedestrians and more than 80 per cent of all collisions involving cyclists resulted in injuries or fatalities. Collision statistics also showed that pedestrian and cyclist collisions primarily occurred at signalized intersections, with approximately 80 per cent involving pedestrians and 60 per cent involving cyclists. Staff committed to undertake further analysis to identify and consider potential strategies and operational measures to address pedestrian and cyclist safety.

4. Analysis

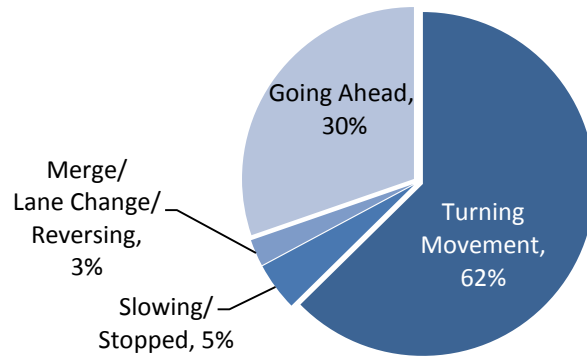
A quantitative data and predictive approach was taken to evaluate risk exposure to pedestrians and cyclists

The National Cooperative Highway Research Program, administered by the Transportation Research Board, has developed a quantitative and predictive approach to evaluate pedestrian and cyclists safety that not only addresses locations with prior collision occurrence, but also determines high impact locations based on risk characteristics, demand and roadway environment. A consultant was retained to assist in the evaluation and the report is included as Attachment 1.

Study results indicate that pedestrians and cyclists are at risk with turning vehicles at signalized intersections on Regional roads

Regional collision statistics show that 62 per cent of all pedestrian and cyclist collisions involve a turning vehicle (Figure 4). For pedestrians, left-turning vehicles account for 36 per cent, while right-turning vehicles account for 30 per cent. For cyclist collisions, right-turning vehicles account for close to 50 per cent, while left-turning vehicles account for 14 per cent.

Figure 4
Vehicle Maneuver in Pedestrian and Cyclist Collisions







A suite of operational measures were evaluated and selected based on effectiveness, applicability to Regional roads and implementation time frame

An industry scan across North America identified a suite of operational measures that have been tested and proven to help improve pedestrian and cyclist safety. Some are already being implemented through Regional road construction projects such as bike boxes, controlled mid-block crossings and enhanced green pavement markings, and should be considered more broadly. Details of each operational improvement are included in Attachment 1.

Staff reviewed the industry-reported operational measures and selected measures to address high impact collisions involving pedestrians and cyclists that are turning movement conflicts at signalized intersections. Effectiveness, applicability to Regional roads and implementation time frame were considered as well. Recommended operational measures include prohibit right turn on red, protected left turn movement, leading pedestrian interval and additional warning signage. A description and potential safety benefit of each operational measure selected is outlined in Table 1.

Table 1
Pedestrian and Cyclist Operational Measures

Operational Measures	Description	Potential Safety Benefits *
Prohibit right turn on red		Up to 8 per cent reduction in overall collisions
Protected left turn movement		68 per cent reduction in all collisions involving left-turning vehicles
Leading Pedestrian Traffic Signal Intervals		59 per cent reduction in pedestrian-vehicle collisions
Additional Warning Signage		40 per cent reduction in overall collisions

* Safety Benefits reported through industry analysis and experience (Crash Modification Factors)

A pedestrian and cyclist safety index was developed to prioritize Regional signalized intersections based on risk exposure to pedestrians and cyclists

The principles of the National Cooperative Highway Research Program approach has been used in the development of a pedestrian and cyclist safety index to prioritize signalized intersections on Regional roads. The index consists of a weighted score taking into consideration variables such as road characteristic, road user volume, crossing distance, speed limit and environment. The factors and their variables are listed in Table 2.

Table 2
Factors and Variables Included in the Pedestrian and Cyclist Safety Index

Factors	Variables
Safety	Total pedestrian and cyclist collisions (10 years)
	Potential for safety improvement
Demand	Pedestrian and cyclist volume
	Proximity to schools, community centre, commercial development
	Proximity to transit
	Nearby population density
Road Environment	Traffic volume
	Turning volume
	Speed limit
	Pedestrian crossing distance

Operational measures will be implemented and evaluated to support further implementation, which may influence driver behaviour and create a safer environment for pedestrians and cyclists

Locations scoring within the top 20 per cent of the pedestrian and cyclist safety index were further analyzed to consider traffic operation impacts such as delay, queuing and potential for neighbourhood infiltration. Locations with high traffic operation impacts and/or under construction were excluded. Four intersections were selected for implementation of the recommended operational measures starting this summer, in time for the new school year in September. Table 3 lists the four intersections and operational measures being implemented.

Table 3
Intersections with Highest Risk Exposure to Pedestrians and Cyclists

Intersection and Time Line	Critical Crosswalk	No Right Turns on Red	Protected Left Turn	Leading Pedestrian Interval	Warning Signage and Enforcement
Major Mackenzie Drive (Y.R. 25) and Bayview Avenue (Y.R. 34)	East	Westbound Right Turn	Southbound Left Turn		√
Yonge Street (Y.R. 1) and Clark Avenue	North	Southbound Right Turn		√	√
Bathurst Street (Y.R. 38) and Carrville Road/Rutherford Road (Y.R. 73)	West	Eastbound Right Turn		√	√
Bathurst Street (Y.R. 38) and Clark Avenue	West	Eastbound Right Turn	Northbound Left Turn		√

Staff will perform ongoing monitoring of these operational measures over a period of one year to evaluate safety benefits and understand corresponding impacts on vehicular traffic. Evaluation criteria include impacts to traffic operations, travel time increase, traffic delay, queuing, etc. Before and after video conflict analysis will also be used to compare near-miss and close-call incidents to measure potential collision risk. Based on the results, these operational measures will be considered for permanent installation as well as applicability at other locations.

York Region continues to build partnerships with stakeholders to promote operational measures to improve pedestrian and cyclist safety

Staff has worked on a number of safety initiatives in collaboration with local municipalities, York Regional Police, Public Health, Public School Boards, the Province, Canadian Automobile Association and surrounding cities. The community was engaged through visits to senior homes, schools and community events to provide safety information, such as driver-focused education programs to influence driver behaviour. Citizen feedback has been positive.

Building on this success and these partnerships, the Region will launch a pedestrian and cyclist safety campaign to highlight the operational measures outlined in this report and to gather citizen feedback. The safety campaign will take place during the summer in conjunction with the implementation of the operational measures and will include on-site public outreach to highlight the operational measures.

5. Financial

The Region continues to monitor and analyze traffic operations and data to ensure investments in the Regional road network are optimized. Costs of these activities are included in the 2019 approved Transportation Services Operating Budget.

6. Local Impact

With increased Regional urbanization and growth in the use of active transportation modes, balancing the demands and reducing potential conflicts between all road users benefits all our communities. Although an impact to driver delay is recognized, the Region's commitment to traveller safety has been established as a high priority. The Region is committed to working with local partners to find efficiencies in the road network and enhance public safety.

Staff will continue to work with local municipalities, York Regional Police, York Region Transit, Public Health and Public School Boards to identify strategies and operational measures to address the traveller safety experience for all road users.

The selected operational measures have been shared with local municipal staff and findings of the ongoing monitoring and evaluation will be shared once available.

7. Conclusion

Recognizing that walking and cycling trips are growing and collisions are on the rise, staff committed to undertake analysis to improve pedestrian and cyclist safety and report back to Council.

A quantitative data and predictive approach was taken to evaluate risk exposure to pedestrians and cyclists. Study results indicate that pedestrians and cyclists are at risk with turning vehicles at signalized intersections on Regional roads. A suite of operational measures were evaluated and selected based on effectiveness, applicability to Regional roads and implementation time frames. A pedestrian and cyclist safety index was developed to prioritize Regional signalized intersections based on risk exposure to pedestrians and cyclists. Operational measures will be implemented and evaluated to support further implementation, which may influence driver behaviour and create a safer environment for pedestrians and cyclists.

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

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

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

May 29, 2019
Attachment (1)
9104796

York Region

Pedestrian and Cyclist Safety Study

Type of Document
Summary Report

Project Number
BRM-00605686-A0

Prepared By
EXP Services Inc.
1595 Clark Boulevard
Brampton, ON L6T 4V1
www.exp.com
+1.905.793.9800

Date Submitted
June 2019



Executive Summary

The York Region 2017 Annual Traffic Safety Report has indicated that pedestrian and cyclist collisions account for the highest percentage of injury and fatality collisions within the Region. In addition, while total collisions are decreasing, pedestrian and cyclist collisions are increasing. In this study:

- 10 years of collision data were analyzed to distinguish statistical and geospatial patterns of characteristics of collisions involving pedestrians and cyclists;
- Industry review was conducted to identify potential safety improvements and rate each on its potential effectiveness at addressing York Region collision patterns; and
- An index was developed to prioritize individual locations for upgrades based on observed and predicted safety, existing and potential demand and existing environmental conditions.

Collision data analysis

A detailed analysis of the Region's 10-year history of collisions involving pedestrians and cyclists was conducted, including geo-spatial analysis. The Geographic Information Systems (GIS) database developed for this project consisted of creating more than 100 layers, including original data, supporting data layers from York Region Self-Serve Data Depot, and data layers adapted and/or generated.

The most significant issues identified in this study were collisions occurring in urban areas, and collisions occurring at signalized intersections when motor vehicles were turning left or right. Drivers failing to yield right-of-way to pedestrians or cyclists was identified as the major cause of these collisions. Inattentiveness of drivers, which contributes to driver error, was found to be increasing in pedestrian and cyclist collisions over the study period. A secondary finding was the over-representation of young adult and elderly pedestrians and cyclists in collisions, compared to their rate of use of these modes. Additionally, while mid-block collisions were not identified as a major issue, it was observed that they typically occur where no controlled crossing exists.

Industry review of safety improvements

An extensive review of industry best practice and research into the effectiveness of potential safety improvements was conducted. A list of potential improvements suitable for York Region to address the key issues was identified, including: their positive and negative attributes; an estimate of effectiveness, costs/benefits, and timeframes to implement; and, based on this information, a ranked list of safety applications based on potential benefits to the Region.

Prioritization index of locations for improvement

To guide the implementation of pedestrian and cyclist safety improvements across the Region, a prioritized index of specific locations to be further evaluated and upgraded was developed. This index was developed using factors and variables intended specifically to address the most prominent collision patterns identified, including safety (collision history and potential for safety improvement), demand (existing pedestrian volumes and potential demand based on proximity to retail, transit, schools and high-density residential areas) and existing conditions (overall traffic volumes, turning traffic volumes, speed and number of lanes on approach roadways).

Table of Contents

Executive Summary	i
Table of Contents.....	ii
1 Introduction	1
1.1 Context.....	1
1.2 Objective.....	1
2 Collision Data Analysis.....	2
2.1 Methodology.....	2
2.1.1 York Region Context	2
2.1.2 Statistical Analysis of Collision Data.....	2
2.1.3 Geospatial Analysis of Collision Data	3
2.2 Observed Patterns	8
3 Safety Improvements	13
3.1 Industry Review of Potential Improvements	13
3.1.1 Short Term Improvements	14
3.1.2 Medium Term Improvements	16
3.2 Rating of Potential Improvements	22
4 Implementation and Prioritization	24
4.1 Scope of Prioritization Index.....	24
4.1.1 Purpose.....	24
4.1.2 Methodology.....	25
4.1.3 Factors	25
4.1.4 Variables	26
4.2 Prioritization.....	27
4.2.1 Variable Scoring.....	27
4.2.2 Ranked Index.....	28
4.3 Safety Improvement Trials at Priority Intersections.....	30
Legal Notification.....	31

1 Introduction

1.1 Context

The York Region 2017 Annual Traffic Safety Report has indicated that pedestrian and cyclist collisions account for the highest percentage of injury and fatality collisions within the Region. From 2008 to 2017, average daily vehicle volumes have increased year-over-year on average, from approximately 2.2 million vehicles to 2.45 million vehicles. Over this period, total collisions have ranged between approximately 7,500 and 10,500 per year and show a decreasing trend.

During the same period, cyclist- and pedestrian-related collisions show an increasing trend of approximately 3% per year on average, as presented in **Figure 1**, despite a significant decrease observed in 2017. Combined pedestrian and cyclist collisions range from approximately 175 to 300 per year, accounting for approximately 2.6% of all collisions in York Region during this period.

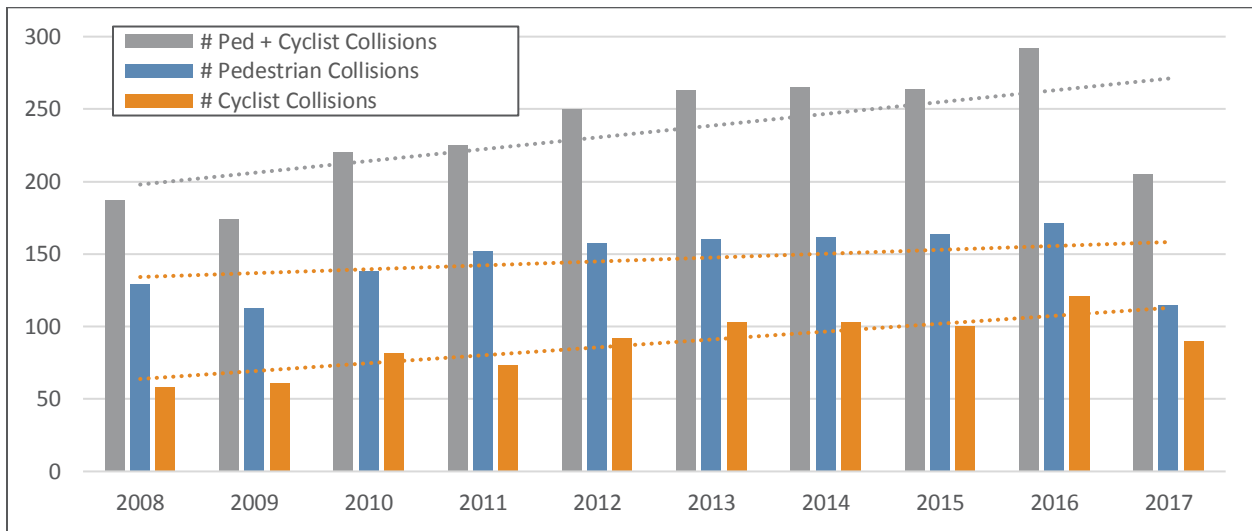


Figure 1 – York Regional Roads Pedestrian and Cyclist Collisions (2008 to 2017)

As a result, York Region requested EXP Services to conduct a Traffic Safety Study to analyze pedestrian and cyclist related collisions within the Region to identify potential quantified improvements to improve safety for these vulnerable road users. This report summarizes the analysis, findings, applicable safety improvements and recommendations of the study.

1.2 Objective

The primary goal of this study was to identify patterns of collisions characteristics in York Region; investigate immediate and long-term safety measures that could benefit pedestrians and cyclists throughout York Region; and develop a prioritization index of locations for safety improvements to be implemented.

2 Collision Data Analysis

2.1 Methodology

2.1.1 York Region Context

Prior to performing statistical analysis, discussions were undertaken with York Region staff to determine trends and specific concerns, including potential location and facility correlations, to inform the analysis. During this process, multiple regional data sets were obtained for statistical and geospatial analysis, as described below. These data included:

- Traffic volume data (AADT at intersections and mid-block locations)
- Collision data (10-year collisions involving pedestrians and cyclists)
- Traffic control data (signals, regulatory signage, red light cameras, etc.)
- Roadway network (speed zones, number of lanes, illumination, etc.)
- Active transportation network (sidewalks, multi-use paths, cycling facilities, etc.)
- Transit network (e.g. bus stop locations)
- Existing facilities network (schools, parks, hospitals, shopping centres, parking, etc.)
- Population density and distribution data

2.1.2 Statistical Analysis of Collision Data

Motor Vehicle Accident Report (MVAR) data was obtained for all collisions throughout York Region involving pedestrians and/or cyclists over the past 10 years. These data were examined, quantified and categorized, and observations of patterns were made. Pedestrian and cyclist collisions were analyzed separately. Of approximately 90,000 total collisions from 2008 to 2017, 1,462 collisions (1.6%) involved pedestrians and 883 collisions (1.0%) involved cyclists.

The data were analyzed, and patterns were identified with respect to many collision-specific and locational criteria, including:

- Severity of collision (i.e. property damage only; minimal, minor or major injury; fatality)
- Roadway characteristics including posted speed and number of lanes
- Collision location (midblock or intersection) and type of traffic control (i.e. traffic signals, stop sign, pedestrian crossover, no control, etc.)
- Environmental (i.e. weather, time of day) and lighting conditions
- Age of road users involved (pedestrians/cyclists and vehicle drivers)
- Condition of road users involved (i.e. normal, inattentive, fatigue, alcohol/drug, etc.)
- Action of vehicle driver involved (i.e. driving properly, failure to yield right-of-way, improper turn, speeding, disobeyed control, etc.)
- Vehicle maneuver (i.e. going ahead, turning left, turning right, slowing/stopping, etc.)
- Action of pedestrian/cyclist involved (i.e. crossing with right-of-way, crossing without right-of-way, running onto road, etc.)

2.1.3 Geospatial Analysis of Collision Data

Traffic collision data are inherently spatial—collisions (pedestrian/cyclists) occur at discrete locations with multiple events possible for each location. An exhaustive geospatial analysis of the 2,345 pedestrian and cyclist collisions which occurred during the 10-year period was conducted using ESRI ArcGIS software. A total of 95 separate geospatial plots were created to analyze the data set. This assisted in the identification of geographic patterns of collisions (and collisions of specific types) and highlighted correlations between collisions and site-specific characteristics.

Mapping of Collision Characteristics

Collisions were mapped in several ways to identify and visualize patterns. For example, the distribution of pedestrian and cyclist collisions was mapped by municipality and compared to overall population distribution. These are shown graphically in **Figure 2**.

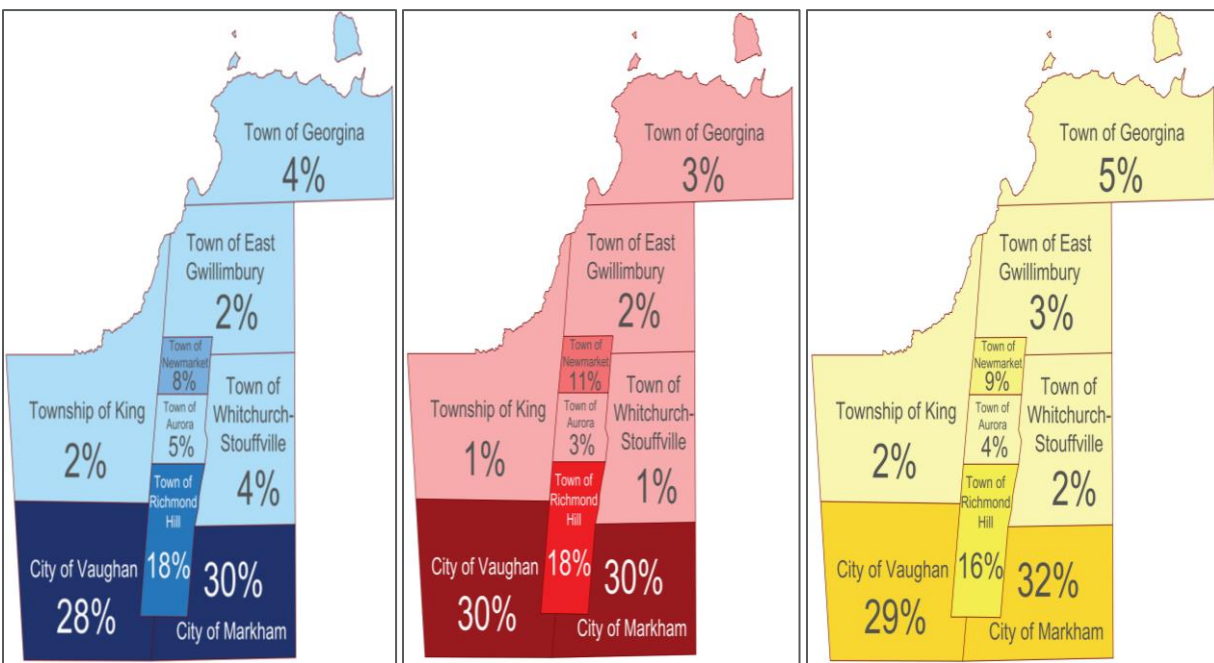


Figure 2 – Distribution of Population (Left), Pedestrian Collisions (Centre) and Cyclist Collisions (Right)

Collision frequency was mapped to identify overall patterns. **Figure 3** and **Figure 4** show these for pedestrians and cyclists respectively. The frequency maps show not only individual high frequency locations (e.g. Yonge Street at Mulock Drive for pedestrian collisions) but also high frequency corridors (e.g. Kennedy Road from Steeles Avenue to Hwy. 7 for cyclist collisions).

The following characteristics, which had been identified through the statistical analysis, were also mapped: time of day, day of week, month, and year (each separately); night versus day; road location (intersection versus mid-block); vehicle maneuver; and traffic control. In addition, fatal collisions were mapped separately. Although relatively rare, it was important to see if there were any evident geospatial patterns.

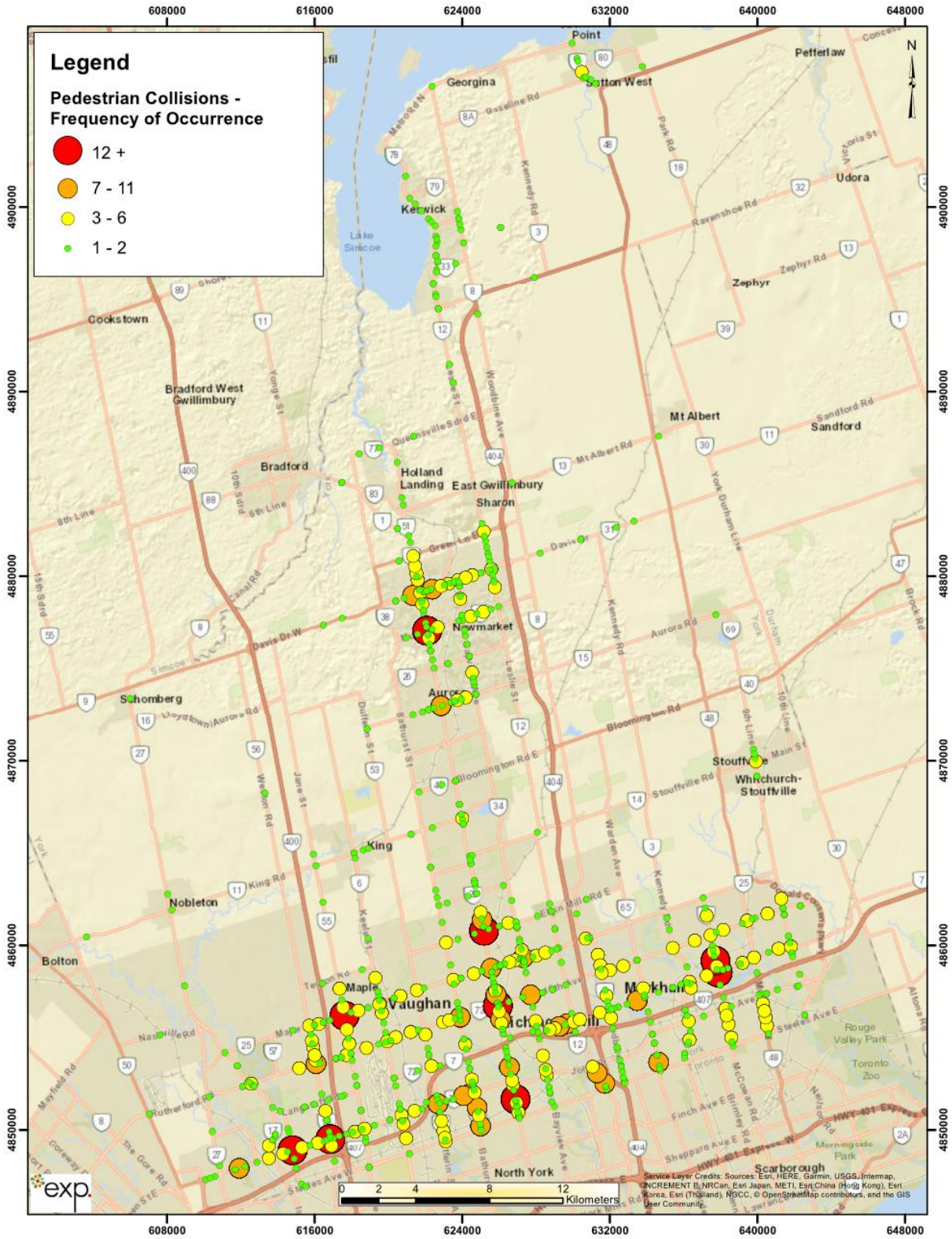


Figure 3 – Pedestrian Collision Frequency Map

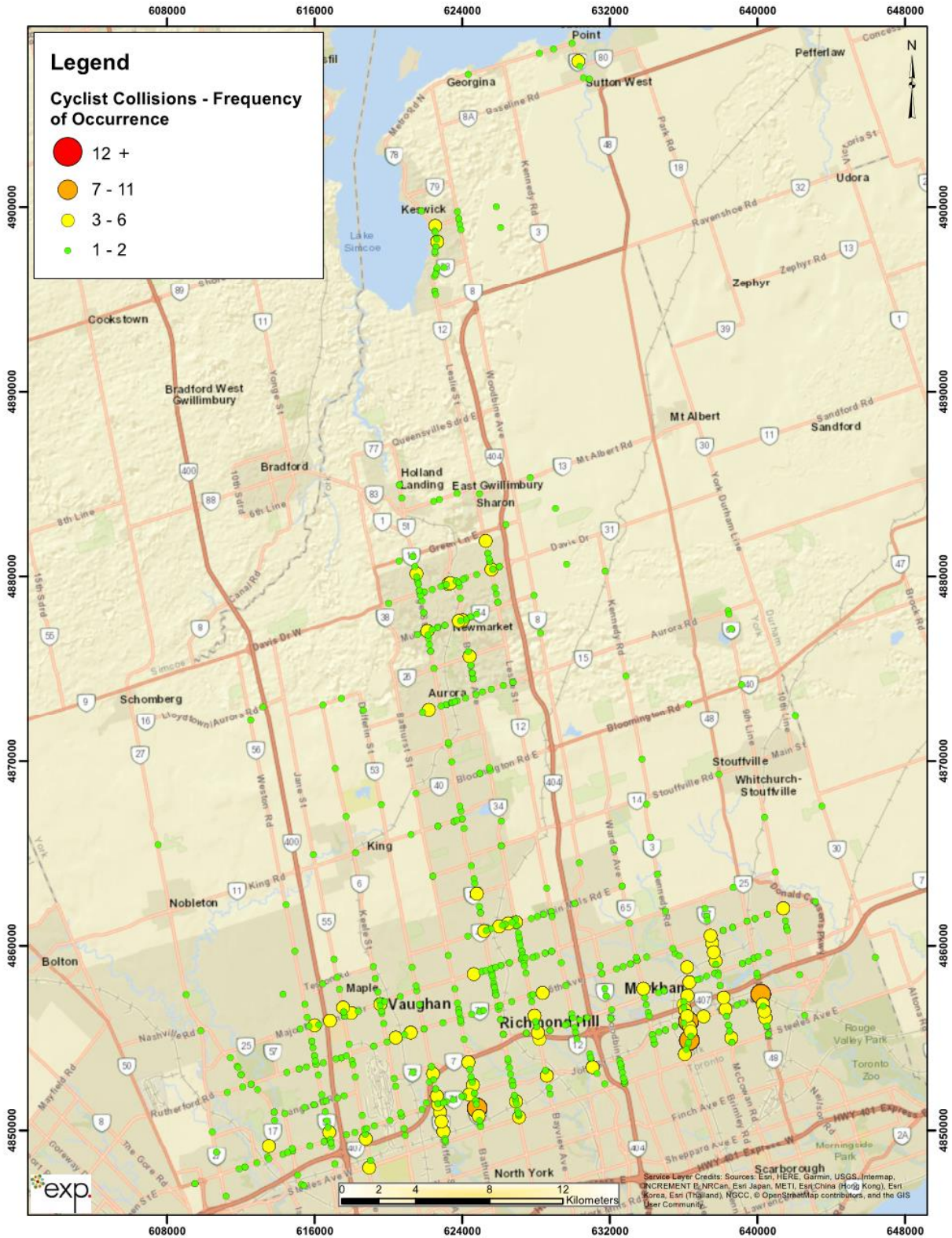


Figure 4 – Cyclist Collision Frequency Map

Combinations of Collision Characteristics

In addition to pure geographic mapping, further insight was determined by analyzing combinations of collision characteristics geospatially. Combinations and subsets were analyzed which reflected both the statistical analysis of the 10-year data set, as well as the annual traffic safety study conducted by the Region. Specifically, the following were analyzed:

- For pedestrian collisions:
 - Driver error with road location (intersection vs mid-block) and weather condition
 - Pedestrian age (specifically young adult) versus collision type
 - Road location (intersection vs mid-block) with light condition (day vs night) and vehicle maneuver
 - Traffic control condition with pedestrian action and number of lanes, for midblock collisions with pedestrians crossing only
- For cyclist collisions:
 - Cyclist action with traffic control type and number of lanes for mid-block collisions
 - Cyclist age (specifically young adult) versus collision type
 - Road location (intersection vs mid-block) with light condition (day vs night) and vehicle maneuver

Cross-Referencing with Geospatial Data

Geospatial data sets were cross-referenced to provide greater details on contributing factors to the collisions, the collision types and severity, the roadway geometric features, the high-risk user groups, the existing traffic control, and the human behaviors associated with the collisions.

These cross-referenced data sets also provide important information regarding potential countermeasure implementation. An example is the correlation between the location of off-road hiking and multi-use trails and midblock pedestrian collisions, shown in **Figure 5**—an identified goal in York Region’s Transportation Master Plan is to improve the connectivity of the trail system. Similar geospatial analysis cross-referencing data sets involved demographic characteristic or linear facilities:

- Population density with all collisions
- Total traffic volumes with all collisions, subdivided by severity
- The presence of sidewalks with pedestrian collisions
- Bicycle facilities with cyclist collisions, subdivided by severity, location (intersection vs mid-block), posted speed and weather condition

Other analysis considered the proximity of collisions to specific features, for example:

- Bus stops with pedestrian collisions
- Pedestrian collisions mid-block and intersection with proximity to schools and hospitals

Some analyses had a null result. That is, there was no correlation found between the characteristic and the frequency of collisions. Others identified specific locations where certain safety improvements might be effective.

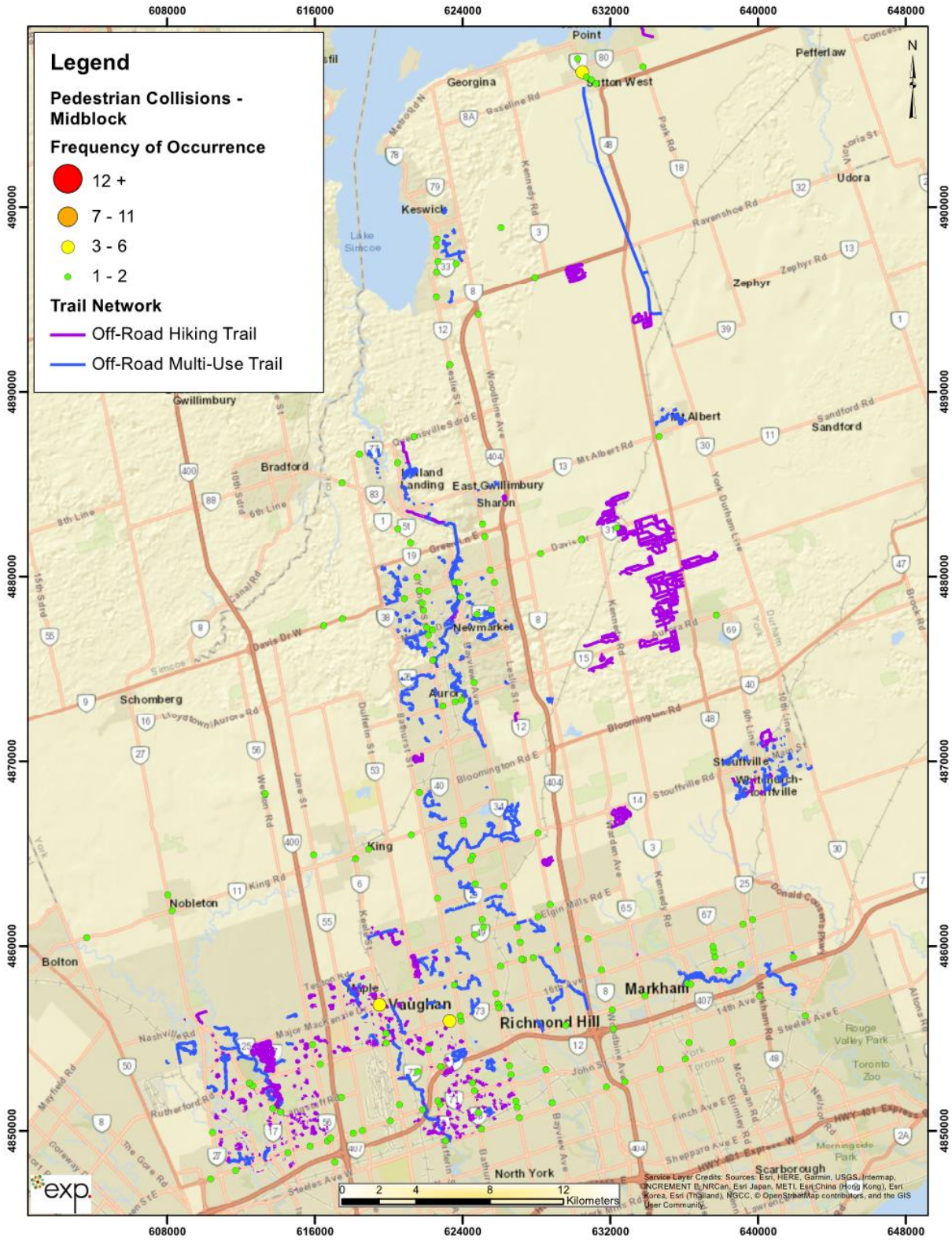


Figure 5 - Midblock Pedestrian Collisions Correlated to Off-Road Trail System

2.2 Observed Patterns

The analysis of 10 years of collision data, presented in the previous section, was synthesized to develop the following findings related to pedestrian and cyclist collisions. The findings are presented in decreasing order of significance.

Most pedestrian and cyclist collisions take place in urban areas.

More than 95% of pedestrian collisions and more than 90% of cyclist collisions occur in urban areas of York Region, likely due to the presence of more pedestrians, cyclists and transit users in these areas compared to rural areas of the Region.

Most collisions occur with turning vehicles at signalized intersections.

Approximately three quarters (75%) of pedestrian collisions occurred at signalized intersections. This finding is not necessarily typical; for example, only 10% of pedestrian collisions in the City of Toronto occur at a traffic signal¹. 77% of pedestrian collisions at signalized intersections in York Region involved the vehicle making a turning movement—43% involved a left-turning vehicle and 34% involved a right-turning vehicle.

Similarly, approximately three-fifths (61%) of cyclist collisions occurred at signalized intersections, a finding which is again not necessarily typical; for example, only 6% of cyclist collisions in the City of Toronto occur at a traffic signal². 73% of cyclist collisions at signalized intersections involved the motor vehicle making a turning movement—15% involved a left-turning vehicle and 59% involved a right-turning vehicle. These findings are represented in **Figure 6**.

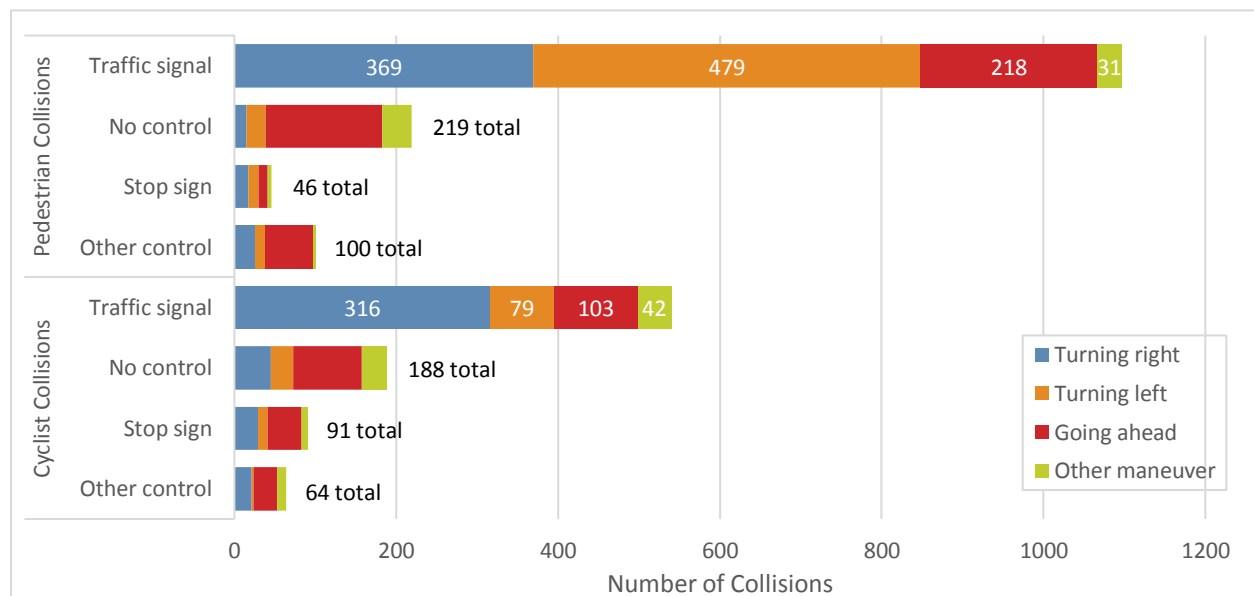


Figure 6 – Vehicle Maneuver in Pedestrian and Cyclist Collisions

¹ Toronto Public Health. Pedestrian and Cyclist Safety in Toronto. June 2015

² Ibid.

Right-turning vehicles pose a significant hazard to cyclists.

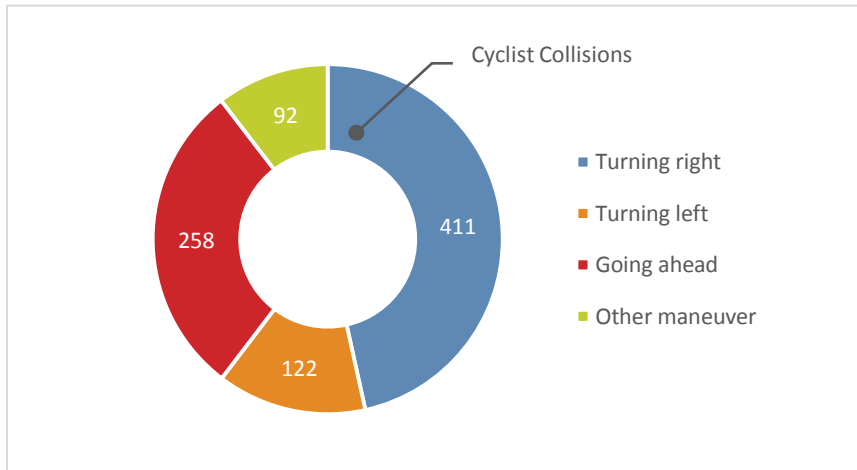


Figure 7 – Vehicle Maneuver in Cyclist Collisions

In nearly half (47%) of all collisions involving cyclists, the motor vehicle was turning right, while in only 14% of collisions the motor vehicle was turning left. This finding is represented in **Figure 7**. This is line with the pattern, but to a greater extreme, of a German study which found that 20% of cyclist collisions involved a turning vehicle, of which approximately 2/3 were turning right³.

The driver of the motor vehicle was driving properly in 40% of all cyclist collisions, failed to yield the right-of-way in 31% of collisions, made an improper turn in 11% of collisions, made another error in 8% of collisions and was unknown in a further 10%. This wide distribution of driver action leads to the conclusion that public understanding of the assignment of right-of-way between cyclists and turning vehicles may be a concern.

Driver error accounts for most collisions with pedestrians and cyclists.

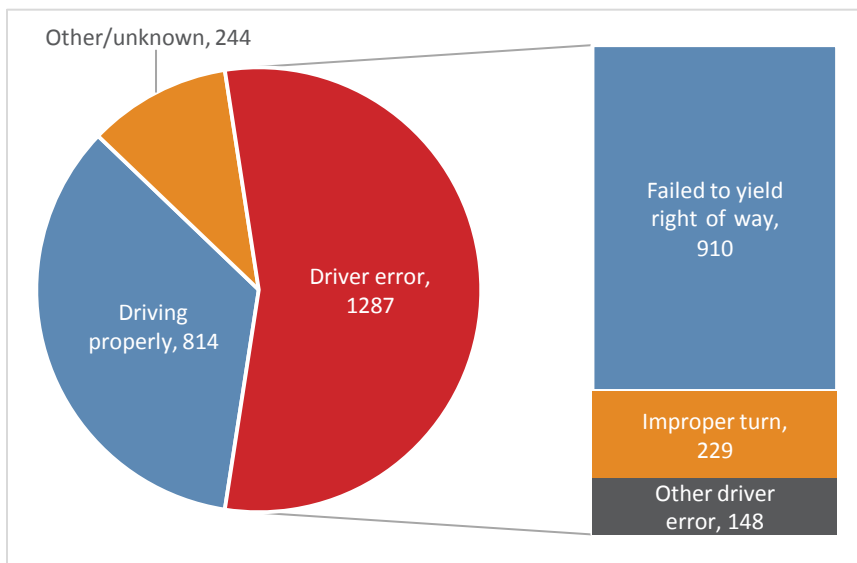


Figure 8 – Apparent Driver Action in All Pedestrian and Cyclist Collisions

Approximately 55% (1,287) of the 2,345 pedestrian and cyclist collisions analyzed were caused by driver error as shown in **Figure 8**. The most common driver error was failing to yield the right-of-way, followed by improper turns. The driver was driving properly in approximately 30% of collisions, and in approximately 10% of collisions the apparent driver action was listed as 'other' or was unknown.

³ Richter & Sachs (Technische Universitaet Berlin, Dept. Of Road Planning and Operation). Turning accidents between cars and trucks and cyclists driving straight ahead. 2017

Approximately 58% of pedestrian collisions were caused by driver error—in these cases, pedestrians were typically crossing with the right-of-way (84% of pedestrian collisions where driver error was recorded). When the motorist was driving properly (32% of pedestrian collisions), the most common pedestrian action was crossing without right-of-way (46% of pedestrian collisions where the driver was driving properly), followed by running onto the roadway (12%). Approximately 50% of collisions involving cyclists were caused by driver error. These findings are represented in **Figure 9**.

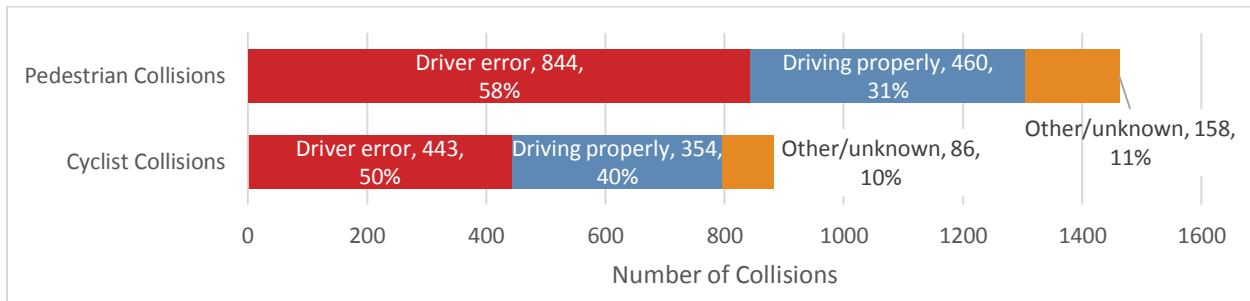


Figure 9 – Apparent Driver Action by Type of Collision

One possible reason for driver error in collisions is inattention of the driver. **Figure 10** shows that driver inattention (defined by both driver condition as inattentive and driver error in MVAR codes) has been increasing over the study period.

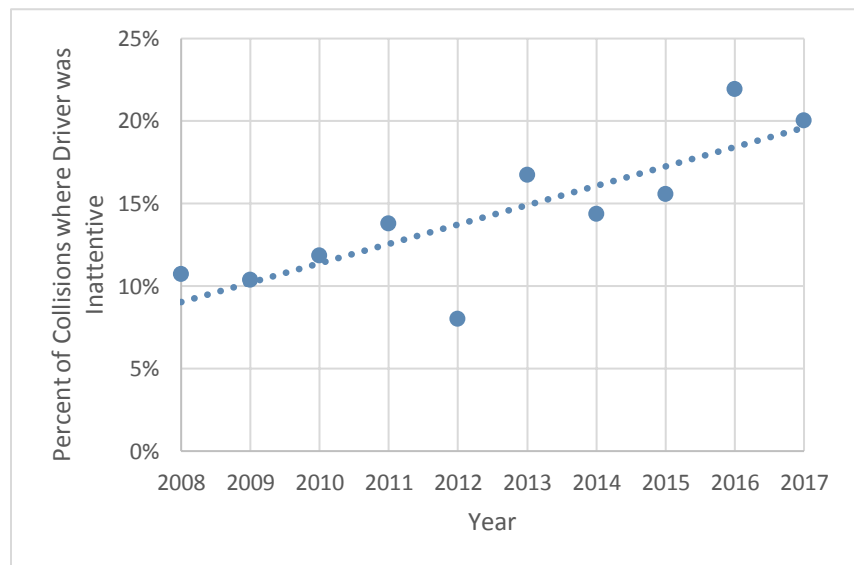


Figure 10 – Driver Inattentiveness in Pedestrian/Cyclist Collisions

Extensive studies, such as the Virginia Tech Transportation Institute (VTTI)/ National Highway Safety Administration (NHTSA) 100 car naturalistic driving study⁴, have shown a strong correlation between distraction in the seconds prior

to a crash occurring. This study, which monitored drivers’ actions including eye movements 100% of the time for an entire year, found that inattention was involved in 90% of crashes and near-crashes. Reducing driver inattention has been a focus of road authorities and enforcement agencies as a result.

⁴ Klauer, S. G., Dingus, T. A., Neale, V. L., Sudweeks, J., Ramsey, (2006) The Impact of Driver Inattention on Near-Crash/Crash Risk: An Analysis Using the 100-Car Naturalistic Driving Study Data DOT HS 810 594

Midblock collisions typically occur in locations without controlled crossings.

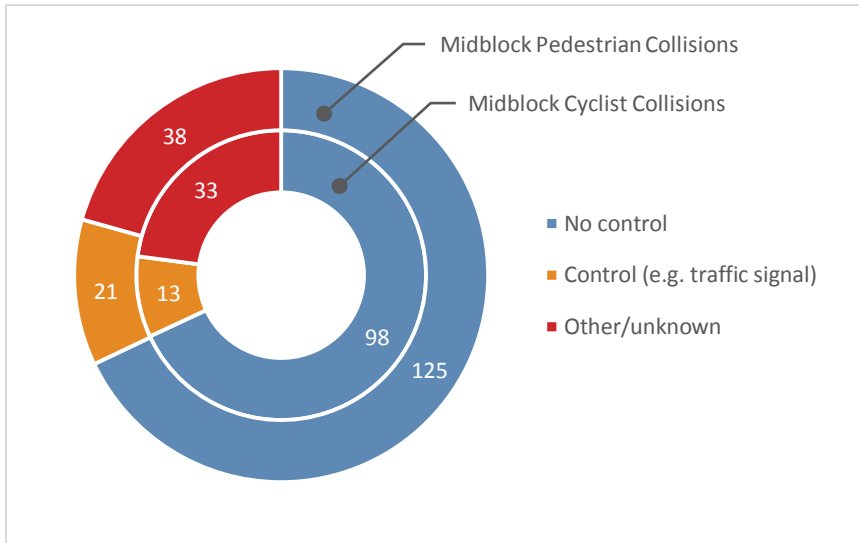


Figure 11 – Control Type in Midblock Collisions

Midblock pedestrian and cyclist collisions were found to be much less common than those at intersections (87% of pedestrian collisions and 84% of cyclist collisions occurred at intersections). However, where midblock collisions did occur, they were typically in locations without a controlled crossing: approximately two-thirds of midblock collisions involving both pedestrians and cyclists occurred in locations with no control (see Figure 11).

Young adults (20-29) and the elderly (60+) are disproportionately involved in collisions.

The involvement of pedestrians and cyclists in collisions over the past 10 years, by age group, was compared to the total daily number of walking and cycling trips originating in York Region for each age group, as shown in Figures 12 and 13. The total daily trips were derived from the 2016 Transportation Tomorrow Survey (TTS), an established source for origin-destination information across the Greater Golden Horseshoe. Pedestrian trips were derived by summing the ‘walk’ and ‘transit excluding GO Rail’ trip mode categories, since nearly all local transit trips involve walking.

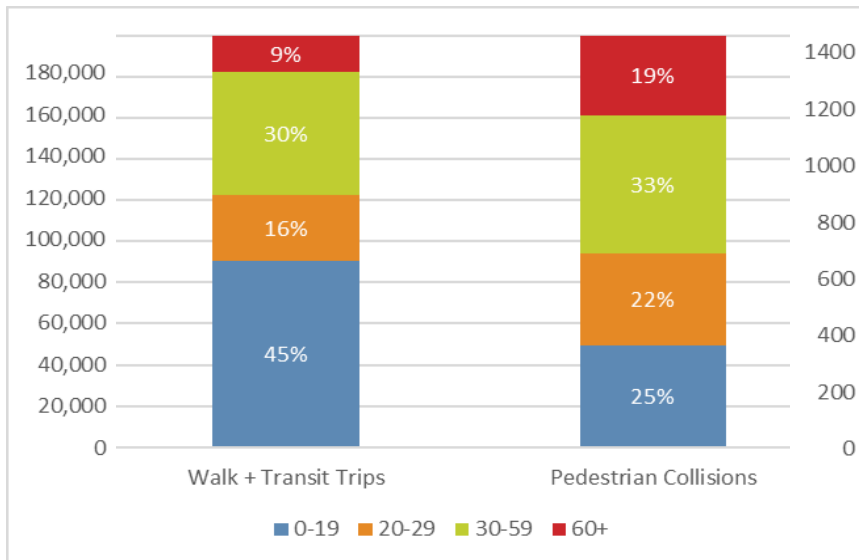
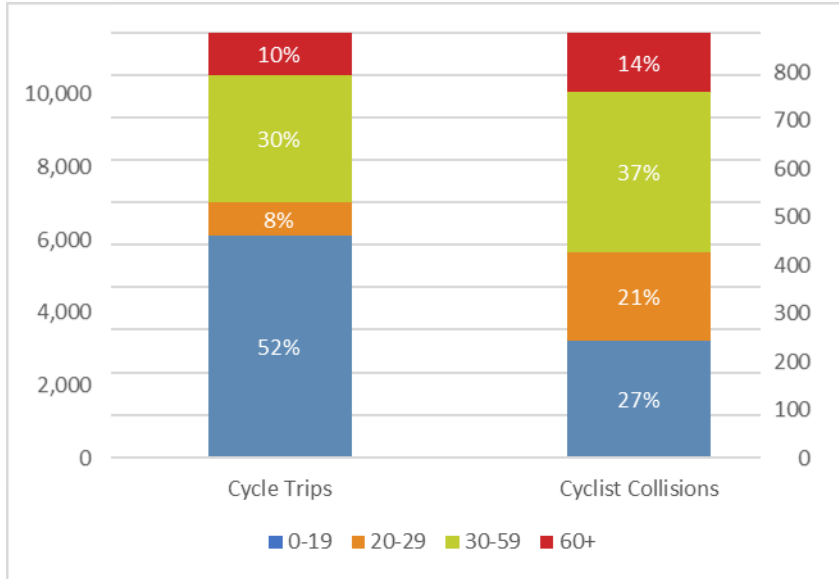


Figure 12 – Pedestrian Trips and Collisions by Age

Young adults, ages 20 to 29, were disproportionately more involved in collisions as pedestrians and as cyclists. The ratio of the proportion of collisions involving this age group to the proportion of total trips made by this age group is nearly 1.5 as pedestrians (i.e. 22% versus 16%) and more than 2.5 as cyclists, as shown in Figure 14. It is noted that 75% of young pedestrians involved in collisions at intersections were crossing with the right-of-way.





Elderly people, ages 60 and above, were also disproportionately more involved in collisions as pedestrians (ratio of the proportion of collisions involving this age group to the proportion of total trips made by this age group is more than 2.0) and as cyclists (about 1.4). However, it should be noted that the magnitude of collisions involving elderly pedestrians and cyclists is lower than in all other ranges, corresponding to a lower exposure (less total daily trips for walking and cycling modes).

Figure 13 – Cyclist Trips and Collisions by Age

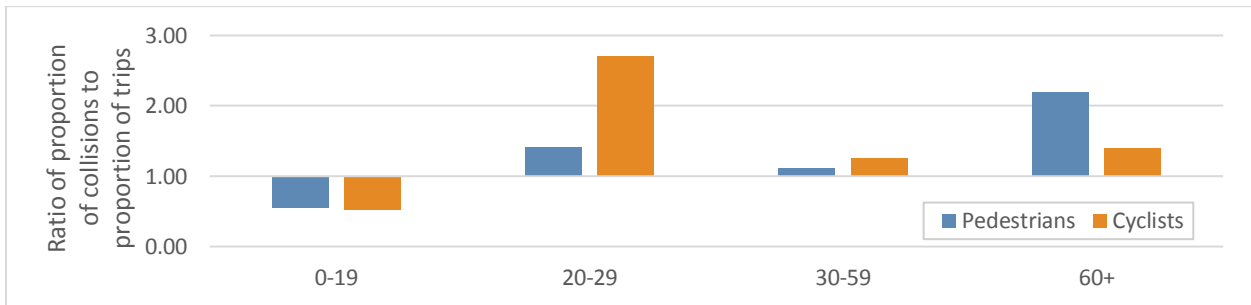


Figure 14 – Involvement in Collisions (Relative to Trips) by Age Group

Finally, it is observed that children and teenagers (0-19) make the most trips by both pedestrian and cycling modes (triple the daily pedestrian trips and six times the daily cycling trips of the 20-29 age group) but are proportionately less involved in collisions.

3 Safety Improvements

3.1 Industry Review of Potential Improvements

A transportation industry scan was conducted to determine if the major problem statements identified in York Region are comparable to general transportation trends throughout North America and the rest of the world. This scan also identified any innovative improvements that are currently being used in the industry to improve pedestrian and cyclist safety. Based on the trends identified in the statistical and geospatial analysis of pedestrian and cyclist collisions in York Region, industry review was to determine current research, trends and best practices in the following categories:

- Strategies and countermeasures to reduce pedestrian and cyclist collisions
- Innovations in safety applications for pedestrian and cyclist crossings
- Collisions involving vehicle turning maneuvers
- Collisions occurring at midblock locations
- Age of pedestrians and cyclists involved in collisions

Some identified measures, such as pedestrian countdown signals and longer pedestrian clearance times were not included in this analysis as they are already implemented on most or all of York Region roadways. Other measures, such as raised crosswalks or removal of on-street parking, were not included in this analysis as they are not applicable to York Region roadways which are mostly primary arterials without parking.

The safety measures were identified and evaluated using several sources, including guidelines and research reports. These sources include:

- Ontario Traffic Manual Book 15 (Pedestrian Crossing Treatments) and Book 18 (Cycling Facilities)—these guidelines are applicable standards in Ontario and provide best practice recommendations
- US Federal Highway Administration (FHWA) Pedestrian/Bicycle Safety Guide and Countermeasure Selection System—these guidelines include various statistics and case studies
- FHWA Crash Modification Factors (CMF) Clearinghouse—CMFs provide quantified estimates of crash reductions due to the implementation of various measures, based on compiled research. Not all identified factors have associated CMF factors researched.
- Various research reports published by the National Cooperative Highway Research Program (NCHRP) under the Transportation Research Board (TRB), including NCHRP Report 500: Guidance for Implementation of the AASHTO Strategic Highway Safety Plans Vols. 5, 10, 12, 18 and 19

Short and medium term improvements are described below in detail. The long term measures of improving the network of pedestrian and cycling facilities are incorporated in the Region's Active Transportation Master Plan.

3.1.1 Short Term Improvements

Protect turning movement at intersections

Providing fully protected left-turn and/or right-turn phases at intersections reduces conflicts with pedestrians and cyclists by removing permitted turning phases (drivers are permitted to turn but must yield to oncoming vehicles and cyclists as well as crossing pedestrians). With the implementation of protected turning movements, turning vehicles and pedestrians are given exclusive right-of-way in sequence.



Benefits

- Reduces potential conflicts by removing permitted turning phases
- Shown to reduce overall crashes by up to 68%⁵

Impacts

- Additional phases may increase overall automobile delay at intersections

Recommended: Currently protect turning movements in York Region for motorist protection; should also be used at select locations to improve pedestrian and cyclist safety.

Restrict turning movements at intersections

Restricting left turns at intersections reduces conflicts with pedestrians and cyclists by removing permitted turning phases (drivers are permitted to turn but must yield to oncoming vehicles and cyclists as well as crossing pedestrians). Restricting right turns on red (RTOR) reduces conflicts with pedestrians who are crossing perpendicular to the vehicle direction.



Benefits

- Reduces potential conflicts by removing permitted turning phases
- Shown to reduce overall crashes by up to 8%⁶

Impacts

- Restricting turning movements altogether may result in unintended routes through neighborhoods
- Restricting RTOR may increase overall automobile delay at intersections

Recommended: Currently restrict turning movements in York Region for motorist protection and path control; should also be used at select locations to improve pedestrian and cyclist safety.

⁵ FHWA Crash Modification Factors (CMF) Clearinghouse – www.cmfclearinghouse.org

⁶ Ibid.

Leading pedestrian intervals

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left. They provide the following benefits: 60% reduction in pedestrians-vehicle collisions at intersections; increased visibility of crossing pedestrians; reduced conflicts between pedestrians and vehicles; increased likelihood of motorists yielding to pedestrian; and enhanced safety for pedestrians who may be slower to start into the intersection.



Benefits

- Allows pedestrians to establish presence and increases their visibility
- Have been shown to reduce pedestrian-vehicle collisions at intersections by up to 59%⁷.

Impacts

- Increases overall automobile delay at intersections due to additional red time

Recommended: York Region has begun to pilot leading pedestrian intervals; should be further implemented at critical locations.

Warning signage

Signs which indicate to vehicles turning right that pedestrians and/or cyclists have the right-of-way within the intersection and must wait for the crosswalk to be clear.



Benefits

- May increase motorist awareness and understanding of right-of-way
- Increased visibility and awareness can reduce crashes by up to 40%⁷Error! Bookmark not defined.

Impacts

- Additional signage at intersections may cause oversaturation of driver attention

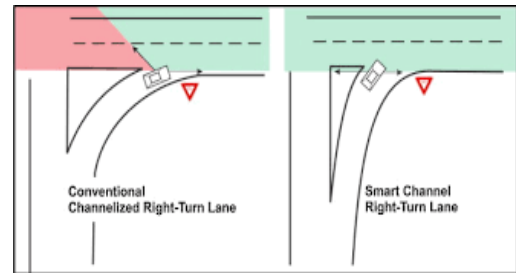
Recommended: Included in recent Canadian and Ontario industry guidelines; should be introduced at critical locations.

⁷ FHWA Crash Modification Factors (CMF) Clearinghouse – www.cmfclearinghouse.org

3.1.2 Medium Term Improvements

Smart channels

Smart Channel alignment forces right-turning vehicles to slow to a near-stop as they approach and make their turns and places the pedestrian crossing directly in front of and perpendicular to the turning vehicles, increasing driver awareness. They also provide refuge islands separating the full-length pedestrian crossing into shorter segments.



Benefits

- Decreases speed of turning motorists
- Increases visibility of pedestrian crossing (perpendicular to turning vehicles)
- Also improves vehicle-vehicle visibility
- Shown to reduce crashes by up to 44%⁸

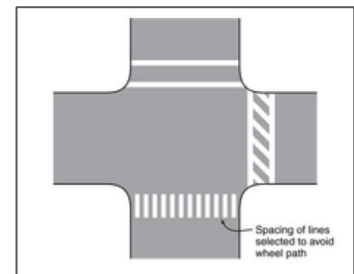
Impacts

- Pavement marking require regular maintenance (curbs must remain wider due to truck turning movements)
- Decreased vehicle speed may increase delay slightly for right-turning vehicles

Recommended: York Region's best practice is to remove channelized right turns entirely in construction in urban areas; where removal is not possible Smart Channel should be included in standard design, additionally should use pavement marking version in select locations as a trial.

Enhanced crosswalk pavement markings

High-visibility crosswalk markings, such as ladder markings, are an alternative to the typical parallel line markings. High-visibility crosswalks are recommended to be used in locations with high pedestrian and vehicle volume. Various studies have shown decreases in pedestrian-vehicle collisions⁹



Enhanced paving or colored paint can be used to further enhance the visibility of crosswalks in locations with high pedestrian volumes. York Region has implemented colored paving stone crosswalks along the Highway 7 BRT route.

Benefits

- Increases visibility of pedestrian crossing
- Shown to reduce crashes by 20% to 40%⁸

Impacts

- Pavement markings require regular maintenance

Recommended: Ladder crosswalk markings are used in York Region in all location where intersection geometry allows; should prioritize intersection improvements where current geometry precludes required direct crossings.

⁸ FHWA Crash Modification Factors (CMF) Clearinghouse – www.cmfclearinghouse.org

⁹ FHWA (2014) Evaluation of Pedestrian-Related Roadway Measures: A Summary of Available Research

Road diet

Road diets involve reducing the width of roadways as they approach intersections. They reduce the number of lanes pedestrians must cross and slow traffic on the approaches. One common road diet design in Ontario is to reduce a four-lane cross-section to three lanes (including two-way left turn lane) with bicycle lanes or a parking lane.



Benefits

- Reduces width of pedestrian crossings, therefore reducing exposure to conflicts
- May decrease motorist speed due to narrower or fewer lanes
- Allows for introduction of dedicated cycling facilities

Impacts

- Fewer travel lanes may decrease automobile capacity of roadway (in some cases, such as four- to three-lane reduction with TWLTL, may allow for similar capacity)
- Additional pavement markings or landscaping features may require regular maintenance

Recommended: Road diets are used widely throughout GTA; should continue to look for implementation opportunities as part of resurfacing and reconstruction projects.

Curb extensions

Curb extensions (also known as bulb-outs) extend the sidewalk or curb line out into the parking lane and reduce the effective street width. This countermeasure improves pedestrian crossings by reducing the pedestrian crossing distance, reducing the time that pedestrians are in the street, visually and physically narrowing the roadway, and improving the ability of pedestrians and motorists to see each other.¹⁰



Benefits

- Reduces width of pedestrian crossings
- Increases visibility of pedestrian crossing
- May reduce motorist speeds due to narrower roadway and tighter curb radii

Impacts

- Capital cost of curb construction

Recommended/ Limited Applicability: Typically used on local and collector roads in high density urban areas; consider use but may have limited applicability on York Region roads.

¹⁰ FHWA Pedestrian Safety Guide and Countermeasure Selection System – www.pedbikesafe.org

Reduce corner radius at intersections

Larger curb radii typically result in high-speed turning movements by motorists, which may increase the risk of pedestrians being struck by right-turning vehicles. Smaller radii can improve pedestrian safety by requiring motorists to reduce vehicle speed by making sharper turns and shortening pedestrian crossing distances which thereby improves signal timing. Also, the smaller radii provide larger pedestrian waiting areas at corners, improve sight distances, and allow for greater flexibility of curb ramp placement¹⁰.



Benefits

- Reduces width of pedestrian crossings
- Reduces motorist speeds due to narrower roadway and tighter curb radii

Impacts

- Capital cost of curb construction
- May restrict some truck and emergency vehicle movements

Recommended: Reduced corner radii considered as part of all York Region intersection improvements; should continue to implement.

Bike boxes / cross-rides / green cycling areas

Bike boxes allow cyclists to have a safe and visible location to queue, ahead of motorists. In Ontario, cyclists and motorists are provided clear indication of these areas as they are painted bright green and contain bicycle pavement markings in them. A crossride is dedicated space at an intersection, identified by unique pavement markings, for cyclists to legally ride their bicycle through an intersection without dismounting. A crossride may appear alongside a pedestrian crosswalk as a separate facility or may be combined with a crosswalk to save space in some areas.



Benefits

- Increases motorist awareness and understanding of right-of-way at intersections on roads with dedicated cycling facilities
- Shown to reduce crashes by up to 39%^{Error! Bookmark not defined.}

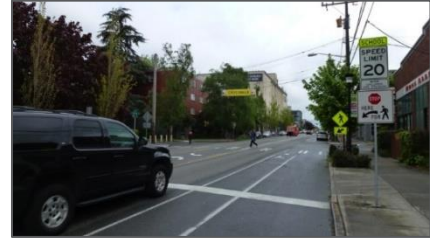
Impacts

- Increases complexity of pavement markings for motorists
- Requires regular maintenance

Recommended: Introduced within York Region (for example Hwy 7 bike boxes); should consider implementing on all designated York Region bicycle facilities.

Advance stop lines

Advance yield/stop line include the stop bar or “sharks’ teeth” yield markings placed 6 to 15 meters in advance of a marked crosswalk to indicate where vehicles are required to stop or yield. This countermeasure discourages drivers from stopping too close to crosswalks and blocking other drivers’ views of pedestrians and pedestrians’ views of vehicles. Pedestrians can see if a vehicle is stopping or not stopping and can take evasive action. Studies have found that advance yield markings at midblock crossings can be particularly useful when combined with signs and beacons, such as the Pedestrian Hybrid Beacon or Rectangular Rapid-Flashing Beacon (RRFB)¹¹.



Benefits

- Increases visibility of pedestrian crossing
- Shown to reduce crashes by up to 25%¹²

Impacts

- Additional pavement markings require regular maintenance

Recommended/ Limited Applicability: Advance yield line associated with new Pedestrian Crossovers only, which has limited potential use on Regional arterial roads; continue to use required advance stop line at mid block pedestrian signals.

Enhanced lighting

Appropriate quality and placement of lighting can enhance an environment and increase comfort and safety. Pedestrians may assume that their ability to see oncoming headlights means motorists can see them at night; however, without sufficient lighting, motorists may not be able to see pedestrians in time to stop. A study sponsored by the FHWA found that 20 lx (a unit of illuminance) was necessary for motorists to detect a pedestrian in the crosswalk. To achieve 20 lx, the luminaire should be placed 3 m upstream of the crosswalk. This differs from traditional placement of luminaires over the actual intersection.¹³



Benefits

- Increases visibility of pedestrian crossing

Impacts

- Capital and maintenance costs of lighting

Recommended: York Region currently uses Transportation Association of Canada guidelines; as part of the LED upgrade program should consider installation of enhanced lighting at pedestrian crossings.

¹¹ FHWA Pedestrian Safety Guide and Countermeasure Selection System – www.pedbikesafe.org

¹² NCHRP Research Report 841: Development of Crash Modification Factors for uncontrolled Pedestrian Crossing Treatments

¹³ FHWA Report No. FHWA-HRT-08-053 Informational Report on Lighting Design for Midblock Crosswalks (2008)

Pedestrian crossing islands

A pedestrian crossing island (or refuge area) is a raised island which can be implemented either at controlled crossing locations (e.g. between opposing traffic lanes at intersections or pedestrian crossovers) or at uncontrolled crossing locations (locations such as trail crossings where a controlled crossing is not warranted). These islands separate crossing pedestrians from motor vehicles and have been shown to reduce pedestrian collisions by up to 56%.



If implemented at an uncontrolled crossing location, the roadway characteristics, pedestrian exposure and geometry should be considered before providing a pedestrian crossing island and other physical components (e.g. signage) which designate the location as an uncontrolled crossing. The Ontario Traffic Manual (Book 15, Section 7) recommends implementing designated uncontrolled crossings only under the following conditions: the roadway should have a posted speed limit of 50 km/h or less; pedestrian and traffic volumes should not exceed the warrant thresholds for controlled crossing treatments; the roadway should have a maximum of two lanes in each direction; and the roadway should be classified as a collector or lower (i.e. the roadway should not be a major collector or arterial).

Benefits

- Reduces width of individual pedestrian crossing movements, therefore reducing exposure to conflicts

Impacts

- Capital cost of median island
- Increases width of roadway (potential property requirements) if no existing median

Recommended/ Limited Applicability: Pedestrian crossing islands are used in some lower or single tier GTA municipalities but not currently in York Region; should consider their use, however very few Regional roads will meet all requirements, so typically mid block pedestrian signals should be installed instead.

Danish offset

Danish offsets are an enhanced form of pedestrian refuge islands which are offset on either side, providing a safe middle refuge and orienting pedestrians to face oncoming traffic as they cross the second leg. They also are more beneficial to those with mobility issues compared to standard pedestrian refuges. If implemented at an uncontrolled crossing location, the same conditions which apply to pedestrian crossings (OTM Book 15) apply to Danish offsets.



Benefits

- Reduces width of individual pedestrian crossing movements, therefore reducing exposure to conflicts

Impacts

- Capital cost of median island
- Increases width of roadway (potential property requirements) if no existing median

- Increases visibility between pedestrians and motorists

Recommended/ Limited Applicability: Danish offset crossings have had limited use in GTA municipalities but not currently in York Region; should consider their use, however very few Regional roads will meet all requirements, so typically mid block pedestrian signals should be installed instead.

Controlled mid-block pedestrian crossings

One type of controlled pedestrian crossing is the pedestrian crossover, which allow pedestrians to cross the road where there are no traffic lights or stop signs. Motorists and cyclists must come to a complete stop when pedestrians indicate they want to cross the road at a crossover. All traffic must remain stopped until pedestrians reach the sidewalk on the opposite side of the road. These rules also apply to school crossings and other locations where a crossing guard is present. Another type of controlled pedestrian crossing (preferred in York Region to pedestrian crossovers) is an Intersection or Midblock Pedestrian Signal (MPS pictured), which function similarly to regular traffic signals where vehicles must stop when the indication is red.



Benefits

- Clearly assigns right-of-way between pedestrians and motorists at otherwise uncontrolled crossings
- Shown to reduce crashes by up to 29%¹⁴.

Impacts

- Capital cost of traffic control (e.g. signals)
- Increases automobile delay

Recommended: York Region currently installs pedestrian traffic signals according to OTM Book 12 guidelines; should additionally review location requests for network connectivity and regular pedestrian crossing spacing.

¹⁴ FHWA Crash Modification Factors (CMF) Clearinghouse – www.cmfclearinghouse.org

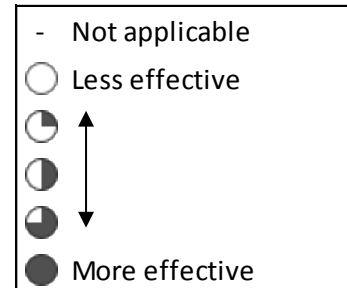
3.2 Rating of Potential Improvements

The safety improvements identified in the previous section were rated on their potential effectiveness for improving safety for the major observed collision patterns in York Region, as well as on their estimated cost and applicability on York Region roads. These ratings were combined to determine an overall recommendation rating for each measure. The methodology for rating each of these categories is described below and a summary of recommendations is shown in **Table 1**.

Effectiveness at Improving Safety for Targeted Collision Types

Based on the major collision patterns identified in Section 2, four overarching types of collisions were identified to be targeted by potential safety improvement measures. These are:

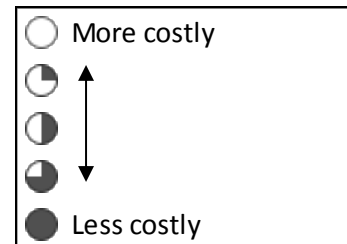
1. Pedestrian collisions with turning vehicles at signalized intersections.
2. Cyclist collisions with turning vehicles at signalized intersections.
3. Collisions involving young adult pedestrians and cyclists (ages 20 to 29).
4. Collisions occurring at midblock locations with four or more lanes and no traffic control.



Each identified safety measure was rated for its potential effectiveness to improve safety for each of these four types of collisions. These ratings were based on an industry review of best practice and applicable research on the anticipated benefits and impacts of each measure, as outlined in Section 3.1.

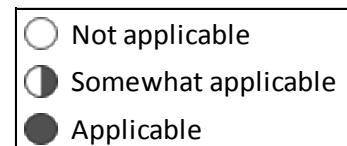
Cost

Each measure was rated based on its potential cost to implement. These ratings are based on the estimated typical installation of each measure. In general, measures which involve infrastructure changes (i.e. controlled midblock crossings) are anticipated to be costlier than those that do not (i.e. signage, pavement markings, etc.).



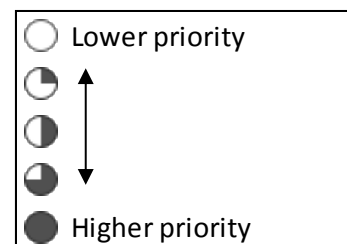
Applicability on York Region Roads

Most roads under the jurisdiction of York Region are arterial roadways with four or more lanes. Some identified measures are not applicable to these types of roads, while some are possible but are generally not used.



Overall Recommendation Rating

The ratings for each of the categories listed above were combined to determine an overall recommendation for each identified measure specific to York Region conditions and collision patterns. Measures which have potential to improve safety for multiple collision types are generally recommended to be implemented at a higher priority.



Implementation time frame

A general time frame for implementation is identified for each type of improvement measure, based on the infrastructure or network modifications required. In general, measures which involve minor upgrades to signal timing, signage and/or pavement markings can be provided in a “short” time frame. Measures which involve moderate to substantial infrastructure upgrades (e.g. medians, new traffic signals, etc.) can be provided in a “medium” time frame. Network improvements can be provided in a “long” time frame.

Table 1 – Summary of Recommended Measures

Measure	Effectiveness at Improving Safety for Targeted Collision Type				Cost Rating	Applicability on Regional Roads	Overall Recommendation Rating	Implementation Time Frame
	1	2	3	4				
Protect turning movements at intersections	●	●	●	-	●	●	●	Short
Restrict turning movements at intersections	●	●	●	-	●	●	●	Short
Leading pedestrian intervals	◐	-	◐	-	●	●	◐	Short
Warning signage (i.e. turning traffic yield to pedestrians/cyclists)	◐	◐	◐	-	●	●	◐	Short
Education campaigns focused on distracted road users (pedestrians, cyclists and drivers)	◐	◐	◐	◐	◐	●	◐	Short
Smart Channels	◐	◐	◐	-	◐	●	◐	Medium
Enhanced (e.g. ladder) pavement markings at pedestrian crossings	◐	-	◐	-	◐	●	◐	Medium
Road diet to narrow lanes/ reduce speed	◐	◐	◐	◐	◐	●	◐	Medium
Curb extensions	◐	-	◐	◐	◐	◐	◐	Medium
Reduce corner radius at intersections	◐	◐	◐	-	◐	◐	◐	Medium
Bike boxes / cross-rides / green cycling areas	-	◐	◐	◐	◐	◐	◐	Medium
Improve pedestrian network connections	◐	-	◐	◐	◐	●	◐	Long
Advance stop lines	◐	◐	-	◐	◐	◐	◐	Medium
Enhanced lighting	◐	◐	◐	◐	◐	●	◐	Medium
Pedestrian crossing islands/ Danish offset	-	-	◐	◐	◐	◐	◐	Medium
Controlled mid-block crossings	-	-	-	◐	◐	●	◐	Medium
Improve cycling network connections (i.e. dedicated cycling facilities)	-	◐	◐	-	◐	●	◐	Long

4 Implementation and Prioritization

Safety data analysis revealed Region-wide patterns of collision characteristics to be addressed (Section 2). Potential safety improvements were identified by an industry review and rated by their anticipated effectiveness at addressing Region-specific collision patterns (Section 3). To guide the implementation of pedestrian and cyclist safety improvements in the Region, a prioritized index of specific locations to be further diagnosed and upgraded was developed.

In the long term, improved pedestrian and cycling facilities should be implemented systemically throughout the Region when new roads are built, or existing roads are reconstructed. Certain improvements, such as dedicated cycling facilities, should be implemented on a corridor or network basis. York Region’s Pedestrian and Cycling Planning and Design Guidelines (2018) provide facility selection tools and design standards for this purpose.

4.1 Scope of Prioritization Index

4.1.1 Purpose

The purpose of the prioritization exercise is to identify specific locations where operational improvements have the greatest potential to improve pedestrian and cyclist safety. Considering Objective 3 of York Region’s 2016 Transportation Master Plan to “*Integrate Active Transportation in Urban Areas*”, a secondary goal is to increase active transportation mode share by improving pedestrian and cyclist comfort and accessibility in areas where there may be high potential active transportation demand but where the existing environment may be unwelcoming.

Based on the observed patterns of collision characteristics in York Region and the suite of identified potential improvement measures, the following parameters for prioritization were developed:

- Both pedestrian and cycling modes are addressed, since the most prominent collision patterns are shared (e.g. turning vehicles at signalized intersections) and several of the identified operational improvements have potential to improve safety for both modes (e.g. protecting or prohibiting turning movements).
- The prioritization exercise addresses signalized intersections only and uses variables which prioritize urban areas and intersections with a high proportion of turning volumes, since the safety analysis showed prominent patterns of collisions with these characteristics.

The recommended operational improvements are intended to be implemented throughout the Region, starting with the locations having the highest prioritization index. Each prioritized intersection will be reviewed for applicability, to understand site-specific problems and constraints, and to select and design which of the recommended safety measure be implemented. The systemic application will be validated at initial trial locations prior to proceeding. Safety benefits and operational impacts will be monitored and assessed pre and post implementation.

4.1.2 Methodology

The methodology for the prioritization index was based on the ActiveTrans Priority Tool Guidebook¹⁵ published by the National Cooperative Highway Research Program (NCHRP). The methodology assigns each potential improvement location with a prioritization score by summing the weighted scores for several evaluation factors. Factors and factor weights were selected to prioritize locations which have potential to achieve the purpose set out in the previous section. Several related variables were analyzed to determine the score for each factor.

4.1.3 Factors

To achieve the objectives of the prioritization exercise, three factors were selected for analysis. These factors are relevant to York Region’s goal to implement safety improvements at signalized intersections with the greatest potential to improve pedestrian and cyclist safety, especially in areas where there may be high potential to increase active transportation mode share but where the existing environment may be unwelcoming.


- **Safety** – Accounts for the risk of a pedestrian or bicyclist being involved in a collision. Safety is important because pedestrians and bicyclists are particularly vulnerable to being injured or killed when struck by a motor vehicle. In addition, concerns about safety can be a significant barrier to people choosing to walk and bicycle. The safety factor is evaluated in terms of reported pedestrian and bicycle crashes from both historical and predictive perspectives.
- **Demand** – Represents existing and potential pedestrian and bicycle activity levels. Demand is a key factor considering the goal to improve pedestrian and bicycle facilities where they will be most used. Existing pedestrian and bicycle volume measurements were used, in addition to an estimate of potential or ‘latent’ demand considering proximity to pedestrian and cyclist attractors and high-density land uses. An increasing body of evidence supports the concept of latent demand as a method to focus investments on areas with the greatest potential for multimodal trips, even if current levels of walking and bicycling trips are low.
- **Existing Conditions** – Accounts for physical conditions that have an impact on pedestrian or bicycle safety, comfort, or demand, including the permanent physical road environment as well as travel behaviours that influence conditions for walking and cycling, such as traffic volumes and speed.

Each of the three factors was weighted equally in the prioritization formula, based on York Region policy and discussions with York Region staff. Each factor is given an arbitrary weight of 20 points, leading to a total score for each assessed location of 60 points (see **Table 2**).

¹⁵ NCHRP Report 803: Pedestrian and Bicycle Transportation Along Existing Roads – ActiveTrans Priority Tool Guidebook ; Transportation Research Board; Washington DC; 2015

Table 2 – Intersection Prioritization Factor Weights

Factor	Weight
Safety	20
Demand	20
Existing Conditions	20
TOTAL SCORE OUT OF:	60



4.1.4 Variables

For each of the three analysis factors, several variables were selected to effectively represent the factor as described in the previous section. Each variable is scored out of five points. A brief description of each variable and its effective weighted contribution to the final score out of 60 is outlined in **Table 3**.

Table 3 – Intersection Prioritization Variables

Factor	Variable	Description	Score out of	% of factor	Factor weight	Effective variable weight
Safety	Observed collisions	Total collisions involving pedestrians and cyclists (10 years) based on MVAR data.	5	50%	20	10
	Potential for Safety Improvement (PSI)	Quantitative predictive measure of potential for increasing safety, using Safety Performance Functions (statistical analysis of collisions between all road users, considering various environmental factors).	5	50%		10
Demand	Existing pedestrian demand	Eight-hour pedestrian volume from most recent Turning Movement Counts at each intersection.	5	25%	20	5
	Proximity to transit	Scores are based on proximity to transit routes. Higher scores are given to intersections of routes and VIVA routes.	5	25%		5
	Proximity to attractors	Shopping centers within 500 m and schools within 800 m radius of intersection.	5	25%		5
	Average adjacent population density	Average population density within 800 m radius of intersection, based on 2016 census data.	5	25%		5

Existing Conditions	Traffic volume	Total eight-hour vehicle traffic from most recent Turning Movement Counts at each intersection.	5	25%	20	5
	Total turning traffic volume	Total eight-hour turning vehicle traffic from most recent Turning Movement Counts at each intersection.	5	25%		5
	Traffic speed	Average speed of approaching roads in km/h.	5	25%		5
	Number of travel lanes	Sum of travel lanes on all approaches.	5	25%		5
TOTAL SCORE OUT OF:					60	60

4.2 Prioritization

4.2.1 Variable Scoring

The safety, demand and existing conditions characteristics were evaluated for most signalized intersections in York Region¹⁶. The variables were scored using a percentile system (except for the transit variable) as outlined in **Table 4**. The percentile ranges are smaller for higher scores to increase sensitivity near the top of the ranked index.

Table 4 – Intersection Prioritization Scoring Criteria

Variable Score		0	1	2	3	4	5
Percentile (where applicable)		0%	40%	60%	75%	85%	95%
Safety	Collisions (10 years)	< 1	≥ 1	≥ 2	≥ 4	≥ 5	≥ 8
	PSI	< 1.00	≥ 1.00	≥ 6.14	≥ 16.41	≥ 31.08	≥ 79.06
Demand	Pedestrian Volume (8 hrs)	< 33	≥ 33	≥ 95	≥ 180	≥ 297	≥ 600
	Transit	no stops	N/A	one route	two routes	two routes, one VIVA	two routes, both VIVA
	Nearby Attractors	< 1	≥ 1	≥ 2	≥ 3	≥ 4	≥ 5
	Population Density	< 15.68	≥ 15.68	≥ 22.54	≥ 29.33	≥ 34.76	≥ 47.27
Existing Conditions	Vehicle Volume (8 hrs)	< 14,937	≥ 14,937	≥ 19,275	≥ 23,371	≥ 26,927	≥ 34,570
	Turning Volume (8 hrs)	< 2,829	≥ 2,829	≥ 4,044	≥ 5,877	≥ 8,174	≥ 10,482
	Average Approach Speed	< 55.0	≥ 55.0	≥ 56.7	≥ 60.0	≥ 63.3	≥ 70.0
	Total Approach Lanes	< 13	≥ 13	≥ 16	≥ 16	≥ 18	≥ 20

¹⁶ Intersections with no available Turning Movement Count data were excluded from analysis.

4.2.2 Ranked Index

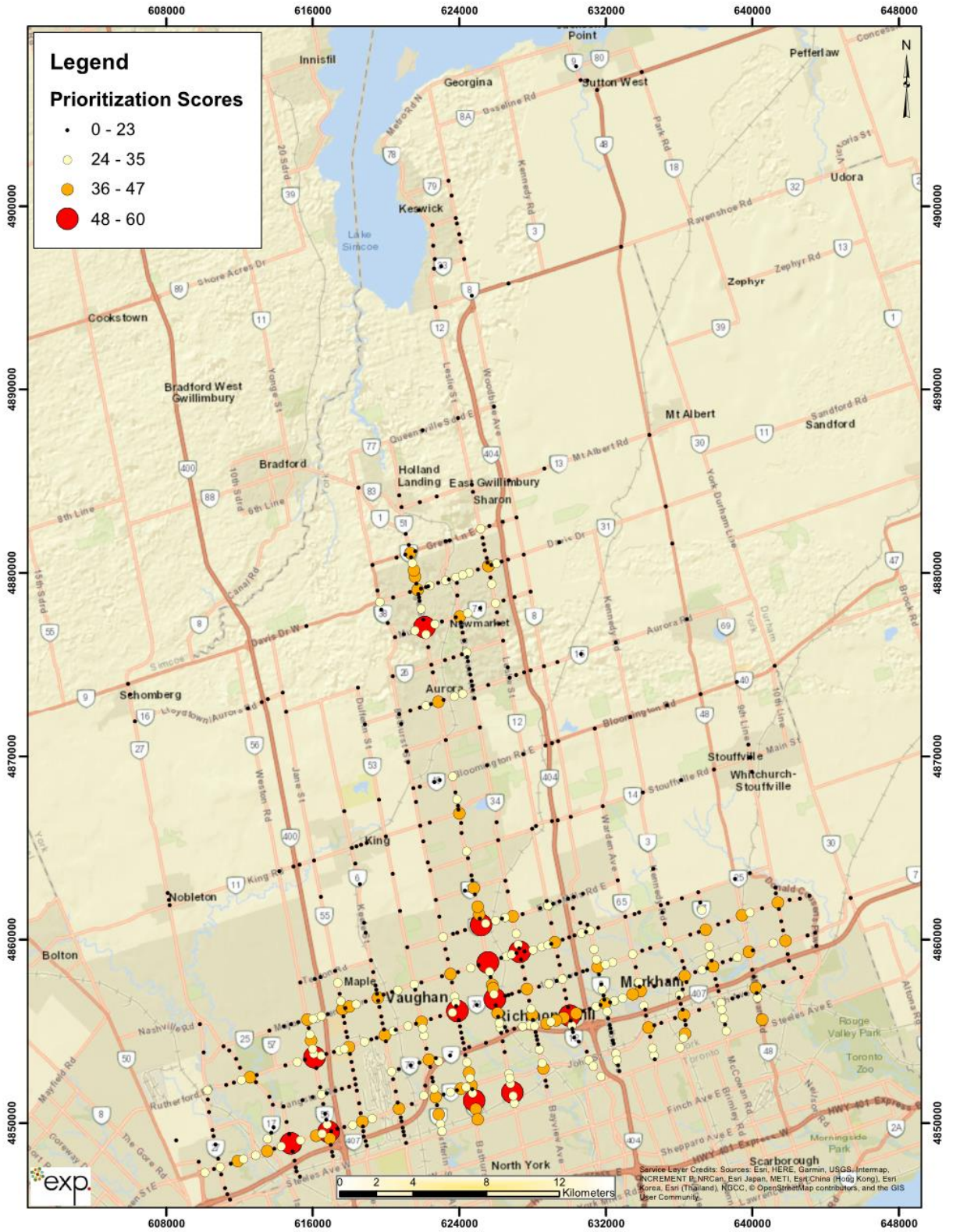
The scores for each variable were combined and weighted to determine the scores for each factor (safety, demand and existing conditions). The sum of the factor scores equates to the total weighted prioritization score (out of 60) for each intersection, with higher scores indicating higher priority for improvement. A ranked list of intersections with scores over 48 (80% of 60) or higher are included in **Table 5** and the full index of all signalized intersections is mapped in **Figure 15** and included as **Appendix A**.

Table 5 – Intersection Prioritization Index

Signalized Intersection	Variable Scores (all /5)										Factor Scores			Total Weighted Score (/60)
	Safety		Demand				Ex. Conditions				Safety (/20)	Demand (/20)	Ex. Conditions (/20)	
	Collisions	PSI	Ped. Volume	Transit	Attractors	Pop. Density	Traffic Volume	Turning Volume	Speed	Approach Lanes				
<i>Yonge Street & Carrville Road/ 16th Avenue *</i>	5	5	5	5	5	5	5	4	0	5	20	20	14	54
<i>Yonge Street & Mulock Drive *</i>	5	5	5	5	5	3	4	4	3	5	20	18	16	54
Major Mackenzie Drive East & Bayview Avenue	5	5	5	3	5	4	4	4	3	4	20	17	15	52
<i>Highway 7 & Weston Road *</i>	5	5	5	5	3	0	5	5	4	5	20	13	19	52
<i>Weston Road & Rutherford Road **</i>	5	5	3	3	3	4	5	5	3	5	20	13	18	51
<i>Highway 7 & Leslie Street *</i>	4	5	5	5	5	0	5	4	4	5	18	15	18	51
<i>Yonge Street & Major Mackenzie Drive *</i>	5	5	5	5	5	4	4	3	0	4	20	19	11	50
<i>Highway 7 & Pine Valley Drive *</i>	5	5	4	5	2	1	5	5	3	5	20	12	18	50
<i>Yonge Street & Elgin Mills Road *</i>	5	5	5	5	4	3	4	4	1	3	20	17	12	49
Yonge Street & Clark Avenue	5	4	5	5	4	5	4	3	0	5	18	19	12	49
Bathurst Street & Carrville Road/ Rutherford Road	5	4	5	3	5	2	5	4	2	5	18	15	16	49
Bathurst Street & Clark Avenue W	5	4	5	3	4	4	5	4	1	4	18	16	14	48

* Excluded due to recent or imminent construction

** Excluded due to identified traffic operational impacts



4.3 Safety Improvement Trials at Priority Intersections

Intersections with prioritization scores of 48 or higher were selected for trials of safety improvements to be implemented and evaluated for future systemic implementation. The value 48 represents a natural break point in the data set, 80% of the maximum index and provides for a reasonable number of initial trial locations. These intersections are bolded in **Table 5**. Several intersections were eliminated from consideration as they were recently, are currently or are imminently undergoing construction and therefore not applicable for before/after analysis. Intersections were also identified which have the high potential for adverse operational impacts including neighbourhood traffic infiltration.

For each identified high-priority intersection, further diagnosis will be completed to understand site-specific problems, constraints and conditions, and to select and design safety improvements accordingly. This diagnosis will include:

- Analysis of pedestrian counts and turning movement counts to determine high-exposure conflicts
- Video conflict analysis to identify where and how conflicts occur
- Field observations to identify environmental, behavioural or other factors that may be influencing crashes and conflicts
- Detailed analysis of collision history to identify site-specific patterns or circumstances of collisions
- Operational analysis to define existing traffic conditions and potential impacts to conditions based on proposed improvements

Staff will monitor each intersection to evaluate the safety benefits and understand the corresponding impacts on vehicular traffic. Video conflict analysis and field observations from before and after implementation will be compared to determine what safety benefits have been realized, if any. Traffic operational impacts such as travel time increase, delay and queuing issues will also be evaluated. Based on the results, these operational measures will be considered for permanent installation as well as applicability at other locations.

Legal Notification

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EXP Quality System Checks			
Project No.:	BRM-00605686-A0	Date:	May 31, 2019
Type of Document:	Summary Report	Revision No.:	1
Prepared By:	Michael Piovesana, EIT		
Reviewed By:	Margot Smeenk, P.Eng., PTOE		

June 28, 2019

Ms. Lisa Lyons
Director of Legislative Services/Town Clerk
Town of Newmarket
395 Mulock Drive, P.O. Box 328
Newmarket, ON L3Y 4X7

Dear Ms. Lyons:

Re: SM4RT Living Waste Management Plan 2018 Annual Update

On June 27, 2019 Regional Council adopted the following recommendations:

1. The Regional Municipality of York supports full producer responsibility for single use plastic, aluminum and metal drink containers.
2. The Regional Clerk circulate this report to the local municipalities and the Minister of Environment, Conservation and Parks.

The staff report is enclosed 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.

Sincerely,



Christopher Raynor
Regional Clerk

Attachment

The Regional Municipality of York

Committee of the Whole
Environmental Services
June 13, 2019

Report of the Commissioner of Environmental Services

SM4RT Living Waste Management Plan 2018 Annual Update

1. Recommendation

It is recommended that the Regional Clerk circulate this report to the local municipalities and the Minister of Environment, Conservation and Parks.

2. Summary

This report is the annual update to Council on implementation of the [SM4RT Living Waste Management Master Plan](#). The Plan sets direction for waste management policy and programs, with a focus on waste reduction and continuous improvement of services in the integrated waste management system. It is jointly delivered by the Region and its local municipal partners, in collaboration with the community. The Balanced Scorecard (Attachment 1) provides a summary of key metrics and programs delivered as part of the SM4RT Living Plan.

Key Points:

- The waste generation rate continues to decrease. The rate shows curbside and depot-collected material separately to better track and understand trends in components of the overall system
- The Region and our local municipalities are participating in consultations with the Province to prepare for transition under the *Waste-Free Ontario Act*
- The Region and our local municipalities continue to expand and improve SM4RT Living programs with support from community partners
- The focus of our SM4RT Living Plan on waste reduction is well aligned with the Province's shift towards a circular economy and has positioned the Region to adapt to challenges faced in Ontario and beyond. The Update will continue to refine the direction and tools we need to continuously improve resiliency in the integrated waste management system.

3. Background

First five years of the SM4RT Living Plan focussed on research and pilot testing new programs

The SM4RT Living Plan shifts focus from diversion to waste reduction. York Region was the first Ontario municipality to move in this direction; in the last five years, more communities including City of Toronto and Peel Region have followed suit and the Province is also making this shift. In the first five years, 32 priority initiatives were explored as outlined in the [2017 Balanced Scorecard](#). Work in the initial years included pilot testing of new programs, research, policy development, and data collection.

Key areas of focus included:

- Food waste reduction
- Reuse and repair
- Improving performance in the multi-residential sector
- Advocating Council endorsed principles and preparing for transition of the Blue Box to full producer responsibility

In 2018 a review and update of the SM4RT Living plan was initiated. The scope of the project includes: expanding and refining successful programs; building partnerships to deliver programs efficiently; preparing infrastructure and contracts for the Region's changing needs including transition of waste diversion programs to full producer responsibility; examining promising practices to improve performance in the multi-residential sector and reducing impacts of single-use plastics.

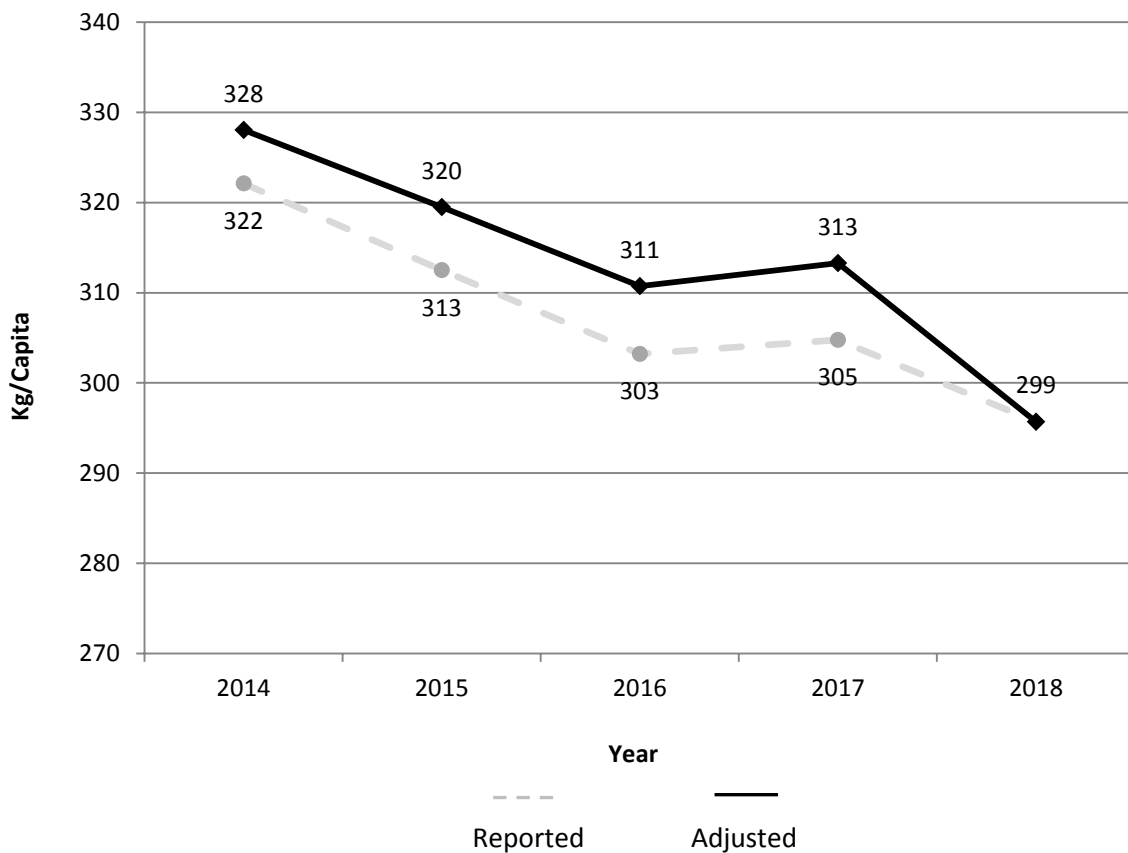
4. Analysis

Waste generation rate tracks progress towards the SM4RT Living Plan long term target

The waste generation rate is reported annually and represents all of the material managed through local and Regional waste programs on a per capita basis (kg/capita). It tracks progress towards the SM4RT Living Plan's target of 289 kg/capita by 2031. The 2018 waste generation rate has been adjusted to reflect the release of the 2016 census data.

Accordingly, the 2018 waste generation rate more accurately reflects actual growth that occurred between 2014 and 2018 and the resultant waste generation rate for those years. Actual population growth was lower than previously forecasted resulting in a higher per capita waste generation rate. As seen in Figure 1, a downward trend in waste generation occurred in 2014 through to 2018.

Figure 1
Waste Generation Rate: 2014 - 2018



2018 waste generation rate shows changing usage patterns at waste depots

The waste generation rate decreased by 4.5 per cent in 2018, compared to 2017. Much of this decrease was driven by changes in usage patterns at the community environmental centres. In the past, the Centres have received heavy loads from repeat commercial customers, taking advantage of below-market pricing due to the previous volume-based fee structure. These loads were causing slow downs and long line ups at the sites. In 2017, a temporary ban on large commercial vans at Elgin Mills Community Environmental Centre was instituted to address the slow downs while construction was occurring. Some traffic was redirected to McCleary Court while other customers shifted to private waste management options. Recent upgrades at the sites included adding scales to allow for more transparent and equitable weight-based fees aligned with comparable sites in the Greater Toronto Area. The scales provide more data on individual transactions and capture both paid and free material drop-off transactions.

In 2018, the Community Environmental Centres saw a shift in customer use patterns as a result of the new fees. The 2018 paid transactions at the sites decreased by two per cent from 2017 and the average load per transaction decreased from 367 kg in 2017 to 184 kg in

2018. This suggests that customers with heavier loads using these facilities because of the volume-based fees found other options, while the new weight-based fees are working well for residential and small business customers. In 2019, the Region will be working on a strategy to attract more of these users to ensure the sites are used to their full potential.

Trends in curbside waste generation reflect influence of housing type, consumer trends and climate patterns

The curbside waste generation rate includes material collected by local municipal programs at the curb, at multi-residential buildings and through special programs such as textiles and e-waste. Curbside waste represents almost 90 per cent of the waste managed through the waste system. This metric most closely tracks the impact of SM4RT Living waste reduction and diversion programs, which primarily target household waste. Table 1 shows the 2018 curbside generation rate by municipality.

Table 1
2018 Curbside Waste Generation Rate (Kg/capita⁺)

Municipality	Garbage	Blue Box*	Green Bin	Yard Waste	Other**	Total Curbside
Aurora	99	78	76	38	2	293
East Gwillimbury	78	71	74	38	<1	261
Georgina	93	79	71	29	<1	272
King	82	88	80	43	1	294
Markham	59	67	91	32	9	258
Newmarket	83	75	73	38	<1	269
Richmond Hill	77	67	80	32	<1	256
Vaughan	88	65	83	31	<1	267
Whitchurch-Stouffville	90	69	78	28	2	267
Overall	77	69	83	33	3	265
2018 vs 2017	-1	-2	0	+2	+1	0

+ Based on total population, including privately serviced condominiums. Impact on waste generation rate is minimal as it represents less than one per cent of overall tonnage, mostly in Vaughan

*Blue Box generation rate not adjusted for contaminated loads

**includes textiles, waste electronics, scrap metal, batteries

The curbside generation rate remained the same between 2017 and 2018. A slight decrease was seen in garbage and Blue Box rates, while green bin rates remained constant and the yard waste and other streams increased slightly.

Across the local municipalities, a number of factors influence differences in waste generation from households:

- Higher density communities such as Markham, Richmond Hill and Vaughan may see lower generation due to more multi-residential homes with limited space
- Use of collection-based enforcement approaches such as mandatory clear bags for garbage and curbside bans on textiles, electronics and household hazardous waste materials contribute to the lower waste generation rate in Markham
- Higher rates of new development such as that occurring in East Gwillimbury, introduce more uncertainty in the waste generation rate because new homes may not be using the waste system for the full year, depending on their move-in date and when they begin to receive collection services
- Changing weather patterns and storm events due to climate change affect the quantity and timing of yard waste generation
- Yard waste generation may also be influenced by property types – larger urban lots in established neighbourhoods in Aurora and King may generate more yard waste due to larger trees and lot sizes; rural communities such as Georgina and Whitchurch-Stouffville may be composting yard waste instead of using curbside collection
- Success of local municipal textile collection, electronic waste events and depot programs is reflected in the growth of the ‘Other Programs’ category
- Consumer trends such as buying second-hand, repairing instead of replacing items, renting or sharing instead of purchasing, choosing durable products with minimal packaging or reading digital media instead of print reduces waste generation. These trends are influenced by SM4RT Living reduction and reuse programs

Rising contamination rates in blue box requires coordinated education and enforcement at the curb

The Curbside Waste Generation Rates in Table 1 are based on participation at the curb and are not adjusted to reflect rising contamination levels in the Blue Box stream. Table 2 below shows Blue Box contamination rate by municipality based on 2018 audits.

Table 2
2018 Blue Box Contamination Rate by municipality

Municipality	Contamination Rate
Whitchurch –Stouffville	9%
East Gwillimbury	12%
Newmarket	13%
Georgina	14%
Aurora	16%
King	19%
Richmond Hill	19%
Vaughan	23%
Markham	31%

There has been a steady increase in the level of contamination in the blue box since 2010. While some contamination is expected in a single stream blue box program, the southern three municipalities, which account for over 70 per cent of curbside blue box tonnes, have contamination levels that are impacting the ability to effectively market materials, particularly given the recent contamination restrictions by international end-markets. Clear communication regarding placing recyclables loose in the blue box as well as tips on what items can go in the blue box is being coordinated between the Region and our Local Municipal partners to improve the quality of materials at the curb. Staff from the Region and southern three municipalities have been meeting to discuss best means to reduce contamination at the curb through education and enforcement.

Expansion of reduction and reuse programs continues with support from local municipal and community partners

The SM4RT Living plan identified numerous pilot programs to drive change in consumer behaviours through community-based programming on reduction and reuse. In 2018, the Region and local partners worked to expand successful pilots and programs. The 2018 Balanced Scorecard (Attachment 1) showcases these efforts across the Region. Community partners have played a key role in the success of this expansion. The Repair Café series in 2018 was made possible through the support of several public libraries and local municipal partners as well as York Region Makers and a host of dedicated volunteers. In 2019, the

program will include more than a dozen events across the Region, with over half led by community partners such as the Markham Public Library and King Township.

Partnerships established through this program also led to the development of the Lendery, a new initiative launching at Markham Public Library in July 2019 and planned for Newmarket Public Library in early 2020. The Lendery allows patrons of the library to borrow tools, sporting goods, kitchen gadgets and other infrequently used items instead of buying their own. Continued support for community collaborations will be key to future expansion of reduction and reuse programs and new approaches are being explored as part of the 5 year update.

SM4RT Living Plan priorities supported by Provincial Food and Organic Waste Policy

In 2018 the Ontario government released its *Food and Organic Waste Framework*, detailing new requirements for waste reduction and resource recovery activities for municipalities and private sector. Through the shift in government after the spring election, some elements of the action plan were removed but the focus on food waste reduction and diversion remains. York Region is a leader in this area, with a well-established Green Bin program complimented by the Good Food consumer education program launched in 2015. Communities across the province will now be required to follow suit to meet reduction and diversion targets for food waste. This will generate opportunities for partnership with other municipalities, retailers and institutions on food waste education. The Region is well positioned to lead this work with the Ontario Food Collaborative, a municipal partnership that supports food waste and food literacy education. The Policy will also increase demand for organics processing in Ontario; the Region is continuing to plan for long term organics processing capacity. Building on the feasibility study completed in 2017, the Region is developing an implementation plan for an organics processing facility as part of the Update.

Provincial Environment Plan signals continued focus on waste, including transition to full producer responsibility and reduction of single use plastics

The Province recently released several documents for comment, including their road map for environmental programs, the *Made-in-Ontario Environment Plan* and a follow up discussion paper specifically addressing litter and waste reduction in Ontario. The Region and its local municipal partners are working together to provide holistic comments and recommendations to the Province on behalf of our residents. The Update will identify key actions needed to ensure the Region and local municipalities are proactively preparing for changes in the waste management system over the next five years.

5. Financial

SM4RT Living Plan's focus on reduction and reuse is the most cost effective approach to providing efficient waste management services

When the SM4RT Living Plan was approved in 2013, staff identified that the low hanging fruit in terms of diversion had been addressed, resulting in only incremental gains since 2008. Continuing to add new diversion programs could significantly increase costs to deliver waste management services in York Region and provide only marginal returns in diversion. The SM4RT Living Plan focuses on decreasing waste generation to allow for 'infra-stretching' or the ability to extend the life of assets and cost effectively manage increasing demand associated with growth. As of today, this focus maintains its priority as challenges continue to plague waste management infrastructure while meeting growth demands and cost pressures.

Region and local municipalities managing uncertainty around Blue Box transition

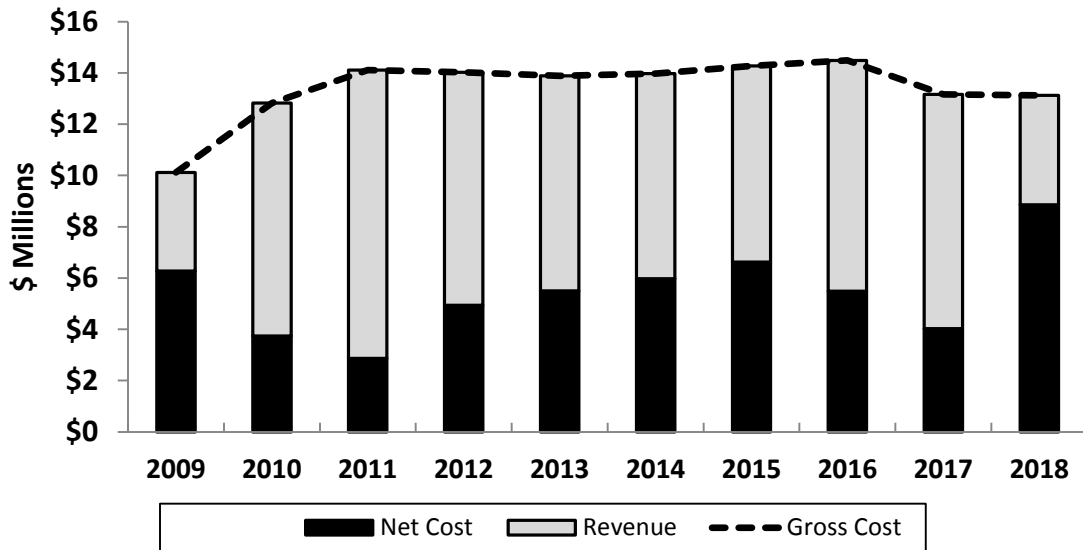
A significant challenge on waste management infrastructure is most evident with the Blue Box program. While the province has signaled continued commitment to moving ahead with transitioning this program to full producer responsibility, details have not been forthcoming. The Region and local municipalities must continue to plan for provision of Blue Box collection and processing for the foreseeable future, including contract extensions, new contracts and investments in infrastructure to accommodate new materials and new market requirements.

Tightening markets and increasing contamination cause declining revenues for the Blue Box program

Since 2011, the Region has invested over \$18 million in upgrades at the Materials Recovery and Transfer Facility to improve sorting technology to keep with up change in material composition, increased contamination level and, more recently, stringent quality requirements imposed by end markets. Despite these upgrades, the net operating cost is extremely inconsistent as it is dependent on revenues received from the sales of recovered recyclables. As shown in Figure 2 below, the gross annual Blue Box operating costs are relatively consistent over the past ten years while net cost ranges from \$8.9 million (2018) to \$2.9 million (2011). While 2019 revenue is a forecasted \$1.8 million higher than 2018, stringent end market quality requirements and saturation of other oversea recyclable markets will most likely continue to result in declining revenues from sales of recovered recyclables. This impact may increase the Region's overall net Blue Box operating cost moving forward.

Further impacts may be realized through increasing contamination loads as seen at the Earl Turcott Transfer Station in Markham where contamination has doubled since 2010. Contamination includes organic material found mixed in with recyclables, especially where recyclables were collected in plastic bags. Lowering contamination levels is a necessity in order to market recyclable materials which would not only help yield higher revenue but also ensure that materials collected in the Blue Box are actually recycled.

Figure 2: Blue Box Annual Operating Cost and Revenue (2009-2018)



At the same time, producers continue to dispute the amount of the annual Blue Box funding allocation, requiring costly and time consuming negotiations. As a result, the Municipal 3Rs Collaborative is advocating for full transition of the Blue Box program with a phased approach initiated as soon as possible and completed by 2024. Accelerating the implementation of the circular economy is a means to resolve this issue and reduce the strain on taxpayers. Region staff continue to actively participate in the Municipal 3Rs Collaborative and ensure Regional and local municipal interests are represented.

6. Local Impact

Region and Local Municipal partnership key to success of Blue Box program

York Region staff, together with local municipal staff will continue to work collaboratively to address the issue of contamination. Ultimately, contamination will need to be addressed at the curb with clear and consistent messaging and enforcement. A collaborative approach is necessary to minimize confusion for residents on how to participate in the Blue Box program and ensure contamination is managed at the curb so that materials collected can be recycled.

Continued coordinated efforts are needed at the curb to ensure readiness for transition to full producer responsibility

In previous discussions, producers have indicated that one possible outcome under full producer responsibility includes municipalities as service providers for curbside collection. Under this scenario, it is possible that municipalities would incur penalties if the municipality is unable to comply with strict contamination thresholds. In other jurisdictions such as British

Columbia, where full producer responsibility is in place, producers set contamination limits as low as 3 per cent, with penalties applying if the contamination exceeds this threshold. Municipalities that implement strict curbside enforcement and are able to reduce contamination levels will be in a better position to meet expectations once the blue box program is transitioned to full producer responsibility.

Local municipalities continue to drive reuse by expanding successful programs and partnerships

York Region, together with our local municipal partners, is leading in programs and initiatives that focus on waste reduction and reuse and as a result there are currently no municipal comparators. Staff have discussed with other municipalities the need to streamline key metrics, such as the waste generation rate, to help standardize performance measurement as it relates to reduction and reuse.

Local municipalities have expanded successful programs such as curbside giveaway days, with additional events for existing participants, expansion to East Gwillimbury and Richmond Hill, and collaboration on common dates and promotion in partnership with the Region. This low cost program continues to be popular with residents, receiving positive feedback and engagement on social media and high resident satisfaction on follow up surveys.

Seven local municipalities launched or expanded textile education and diversion programs in partnership with charities. These activities diverted over 2600 tonnes of textiles from the waste stream in 2018:

- Markham continues to expand its very successful collection bin program across the City
- Aurora, Whitchurch-Stouffville and Newmarket established a new partnership with Diabetes Canada to provide collection bins in those communities
- King Township continued its popular bin program and piloted curbside collection on several dates
- Richmond Hill developed an education program that supports existing community donation programs and encourages waste reduction
- City of Vaughan offered textile collection at Environment Days and is exploring options to provide collection bins to multi-residential buildings

7. Conclusion

SM4RT Living Plan Five Year Update sets course for continued leadership and success of the integrated waste management system

Council's leadership in endorsing the SM4RT Living Plan in 2013, with its unique focus on waste reduction has positioned the Region and local municipalities as leaders in the municipal waste sector in Canada. The Update recommendations, brought forward to Council in early 2020, will include:

- Plans to continue momentum on current initiatives promoting reduction, reuse and recycling
- New ideas and approaches to deal with litter, single use plastics, and multi-residential engagement
- Implementation plan for an organics processing solution to meet future demand and reduce greenhouse gas emissions
- Advocacy and planning for managing transition to extended producer responsibility

This work will ensure that the Region and our local municipal partners are prepared for the challenges and opportunities in the waste management sector over the next five years.

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:

Erin Mahoney, M. Eng.
Commissioner of Environmental Services

Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

May 31, 2019
Attachments (1)
9064410

to the
Repair Café

SMART LIVING PLAN
**BALANCED
SCORECARD**
2018



WHAT IS THE SM4RT LIVING PLAN?

The SM4RT Living Plan is York Region's Integrated Waste Management Master Plan. Developed by York Region and its local municipal partners and approved by council in 2013, the plan sets the course for waste management in the Region for the next 25 to 40 years. Over the past five years, thousands of residents have helped implement priority initiatives with a focus on the 4R's: reduce, reuse, recycle and recover. The SM4RT Living Plan is moving York Region away from the traditional linear model of waste management to a more sustainable circular economy approach.



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



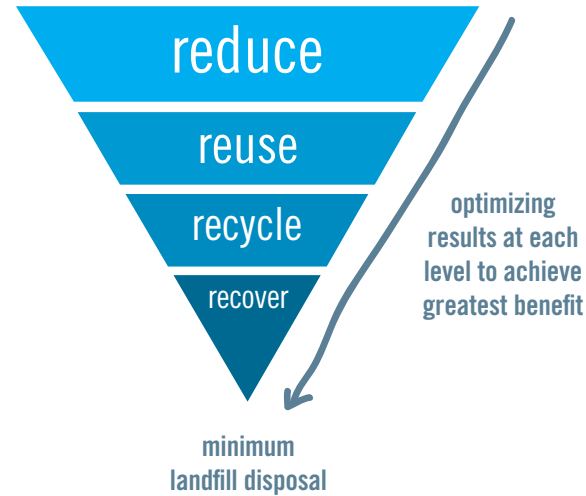
INFLUENCE CONSUMER CHOICES

- 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



4Rs

REDUCE

2031 Target: Reduction of green bin material by 15%, yard waste by 5% and other waste streams by 5%

REUSE

2031 Target: Lower garbage generation by 5% through support of reuse initiatives

RECYCLE

2031 Target: Increase material diverted from landfill by 4%

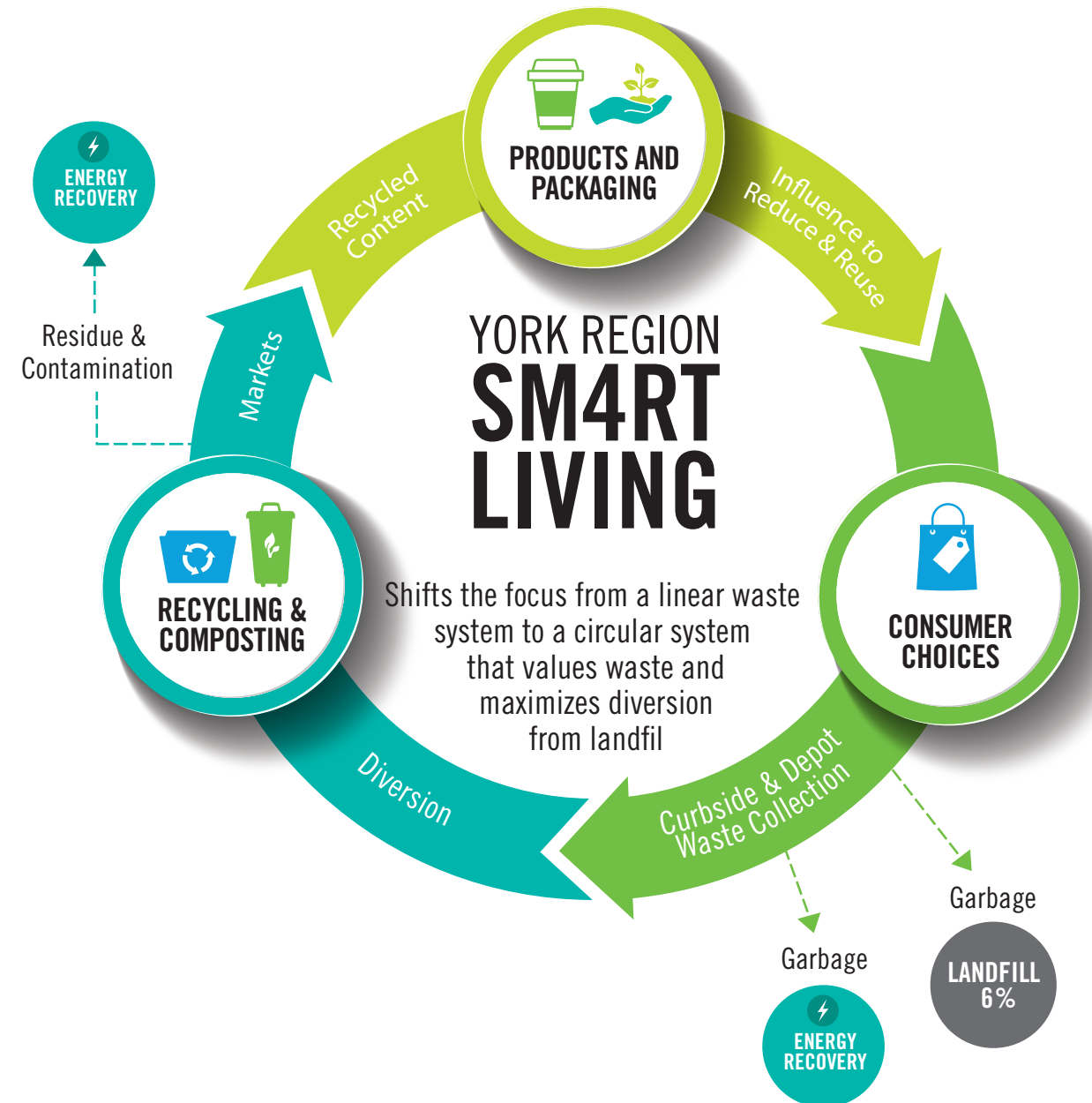
RECOVER

90% diversion from landfill Capturing 60 to 80% of metals from residual waste

LINEAR ECONOMY



CIRCULAR ECONOMY



YORK REGION WASTE GENERATION RATE

WHAT IS IT?

Waste generation rate is a tonnage per person measurement (kg/capita) used to track progress towards the SMART Living Plan waste reduction target. The rate shows curbside and depot-collected material separately.

WHY TRACK IT?

The SMART Living Plan focuses on waste reduction initiatives as well as increasing diversion. A new metric was needed to track progress towards long-term targets. Curbside waste generation rate is more representative of the waste reduction initiatives because it tracks materials residents are placing out at the curb.

WHAT ARE THE TRENDS?

The waste generation rate is complex and varies year to year. There are external factors such as housing types, population growth, seasonal population and climate change which all affect the rate differently per municipality.

The SMART Living programs are driving long-term behaviour change to reduce waste generation. Successful programs are continuing to be expanded.

INCREASING SUCCESS OF REUSE PROGRAMS

The Region in collaboration with local partners hosted seven Repair Café's. Curbside Giveaway Days were hosted in eight municipalities and a first time promotion of an online swapping platform to facilitate the process was introduced. Textile collection continues to grow through locally driven programs in some of the northern six municipalities led by the Town of Aurora.

NEW PARTNERSHIPS TO SUPPORT INNOVATIVE PROGRAMS

York Region, Markham Public Library and York Region Makers established a partnership to develop the first Lendery - a library of things- such as household items, sporting goods and hand tools. In 2018, planning began with a donation drive to build the inventory for the Milliken Mills Lendery, which is set to launch in 2019. Residents contributed 98 items to help build this community resource.

The Region's Water Conservation and Efficiency group teamed up with Waste Management to conduct water and food waste audits at York Region run long-term care facilities in Newmarket and Vaughan identifying recommendations for food waste reduction.

REGION'S LEADERSHIP IN FOOD WASTE INFLUENCING POLICY AT PROVINCIAL AND FEDERAL LEVEL

The Region was one of the first municipalities to have a food waste reduction program. Recent provincial policy, such as the Food and Organic Waste Framework, aligns with the SMART Living Plan's food waste reduction strategy. The new Canada Food Guide reflects similar messaging to the Good Food Program promoting mindfulness around eating habits and cooking more often at home.

FOCUS ON REDUCTION IS A COST-EFFECTIVE, RESILIENT APPROACH

Through the SMART Living Plan, Regional Council has demonstrated leadership in building the resilience of the waste management system and influencing change through continued advocacy efforts. The Five Year Review and Update will focus direction of policy and programs to ensure the Region and local municipal partners continue to address challenges in the waste management system.

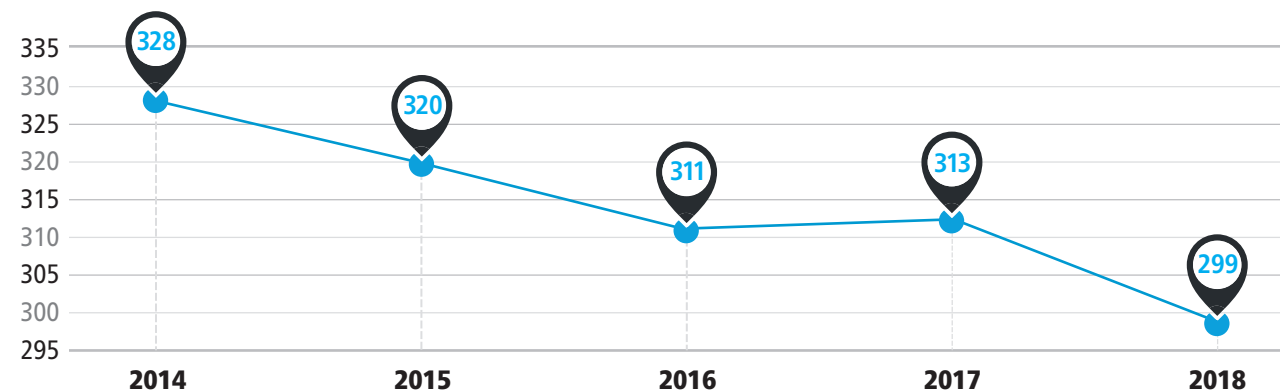
WASTE MANAGEMENT PERFORMANCE

Curbside Waste Generation Rate (kg/capita)

MUNICIPALITY	CURBSIDE COLLECTION				SPECIAL PROGRAMS (Textiles, e-waste, batteries, scrap metal)	TOTAL CURBSIDE WASTE GENERATION RATE
	GARBAGE	BLUE BOX*	ORGANICS	YARD WASTE		
Town of Aurora	99	78	76	38	2	293
Town of East Gwillimbury	78	71	74	38	<1	261
Town of Georgina	93	79	71	29	<1	272
Township of King	82	88	80	43	1	294
City of Markham	59	67	91	32	9	258
Town of Newmarket	83	75	73	38	<1	269
City of Richmond Hill	77	67	80	32	<1	256
City of Vaughan	88	65	83	31	<1	267
Town of Whitchurch-Stouffville	90	70	78	28	2	267
Overall Curbside Waste Generation Rate	77	69	83	33	3	265
2017 vs 2018	-1	-2	0	+2	+1	0

*Blue box generation rate not adjusted for contaminated loads

Curbside Waste Generation Rate 2014-2018



2031 TARGET
TOTAL WASTE GENERATION RATE
289 kg PER CAPITA

Total Waste Generation Rate (kg/capita)

CURBSIDE WASTE GENERATION	YORK REGION DEPOT WASTE GENERATION RATE		OTHER (YORK REGION TRANSIT, SCHOOL BOARDS, ROADS DEPARTMENT, N6 BIA)	TOTAL WASTE GENERATION RATE
	RESIDENTIAL	SMALL BUSINESS		
265	21	7	6	299

CURBSIDE WASTE TRENDS 2014-2018 (Kg/capita)

	2014	2015	2016	2017	2018	2014-2018 TREND
GARBAGE	82	80	78	78	77	↓
BLUE BOX	76	72	70	71	69	↓
ORGANICS	84	85	84	83	83	→
YARD WASTE	39	35	29	31	33	↓

PROGRAM UPDATES

The SM4RT Living Plan relies on partnerships with local municipalities and community organizations to leverage technology, skills and knowledge to drive successful program delivery.



REPAIR CAFÉ

York Region in partnership with local towns, cities, libraries and York Region Makers, give broken items new life at Repair Cafés. Seven events were hosted in 2018. 2019 plans include 14 events hosted by the Region or community partners, such as Markham Public Library and King Township.

287 PARTICIPANTS
OVER 200 ITEMS FIXED



FOOD WASTE

The award winning Good Food campaign has tips to help you plan and prepare meals, save time and money, eat healthy and waste less. The Region is exploring new partnerships in 2019.

**23 GOOD FOOD
OUTREACH EVENTS**
OVER 4,300 PEOPLE ENGAGED



MULTI-RESIDENTIAL

Building managers, superintendents and tenants reduced waste through reuse and recycling initiatives. Aurora's e-waste and battery collection pilot continues, Richmond Hill updated their development standards and Vaughan expanded collection services to more buildings in 2018.

**PROMOTION & EDUCATION
MATERIALS TO 19,745 UNITS**
**21,000+ UNITS SERVED
WITH 3-STREAM COLLECTION**



COMPOSTING

A backyard composter can divert approximately 100kg of food and yard waste per year leaving behind garden gold. In 2018, eight event days were held in partnership with local municipalities.

**911 BACKYARD
COMPOSTERS SOLD**
**91 TONNES OF
ORGANICS DIVERTED**



TEXTILES

Textile programs are offered in seven municipalities through donation bins, event days, community garage sales, and education campaigns. Aurora, Whitchurch-Stouffville and Newmarket established a new partnership to support their programs.

**165+ MUNICIPAL
COLLECTION BINS**
2,612 TONNES OF TEXTILES COLLECTED



CURBSIDE GIVEAWAY DAYS

A low-cost program that allows residents to place items no longer needed at the curb that neighbours can take for free! 2018 included new dates in Richmond Hill and East Gwillimbury. Common dates for June and October will continue in 2019.

37 EVENT DAYS
**MOST COMMON ITEM:
FURNITURE**



SCHOOL PROGRAMS

Regional and local municipal programs inspire and support elementary schools to reduce their waste and improve reuse and recycling efforts at school and at home.

**52 PRESENTATIONS
BY LOCAL MUNICIPALITIES**
4,000+ STUDENTS ENGAGED



BUSINESS PROGRAMS

A Waste Reduction Forum was held in Vaughan to educate and inspire businesses to reduce waste to achieve bottom line results.

47 BUSINESSES
**96% OF PARTICIPANTS
SATISFIED**



2018 PARTNERS

Thank you to residents and partners for continued support and commitment to sustainable waste reduction programs.



SMART LIVING PLAN BALANCED SCORECARD 2018



June 28, 2019

Ms. Lisa Lyons
Director of Legislative Services/Town Clerk
Town of Newmarket
395 Mulock Drive, P.O. Box 328
Newmarket, ON L3Y 4X7

Dear Ms. Lyons:

**Re: Bill 108, More Homes, More Choice Act, 2019:
Implications for the Development Charges Act and the Planning Act**

On June 27, 2019 Regional Council received the communication from Kiran Saini, Deputy Town Clerk, dated June 3, 2019. Council also adopted the following recommendations:

1. Council endorse this report and Attachment 1 as the Region's submission to the Province in response to the Environmental Registry of Ontario (ERO) postings: Bill 108 – (Schedule 3) – the More Homes, More Choice Act: Amendments to the Development Charges Act, 1997 (ERO # 019-0017) and Bill 108 – (Schedule 12) – the More Homes, More Choice Act: Amendments to the Planning Act, 119 (ERO # 019-0016).
2. The Regional Clerk circulate this report and Attachment 1 to:
 - a. The Clerks of the local municipalities
 - b. The local Members of Provincial Parliament
 - c. The Minister of Municipal Affairs and Housing
 - d. The Building Industry and Land Development Association – York Chapter (BILD)
 - e. The Association of Municipalities of Ontario (AMO) and the Municipal Finance Officers' Association of Ontario (MFOA)

The staff report is enclosed for your information.

Please contact Edward Hankins, Director, Treasury Office at 1-877-464-9675 ext. 71644 or Sandra Malcic, Director, Long Range Planning at 1-877-464-9675 ext. 75274 if you have any questions with respect to this matter.

Sincerely,

A handwritten signature in black ink, appearing to be 'CR', written over a horizontal line.

Christopher Raynor
Regional Clerk

Attachments

The Regional Municipality of York

Committee of the Whole
Finance and Administration
June 13, 2019

Report of the Commissioner of Finance
and the Chief Planner

Bill 108, More Homes, More Choice Act, 2019: Implications for the Development Charges Act and the Planning Act

1. Recommendations

1. Council endorse this report and Attachment 1 as the Region's submission to the Province in response to the Environmental Registry of Ontario (ERO) postings: Bill 108 – (Schedule 3) – the More Homes, More Choice Act: Amendments to the Development Charges Act, 1997 (ERO # 019-0017) and Bill 108 – (Schedule 12) – the More Homes, More Choice Act: Amendments to the Planning Act, 119 (ERO # 019-0016).
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 - e. The Association of Municipalities of Ontario (AMO) and the Municipal Finance Officers' Association of Ontario (MFOA)

2. Summary

This report seeks Council endorsement of staff responses to Schedules 3 and 12 of [Bill 108, the More Homes, More Choice Act, 2019](#) ("Bill 108"). Schedule 3 pertains to the *Development Charges Act, 1997*. Schedule 12 pertains to the *Planning Act, 1990*. Detailed staff comments are provided in Attachment 1.

Key Points:

- Bill 108 was tabled on May 2, 2019 and proposed amendments to 13 statutes
- Staff responses to Schedules 3 and 12 were submitted to Ontario's Environmental Registry on May 31, 2019 prior to the June 1, 2019 deadline

- Bill 108 is pending Royal Assent in June
- Bill 108 makes changes to municipal land use planning and how growth-related infrastructure and community services are funded
- York Region shares the Province’s commitment to ensuring housing supply and improving affordability. However staff have significant concerns that the Bill could undermine the Province’s central objective of bringing housing online faster, and restrict the ability for municipalities to pay for vital infrastructure
- The regulatory framework necessary to implement Bill 108 should be developed in partnership with municipalities

3. Background

On May 2, 2019 the Province tabled Bill 108, the cornerstone of its Housing Supply Action Plan

In November 2018, the Province announced its intention to develop a Housing Supply Action Plan (“Action Plan”) aimed at addressing challenges and barriers to new home ownership and rental housing.

On May 2, 2019, the Province tabled Bill 108, as the cornerstone to the Action Plan. The Bill contains extensive legislative changes to the planning approval process and mechanisms for funding growth-related infrastructure. Bill 108 amends 13 statutes including those dealing with conservation authorities, development charges, environmental assessments, the Local Planning Appeal Tribunal (previously known as the Ontario Municipal Board - OMB), and land use planning.

Staff comments on changes to the *Environmental Assessment Act, 1990* and the *Conservation Authorities Act, 1990*, were provided separately and Council is receiving memoranda on those comments on this agenda. Neither consolidated staff comments, nor a consolidated report to Council, on Bill 108 was possible as there was no formal consultation mechanism on the overall Bill. Individual parts and schedules were released for comment on the Environmental Registry with different commenting periods.

Staff comments on Schedules 3 and 12 of Bill 108 were submitted to the Province on May 31, 2019 to meet the comment deadline

The Province provided a 30 day commenting period for Schedules 3 and 12 of the Bill, which dealt with development charges and land use planning respectively. York Region responded with a joint letter from the Commissioner of Finance and Regional Treasurer and the Chief Planner (Attachment 1). Due to the short timeframe, it was not possible to bring the staff response to Regional Council for endorsement prior to submission through the Environmental Registry on May 31, 2019. Should Council have any additional comments, staff will forward them to the Province.

An interdepartmental effort was undertaken to provide feedback on those Schedules of the Bill. In addition, staff consulted with local and neighboring municipalities, the Association of Municipalities of Ontario (AMO), and the Municipal Finance Officers' Association of Ontario (MFOA) and the Regional Planning Commissioners of Ontario (RPCO) in developing the responses.

York Region has also submitted comments on other schedules of Bill 108

Attachment 2 to this report summarizes staff comments on other sections of the Bill. Staff are supportive of some changes, such as removing the requirement for low risk projects to undertake environmental assessments (under the *Environmental Assessment Act, 1990*).

In other instances the changes have little to no impact on the Region, such as those amendments to the *Education Act, 1990*, *Environmental Protection Act, 1990* or the *Workplace Safety and Insurance Act, 1997*. Some of the changes through Bill 108 directly impact the Region's local municipalities, such as those to the *Ontario Heritage Act, 1990*. Staff will continue to monitor the progress of these Schedules and any changes that may arise and update Council as necessary.

Bill 108 is pending Royal Assent following amendments at Standing Committee

At Standing Committee on Bill 108, Schedule 3 (*Development Charges Act, 1997*) was amended so that paramedic services (referred to as ambulance services) can continue to be an eligible service. In addition, development charge payments for non-profit housing will now be phased over 21 equal annual payments, beginning at the earlier of occupancy permit or first occupancy of the development. No further changes were made to Schedule 12 of the Bill (*Planning Act, 1990*). The changes at Standing Committee do not alter staff concerns with the Bill (as outlined in the report and Attachments 1 and 2).

Bill 108 is pending Royal Assent in early June. While some of the Schedules (or portions of the Schedules) will come into effect on the date of Royal Assent, others will come into effect on a date to be named by proclamation of the Lieutenant Governor.

Much of what Bill 108 changes will be clarified and come into force through regulations

Many of the changes through Schedules 3 and 12 of Bill 108 will require new or updated regulations. Through conversations with the Province, these regulations are expected to be developed over the coming summer months. Staff have asked that the Province provide a minimum 90 day commenting period once the regulations are released and to work with staff to develop the content. In the event that the commenting period is shorter than the requested 90 days, staff will work with these time constraints and report to Council after comments were submitted.

4. Analysis

York Region shares the Province's commitment to ensuring housing supply and improving affordability however the proposed changes could counter the Province's central objective of bringing housing online faster

With a five year supply of registered and draft approved housing units and a 20 to 23 year supply of designated land, York Region has a healthy housing supply to accommodate growth. Despite this, York Region currently has a shortage of affordable housing options. Increasing housing prices are largely influenced by both supply and demand based pressures, some of which are beyond a municipality's control.

While staff are supportive of some of the changes in Bill 108, much of the proposed changes do not assess and consider all factors that impact housing supply and cause affordability challenges. It is uncertain how some of the proposed changes will result in achieving the five main objectives of Ontario's Housing Supply Action Plan (Speed, Mix, Cost, Rent and Innovation). The Region is committed to working expeditiously with the development industry, the Province and its affiliated agencies and other partners in order to advance these objectives.

Regional staff are supportive of positive elements of Bill 108

Bill 108 contains extensive legislative changes focusing on the five themes of speed, cost, mix, rent and innovation aimed at improving housing supply and affordability.

Regional staff support positive changes within Bill 108 such as:

- removing the requirement for low risk projects to undertake environmental assessments
- appointing more Local Planning Appeal Tribunal adjudicators to deal with appeals
- the removal of the 10 per cent discount for determining development charges for eligible services

Bill 108 repeals significant amendments made to reform the land use planning and appeals systems

Bill 108 makes changes to the *Planning Act, 1990* including reduced approval timelines, expanded grounds for appeal and reintroduction of de novo hearings at the discretion the Local Planning and Appeals Tribunal (LPAT). Shorter timelines and proposed LPAT changes will limit the ability to obtain meaningful public and stakeholder input and reduce the decision making authority from local councils upon appeal. In addition to staff comments, Attachment 1 to this report provides previous Council positions on OMB reform.

Staff also expressed concerns with:

- limiting the application of inclusionary zoning policies to Major Transit Station Areas (“MTSAs”) and areas where a development permit system are in place
- whether implementation of a development permit system will expedite approvals given the amount of detailed up-front work required by municipalities
- the repeal of parkland bylaws and parkland condition to approval of plan of subdivision

Improved land-use planning processes could have been achieved without the changes through Schedule 12 of Bill 108

In the staff response to the Province a number of alternative approaches to streamline the land-use planning process have been recommended by staff, including:

- consolidating *Environmental Assessment Act, 1990* and *Planning Act, 1990* approvals
- simplifying/reducing the complexity of the official plan processes
- respecting local decision making by restricting the basis of appeals to conformity matters and prohibiting de novo hearings

Changes to the *Development Charges Act, 1997* may create significant financial risks and could delay infrastructure investments

Amendments to the *Development Charges Act, 1997* manifestly change the way growth-related infrastructure is funded. These changes are anticipated to reduce development charge collections, increase financial risks, and create a greater administrative burden on the Region. By moving away from the principle of growth paying for growth, these changes could delay infrastructure investments and slow the delivery of housing supply. Specific concerns include:

- freezing development charge rates at site plan application or zoning amendment application could delay the construction of, and increase the debt risks associated with, growth-related projects not currently in the Region’s Development Charge Bylaw such as the Yonge Subway Extension
- freezing development charge rates without a deadline to construct does not encourage the timely delivery of housing supply
- delaying and phasing the payment for prescribed classes of development charges results in cash flow challenges, and creates debt pressure for municipalities
- administration of delayed and phased payments would necessitate additional staff resources. If municipalities cannot recover these costs from growth, this would be a direct impact on property taxes
- a number of Regional services would no longer be eligible for development charge funding despite being growth related and their importance to building complete communities

Staff response highlighted proposals that could achieve cost certainty for stakeholders while protecting municipal fiscal health

In response to the Province's invitation to comment, staff recommended a number of actions that could address concerns regarding cost certainty while maintaining municipal fiscal health and supporting delivery of needed infrastructure.

Some of those key recommendations are:

- ensuring a fairer sharing of risks by providing municipalities with ability to collect full or partial payment of development charges at site plan or zoning amendment application
- targeting the delayed and phased payment program to purpose-built rental and non-profit housing development, and providing municipalities with the ability to secure their interests
- addressing the funding mechanisms for the growth-related portion of Yonge Subway Extension through regulations
- ensuring municipalities have sufficient time to adopt a new development charge bylaw and community benefits charge bylaw in accordance with Bill 108

Many key details regarding Bill 108 will be provided through regulations

While Bill 108 is pending Royal Assent, a number of key issues have yet to be determined. It is expected that further clarity will be provided in the forthcoming regulations.

Some of the key issues requiring further regulatory clarity include:

- transition provisions
- rules relating to the freezing of development charge rates and phasing in of development charges for prescribed classes of development
- list of services eligible for development charge recovery
- the implementation and administration of the community benefits charge
- rules relating to development charge exemptions for secondary suites

Comments provided to the Province, under Bill 108, are aligned with a number of Vision 2051 Goal Areas

Detailed comments provided to the Province in Attachment 1 are aligned with many of the Region's Vision 2051 Goal Areas, including:

- open and responsive government
- liveable cities and complete communities
- living sustainably

- a place where everyone can thrive
- appropriate housing for all ages and stages

5. Financial

It is expected that Schedules 3 and 12 of Bill 108, once in force, will result in significant development charge shortfall and debt pressures for the Region

Development charges are a highly variable source of revenue that is dependent on the housing market and non-residential development. The level of collections is the key driver of the Region's capacity to fund growth infrastructure and its overall debt levels. The Region's current 10 year capital plan is dependent on the assumption that, on average, \$380 million of development charges will be collected annually. Of this amount, approximately \$290 million is needed annually to pay the principal and interest on existing development charges debt. The remainder of about \$90 million would be available annually to construct new growth-related projects.

While the impact of Bill 108 cannot be fully assessed until the regulations become available, early analysis suggests that, once Bill 108 is in force, there could be an estimated development charge shortfall in the order of \$300 million over five years. The impact of this shortfall could require deferrals of growth-related infrastructure projects to avoid taking on unsustainable debt levels. This could result in delayed development which would be counter to the Province's objective of accelerating housing supply.

Staff will continue to review and assess the fiscal impact of the other changes through Bill 108 and report back to Council as necessary.

6. Local Impact

Bill 108 affects all of the local municipalities

Bill 108, through its amendments to 13 statutes, impacts all of the Region's local municipalities. Specifically, Schedules 3 and 12, dealing with land use planning and development charges have a direct impact on how local municipalities will continue to grow and how they are to fund that vital infrastructure required to accommodate that growth.

7. Conclusion

Staff continue to advocate for a partnership with the Province in developing the accompanying regulatory framework associated with Bill 108

Bill 108 was an omnibus bill that, amongst other areas, changes land use planning and how growth-related infrastructure is funded. While Bill 108 is pending Royal Assent, much is still left to be determined through the enabling regulations. Staff hope to work with the Province

in order to develop a regulatory framework that strikes an equitable balance between the needs of development industry and the concerns of municipalities.

For more information on this report, please contact Edward Hankins, Director, Treasury Office at 1-877-464-9675 ext. 71644 and/or Sandra Malcic, Director, Long Range Planning at 1-877-464-9675 ext. 75274. Accessible formats or communication supports are available upon request.

Recommended by:

Laura Mirabella, FCPA, FCA
Commissioner of Finance and Regional Treasurer

Paul Freeman, MCIP, RPP
Chief Planner

Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

June 6, 2019
Attachments (2)
9636628



May 31, 2019

Finance Department

John Ballantine, Manager
Municipal Affairs and Housing
Municipal Finance Policy Branch
13th Floor, 777 Bay St.
Toronto, ON, M5G 2E5

And to:

Planning Act Review - ERO#: 019-0016
Provincial Planning Policy Branch
13th Floor, 777 Bay St.
Toronto, ON M5G 2E5

Dear Mr. Ballantine,

Re: York Region Staff Comments in Response to Bill 108 - *More Homes, More Choice Act, 2019* - ERO # 019-0017 and ERO # 019-0016

On May 2, 2019 the Province introduced Bill 108, the *More Homes, More Choice Act, 2019*. Bill 108 proposes amendments to 13 statutes and forms the cornerstone of the government's Housing Supply Action Plan. Due to the short 30 day consultation period, it was not possible to bring the attached staff response to York Region Council for endorsement. Should Council have any additional comments staff will forward them to the Province at a later date. Detailed staff comments can be found in the attachments.

Regional staff calls upon the Government of Ontario to extend the commenting period for Bill 108 and to consult municipalities in the development of the regulations

On May 16th, 2019, York Region Council carried forward a motion to urge the Government of Ontario to halt the legislative advancement of Bill 108 to allow the Region and all municipalities to provide meaningful and constructive feedback. The Region has a long history of working with the Province and the development industry to create innovative solutions in the public interest. We look forward to continuing this productive partnership.

Regional staff request that the Province extend the commenting period until the first Fall sitting on standing orders of the Provincial legislature – September 9, 2019. This would allow sufficient time to conduct a more thorough analysis of the proposed changes, and ensure that objectives for sound decision making for housing growth that meets local needs will be reasonably achieved.

Regional staff request that the Province consult municipalities in the development of the regulations and provide a minimum 90 day commenting period. In doing so, this may help mitigate some of the concerns expressed by staff in this letter and the Attachments.

Regional staff are supportive of positive elements of Bill 108

Bill 108 contains extensive legislative changes focusing on the five themes of speed, cost, mix, rent and innovation aimed at improving housing supply and affordability. Regional staff support positive changes within Bill 108 such as:

- removing the requirement for low risk projects to undertake environmental assessments;
- appointing more Local Planning Appeal Tribunal adjudicators to deal with appeals; and
- the removal of the 10 per cent discount for determining development charges for eligible services.

There are opportunities to achieve efficiencies within the existing planning and appeals process

Bill 108 proposes extensive changes to the *Planning Act, 1990* including significantly reduced approval timelines and expanded scope and jurisdiction of the Local Planning and Appeals Tribunal. Staff have concerns that shorter timelines and proposed Local Planning Appeals Tribunal changes will limit the ability to obtain meaningful public and stakeholder input.

Staff have identified alternative approaches to streamline the land-use planning process including:

- consolidating *Environmental Assessment Act, 1990* and *Planning Act, 1990* approvals;
- simplifying/reducing the complexity of official planning processes; and
- respecting local decision making by restricting the basis of appeals to conformity matters and prohibiting de novo hearings.

Bill 108 creates a number of significant financial risks and could delay vital infrastructure investments

Bill 108, through its changes to the *Development Charges Act, 1997*, manifestly changes the growth funding mechanism. These changes are anticipated to reduce development charge collections, which place significant financial risks and a greater administrative burden on the Region. The changes also fail to adequately incent the development industry to do their part. By moving away from the principle of growth paying for growth, these changes could delay infrastructure investments and slow the delivery of housing supply. Specific concerns include:

- Freezing development charge rates at site plan application or zoning amendment application could delay the construction of, and increase the debt risks associated with, growth-related projects not currently in the Region's Development Charge Bylaw such as the Yonge Subway Extension.
- Freezing development charge rates without a deadline to construct does not encourage the timely delivery of housing supply.
- Delaying and phasing the payment for prescribed classes of development results in a significant cash flow challenge and creates debt pressure for the Region.
- Administration of the delayed and phased payments would necessitate additional staffing needs. If municipalities cannot recover these costs from growth, this would be a direct impact on property taxes.
- A number of Regional services would no longer be eligible for development charge funding despite their importance to building complete communities.

Early analysis shows that Bill 108, if passed, could reduce the Region's development charge collections by the order of \$300 million over the next five years. Ultimately, the cost to the Region in terms of higher development charge debt and borrowing costs would be passed onto future development through upward pressure on rates. Any project with funding needs not recovered through development charges or the Community Benefits Charge would need to be reconsidered or addressed through the Region's tax levy, which has an impact on housing affordability.

Region Staff are proposing specific and balanced recommendations aimed to increase development cost certainty while protecting municipal fiscal health

There are opportunities to address concerns regarding cost certainty while also maintaining municipal fiscal health and supporting the delivery of needed infrastructure. Key staff recommendations are highlighted below:

- ensuring a fairer sharing of risks by providing municipalities with the ability collect full or partial payment of development charges at site plan or zoning amendment application;
- targeting the delayed and phased payment program to purpose-built rental and non-profit housing development, and providing municipalities with the ability to secure their interests;
- addressing the funding mechanisms for the growth-related portion of Yonge Subway Extension through regulations; and
- ensuring municipalities have sufficient time to adopt a new development charge bylaw and community benefits charge bylaw consistent with Bill 108.

With a five year supply of registered and draft approved housing units, York Region has a healthy housing supply to accommodate growth. Regional staff are committed to working expeditiously with the development industry, the Province, agency and other partners to advance development approvals that are in the public interest. York Region staff would be happy to discuss these comments further with Provincial staff.

For questions regarding the above and attached comments, please contact Laura Mirabella Laura.Mirabella@york.ca, or Paul Freeman Paul.Freeman@york.ca.



Laura Mirabella, FCPA, FCA
Commissioner of Finance and Regional
Treasurer
The Regional Municipality of York



Paul Freeman, MCIP, RPP,
Chief Planner
Planning and Economic Development
The Regional Municipality of York

Attachments (2)

Attachment I

York Region Staff Comments on Schedule 3 and Schedule 12 (as it relates to the new Section 37 of the *Planning Act, 1990*) of Bill 108, *the More Homes, More Choice Act, 2019*

General Comments

York Region is a responsible and accountable order of government

York Region is a responsible and accountable order of government. With a five year supply of registered and draft approved housing units and 20 to 23 year supply of designated land, York Region has a healthy housing supply to accommodate growth. The Region is committed to working expeditiously with the development industry, the Province and its affiliated agencies and other partners in order to advance development approvals that are in the public interest.

The prescriptive nature of the changes under Bill 108 does not distinguish between municipalities; however each municipality in the Province is different. To treat all 444 Ontario municipalities the same does not recognize the significant strides and efforts some municipalities, like the Region, have made in increasing housing supply, creating an environment conducive to development and cultivating a culture of engagement and transparency with the development industry.

The Region continues to welcome a dialogue with the Province to ensure the benefits and risks associated with increasing housing supply are fairly shared between municipalities and the development industry.

While the Region is supportive of efforts to improve housing affordability, Bill 108 could create unintended consequences that are counterproductive

The Region of York supports the positive changes within Bill 108 such as:

1. removing the requirement for low risk projects to undertake environmental assessments;
2. appointing more Local Planning Appeal Tribunal adjudicators to deal with appeals;
3. streamlining the planning process provided that the planning processes are streamlined at both the provincial and local levels;
4. the removal of the 10% discount for determining development charges for hard services.

However, proposed changes to the growth funding mechanism could place significant financial risks and administrative burden on the Region. The Region is making significant infrastructure investments to support growth. In February of this year, York Region Council approved a 10-year \$6.6 billion capital plan, of which \$3.76 billion is for growth-related infrastructure. This includes \$705 million on road widening and approximately \$1.4 billion in water and wastewater projects over the 2019 to 2028 period. These investments are substantially funded through development charges. The Bill, if it becomes law, will create a structural disconnect between costs incurred by the Region and revenues received. This could result in:

- Approximately \$300 million in reduced development charge collections over the next five years (2019 to 2023)
- Delays in the construction of vital growth-related infrastructure such as Upper York Sewage Solutions, North East Vaughan Water and Sewage Servicing, and West Vaughan Water and Sewage Servicing (Phases 1 and 2), that could ultimately slow housing development
- Significant challenges to fund the Region share of the Yonge Subway Extension, a priority rapid transit project of Region-wide importance.

Development charges are an important funding source premised upon the principle of growth paying for growth. Regional development charges represent approximately five per cent of new housing prices. Limiting the ability of municipalities to recover growth-related infrastructure costs through development charges would not substantially address the issue of housing affordability.

The 30 day commenting period on Bill 108 should be extended so that municipalities may conduct a thorough analysis on its impact

Bill 108, the More Homes, More Choice Act, 2019 (“Bill 108”) was tabled on May 2, 2019 and municipalities were provided with a commenting period that ended on June 1, 2019 (which is a Saturday). The omnibus Bill proposes to amend 13 statutes including making fundamental changes to the planning and development charges regime in the Province.

In order to fully appreciate the implications of the changes and provide constructive feedback that is emblematic of our partnership with the Province, additional commenting time is necessary. In addition, many key details regarding the mechanics of *Bill 108* will be provided in regulations. Municipalities should be consulted on the development of these regulations.

In order to address these concerns, staff recommend the following:

- The commenting period be extended until the first fall sitting on standing orders of the Provincial legislature – September 9, 2019
 - In the alternative, the deadline be extended an additional 60 days, for a total commenting period of 90 days
- The Province consult with municipalities, and other interested stakeholders, in the development of related regulations and provide a minimum 90 day commenting period

Staff Comments on Schedule 3 and Schedule 12 (as it relates to the new Section 37 of the Planning Act, 1990)

The freezing of development charge rates could constrain the Region's ability to fund vital growth-related projects and increase the Region's debt risk

Currently, development charges are calculated at the prevailing rate as at date of building permit issuance, unless the development proceeds by plan of subdivision or an agreement is entered into stipulating an earlier or later date.

Under Bill 108, development charge rates would be 'frozen' at an earlier point in the development process, that being when an application for a site plan or zoning approval is made. This provision severs the connection between the cost of infrastructure needed to service growth and the rates charged. This proposed change could impact virtually all development in the Region. As a minor zoning change could activate the ability to lock-in rates, there is the potential for abuse.

The 'freeze' to development charge rates is intended as a measure to provide more cost certainty to developers. However, freezing development charges, potentially many years before development occurs, means that the development charge rates paid would not reflect the actual costs incurred and the projected needs of growth. This could limit the Region's ability to fund vital growth-related projects identified in the Region's 2041 Master Plan, which was developed in consultation with the development Industry. The Region's current development charge bylaw has a forecast horizon of 2031, and does not capture the numerous projects needed to support growth beyond that horizon.

The Region has entered into agreements to have the developing landowners fund certain infrastructure and provide development charge credits as the lands are developed. It is unclear how the Region can honor these commitments given the new rate structure.

There are other ways of increasing cost certainty to developers while also ensuring that municipalities do not bear all of the risks. For example, in order to secure a rate at site plan application, developers could provide full or partial payment. This affords municipalities with greater financial certainty to implement its capital plans. It will also discourage frivolous applications which add administrative burden and could slow down the approval process.

In order to address these concerns, staff recommend the following:

- That the Province further amend section 26 of the *Development Charges Act, 1997* such that for those developments requiring site plan or zoning application, payment, or partial payment, be required at that application
 - That this full, or partial, payment, due at site plan or zoning application, is a condition of registration or site plan approval

The funding mechanism for the Yonge Subway Extension may need to be addressed separately through regulations

Yonge Subway Extension, for which the Province recently announced partial funding, is not in the Region's Development Charge Bylaw. Allowing developers to lock in current development charge rates would mean that many of those benefiting from the Yonge Subway Extension could evade rate increases to pay for it. In other words, growth is not paying for growth, and funding the Region's share of this priority project would be a much greater challenge. This could have the unintended consequence of limiting future housing supply, and increase the Region's debt risks. Staff recommend that regulations be developed for the Yonge Subway Extension such that growth-related costs associated with this project can be appropriately recovered from growth.

In order to address these concerns, staff recommend the following:

- That the Province prescribe that the Yonge Subway Extension be an eligible service for which development charges may be imposed
 - That, as it relates to the Yonge Subway Extension, provisions related to the development charge rate calculation, amount of charge, and payment be prescribed through regulations
- That the Province further amend the new section 26.1 and 26.2 such that they do not apply to development charges imposed to pay for the growth-related portion of the Yonge Subway Extension and that full payment of those charges be payable in accordance with section 26

Freezing development charge rates without a deadline to construct will not incentivize the speedy delivery of housing supply

Allowing developers to lock in rates without making a financial contribution does nothing to promote the speedy delivery of housing supply. Bill 108 could be strengthened by setting a clear deadline for when developers must commence construction after locking in rates. The prescribed interest rate should also be set high enough to incentivize speedy delivery of housing.

In order to address these concerns, staff recommend the following:

- That, as it relates to the new subsection 26.2(1)(a) and (b), the Province prescribe a time period not greater than five years between the applications referred to in subsection 26.2(1)(a) and (b) and building permit issuance
 - That, when that five year time period is not met, development charges be payable in accordance with section 26
- That, as it relates to the new subsection 26.2(5)(a) and (b), the Province prescribe that the time period between application approval and building permit/date the development charge is payable be no more than two years
- That, for the purposes of the new subsection 26.1(7) and 26.2(3), the Province prescribe an interest rate that is greater than that which is charged by the Bank of Canada, such as the Prime rate

Delayed and phased payments will create significant cash flow challenges, and debt pressures burden for the Region

Bill 108 proposes to allow non-residential development, rental housing and non-profit housing to delay and phase payments. For these classes of development, development charges would be paid in equal annual installments, beginning at the earlier of occupancy permit or first occupancy of the development, and continuing for the ensuing five years (in the case of first occupancy, it is the developer who must notify the municipality of occupancy within five days of first occupancy).

Development charges are a highly variable source of revenue that is dependent on the housing market and non-residential development. The level of collections is the key driver of the Region's capacity to fund growth infrastructure and its overall debt levels.

Non-residential development historically accounts for 18 per cent of development charge collections. The delayed and phased payments could create a cash flow challenge on the order of \$300 million over the next five years.

The Region's current 10 year capital plan is dependent on the assumption that \$380 million in average annual development charges can be achieved. Of this amount, approximately \$290 million annually is needed to pay for principle and interest on existing development charges debt. The remainder is available to construct new growth-related projects. The cash flow challenge created by the delayed and phased payments translates directly to delays in funding for growth-related projects, if the Region is to continue its prudent efforts to reduce debt.

Deferred and phased payments should be targeted to purpose-built rental and non-profit housing development

While the Region has a healthy housing supply, it is facing shortages in rental housing supply. Encouraging rental and non-profit housing supply has the best opportunity to help address housing affordability in the Region. Bill 108 could be clarified to ensure that only developments that are registered as rental developments can qualify for deferred and phased payments. This is to ensure that rental buildings stay as rental over the long term, rather than converting into condominiums.

It is unclear why a housing plan, and its enabling Bill, premised upon improving housing affordability and increasing housing supply, would address non-residential development. Municipalities should retain the flexibility to devise incentives to promote non-residential development that suit their local circumstances. York Region has the mandate to advance such economic development strategies and has worked with its local municipalities and stakeholders to do so. York Region offers various development charge deferral programs to eligible non-residential developments.

The Bill should also be clarified to ensure that a mixed-use development, may only defer and phase development charges payable for the portion of development that is in the prescribed class (e.g., rental, non-profit housing).

In order to address these concerns, staff recommend the following:

- The Province strike institutional, industrial and commercial development as permitted classes under subsection 26.1(2)
- That the Province amend the new section 26.1 defining rental to be a registered rental development and that it be operated as a rental for a minimum of 25 years
- That the Province amend the new section 26.1 to permit municipalities to register a restrictive covenant on title, requiring the development be operated as a rental
- That the Province amend the new section 26.1 and clarify that a mixed-use development, a portion of which is not a prescribed class, not be permitted to avail itself of this deferral for the portion of the development that is not a prescribed, eligible class

The Bill should ensure that in cases of delayed payments, municipalities could secure its interests

Currently, a condition of building permit issuance is the payment of development charges. Bill 108 proposes to permit developers, in prescribed classes (section 26.1), to build and then phase in their payment beginning at occupancy permit or first occupancy.

This presents municipalities with potential challenges when it comes to recovering development charges in instances where the development is sold/transferred (or the developer ceases operations). It is possible that a development could build and then sell to another entity, prior to occupancy. The new owner/purchaser may be unaware of the outstanding development charge obligation without a registered agreement. Under this scenario, while the Region could put the development charges on the tax roll, there is no guarantee they would be collected. This represents a financial risk to the Region whereupon development charges are not collected, which puts additional pressures on the tax levy and user rate. In addition, the administration requirements of this process would be significant.

It remains unclear if the phased payment plan (akin to a deferral) can be secured or if a condominium operating as a rental can qualify. It is also unclear if this phased payment can apply to mixed-use development (e.g., condo and office). Under Bill 108 municipalities can charge interest, however again the rate has yet to be prescribed.

In order to address these concerns, staff propose the following:

- Noted previously: The Province strike institutional, industrial and commercial development as permitted classes under subsection 26.1(2)
- That the Province amend the new section 26.1 such that any phased payment/deferral under this section require an agreement, stipulating an agreed upon interest rate (not prescribed) and that the municipality can take security
 - That the Province amend the new section 26.1 to permit these agreements be registered on title
- That the Province strike the following from the new subsection 26.1(3) "the earlier of" and, "and the date the building is first occupied"
 - That the Province strike the new subsection 26.2(5)(6) – notice of occupation and failure to provide notice
- That the Province amend subsection 5(3) of the *Development Charges Act, 1997*, adding a new paragraph: Costs to manage the processing and collection of the payments under the new section 26.1

Schedule 3 of Bill 108 should be amended to ensure that municipalities have sufficient time to adopt a new development charge bylaw and Community Benefits Charge Bylaw consistent with the bill

Bill 108 proposes changes to when development charge rates are determined, when development charges are payable, what growth-related costs can be funded, and how. In addition, the Community Benefits Charge must be implemented through a new process. These are fundamental changes to the development charge regime.

The Bill should be amended to ensure that municipalities have sufficient time to adopt the needed bylaws. If the 'freezing' of development charges and delayed and phased payments are permitted at a time prior to a community benefits charge and new development charge bylaw being in place, municipalities could suffer financially. In York Region, the typical development charge bylaw update takes 18 months to two years to complete.

In addition, Bill 108, as tabled, has transition provisions that could result in different sections coming into force on different dates. The More Homes, More Choice: Ontario's Housing Supply Action Plan speaks to "excessive red tape and administrative burdens that make no sense". Having the potential for multiple transition periods creates an administrative burden for municipalities and increases the complexity of the development process.

In order to address these concerns, staff propose the following:

- The transition period for all parts of Schedule 3 to the *More Homes, More Choice Act, 2019* be on the date a municipality's next development charge bylaw comes into force
 - In the alternative, all parts of Schedule 3 to the *More Homes, More Choice Act, 2019* not be in effect until June 2, 2021 (two years after the proposed commenting period ends)

Services that are currently eligible for development charge recovery should continue to be eligible

The *Development Charges Act, 1997* through Ontario Regulation 82/98 note which services are ineligible for development charge funding. Bill 108 proposes to amend Subsection 2(4) of the *Development Charges Act, 1997* and prescribe those services eligible for development charge funding. Those Regional services still eligible for development charges include, water and wastewater, roads, policing, Toronto York Spadina Subway, transit, GO Transit, and waste diversion (which is no longer subject to the 10 per cent statutory deduction).

As a result of the proposed change, Regional services that would no longer be eligible for development charge funding would be: paramedic services, public health, senior services-capital component, social housing, and court services. These services, and the funding that helps facilitate them, are vital to building a vibrant and growing Region. These services should continue to be eligible for development charges. It is unclear whether if and to what extent, these services are eligible for the proposed community benefits charge.

While the Region is supportive of removing the statutory deduction, prescribing services eligible for development charges within the *Development Charges Act, 1997* is more restrictive than if that list resided in the regulations. At some point a municipality may need to add services and it is more difficult to do so through legislative change than it would be through regulatory change. Provincial legislation related to municipal governance should be enabling and permissive.

To address these concerns, staff propose the following:

- That the Province strike the new subsection 2(4)
 - In the alternative, that the Province amend the wording in the new subsection 2(4) and replace it with: “a development charge by-law may impose development charges to pay for increased capital costs required because of increased needs for a service that is prescribed as an eligible service for the purposes of this subsection”
- That the Province amend subsection 60(1) such that: “The Lieutenant Governor in Council may make regulations, prescribing services as eligible services for the purposes of subsection 2 (4)
- That the Province prescribe, through regulation, those services eligible for development charges to pay for increased capital costs required because of increased needs and that Yonge Subway Extension, social housing, court services, public services, senior services, paramedic services be added to that list (the list of which is currently prescribed in subsection 2(4) of Schedule 3 to the *More Homes, More Choice Act, 2019*)

The Community Benefits Charge should mirror that of development charges

Bill 108 proposes that a community benefits charge, through a Community Benefits Charge Bylaw, is proposed as a new provision that could be used to recover costs no longer eligible for development charges. This new tool also replaces existing density bonusing provisions in exchange for community benefits under Section 37 of the *Planning Act, 1990*.

The *Development Charges Act, 1997* established a methodology and process for attributing and recovering growth-related costs from growth. Key elements of the Community Benefits Charge should mirror that of development charges.

Unlike development charges, Bill 108 prescribes that the maximum quantum of a community benefits charge payable, on a development, shall not exceed an amount equal to the prescribed percentage of the value of the land as of the day before the day the building permit is issued in respect of the development.

The community benefits charge should not be linked to land value. The recovery of growth-related costs should be based on the best estimate of the draw on services due to growth. Land value can change significantly over time, and has no relation to draw on services, or the cost of providing those services. Capping the charge could result in funding shortfalls. In addition, it is unclear how would the cap be implemented in a two-tier jurisdiction such as the Region, where land values vary significantly among its nine local municipalities. Any costs that are not recovered from growth would create additional pressures on the tax levy and would represent a shift from the premise that growth pay for growth.

Bill 108 also proposes that all monies received under a Community Benefits Charge Bylaw must be paid into a special account and the municipality must spend, or allocate, 60 per cent of the monies in the special account each year. Unlike operating expenditure, capital expenditures could vary significantly from year to year. Municipalities should have the flexibility to allocate (or spend) monies in the special account based on sensible capital budgeting practices. In addition, it is unclear what the impact of non-conformity with this clause will be.

To address these concerns, staff recommend the following:

- That the Province strike subsection 37(12) – maximum amount of community benefits charge and then strike the associated subsections that follow
- That the Province strike subsection 37(27) pertaining to the requirement to spend or allocate at least 60 per cent of the monies in the special account at the beginning of the year

The proposed process to levy a Community Benefits Charge could create additional administrative burden on municipalities

Bill 108 prescribes that, prior to passing a Community Benefits Charge Bylaw, the municipality shall prepare a Community Benefits Charge Strategy that identifies the facilities, services and matters that will be funded by the charges and complies with any prescribed requirements. Municipalities are also required to consult with appropriate stakeholders in the development of the Strategy. These additional requirements create an administrative burden, and add additional costs to municipalities. Currently it is unclear if the costs associated with the development of a community benefits charge bylaw will be eligible for recovery under these charges. If not, this creates additional pressures on a municipality's tax levy.

A rigorous and transparent reporting process already exists for development charges

An underlying premise for the creation of the community benefits charge is increased transparency for stakeholders. It should be remembered that the development charge calculation and reporting process is already rigorous and was made even more rigorous through *Bill 73, Smart Growth Smart Growth for Our Communities Act, 2015*.

Requirements under the *Development Charges Act, 1997* premised on transparency, include:

- Requirement to complete a development charge background study that includes the costs, methodologies and assumption used to establish the development charge rates
- Requirement to inform stakeholders and consult
- Rigorous reporting requirements under section 43 of the *Development Charges Act, 1997*
- A new requirement under Bill 73 that the municipality has is in compliance with section 59.1(1) (a municipality shall not impose additional levies)
- A new requirement under Bill 73 to table the development charge background study 60 days prior to passage
- A new requirement under Bill 73 to include an asset management plan showing assets proposed to be funded with development charges are financially sustainable

To address these concerns, staff propose the following:

- That the information and reports, required under the new subsection 37(28) be similar to those required under section 43 of the *Development Charges Act, 1997*

The Region should be permitted to fund other growth-related costs for ‘soft’ services through a Community Benefits Charge (under the *Planning Act, 1990*)

Under Bill 108, the recovery of growth-related capital costs, for those services not listed in the *Act*, will be through a mechanism referred to as a Community Benefits Charge Bylaw under the *Planning Act, 1990*¹. A community benefits charge bylaw will permit a municipality to impose community benefits charges against land to pay for capital costs to which the bylaw applies. The trigger of these charges includes the issuance of a building permit and the approval of a plan of subdivision.

¹ Note: At a Regional level, these services include paramedics, court services, social housing and senior services

There are also a number of areas surrounding a community benefits charge that remain unknown, including:

- Whether or not upper-tier municipalities will be permitted to levy this
- Will the eligible services be limited
- What will the deductions be

To address these concerns, staff propose the following:

- The Province clarify that upper-tier municipalities and lower tier municipalities both be permitted to levy a community benefits charge
- That the Province, through regulation, clarify which services are ineligible
- That the Province clarify what development or redevelopment is excluded from a community benefits charge and how costs attributed to excluded development can be recovered through these charges
- That the Province permit municipalities to index a community benefits charge in a manner consistent with that which is permitted under the *Development Charges Act, 1997* and Ontario Regulation 82/98
- That the Province prescribe the requirements for Strategy required under subsection 37(9)b and that it be made clear that costs associated with the development and consultation of that Strategy be eligible for a community benefits charge

Municipalities should have the flexibility to determine the development charge treatment of second units

Staff are supportive of measures to encourage a mix of affordable housing, including secondary suites. More clarity is needed to ensure that the new development charge treatment proposed in the Bill is targeted at true secondary suites.

Bill 108 provides that a purpose-built secondary suite, in prescribed classes of new residential buildings, or in ancillary structures, would be exempt from development charges (subject to prescribed restrictions). Additional analysis is needed to better understand the number and location of secondary units to assess its impact on infrastructure. Providing municipalities with flexibility to determine what constitutes a true second unit, and design the development charge program can help municipalities to manage the built form and densities being developed, while still accommodating this gentle intensification.

If further clarification is not provided, or municipalities are not permitted to ensure, through security, that these units are in fact second suites, municipalities could lose out on vital development charges required to pay for infrastructure. Additional dwelling units could be built, be exempted from development charges and then draw on municipal services.

Bill 108 also addresses secondary suites in existing buildings. Currently the *Act* provides for an exemption for the creation of up to two additional dwelling units in prescribed classes of existing residential buildings. Bill 108 proposes to change this by removing the wording 'up to two' and replacing it with 'additional'. The proposed amendment also notes that those 'additional' dwelling units may now be in structures ancillary to existing residential buildings. Without a restriction on the number of second suites a municipality could be faced with densities it cannot sustain and a form of development it does not want.

To address these concerns, staff propose the following:

- That the Province further amend subsection 2(3)b and prescribe/restrict the maximum number of additional dwelling units, in prescribed classes of existing buildings, be two
- That the Province strike the new subsection 2(3.1), thereby removing the exemption for second dwelling units in new residential buildings
 - In the alternative, the Province exclude row dwellings from the prescribed class of new residential buildings for which this exemption applies
 - That the Province clarify that the second dwelling unit be subordinate, in gross floor area, to that primary dwelling unit, and that it be up to a municipality to determine this threshold. And that this threshold be established as part of a municipality's development charge bylaw
 - In the alternative, the Province provide municipalities with the ability to ensure, through security/agreement, that these units are in fact second suites

Attachment II
Proposed Bill 108 (Schedule 12)
The More Homes, More Choice Act: Amendments to the Planning Act (ERO #019-0016)
York Region Comments

1. ADDITIONAL RESIDENTIAL UNIT POLICIES

York Region Comments	Recommendation
<p>Currently, a secondary residential unit is permitted in a house or a building ancillary to the house. Through Bill 108, a secondary residential unit would be permitted in any house and ancillary building thereby allowing two secondary residential units. Staff are supportive of the creation of secondary residential units in primary and ancillary buildings as it introduces more rental supply and intensification.</p> <p>The Bill, through the Development Charges Act, proposes to exempt a second unit created in prescribed classes of new residential buildings from development charges. This has the potential to create more financial incentive for both large and small builders to make secondary units a standard feature, instead of an option or a retrofit.</p> <p>However, in order to support these proposed changes, a number of implementation challenges would need to be addressed. This includes clarification and stricter definitions on the type of prescribed dwellings that permit secondary units. Not making this distinction would result in the loss of development charges revenue required to pay for infrastructure</p> <p>For these reasons, the location of secondary units should continue to be at the municipalities' discretion.</p>	<ul style="list-style-type: none"> • The Region encourages the Province to work with municipalities to streamline the processes for creating and registering second suites in their jurisdictions as well as provide municipalities with flexibility in identifying where those units can accommodate secondary units • Stricter definitions around the prescribed classes of new residential buildings that allow secondary units to avoid unintended financial loss

2. INCLUSIONARY ZONING POLICIES

York Region Comments	Recommendation
<p>Inclusionary zoning is a valuable tool available to local municipalities to increase the availability of affordable housing across the Region. Municipalities currently have the ability to contain inclusionary zoning policies in all or part of their respective communities. Through proposed Bill 108, inclusionary zoning would be limited to areas around protected major transit station areas (MTSAs) or areas where a development permit system is in place.</p> <p>While the Region supports the promotion of creating more affordable units near high growth areas with greater transit accessibility, limiting the application of inclusionary zoning policies to MTSAs and areas where a development permit system are in place restricts the application of this affordable housing tool.</p> <p>Consistent with the Region's January 2018 response to the Province's draft inclusionary zoning regulation, staff recommend the Province continue to provide municipalities with flexibility in developing appropriate inclusionary zoning policies that reflect the local housing market and affordability needs. A broader application of the policies allows for a more even distribution of affordable housing across the entire community.</p> <p>Limiting the use of inclusionary zoning to protected MTSAs and to areas where development permit systems are in place counteracts the Province's priorities to bringing affordable housing online faster. Municipalities have not had sufficient time to implement inclusionary zoning since the release of the enabling regulation in April 2018. Therefore, introducing changes to inclusionary zoning at this point in time will further delay implementation. In addition to this, inclusionary zoning policies will not be able to be adopted until policies with respect to MTSAs have been adopted and approved first, as per the Growth Plan, 2019. Lastly, the establishment of a development permit system, which is subject to a Minister's Order, also has the potential to result in implementation delays due to the amount of staff time and resources required to adopt these by-laws.</p>	<ul style="list-style-type: none"> • That the Province support municipalities in the implementation of inclusionary zoning policies by continuing to allow flexibility in how the policies are applied to the local community and continue to look for ways to support the creation of affordable housing units to meet the diverse needs of residents

3. MANDATORY DEVELOPMENT PERMIT SYSTEM

York Region Comments	Recommendation
<p>The Province has the ability to require a municipality to adopt or establish a development permit system (DPS). The geographic area of the DPS is at the discretion of the municipality. Through proposed Bill the Province can now require a DPS in a specified delineated area or an area surrounding and including a specified location. The Region recognizes that leveraging planning tools has the ability to provide more housing in appropriate locations for people of all ages. However, the Region questions whether the implementation of a development permit system will lead to quicker approvals.</p> <ul style="list-style-type: none"> Implementing a DPS requires a significant amount of detailed, upfront work by municipalities. This work could have the unintended consequence of prolonging the approval process. <p>There is uncertainty around how the interests of upper tier municipalities, such as access to Regional roads, servicing and transit, would be captured through this system, as implementation is done through lower tier municipalities. Upper- tier interest is generally captured at the establishment of a DPS however this may not be enough to ensure that all Regional interests are reflected.</p>	<ul style="list-style-type: none"> The Region requests clarification on how the development permit system would ensure the interests of the upper-tier municipality are reflected in the development application process

4. REDUCTION OF DECISION TIMELINES

York Region Comments	Recommendation												
<p>Proposed Bill 108 introduces reduced timelines for processing development applications. Bill 139, <i>the Building Better Communities and Conserving Watersheds Act, 2017</i> had extended timelines for municipalities to process applications before the right to appeal for a non-decision of Council. Through proposed Bill 108, these timelines are even shorter than pre-Bill 139 timelines (see Table 1). Furthermore, the ability to extend the timeline for the approval authority to make a decision on official plans and official plan amendments has been eliminated.</p> <p>Table 1 – Summary of Non-Decision Timelines</p> <table border="1" data-bbox="232 1257 1294 1425"> <thead> <tr> <th></th> <th>Pre-Bill 139</th> <th>Bill 139</th> <th>Bill 108</th> </tr> </thead> <tbody> <tr> <td>Official Plan/Official Plan amendments</td> <td>180 days</td> <td>210 days</td> <td>120 days</td> </tr> <tr> <td>Zoning By-Law Amendment</td> <td>120 days</td> <td>150 days</td> <td>90 days</td> </tr> </tbody> </table>		Pre-Bill 139	Bill 139	Bill 108	Official Plan/Official Plan amendments	180 days	210 days	120 days	Zoning By-Law Amendment	120 days	150 days	90 days	<ul style="list-style-type: none"> Staff recommends that the timelines established for review of <i>Planning Act</i> applications before an appeal is permitted to the LPAT be returned to the timelines that were in effect under Bill 139, <i>Building Better Communities and Conserving Watersheds Act, 2017</i>. The Province recognize that all parties involved in the development application process can contribute efforts to reducing processing timelines by requiring more stringent timelines around complete
	Pre-Bill 139	Bill 139	Bill 108										
Official Plan/Official Plan amendments	180 days	210 days	120 days										
Zoning By-Law Amendment	120 days	150 days	90 days										

Draft Plan of Subdivision	180 days	180 days	120 days	
<p>Reduced planning decision timelines has a number of implications and will have the opposite effect of bringing housing to the market faster.</p> <ul style="list-style-type: none"> • The quality of staff evaluation of applications could be negatively impacted by the shortened timelines. Additionally, the ability for staff to work with applicants and consult with the public and stakeholders will be limited. • The shortened time frame may lead to an increase of non-decision appeals which will ultimately delay the Region’s ability to process applications as the matter will be awaiting an LPAT hearing. • Council decisions are required with respect to development applications. To ensure to the shortened timelines are met, special meetings of Council may be required. <p>The Region recognizes the importance of speedy approvals and is committed to reviewing applications in a timely manner. The Region has undertaken a number of initiatives to streamline the review process including implementation of a new development tracking system. These process improvements have been implemented to assist in expediting the approval process through the current timelines of the Act.</p> <p>The Region also recognizes that all parties involved in the submission and review of development proposals from the official plan, secondary plan, block plan through to zoning by-law amendment can contribute to a more timely review and approval process. The reduced timelines do not take into account the submission of poor quality applications, resubmission delays and applicants who submit “placeholder” plans with the ultimate goal to delay the approval process to file a non-decision appeal.</p> <p>Municipalities should be able to utilize the entirety of the decision timeframe to conduct comprehensive evaluations of the applications and consult with the applicant, the public and stakeholders. If the reduced timelines are implemented, municipalities should have the ability to “stop the clock” when waiting for an applicant to provide additional information on an application or awaiting resubmission. More stringent timelines for complete applications are required to assist in meeting the tight deadlines.</p>				<p>development applications</p>

5. REPEALS TO BILL 139, *THE BUILDING BETTER COMMUNITIES AND CONSERVING WATERSHEDS ACT, 2017*

York Region Comments	Recommendation
<p>Proposed changes in Bill 108 repeal a number of significant amendments introduced through Bill 139, <i>the Building Better Communities and Conserving Watersheds Act, 2017</i>.</p> <p>Grounds for appeals on adoption or approval of an official plan are no longer limited to failure to conform with provincial plans or official plans, or failure to be consistent with provincial policy statements. This restriction, which was enacted through Bill 139 and supported by Regional Council in September 2017, helped ensure that decisions were in keeping with the respective Provincial and local planning documents. Reverting back to pre-Bill139 will result in more appeals to the Local Planning Appeal Tribunal. Past experiences at the Region defending regional and local plans have shown that appeals amount to significant staff resource and costs related to preparation for mediation and hearings</p> <p>Bill 108 eliminates the 20 day notice of appeal period. Through the current <i>Act</i>, if the approval authority fails to give notice of a decision with respect to all or part of a plan within 210 days, any person or public body may appeal to the Tribunal within the 20 day notice of appeal period. Removing this ability will once again permit unlimited and open-ended non-decision appeals, which further slows down the ability to deliver housing.</p> <p>Bill 108 eliminates the two-stage appeals process and restores the ability of “de novo” hearings, which allows for new evidence not received by council to be presented at the Tribunal. The Tribunal may consider whether the information could have affected the Council’s decision, and if so, provide an opportunity for council to reconsider their decision. Returning to the former OMB model of determining land use planning disputes minimizes the respect of the local decision-making process. Past experience has shown that this approach to planning appeals has drawn out hearings. It is unclear how this reversal will speed up housing development.</p> <p>The Region has worked closely with the Province in recent years through extensive consultation to make changes to Ontario’s land use planning appeals system, including comments on the Regional Planning Commissioners of Ontario report on Ontario Municipal Board reform. Regional Council has endorsed a number of recommendations in over the years with regards to changes to the former OMB. Reversing many of these significant changes takes final planning decisions out of the hands of elected Councils.</p>	<ul style="list-style-type: none"> • The Province should retain the existing policy that limits the grounds for appeals to only provincial plan and official plan conformity. The Province could also consider simplifying/reducing the complexity of official planning processes • The Province should retain the existing policy that limits the notice of appeal period to 20 days • The Province should eliminate the ability of de novo hearings • Staff recommends that the timelines established for review of Planning Act applications before an appeal is permitted to the LPAT be returned to the timelines that were in effect under Bill 139, <i>Building Better Communities and Conserving Watersheds Act, 2017</i>.

6. THIRD PARTY APPEALS FOR NON-DECISIONS ON OFFICIAL PLANS AND PLANS OF SUBDIVISION

York Region Comments	Recommendation
<p>Bill 108 limits who can appeal a non-appeal decision on an official plan, official plan amendments and plans of subdivision.</p> <p>Through the proposed Bill, an appeal on a non-decision of an official plan or official plan amendments is limited to the municipality that adopted the plan, the Minister and in the case of a plan amendment, the person or public body that requested the amendment. While limiting who can appeal could reduce hearing timelines, it does not allow other public bodies, like the conservation authorities, school boards, residents, and/or other interested persons the right to appeal,</p> <p>Third party appeals on plan of subdivision would be limited to the applicant, a public body who, before the approval authority gave approval to the draft plan of subdivision, made oral submissions at a public meeting or written submissions to the approval authority or made a written request to be notified of changes to the conditions, the municipality in which the land is located, the minister, or those included on the 'prescribed list of persons'. While in comparison to the restricted third party appeals for non-decision on official plans/OPA is more expansive, it still does not allow for residents, landowners or interested persons the right to appeal.</p> <p>Reducing the number of third party appeals for non-appeal decision on an official plan, official plan amendments and plans of subdivision could result in a lower number of appeals bringing housing online sooner.</p>	<ul style="list-style-type: none"> • York Region is supportive of reducing the number of third party appeals as it may lead to a reduced number of appeals which would assist in bringing housing online faster.

7. ADDITIONAL CHANGES TO THE LPAT

York Region Comments	Recommendation
<p>Bill 108 proposes a number of new changes to the procedural controls of a hearing. As proposed, the LPAT will have the ability to require that parties participate in mediation or other dispute resolution process.</p> <p>The ability for the LPAT to limit the examination or cross-examination of a witness (now that</p>	<ul style="list-style-type: none"> • York Region shares the Province's preference to resolve appeals through mediation. York Region recommends that any enabling regulation identify mediation and alternative dispute

<p>this has been re-introduced) as it should in theory allow the LPAT to limit unnecessary and repetitive evidence so that the hearing can be efficient. Also those who can be examined or required to produce evidence is now narrowed to those who are actively involved in the proceedings.</p> <p>The LPAT will now have the power to limit any direct examination or cross-examination of a witness if the Tribunal is satisfied that all matters relevant to the issues in the proceeding have been fully or fairly disclosed, or as the tribunal considers fair and appropriate. Bill 108 also proposes to limit the submissions by non-parties to written submissions but provide the Tribunal with the authority to examine the person who made the submission. In addition, Bill 108 proposes to now provide for mandatory mediation or other dispute resolution processes if prescribed, in specified circumstances and repeals provisions relating to the Tribunal's ability to state a case in writing for the opinion of the Divisional Court on a question of law.</p>	<p>resolution strategies are a mandatory first step to addressing appeals.</p>
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8. COMMUNITY BENEFITS CHARGE AND PARKLAND DEDICATION BY-LAWS

York Region Comments	Recommendation
<p>The Province is proposing to repeal Section 37, which is used to support local community improvements to address added pressures from significant development and introduce a new tool, the Community Benefits Charge ("CBC"). The proposed CBC regime will replace the existing density bonusing provisions in the Planning Act, development charges for discounted services (i.e., parks and community facilities), and in some cases, parkland dedication.</p> <p>Under the Region's current development charge by-law, a portion of development charges are allocated to future construction of affordable housing. Given the high cost of developing in the Greater Toronto Area, Service Managers need the ability to raise additional capital funding to supplement federal/provincial funding programs to expand the supply of affordable housing.</p> <p>The Region's 10-year capital plan for affordable housing development requires \$8.9 million in funding collected through development charges. Removing soft services, including affordable housing, could potentially create a funding gap and reduce the Region's ability to deliver affordable housing supports to residents.</p> <p>The community benefits charge will be based on a prescribed percentage of the value of the land on the valuation date, which results in uncertainty for municipalities as land values may</p>	<ul style="list-style-type: none"> • Staff suggests that the Province consult further with municipalities on the drafting of the enabling regulation for the community benefits charge by-law to ensure that municipalities have the financial resources to deliver community infrastructure and services. • That the Province allow municipalities to require both the community benefits charge and the conveyance of land for parks or other recreational purposes. • The Province should work with municipalities to fully understand the full financial impacts of adopting a community benefits charge. • An effective transition period is required

vary over time and may not truly reflect the costs of the benefits or services required to support that development.

Clarification is required under Subsection 37 (27), regarding the requirement to allocate or spend 60 per cent of the monies in the special 'Community Benefits' account. For example, would a defined capital program fall within the definition of "allocate?"

It is important that the Province not repeal the parkland by-law and parkland condition to approval of plan of subdivision. Parks are a critical component of complete communities. They play an important role in enhancing physical and mental health and social wellbeing, providing connections to nature, as well as contributing to the overall vitality of a community. Increasing access to public parks and green space is of particular benefit to people living with lower incomes.

Parkland dedication is also important for climate change mitigation and adaptation as they contribute to carbon sequestration and storage, improve air and water quality, provide natural shade and address urban heat islands, and help buffer against the damaging effects from flooding.

to permit municipalities to prepare a Community benefits charge strategy and adopt a community benefits charge by-law before the repeal of current legislation.

Summary of Changes – Bill 108 More Homes, More Choice Act

Schedule #	Statute	Summary of Changes	Input Provided/Due Date
1	Cannabis Control Act, 2017	Amendments related to the closure of premises by police officers and general prohibitions on obstructing enforcement of the Act, and penalties for contravention of the Act.	Little to no Regional impact
2	Conservation Authorities Act, 1990	Amendments that help conservation authorities focus and deliver on their core mandate, and to improve governance.	Response submitted on May 21, 2019 (ERO # 013-5018)
3	Development Charges Act, 1997	<p>Amendments to reduce development costs and provide more housing options, including:</p> <ul style="list-style-type: none"> • Making it easier for municipalities to recover costs for waste diversion, • Increasing the certainty of development costs by: <ul style="list-style-type: none"> - Deferring development charges for rental housing, institutional commercial developments and not-for-profit housing until occupancy, with payment occurring over five years, and - Freezing development charge rates at an earlier point in time in the development process (i.e. if / when an application is made for the later of site plan or zoning approval) • Providing authority to exempt second units in newly built homes or ancillary structures, and in ancillary structures to existing homes, and the conversion of communal areas to residential units in rental buildings from development charges. • Ensuring a smooth transition to a community benefits charge system. 	Response submitted on May 31, 2019 (ERO # 019-0017)
4	Education Act, 1990	<p>Amendments allowing school boards increased flexibility to:</p> <ul style="list-style-type: none"> • Spending education development charge funds on non-eligible costs so long as the project provides for pupil accommodation and reduces the costs of acquiring land • Accepting a real property interest or other prescribed benefit in lieu of the developer paying education development charges <p>New ministerial oversight over school boards' plans to acquire land including veto powers over expropriations and acquisitions</p>	Little to no Regional impact

Summary of Changes – Bill 108 More Homes, More Choice Act

Schedule #	Statute	Summary of Changes	Input Provided/Due Date
5	Endangered Species Act, 2007	Amendments modifying the process, including longer timelines for adding to the Species at Risk listing, and establishing a payment-in-lieu trust fund to support larger-scale activities likely to protect or recover species at risk.	Response submitted on May 18, 2019 (ERO # 013-5033)
6	Environmental Assessment Act, 1990	Amendments to modernize the Environmental Assessment processes by focusing on projects that pose actual, real risks to our environment and communities, streamlining approval timelines and eliminating duplication.	Response submitted on May 24, 2019 (ERO # 013-5102)
7	Environmental Protection Act, 1990	Amendments permitting the seizure of vehicle number plates, if necessary.	Little to no Regional impact
8	Labour Relations Act, 1995	Amendments relating to the Carpenters' District Council of Ontario in section 150.7 of the Act are repealed. The provisions of section 153 that allow exclusions under that section to be limited to specified geographic areas are also repealed.	Little to no Regional impact
9	Local Planning Appeal Tribunal Act, 2017	Amendments related to the practices and procedures of the Tribunal, including: <ul style="list-style-type: none"> • requirements for participation in alternative dispute resolution processes. • empowering the Tribunal to limit any examination or cross-examination of a witness in specified circumstances. • limiting submissions by non-parties to a proceeding before the Tribunal to written submissions only and confirming that such non-parties may still be examined or required to produce evidence by the Tribunal. • requiring a case management conference in certain such appeals. • providing that the tribunal may set and charge different fees in respect of different classes of persons or proceedings. 	Response submitted May 31, 2019 (ERO # 019-0016)
10	Occupational Health and Safety Act, 1990	Various amendments are made respecting the Chief Prevention Officer's power to, among other things, revoke or amend a certification or amend the requirements for obtaining a certification.	Little to no Regional Impact
11	Ontario Heritage Act, 1990	Enhanced provincial direction to municipalities, property owners and the public on how to interpret requirements in the Act by: <ul style="list-style-type: none"> • Establishing in regulation prescribed principles that shall be considered 	Local municipal jurisdiction

Summary of Changes – Bill 108 More Homes, More Choice Act

Schedule #	Statute	Summary of Changes	Input Provided/Due Date
		<p>by municipalities when making decisions</p> <ul style="list-style-type: none"> - Creating regulatory authority to establish mandatory requirements for the content of designation by-laws; and - Improving the process for adding properties that are not yet designated (known as “listed”) to the municipal heritage register, by giving notice to property owners once their property is “listed” and enabling them to object to the municipal council <ul style="list-style-type: none"> • Provide clearer rules and improve existing tools for municipalities to facilitate timely and transparent processes for reaching decisions under the Act by: <ul style="list-style-type: none"> - establishing a new 60-day timeline for notifying property owners of whether their applications for alteration and demolition are complete - establishing a new 90-day timeline for municipalities to issue a notice of intention to designate a property as having cultural heritage value or interest, when certain events as prescribed by regulation have occurred respecting the property, subject to limited exceptions as prescribed by regulation - establishing a 120-day timeline for passing a designation by-law after the municipality issues the notice of intention to designate, subject to limited exceptions as prescribed by regulation - clarifying the meaning and intent behind the term “demolition or removal”, in circumstances where a property’s heritage attributes have been identified • Creating a consistent and binding appeals process by: <ul style="list-style-type: none"> - Requiring that municipal decisions related to heritage designations and alterations be appealable to the Local Planning Appeal Tribunal (LPAT), and that LPAT orders on such appeals be binding 	
Schedule 12	Planning Act, 1990	<p>Amendments to streamline development approvals processes and facilitate faster decisions by:</p> <ul style="list-style-type: none"> • reducing decision timelines for municipalities and the province • increasing the certainty and predictability of the planning system by: <ul style="list-style-type: none"> - enabling the Minister to mandate the use of the community 	Response submitted May 31, 2019 (ERO # 019-0016)

Summary of Changes – Bill 108 More Homes, More Choice Act

Schedule #	Statute	Summary of Changes	Input Provided/Due Date
		<p>planning permit system in areas specified by the Minister (e.g., specified major transit station areas and provincially significant employment zones), and removing appeals of the implementing official plan amendment and, subject to regulation, the related by-law;</p> <ul style="list-style-type: none"> - focusing the discretionary use of inclusionary zoning to protected major transit station areas and areas where the community planning permit system has been required by the Minister, which would facilitate the supply of affordable housing in areas that are generally subject to growth pressures, higher housing demand, and in proximity to higher order transit; and - limiting third party appeals of plans of subdivision and approval authority non-decisions on official plans and official plan amendments <ul style="list-style-type: none"> • supporting a range and mix of housing options and boost housing supply by requiring municipalities to authorize an additional residential unit in both the primary dwelling and an ancillary building or structure • making charges for community benefits more predictable by establishing a new authority that would enable municipalities to collect funds / contributions for community benefit purposes (e.g. libraries, daycare facilities and parks). This tool would replace the existing density bonusing provisions known as section 37, development charges for discounted (soft) services under the <i>Development Charges Act, 1997</i> and, in some cases, parkland dedication • allowing the Local Planning Appeal Tribunal to make decisions based on the best planning outcome as part of a return to de novo hearings in all cases. This change would broaden the Tribunal’s jurisdiction over major land use planning matters (i.e., official plans and zoning by-laws and amendments) and would give the Tribunal the authority to make a final determination on appeals of such matters 	
13	Workplace Safety and Insurance Act,	The Schedule adds a section to the Act to provide that the Board may establish premium rates for partners and executive officers who perform no construction work that are different from premium rates established for the	Little to no Regional Impact

Summary of Changes – Bill 108 More Homes, More Choice Act

Schedule #	Statute	Summary of Changes	Input Provided/Due Date
	1997	employers of the partners and executive officers and may adjust those rates.	

June 28, 2019

Ms. Lisa Lyons
Director of Legislative Services/Town Clerk
Town of Newmarket
395 Mulock Drive, P.O. Box 328
Newmarket, ON L3Y 4X7

Dear Ms. Lyons:

Re: ventureLAB 2018 Results and 2019 Agreement

On June 27, 2019 Regional Council adopted the following recommendations:

1. The Region enter into a funding agreement with ventureLAB for core services at an annual cost of \$150,000 with up to four renewals in consecutive years thereafter, for a total cost of up to \$750,000.
2. The Region enter into a further agreement for a one year term with ventureLAB for innovation network development under the new Entrepreneur and Innovation Fund at an annual cost of \$100,000 with up to four renewals for a total cost of up to \$500,000.
3. The Commissioner of Corporate Services be authorized to execute the above mentioned ventureLAB agreements including any annual renewals.
4. ventureLAB report annually to Regional Council on results and impacts of its programs and the Entrepreneur and Innovation Fund.
5. This report be circulated by the Regional Clerk to the Ministry of Economic Development, Job Creation and Trade, ventureLAB and the local municipalities.

The staff report is enclosed for your information.

Please contact Doug Lindeblom, Director of Economic Strategy at 1-877-464-9675 ext. 71503 if you have any questions with respect to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christopher Raynor', written over a horizontal line.

Christopher Raynor
Regional Clerk

Attachments

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
June 13, 2019

Report of the Commissioner of Corporate Services and Chief Planner

ventureLAB 2018 Results and 2019 Agreement

1. Recommendations

1. The Region enter into a funding agreement with ventureLAB for core services at an annual cost of \$150,000 with up to four renewals in consecutive years thereafter, for a total cost of up to \$750,000.
2. The Region enter into a further agreement for a one year term with ventureLAB for innovation network development under the new Entrepreneur and Innovation Fund at an annual cost of \$100,000 with up to four renewals for a total cost of up to \$500,000.
3. The Commissioner of Corporate Services be authorized to execute the above mentioned ventureLAB agreements including any annual renewals.
4. ventureLAB report annually to Regional Council on results and impacts of its programs and the Entrepreneur and Innovation Fund.
5. This report be circulated by the Regional Clerk to the Ministry of Economic Development, Job Creation and Trade, ventureLAB and the local municipalities.

2. Summary

This report updates Council on activities and results of ventureLAB in 2018. It also seeks approval to enter into two agreements with ventureLAB for core services and to provide entrepreneurial and innovation network support for five years. Funding for the agreements is in accordance with the approved 2019 Regional Budget.

Key Points:

- York Region's provincially recognized Regional Innovation Centre, ventureLAB has generated business growth, jobs and investments in York Region since its inception in 2011
- Increasing demand from entrepreneurs for commercialization support services has driven the need to grow the organization
- ventureLAB's funding partners, including the Region, have increased support to facilitate this growth and expand services to entrepreneurs

- To develop the innovation network across the Region, a new Entrepreneurship and Innovation Fund has been created with \$100,000 approved in the 2019 Regional budget and will be administered by ventureLAB

3. Background

ventureLAB is York Region's provincially recognized Regional Innovation Centre

ventureLAB is a not-for-profit organization that is part of a collaborative provincial innovation and entrepreneurship network called the Ontario Network of Entrepreneurs. The network includes 17 Regional Innovation Centres and 57 Small Business Enterprise Centres, four of which are located in York Region. A list of the 17 Regional Innovation Centres is attached to this report (Attachment 1).

This network of organizations across Ontario has been designed to help entrepreneurs, businesses and researchers commercialize their ideas. Regional Innovation Centres like ventureLAB provide a suite of programs and services spanning the full commercialization continuum from idea to market.

ventureLAB's mandate extends across all nine municipalities in York Region, as well as Simcoe County and Muskoka District. This report addresses ventureLAB's activities as they pertain to York Region.

The Region has provided funding to ventureLAB to deliver business innovation and commercialization programming since 2011

York Region is a founding member of ventureLAB and holds a seat on the Board of Directors. York Region has provided annual funding of \$100,000 to ventureLAB since 2011 when it was founded. Other funders include the provincial and federal governments, the City of Markham, York University, Seneca College, SE Health and several private firms including IBM.

ventureLAB is mandated as part of the provincial network to advise and develop talented entrepreneurs to build world-class growth companies in Ontario. ventureLAB develops and delivers support programs and services that target technology based entrepreneurs starting and growing global enterprises.

York Region's Economic Strategy supports innovation through the Innovation Network Development Fund

As part of the Economic Development Action Plan, supporting business commercialization services and new business formation are identified as important action items to support innovation in the Region.

Between 2011 and 2015 there were a number of requests for funding to support initiatives that would deliver services for business commercialization and start-up advisory across the

Region. To address this, Economic Strategy allocated \$35,000 annually from within the Division budget to be used to fund innovation initiatives. Support was provided to organizations within the Region that demonstrated regional impact on the economy and that helped develop the innovation network.

Combining ventureLAB funding with these other initiatives over the last four years, a total of \$637,000 was used to fund a range of innovation initiatives. Some of the initiatives include NewMakelt, CreateITNow at Southlake Hospital, Clearwater Farm, and the Vaughan International Commercialization Centre. Funds provided were also used to leverage additional funding from other sources and levels of Government.

Each organization reported additional funding leveraged, the economic impact of the projects based on businesses supported and the number of jobs created. Organizations which received funding from the Region reported over \$53 million in economic impact.

4. Analysis

ventureLAB continues to demonstrate value to the Region's economy through its program results in 2018

ventureLAB operates the IBM Innovation Space-Markham Convergence Centre, a 50,000 square foot innovation hub that is home to over 45 tech companies and innovation partners and 300 jobs. ventureLAB has helped 2,000 businesses create over 3,500 jobs and helped over 100 companies raise \$103 Million in private and public investments since 2011. In 2018, ventureLAB engaged 158 York Region based companies through one-on-one advisory services.

Highlights include:

- **Innovation Supercluster Initiative:** In February, the Federal Minister of Innovation Science and Economic Development announced five successful Superclusters. ventureLAB collaborated with MaRS and Communitech for an Advanced Manufacturing Supercluster called Next Generation Manufacturing Canada (NGEN Canada). The CEO of ventureLAB has a seat on the Board of Directors of NGEN Canada. NGEN Canada has signed a five year contribution agreement with the Federal Government ending in March 2023 for \$230 Million in funding. This funding is to support major project applications involving York Region companies and will be distributed through ventureLAB and other NGEN partners.
- **Made in York Region - The Future of Tech:** On October 11, ventureLAB hosted an inaugural event at the IBM Innovation Space-Markham Convergence Centre, showcasing 30 companies based in York Region, attracting 250 attendees.
- **Capital Investment Program:** In 2018, 18 York Region based companies supported by ventureLAB raised \$5.8 Million in public and private investments. This funding enabled companies to launch products and expand to global markets.

- **Client Success Story: InField**, is a Markham based company and IBM-MCC tenant, that launched two new products, expanded to the US and Asia markets and grew its team by 2 people in 2018. After being accepted into ventureLABs six-month Accelerate Growth Program, InField experienced an increase in sales revenue.

ventureLAB expanded in its first year to meet increasing demand from entrepreneurs for commercialization services

In late 2017, a number of strategic objectives were underway to assist ventureLAB in meeting the demands of innovation network development and the increasing demand for client services. ventureLAB moved into the IBM Innovation Space–Markham Convergence Centre and expanded by 25,000 square feet in its first year to accommodate demand to support growing tech ventures and innovation partners looking to co-locate in one central location.

2018 was a year of transition and growth for ventureLAB and included key enhancements for a larger role in major initiatives such as the Advanced Manufacturing Supercluster NGEN Canada. A number of results were achieved through a focus on growing industry partnerships.

There was also strategic board direction to expand and refocus to meet client demands and support companies looking to scale their businesses. To support this direction current funders, including the City of Markham and York University, increased their funding contributions, and new funding partners Seneca College and SE Health were secured.

To support ventureLAB’s growth needs and facilitate their success, Council approved \$250,000 in funding in the 2019 budget

On February 28, 2019, Regional Council approved the 2019 budget which included \$250,000 in annual funding to ventureLAB. The budget increased ventureLAB core funding from \$100,000 to \$150,000 per year. It also introduced a new Entrepreneurship and Innovation Fund of \$100,000 per year, to be administered by ventureLAB for distribution to promising start-ups, incubators and accelerators across the Region. This fund is separate from the Innovation Investment Fund also approved in the 2019 budget. The Innovation Investment Fund will be available for large innovation infrastructure projects with transformational potential.

The new \$100,000 Entrepreneurship and Innovation Fund will continue to support Innovation network development in York Region

The Entrepreneurship and Innovation fund will be administered by ventureLAB in collaboration with the Region’s Economic Strategy Division. This fund aligns with regional strategic priorities and will be open to all industries and sectors. The purpose of the fund is to drive innovation and entrepreneurship throughout York Region by supporting promising early stage start-ups, accelerators, incubators, and community partners.

Parties interested in submitting projects to receive funding need to fit one of three funding streams:

1. **Community Partners:** Applicants must be located in York Region, be a not-for-profit organization and contribute to the development of entrepreneurship and innovation in the Region.
2. **Small Businesses and Entrepreneurs:** Applicants must be incorporated in Canada, have operations in York Region and be a Small-Medium Enterprise with 99 employees or less.
3. **Pitch Competition:** To be held at the annual Made in York Region event. Applicants must be incorporated in Canada, be a Small-Medium Enterprise with 99 employees or less and be a tech or tech-enabled company.

Funds will be awarded through a criteria based application process

To ensure that funds are disbursed between promising start-ups, accelerators and incubators, ventureLAB will hold an annual call for proposals. The evaluation process is outlined in Attachment 2.

Submitted proposals will be evaluated based on a set of criteria that will include:

- Economic Benefits: funds leveraged, partnerships created, business growth stimulated and job creation
- Innovation and Entrepreneurship Benefits: improve processes, bring new products and services to market, increase efficiency and improve profitability
- Alignment with both Regional and ventureLAB goals and priorities
- Alignment with key industries and emerging sectors in York Region

A full set of guidelines is being developed and a draft is provided in Attachment 3.

Innovation initiatives support the strategic goals of Vision 2051 and the Economic Development Action Plan

Vision 2051

An innovation economy is a goal in York Region's Vision 2051, which envisions York Region's economy as resilient and focusing on creativity and innovation with sufficient infrastructure and resources to support a knowledge-based economy. York Region's diverse labour force is supported with opportunities for collaboration and continuous learning and development.

Economic Development Action Plan

One key area of the action plan is Innovation and Entrepreneur Development which identifies the Region making strategic investments through the Innovation Network Development Fund. There are a number of activities in the Economic Development Action Plan associated with strengthening network development

5. Financial

Regional funding for ventureLAB and the Entrepreneurship and Innovation Fund is included in the approved 2019 budget. A total of \$250,000 per year for five years will be used to fund ventureLAB and develop the innovation network. The Region will be providing a total of up to \$1,250,000 in funding over five years as shown in the table below.

Table 1
Regional Investment for ventureLAB – 2019 - 2023

Year	Core Funding	Entrepreneurship & Innovation Fund
2019	\$150,000	\$100,000
2020	\$150,000	\$100,000
2021	\$150,000	\$100,000
2022	\$150,000	\$100,000
2023	\$150,000	\$100,000
Total	\$750,000	\$500,000

Regional funding accounts for 10% of ventureLAB's total revenue, which includes both core funding and program grants. Regional funds help to leverage investments from the provincial and federal governments as well as other organizations, agencies and the private sector. This includes the City of Markham, Seneca College, York University, SE Health and IBM.

The Province is ventureLAB's largest funder, providing just over 32 % of total revenue. ventureLAB's current funding agreement with the Province extends to March 31, 2020 which includes both core and program funding. No change in Provincial funding is expected for the duration of their agreement.

6. Local Impact

ventureLAB serves as an innovation and commercialization hub for companies in York Region across all nine local municipalities. ventureLAB delivers services with municipalities and their activities directly promote economic success and growth of enterprises looking to commercialize products and services. These services compliment overall network development which includes the four Small Business Enterprise Centres as well as innovation hubs and business accelerators across the Region. Local communities looking for provincial support for innovation services and initiatives work through ventureLAB to access programs. The City of Markham also provides funding to ventureLAB as a founding member of the organization with a seat on the Board of Directors.

7. Conclusion

Innovation is critical to the future economic prosperity of York Region. Regional Innovation Centres across the province, including ventureLAB, continue to support development and delivery of many support programs and services that target technology based entrepreneurs seeking to start or grow a business. ventureLAB is a key delivery partner with the Region and plays a critical role with innovation initiatives to help drive economic growth and job creation.

ventureLAB continues to demonstrate value to the Region's economy through key initiatives and program results in 2018. ventureLAB has helped 2000 businesses create over 3,500 jobs and raise \$103 Million in private and public investment since inception in 2011. Increased funding to ventureLAB will support overall growth and success of the organization, and allow ventureLAB to take on the role of administering the Entrepreneur and Innovation Fund to help build the overall innovation network across the Region.

The progress of ventureLAB's results, impact of programs through the Entrepreneur and Innovation fund will be reported as part of the annual update to Council.

For more information on this report, please contact Doug Lindeblom, 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 31, 2019
Attachments (3)
9246620

ATTACHMENT 1

List of Regional Innovation Centres across Ontario

#	Name	Location (City/Region)
1.	Communitech	Waterloo
2.	HalTech Innovation Centre	Halton
3.	Innovation Initiatives Ontario North (IION)	North Bay
4.	Innovate Niagara	Niagara
5.	Innovation Factory	Hamilton
6.	Innovation Guelph	Guelph
7.	Invest Ottawa	Ottawa
8.	Launch Lab	Kingston
9.	MaRS	Toronto
10.	Northern Centre for Advanced Technology (NORCAT)	Sudbury
11.	Northwestern Ontario Innovation Centre	Thunder Bay
12.	RIC Centre	Mississauga
13.	Sault Ste. Marie Innovation Centre	Sault Ste. Marie
14.	Spark Centre	Durham
15.	TechAlliance of Southwestern Ontario	London
16.	ventureLAB	York Region
17.	We-Tech Alliance	Windsor

ENTREPRENEUR AND INNOVATION FUND APPLICATION EVALUATION PROCESS

STEP IN PROCESS	ACTIONS
Step 1: Call for Applications	<ul style="list-style-type: none"> • ventureLAB will release a call for applications which will include posting on their website, social media and possible news release.
Step 2: Completion and Submission of Applications	<ul style="list-style-type: none"> • Applicants will be required to indicate how their proposed project meets ventureLAB's and York Region's goals. Applicants must indicate how the services provided will support or contribute to the York Region economy. • Applicants are required to provide an estimate project budget, work plan and marketing plan.
Step 3: Evaluation	<ul style="list-style-type: none"> • A Selection Committee comprised of ventureLAB and Regional Staff and key Innovation stakeholders will review each application.
Step 4: Approval of projects recommended for Funding	<ul style="list-style-type: none"> • Projects that are successful in the evaluation will move towards funding
THROUGHOUT THE PROCESS	
Promotion	<ul style="list-style-type: none"> • Promotion of the Entrepreneur and Innovation Fund occurs through emails, media outlets, ventureLAB's website and social media, and the Region's website and social media.

ENTREPRENEURSHIP AND INNOVATION FUND GUIDELINES

Concept:

Drive innovation and entrepreneurship throughout York Region, by supporting promising early stage start-ups, accelerators and incubators, with programming delivered by York Region service delivery partners.

Overview:

The innovation fund will align with regional economic development strategic priorities and be Funding will be administered by ventureLAB, in collaboration with York Region's Economic Development Division

Key Components:

- Funds will be split between promising start ups, accelerators and incubators, as well as service delivery organizations with operations in York Region
- Qualified companies and organizations may apply for funding in one of three streams:
 - Stream 1: Community Partners
 - Stream 2: Small businesses and entrepreneurs
 - Stream 3: Pitch Competition at the annual Made in York Region event
- For streams 1 and 2, each successful recipient is required to supply or show access to matching funds of the amount requested. For example, if requesting \$5,000 from the innovation fund, the applicant would need to supply a cash contribution of \$5,000.
- For streams 1 and 2, a call for projects/proposals will be issued twice a year
- Projects must be completed within six months of approval by the selection committee
- ventureLAB will seek to expand fund value through industry partner support and sponsorship
- a weighted scale scorecard will be created to evaluate applications

Stream 1: Community Partners

Applicants must:

- Be located in York Region
- Be a not-for-profit organization
- Contribute to the development of entrepreneurship and innovation in the Region
- Organizations across all sectors will be eligible.

Funds can be used for developing new or existing projects such as community events or entrepreneurial programming that fit the selection criteria.

Stream 2: Small Businesses and Entrepreneurs

Applicants must:

- Be incorporated in Canada
- Have operations in York Region
- Be a Small-Medium Enterprise(have 99 employees or less)

Applicants across all industries and sectors will be eligible.

- Each successful recipient is required to participate in entrepreneurship education and/or skills development programming delivered by a York Region service delivery partner, including but not limited to: Innovation York, Seneca Helix, a regional Small Business Centre, ventureLAB, Y2 Entrepreneurship Labs, or York Region Arts Council.

Stream 3: Pitch Competition at annual Made in York Region event

Each year a call will be issued in conjunction with the annual Made in York Region event. The call will be directed to regional tech companies for an opportunity to pitch for \$10,000 in funding. Each call will have a specific theme, which will vary on an annual basis. Additional funds will be sought from partners to increase the value of the pitch funding and increase participation of competition.

Applicants must:

- Be incorporated in Canada
- Be a Small-Medium Enterprise (99 employees or less)
- Be a tech or tech-enabled company

The call will be open to companies that fit the above criteria. Companies not operating in York Region must co-locate at ventureLAB's innovation hub for six months.

Each company selected will be required to participate in pitch preparation workshops provided by regional partners.

The 2019 call will be released in Spring 2019, with the final pitch competition taking place at the Made in York Region event in Fall 2019.

Evaluation Process:

- Selection committees will be established, comprising of ventureLAB staff, York Region Economic Development staff, and other key stakeholders from the region
- Scorecards for each stream will be established to review and score applications
- Companies or organizations applying for any of the streams will be ineligible to participate on the selection committee.
- Funding should be used to enable a company's growth or development, including but not limited to:
 - Developing or launching a product

- Market validation activities
- Developing community events or entrepreneurial programming
- Legal advice such as IP strategy or regulatory issues
- Hiring an external consultant with subject matter expertise that contributes to the company's commercialization or growth
- Selection committee will shortlist applicants
- For streams 1 and 2, shortlisted applicants will pitch to the selection committee, who will select the successful recipients
- Submitted proposals must demonstrate and be evaluated on a set of criteria that will include:
 - Economic Benefits: Funds leveraged, partnerships created, business growth stimulated
 - Job Creation
 - Innovation and entrepreneurship benefits
 - Alignment with key industries and emerging sectors in York Region
 - Alignment with Regional goals and priorities, and ventureLAB goals and priorities

Ineligible Activities (funds)

- Expenses
- Cannot be used to hire internal staff (full time, part time, or contract)

Reporting

- Recipient companies must set milestones which must be approved by the selection committee prior to the release of initial funds
- Mid-way progress reports must be submitted to the selection committee
- A final report must be submitted to the selection committee prior to the full release of funds

Funding Disbursement

- 50% up front; 50% upon completion of project and receipt of project report



July 3, 2019

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

Dear Premier:

Please be advised that Brantford City Council at its meeting held June 25, 2019 adopted the following:

Endorsement of LUMCO Resolution regarding Retail Cannabis Stores

- A. THAT the Association of Municipalities of Ontario (AMO) and the Premier of Ontario be advised that Brantford City Council ENDORSES the following Resolution adopted by LUMCO (Large Urban Mayors Caucus of Ontario) at its May 24, 2019 Meeting:

WHEREAS in April 2017, the Federal Government introduced Bill C-45, The Cannabis Act, and Bill C-46, An Act to Amend the Criminal Code, outlining plans to legalize, regulate and restrict access to cannabis in Canada; and

WHEREAS the Province of Ontario responded with corresponding legislation, the Cannabis Control Act, 2017, the Ontario Cannabis Retail Corporation Act, 2017, the Cannabis License Act, 2018, and Bill 36- Cannabis Statute Law Amendment Act, 2018; and

WHEREAS collectively, this legislation created a regulatory regime effective October 17, 2018 that allows Ontario residents who are 19 years of age or older to: 1. Purchase recreational cannabis online through the Ontario Cannabis Store 2. Possess up to 30 grams of cannabis 3. Grow up to four (4) cannabis plants per household 4. Purchase cannabis from a provincially approved private retail supplier as of April 1, 2019; and

WHEREAS municipalities across Ontario were given until January 22, 2019 to choose if retail cannabis stores will be prohibited within their borders and those that "opted out" may at a later date by resolution of their respective Council, lift the prohibition and permit them in the future; and

WHEREAS Ontario Regulation 468/18 permits limited municipal regulatory control over location and zoning, licensing and spatial separation to sensitive land uses other than a school as defined by the Education Act;

NOW THEREFORE BE IT RESOLVED THAT the Large Urban Mayors Caucus of Ontario (LUMCO) recommends that additional local regulatory controls be approved by the Province of Ontario around retail cannabis stores that would: A. Provide a municipality with the unrestricted ability to control the location of retail cannabis stores through zoning; and, B. In the alternative to A; 1) Limit the concentration and number of cannabis retail stores in any one municipality by introducing a minimum distance separation measure between retail stores (minimum 500 metres); and, 2) That cannabis stores be restricted to a Commercial Zone or Area which permits retail stores; and 3) Clearly defining sensitive land uses, in addition to schools, which would be impacted by having a retail cannabis store located adjacent to them. Such other sensitive land uses would include, but not be limited to, day cares, colleges and universities, community centres, nursing homes, libraries and actively programmed municipal parks; and, 4) That the current minimum distance separation of 150 meters from a cannabis retail store to a school be increased to a minimum of 500 metres from any sensitive land use to be defined as noted in paragraph 3 above; and C. That all municipalities that have approved retail cannabis stores to be located in their jurisdictions receive 50% of ALL excise tax collected by the Province of Ontario on the sale of cannabis; not limited to revenues in excess of \$100 million; and

THAT upon adoption of this Resolution by LUMCO, it be presented to all Ontario Municipal Councils with a request to endorse and that the municipally adopted resolutions then be forwarded to the Association of Municipalities of Ontario (AMO) and the Premier of Ontario's office;

Further, THAT members of the LUMCO Retail Cannabis Committee request a meeting with Minister Doug Downey regarding this resolution and to also request the AMO Board add this topic as an agenda item for discussion at the August 2019 AMO Annual Conference.

- B. THAT a copy of this Resolution BE FORWARDED to the MP and MPP Brantford-Brant, the Federation of Canadian Municipalities (FCM) and other municipalities in the Province of Ontario.

Your attention with regard to this important matter is most appreciated.

Yours truly,

A handwritten signature in cursive script, appearing to read "Touzel".

Charlene Touzel
City Clerk

cc Association of Municipalities of Ontario
Phil McColeman, MP, Brantford-Brant
Will Bouma, MPP, Brantford-Brant
Federation of Canadian Municipalities
Other Municipalities in the Province of Ontario



July 3, 2019

Rural Ontario Municipal Association (ROMA)
200 University Ave.,
Suite 801
Toronto, Ontario M5H 3C6

Dear ROMA;

At the regular meeting of Council held June 19th, 2019, Council received the attached correspondence from the Municipality of East Ferris. The following resolution was carried and adopted;

Moved by: Councillor McNeil and Seconded by: Councillor Harding

THAT:

The Council of the County of Huron supports a combined OGRA/ROMA Conference;

AND FURTHER THAT:

This resolution be circulated to all Ontario Municipalities and ROMA be petitioned to place the combined conference to a membership vote.

CARRIED

Please find attached the above noted correspondence from the Municipality of East Ferris.

Sincerely,

Susan Cronin
County Clerk

Cc: Ontario Municipalities

County Clerk

Corporation of the County of Huron, 1 Court House Square, Goderich, Ontario N7A 1M2 CANADA

Tel: 519.524.8394

Fax: 519.524.2044

Toll Free: 1.888.524.8394 Web: www.huroncounty.ca

MUNICIPALITÉ · EAST FERRIS · MUNICIPALITY



390 HIGHWAY 94, CORBEIL, ONTARIO P0H 1K0
TEL.: (705) 752-2740 FAX.: (705) 752-2452
Email: municipality@eastferris.ca

REGULAR COUNCIL MEETING HELD May 28th, 2019

2019-151

**Moved by Councillor Lougheed
Seconded by Councillor Trahan**

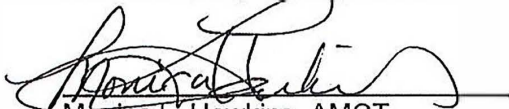
WHEREAS at the Regular meeting of Council held May 14th, 2019, Council requested that the Municipality of East Ferris petition Ontario Municipalities to support the OGRA/ROMA Combined Conference;

AND WHEREAS the Municipality has received already same request from the Town of Petrolia to support a combined conference;

BE IT HEREBY RESOLVED that this resolution be circulated to all Ontario Municipalities and petition ROMA to place the combined conference to a membership vote.

Carried Mayor Rochefort

CERTIFIED to be a true copy of
Resolution No. 2019-151 passed by the
Council of the Municipality of East Ferris
on the 28th, day of May, 2019.


Monica L. Hawkins, AMCT
Clerk

From: Planning <Planning@YRP.CA>

Sent: July 9, 2019 11:26 AM

Cc: Turl, Graeme #387 <387@YRP.CA>; Mulroy, Brenda #5224 <5224@YRP.CA>; Wilson, Sandy #5140 <5140@YRP.CA>; Slack, Michael <756@yrp.ca>; Kelvin Chantiam <804@yrp.ca>; Bellman, Russ #715 <715@YRP.CA>; Elliott, Mike #556 <556@YRP.CA>; Ahrens, Maria #682 <682@YRP.CA>; Betts, Stu #936 <936@YRP.CA>; Fleischaker, Michael #677 <677@YRP.CA>; Bullen, Christopher #690 <690@YRP.CA>; Corsi, Rhonda #782 <782@YRP.CA>; Gotlieb, Jennifer #5775 <5775@YRP.CA>; Al-Amry, Rania #5583 <5583@YRP.CA>

Subject: 2019 York Regional Police Environmental Scan

To Mayors, Members of Parliament and Members of Provincial Parliament:

Chief of Police Eric Jolliffe and the York Regional Police Services Board are pleased to provide you with the 2019 Environmental Scan. Please share this important document with members of council, your community partners or other interested associates. If you would like more information about the Scan and how it may impact the delivery of policing services, please contact us. Your District Commanders and the Planning, Research & Evaluation Unit would be happy to deliver a presentation to further discuss the report findings.

The Environmental Scan is a summary of research from numerous sources that will be used to inform the development of priorities for the York Regional Police 2020-2022 Strategic Plan. It provides a broad account of the multitude of internal and external factors that will potentially impact our services and programs in the coming years. Details are provided about the significant trends and issues affecting our current and future outlook, including crime and policing trends, demographic, political, economic, social, technological, legal, and environmental influences.

Staying informed about our ever-changing operating environment is essential to ensuring we continue to provide effective and high quality police services to our diverse communities. We welcome feedback on this report to enhance our understanding of the priorities and issues that matter to citizens of York Region.

Thank you.

Alex Tang #5731
Planner
Planning, Research & Evaluation Unit
York Regional Police
1-866-876-5423 ext. 6917 / 5731@yrp.ca

DISCLAIMER: The information contained in this communication is confidential and is intended only for use by the person or entity to whom it is addressed. The contents of this communication may be subject to legal privilege and all rights to that privilege are expressly claimed and not waived. If you are not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this e-mail is prohibited. If you have received this communication in error, please notify the sender immediately and permanently delete this communication. Thank you.



YORK REGIONAL POLICE 2019 ENVIRONMENTAL SCAN HIGHLIGHTS



Appendix A



Table of Contents

EXECUTIVE SUMMARY	2
ENVIRONMENTAL SCAN HIGHLIGHTS	3
<i>Demographic & Social Trends</i>	3
<i>Crime & Public Safety Trends</i>	3
<i>The Changing Landscape of Policing</i>	4
DEMOGRAPHIC & SOCIAL TRENDS	5
<i>Overview</i>	5
<i>Population Growth & Forecasts</i>	5
<i>Age & Sex Composition</i>	9
<i>Immigration</i>	10
<i>Ethno-cultural Diversity</i>	11
<i>Languages Spoken</i>	12
<i>Religious Affiliation</i>	12
<i>Mental Health Issues</i>	13
<i>Substance Abuse in York Region</i>	15
<i>Education</i>	16
<i>Families</i>	17
<i>Employment</i>	17
<i>Income</i>	18
<i>Housing/ Homelessness</i>	19
<i>Transportation</i>	20
CRIME and PUBLIC SAFETY TRENDS	23
<i>Crime & Public Safety Trends - National and Provincial Context</i>	23
<i>Crime Rate & Reported Crime in York Region</i>	25
<i>Calls for Service</i>	25
<i>Elder Abuse/ Vulnerable Persons</i>	30
<i>Youth Crime</i>	31
THE CHANGING LANDSCAPE OF POLICING	32
<i>Police Resources</i>	32
<i>Future of Policing Service Delivery Trends</i>	34
<i>Legislative Impacts and Trends</i>	34
<i>Technological Trends</i>	35
<i>Social/ Political Trends</i>	35
<i>Economic Trends</i>	36
<i>Accountability</i>	36
<i>Public Order, Extremism / Terrorism</i>	37
<i>Environmental Impacts</i>	37
MUNICIPAL PROFILES	38
<i>Aurora</i>	38
<i>East Gwillimbury</i>	39
<i>Georgina</i>	40
<i>King</i>	41
<i>Markham</i>	42
<i>Newmarket</i>	43
<i>Richmond Hill</i>	44
<i>Vaughan</i>	45
<i>Whitchurch-Stouffville</i>	46
END NOTES/ REFERENCES	47

EXECUTIVE SUMMARY

The purpose of the environmental scan is to gather information regarding internal and external factors that can affect the work of York Regional Police and how we serve our community. This process allows for the identification of strengths, weaknesses, opportunities, and threats in a rapidly changing environment which may impact the organization.

Demographic and Social Trends

York Region's population continues to age and become more ethnically diverse. Various sources predict the rate of growth of the senior population in York Region will continue to outpace other age segments while the rate of growth for preschool aged children is declining. New immigrants will continue to view the Region as a top choice for settlement. Overall, the total population growth of York Region has surpassed the rate of growth at the national and provincial levels.

An increase in awareness of mental health-related issues reflects the growing number of occurrences police and other emergency services respond to involving persons with mental illnesses. The growing prevalence of substance abuse is also a contributing factor to the increase of mental health-related incidents reported.

Crime and Public Safety Trends

The 5-year variance for citizen-generated calls for service has increased from 2014 to 2018 by 9.3%. YRP's non-criminal and administrative workload is increasing. The 5-year variance in crime rates per 100,000 in population has seen increases in Crimes Against Persons, Crimes Against Property, Criminal Code Traffic Violations, Robbery, Sexual Violations, and Assault.

Issues surrounding drug possession and trafficking have been featured heavily in the media with the legalization of recreational cannabis in the fall of 2018 and rising occurrences involving opioids. Despite this national and provincial trend, York Region has observed a decrease in drug violations over the past five years.

Gun violence in the GTA and hate crime fueled by changing political and social climate locally and internationally have garnered much attention and may be affecting the perception of safety in the region.

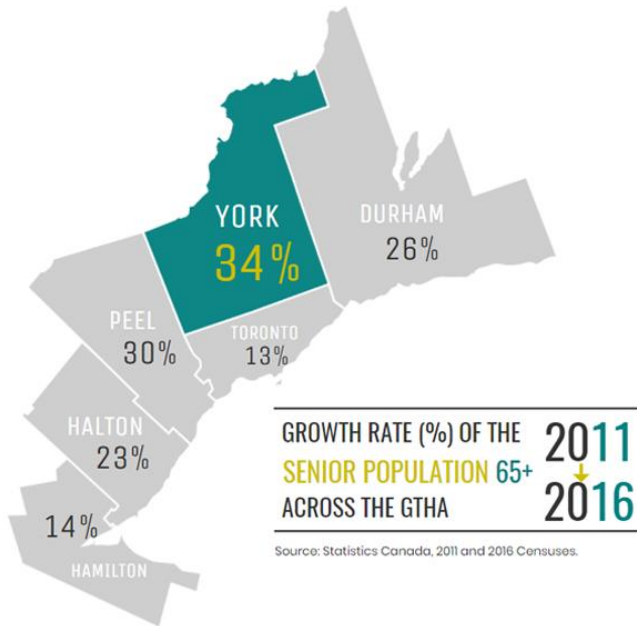
The Changing Landscape of Policing

York Regional Police has maintained a high level of community approval despite growing anti-police sentiments in North America. We enjoy support from the community, Regional Council, and the Police Services Board. To maintain the current level of service, YRP has taken steps to recruit new and experienced officers to accommodate for the large number of upcoming retirements and growth in the Region.

New technological trends that may affect policing include autonomous vehicles, use of Real-time Data and Business Intelligence, and prevalence of mobile device use leading to distracted driving. Business Intelligence tools allow for enhanced information sharing to officers, enabling data-informed, evidence-based decisions. Legislative changes that have an impact on the work of YRP include the legalization of recreational cannabis and recent overhaul of the Police Services Act.

ENVIRONMENTAL SCAN HIGHLIGHTS

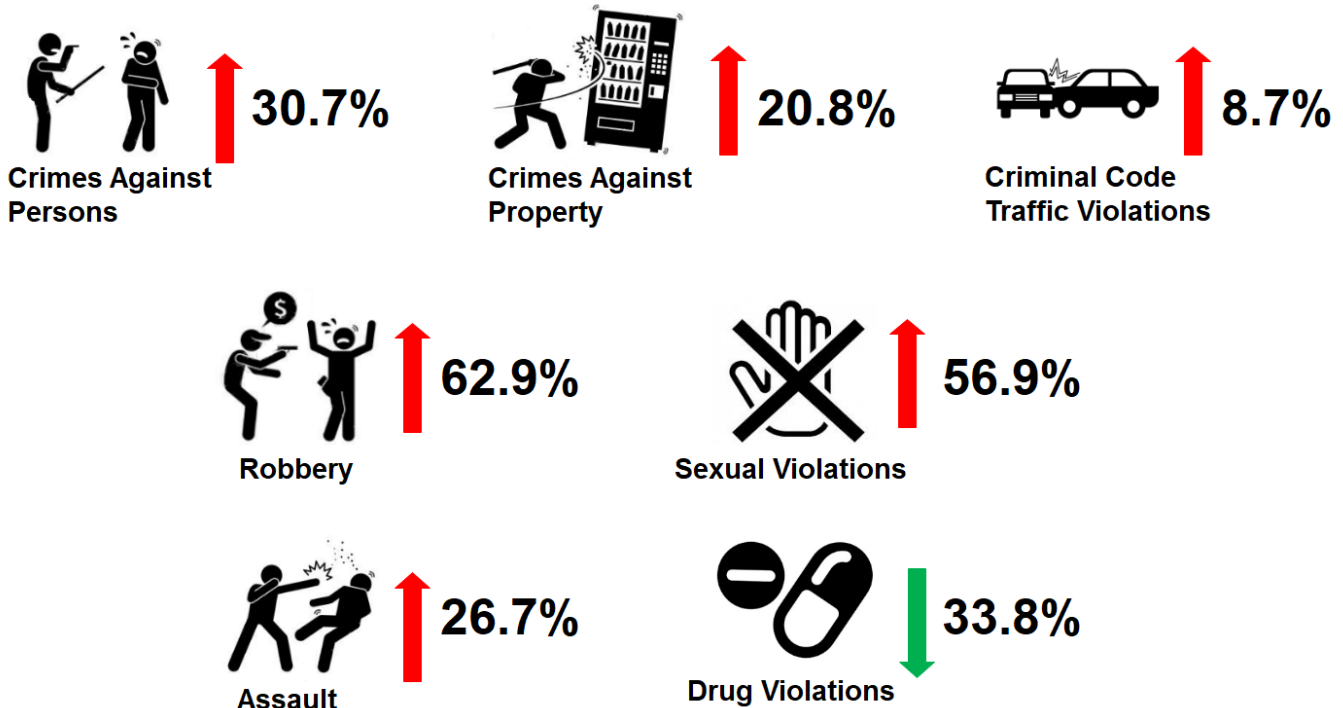
Demographic & Social Trends



- Senior population is growing fast in York Region: 1 out of 5 people in the region will be age 65+ by year 2031
- Ethnic diversity will continue to grow as new immigrants find York Region one of GTHA's top choices for place of settlement
- Average household size decreasing over the next 20 years, favouring the increase of smaller, multi-unit residential builds over detached single-family homes in the region

Crime & Public Safety Trends

- 2014-2018 Crime Statistics 5-Year Variance calculated by rate per 100,000 in population (YRP Annual Statistical Reports 2014-2018):



The Changing Landscape of Policing

Political

- Continuing polarization of Canadian politics
- Uncertainty with upcoming federal election (Oct 2019)
- Provincial Conservative government elected until 2022
- Current provincial government publicly supportive of police
- Review of regional governance early 2019 may affect York Region and its municipalities

Economic

- Provincial funding review has put transfer of money to police services on hold
- Provincial government may reallocate traditional police grants to be distributed to other government departments due to new Community Safety and Well-Being Plan
- Regional council has approved an operating budget for YRP of \$333.9 million for 2019

Social

- Potential increase in social unrest caused by polarizing politics locally and abroad
- Police being erroneously tied to alt-right movements
- Population of York Region continues to grow, with seniors being the fastest growing segment
- Increase in number of refugees into the GTA
- Growing concern for mental health issues
- Increasing concern over opioids abuse

Technological

- Driverless (Autonomous) vehicles becoming a reality, with Markham being selected as a launch test site by the Autonomous Vehicle Innovation Network
- Social media's influence over social and political discourse with use of fake news
- Pervasive use of mobile devices leading to distracted driving
- Police services across Canada using mobile apps as way to engage community
- Concerns over privacy related to online activities

Legal

- Bill 175: Safer Ontario Act proposed by previous provincial government was repealed, new Comprehensive Ontario Police Services Act received royal assent in March 2019
- Bill C-45: Changes to cannabis legislation potentially leading to increased workload on officers, as well as strain on resources due to new required training
- Recreational use of cannabis a concern for potential risks associated with drug use

Environmental

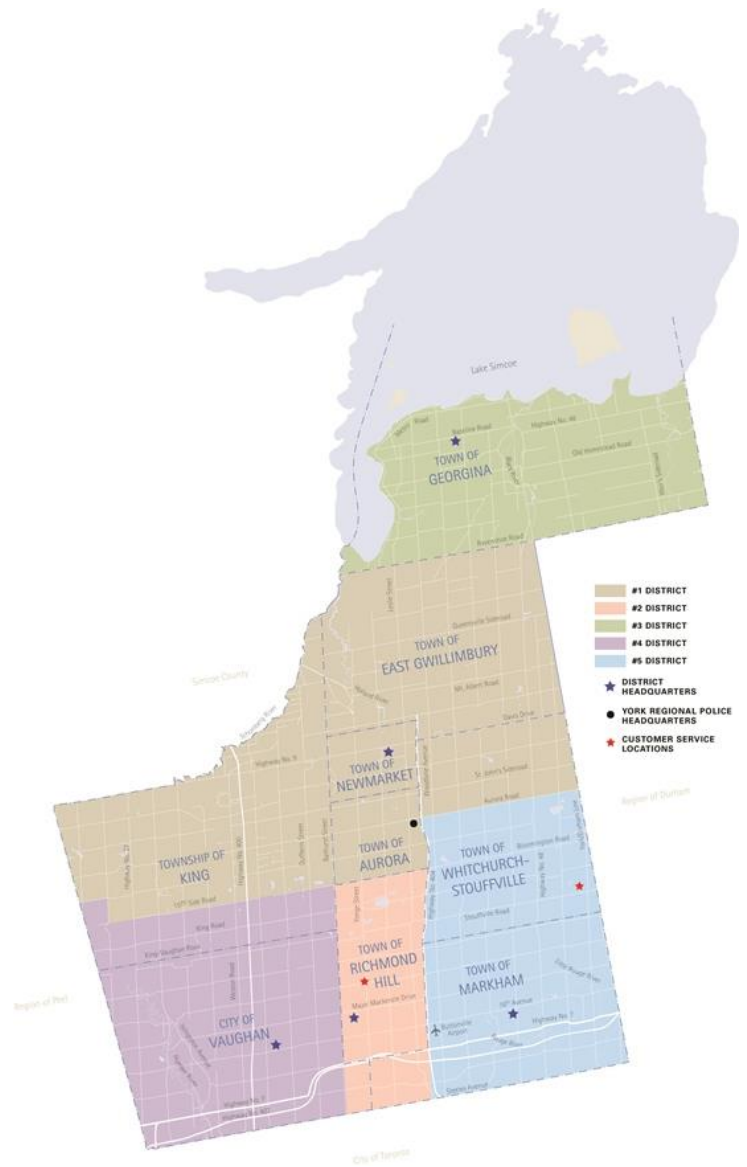
- Growing prevalence of extreme weather patterns
- Impact on increasing need for emergency preparedness due to rising instances of natural disasters
- Extreme weather can potential lead to increase in demand for traffic-related calls for service
- Region of York has identified protection of the environment as a priority in the 2019 to 2023 strategic plan

DEMOGRAPHIC & SOCIAL TRENDS

Overview

York Regional Police serves over 1.1 million residents divided amongst nine municipalities. Our policing jurisdiction consists of 1,756 square kilometres of land and 350 square kilometres of Lake Simcoe

Nine Municipalities: Aurora, East Gwillimbury, Georgina, King, Markham, Newmarket, Richmond Hill, Vaughan, and Whitchurch-Stouffville

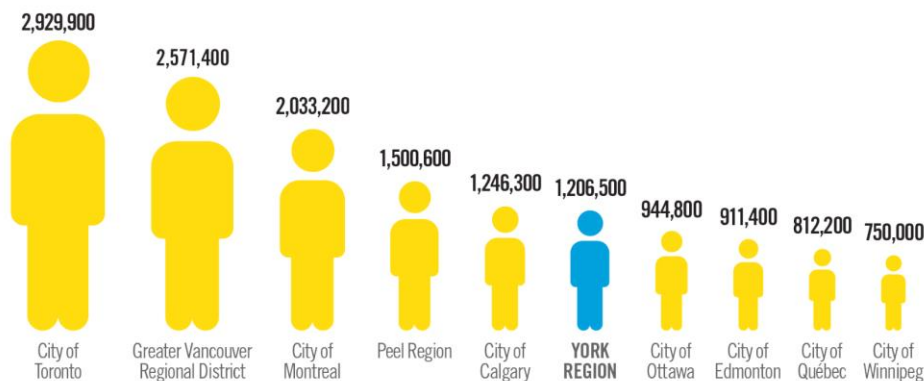


Deeds Speak

Population Growth & Forecasts

CANADA'S LARGEST MUNICIPALITIES BY POPULATION, 2017*

*2017 Population numbers are estimated



2017 Growth by Municipality

York Region is the sixth largest municipality in Canada according to statistics from the Region of York. York Region is on pace to outrank Calgary in population by the end of 2019¹

Figure 1. Canada's largest municipalities by population. Adapted from "York Region – 2017 Growth & Development Review" by Region of York

- York Region’s population growth has been steady for the last several years averaging 1.9% per year since 2011²
- All municipalities experienced population growth between 2016 to 2019
- It is anticipated the Region will reach a population of 1.5 million people by 2031 and 1.79 million by 2041³
- York Region is growing faster than the national and provincial average. York Region recorded the 6th highest absolute population growth amongst regions in Canada from 2011 to 2016⁴
- According to statistics from the Region of York, East Gwillimbury has experienced the largest population growth from 2016 to 2019 at a rate of 31.8%

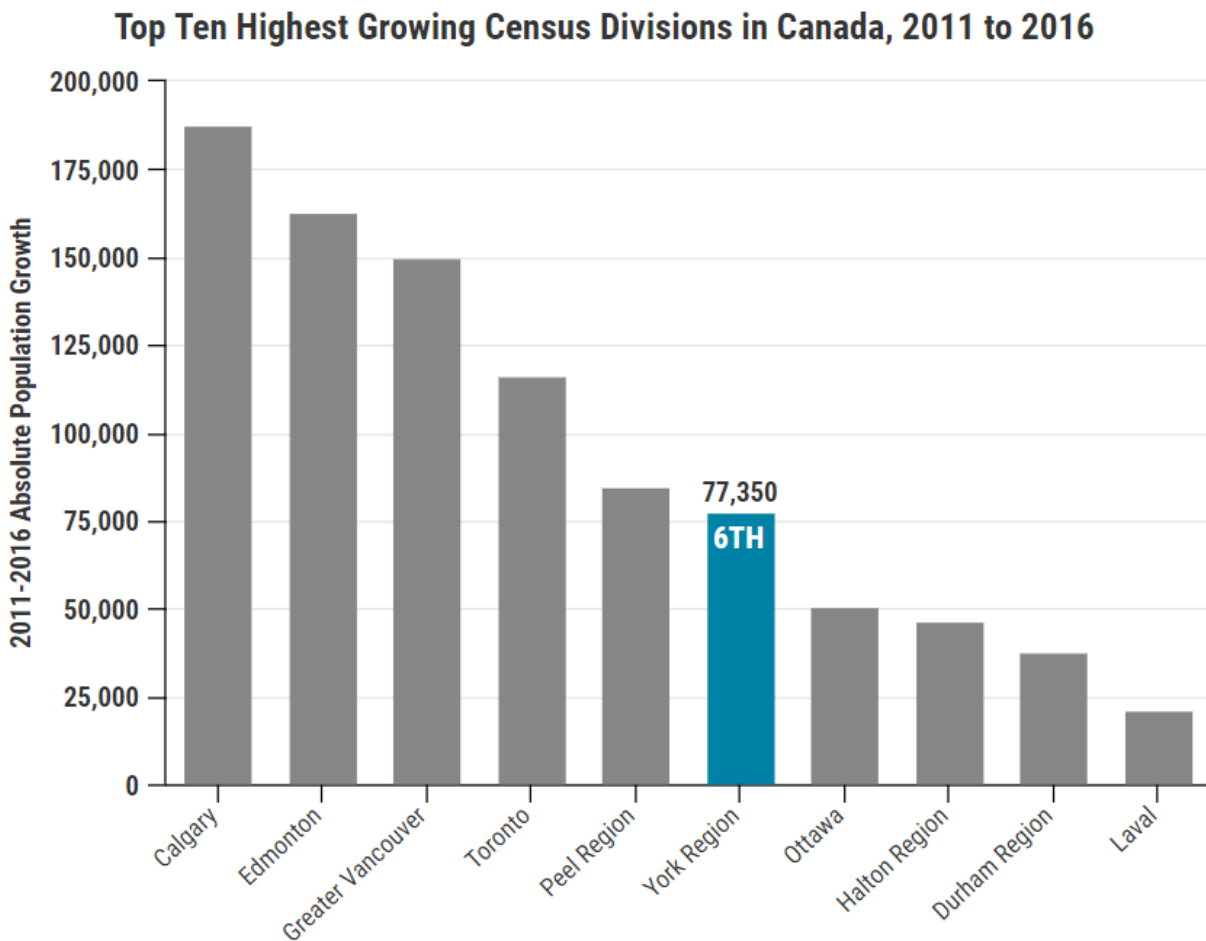


Figure 2. Top ten highest growth census divisions in Canada from 2011 to 2016. Adapted from 2016 Census Profile: York Region Census stories

- The three southern municipalities of Markham, Richmond Hill, and Vaughan represent 76% of York Region’s population with Markham being the largest (30%)
- The population of York Region is forecast to increase across all municipalities with the most noticeable growth occurring in East Gwillimbury where the population is expected to experience a growth of 394.8% between 2016 to 2041
- Markham and Vaughan have reached #16 and #17 respectively for Canada’s largest municipalities, each having a population equal to 0.9% of the total population in Canada. (Statistics Canada 2016 Census)⁵

- York Region has the 3rd largest population within the GTHA with over 1.1 million, representing 16% of the total⁶

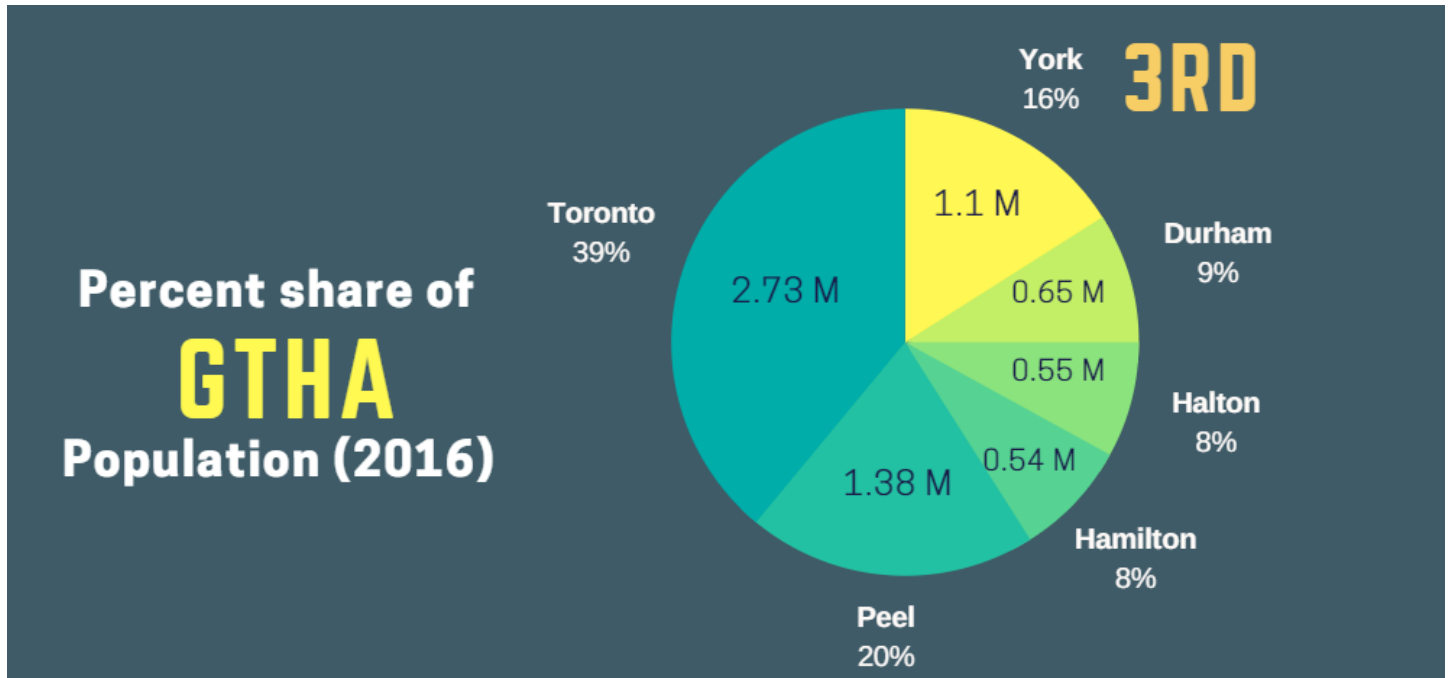


Figure 3. Share of population in the GTHA as per 2016 Census. Adapted from Statistics Canada 2016 Census

- York Region was the second fastest growing municipality (7.5%) after Halton Region (9.3%) between 2011 and 2016

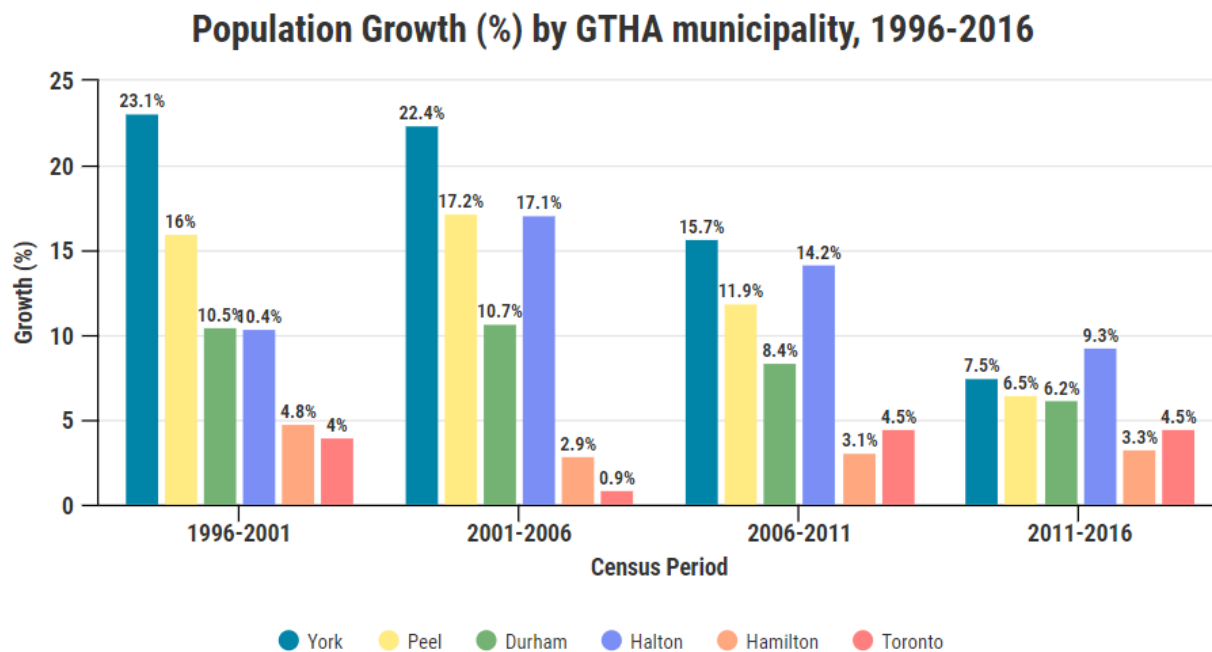


Figure 4. Population growth of GTHA municipalities from 1996-2016. Adapted from York Region 2041 Preferred Growth Scenario, 2041 Population and Employment Forecasts

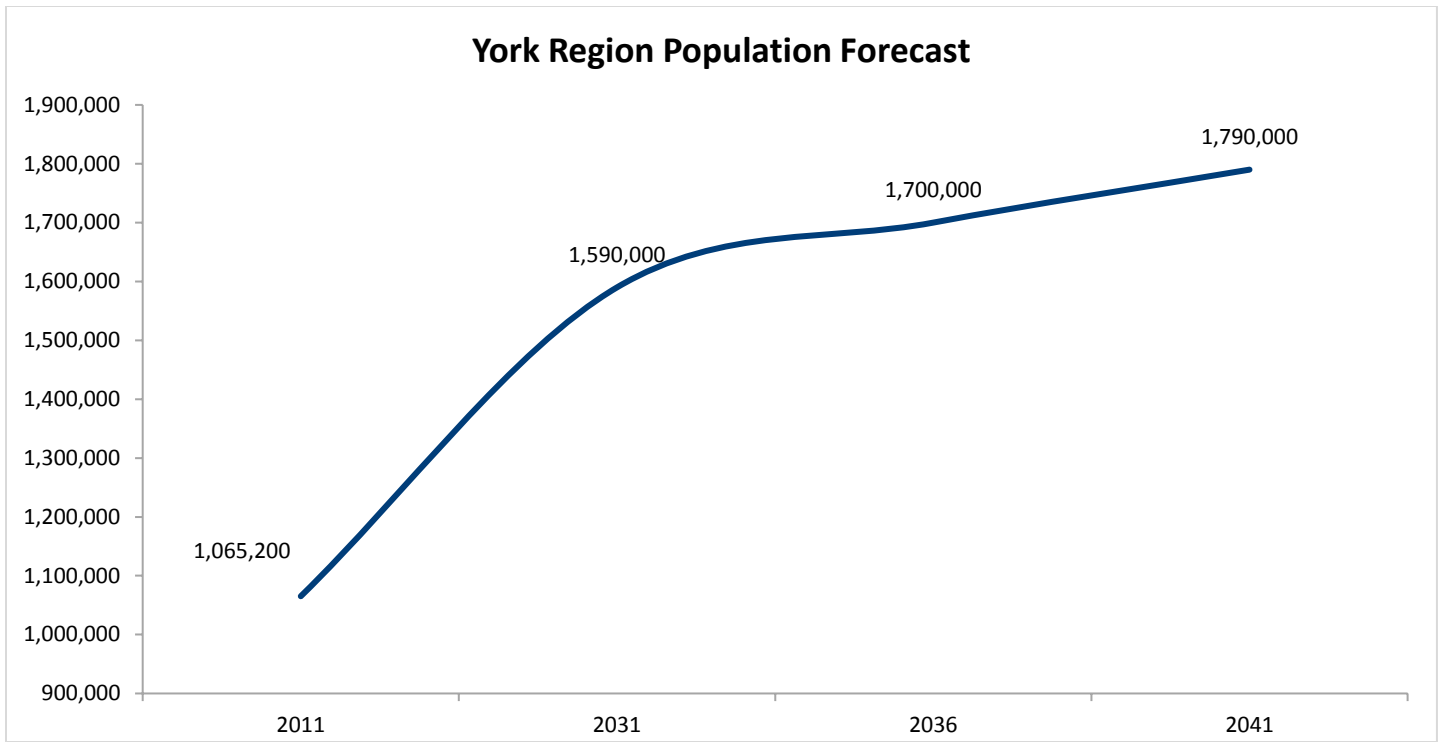


Figure 5. York Region Population Forecast 2011-2041

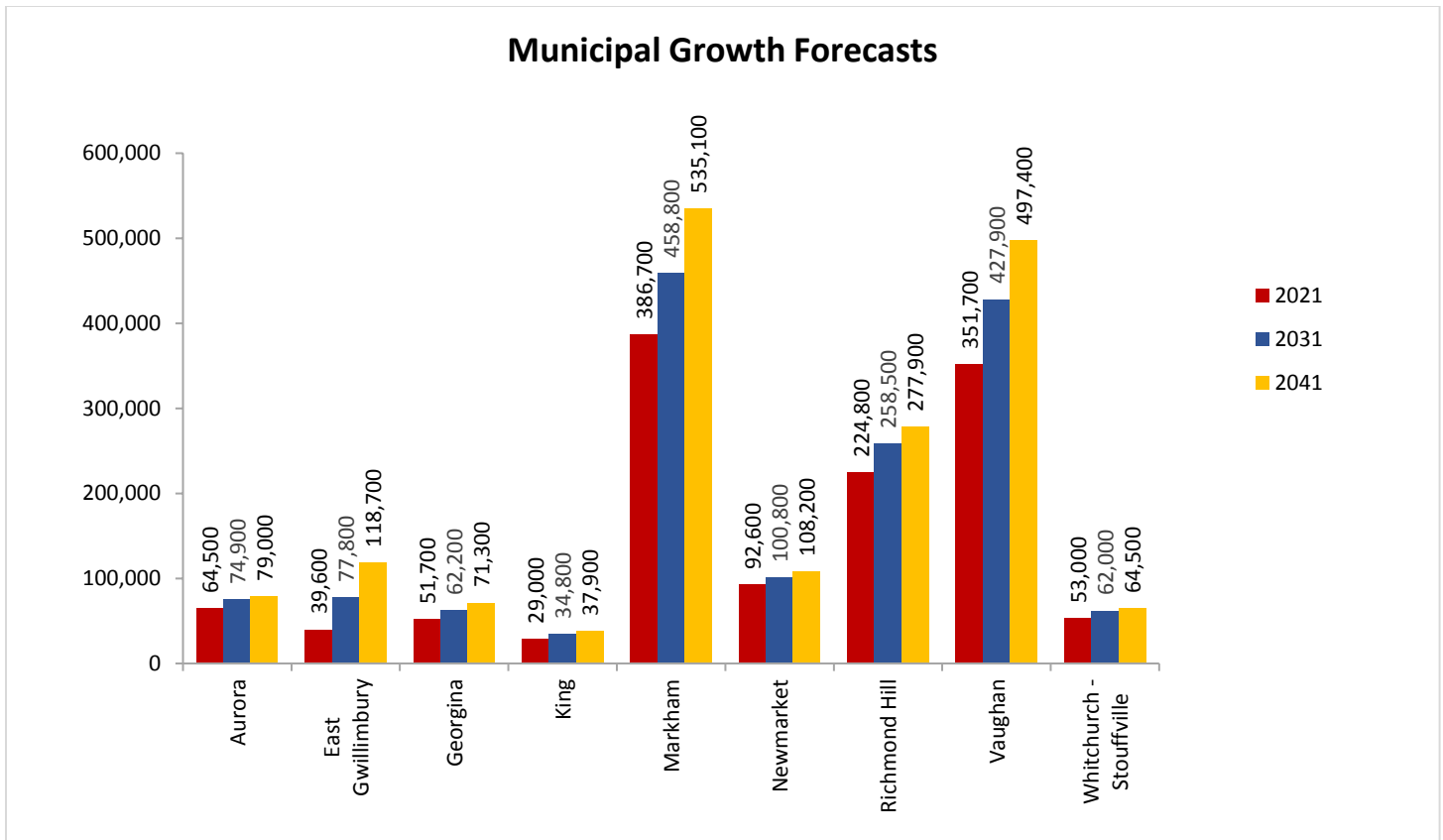


Figure 6. Growth forecast of municipalities in York Region from 2016-2041. 2016 Data: from Statistics Canada 2016 Census, 2041 Data from York Region 2041 Preferred Growth Scenario, 2041 Population and Employment Forecasts)

Age & Sex Composition

- The Region’s age composition is expected to continue its shift towards an older population due to continued effects of the aging of the baby boomer generation; the population of seniors in York Region will increase from 12% to approximately 24% by the year 2041⁷
- The number of seniors increased faster in York Region (34%) than any other municipality in the GTHA⁸
- The number of preschool children (aged 0-4) declined in all GTHA municipalities except for Durham and Hamilton. Overall number of preschool children in York Region declined by 2.5% since the 2011 Census
- The senior population in York Region is growing faster than any other age group (1 in 5 people will be 65 years or older by 2031). 15.6% of York Region’s population is between 50 – 59 years of age⁹

2016 YORK REGION POPULATION

BY AGE AND PER CENT CHANGE SINCE 2011

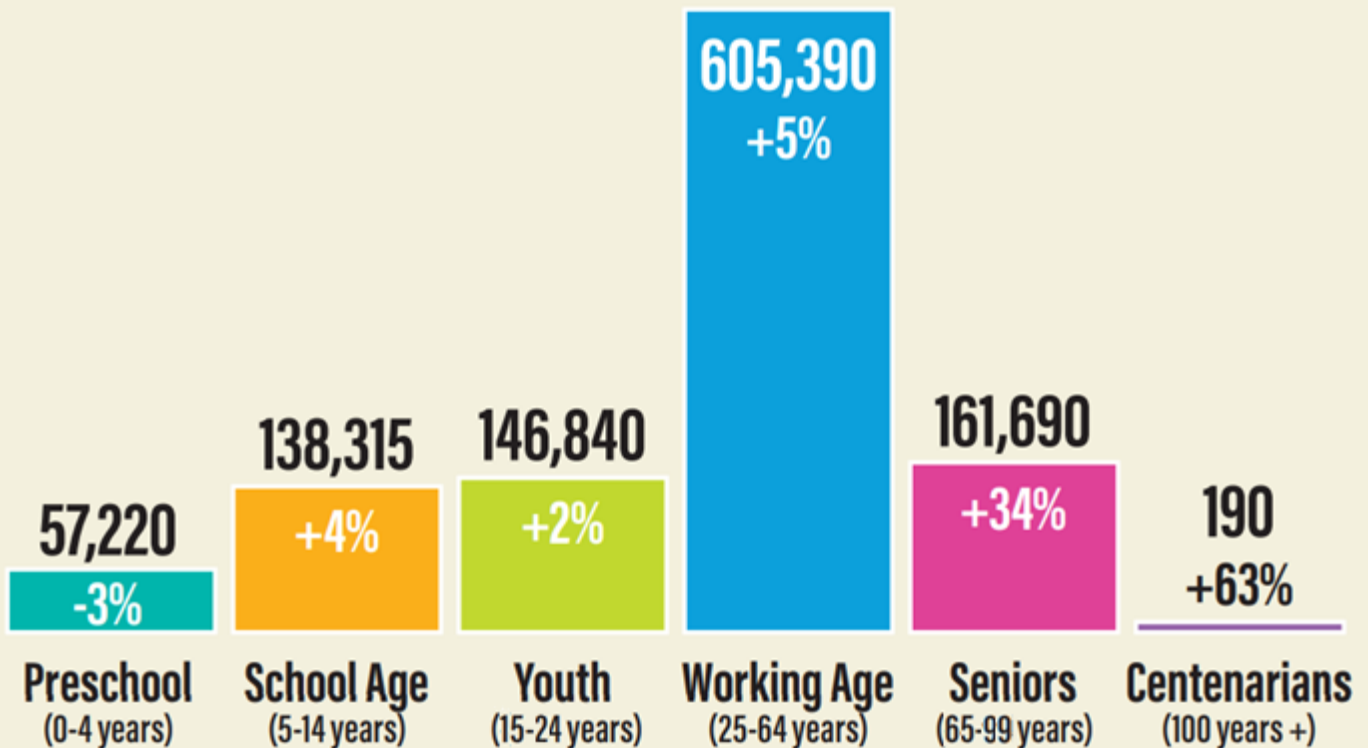


Figure 7. Total senior population in the GTHA as per 2016 Census. Adapted from 2016 Census Profile: York Region Census stories

- York Region’s labour force is aging. Those considered working age (25-64) represented 54.6% of the population in 2016, down from 55.8% in 2011
- Women outnumbered men in 2016 – 51.3% (569,150) women compared to 48.7% (540,755) men¹⁰

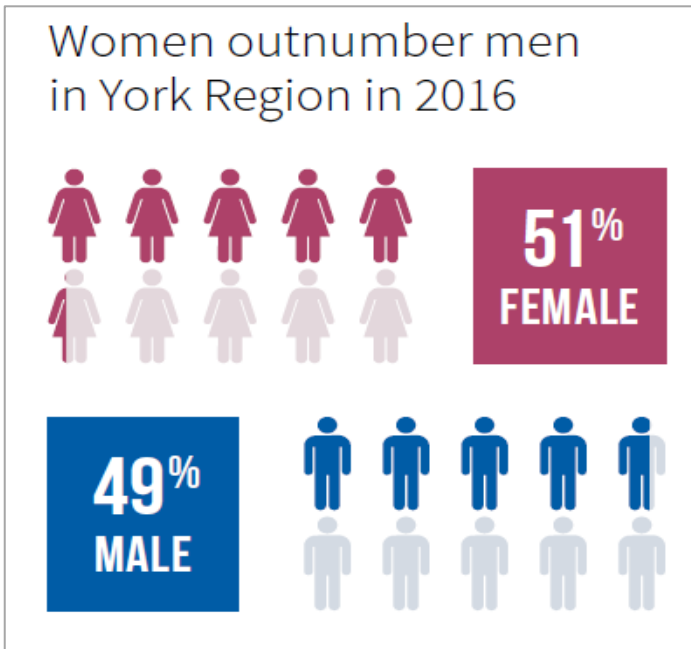


Figure 8. Female vs. Male Percentage of York’s population. Adapted from York Region 2016 Census Release Report – Age & Sex

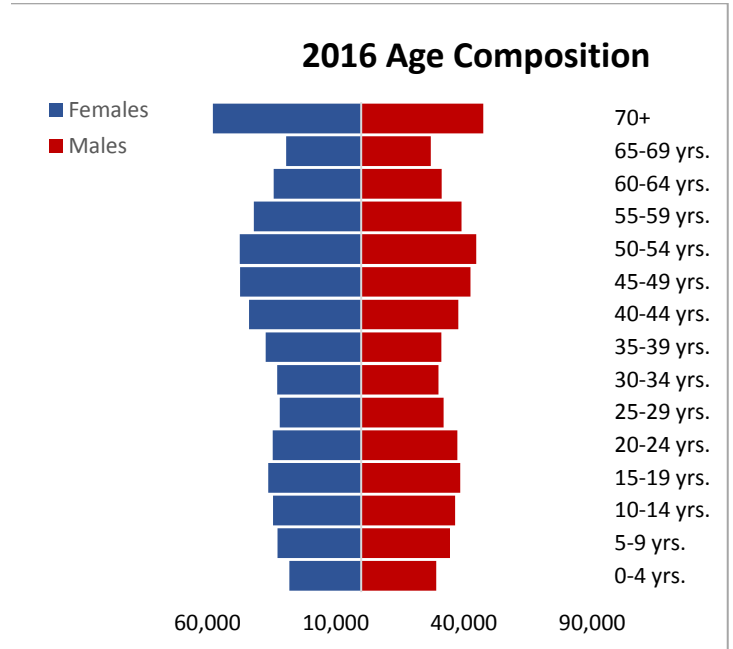
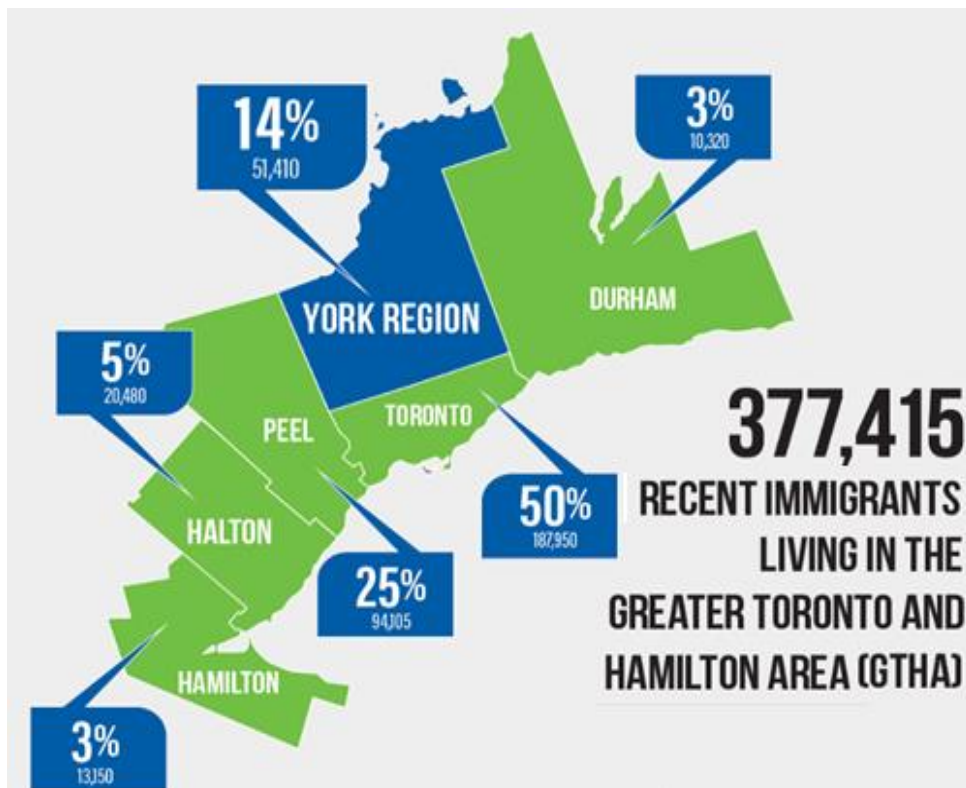


Figure 9. Population in various age ranges in York Region – Census 2016. Adapted from York Region 2016 Census Release Report – Age & Sex

Immigration¹¹



- In 2016, 80% (377,415) of Ontario’s recent immigrants (in the last five years) chose to settle in the GTHA; 14% (51,410) settled in York Region
- In 2016, 47% (515,000) of York Region residents were born outside of Canada (3rd highest in the GTHA and Ontario)
- China, Iran, and the Philippines were the top 3 countries of origin for recent immigrants

Figure 10. Places of settlement for recent immigrants. Adapted from York Region 2016 Census Release Report – Immigration & Ethno-cultural Diversity

Ethno-cultural Diversity (Ethnicity & Visible Minority Status)

- 49% (541,200) of York Region residents self-identified as a visible minority in 2016

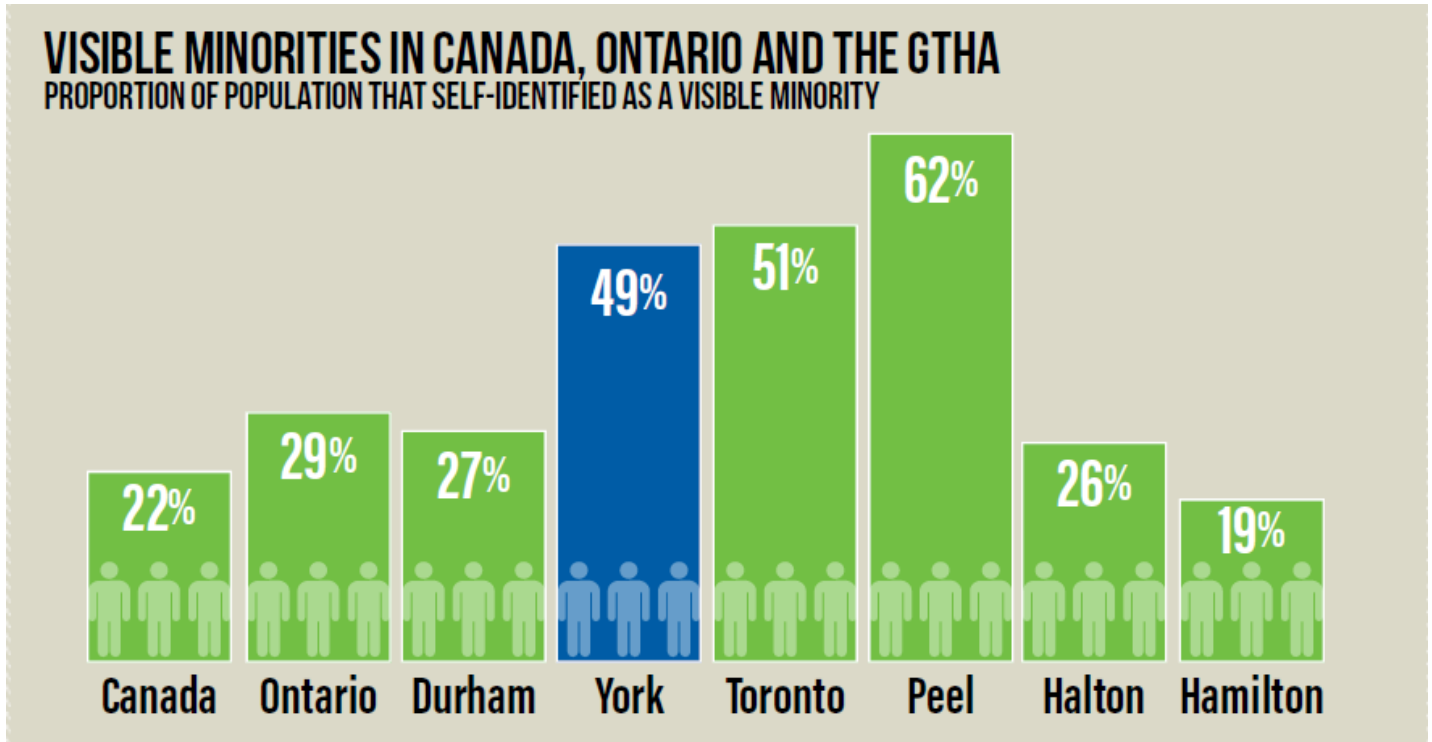
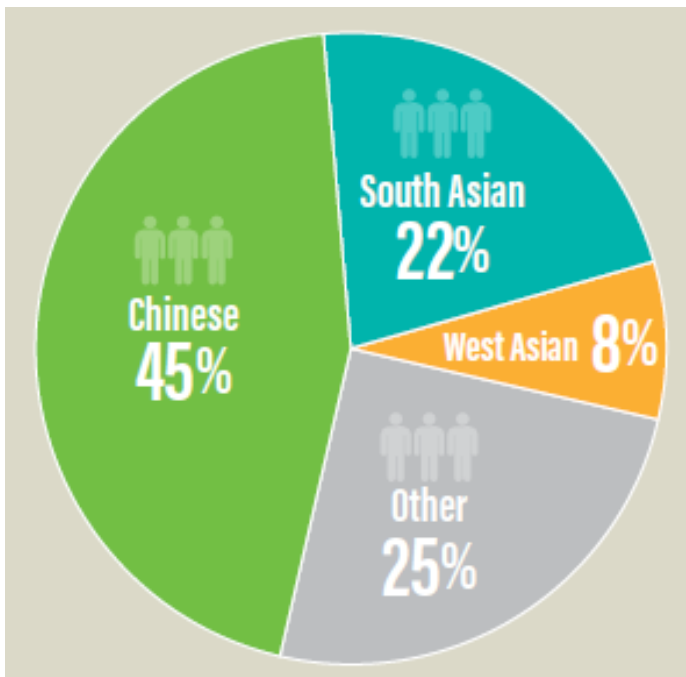


Figure 11. National, provincial, and regional population of visible minorities. Adapted from York Region 2016 Census Release Report – Immigration & Ethno-cultural Diversity



- Millennials (25-34) were the most culturally diverse age group with 56% identifying as visible minorities
- 78% of Markham's population identifies as a visible minority (highest in York Region)
- 8% of Georgina's population identifies as a visible minority (lowest in York Region)

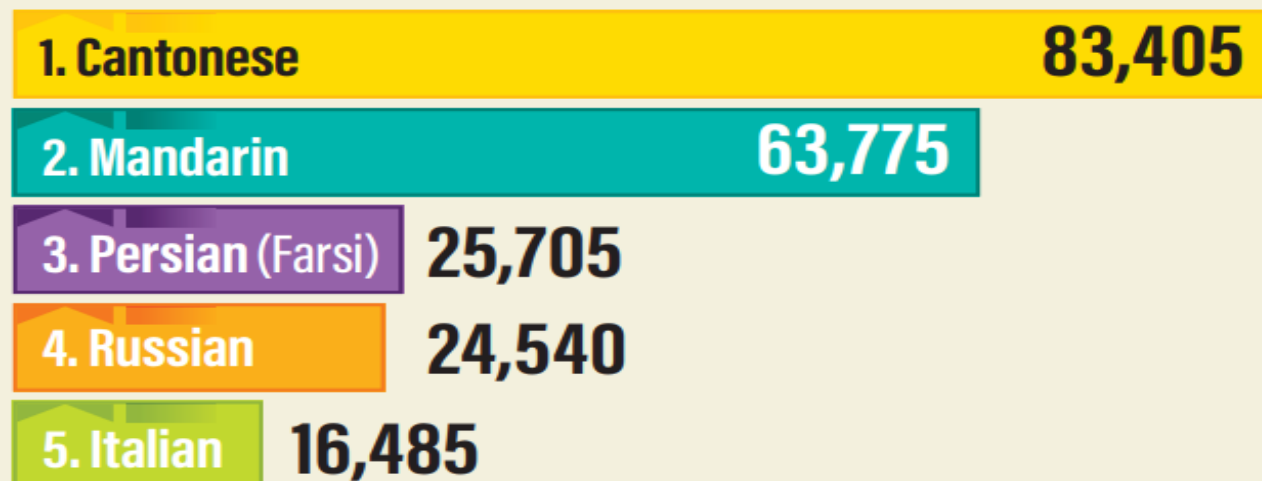
Figure 12. Top visible minority groups in York Region. Adapted from York Region 2016 Census Release Report – Immigration & Ethno-cultural Diversity

Languages Spoken

- Over 120 different languages were spoken in York Region in 2016
- 61,860 York Region residents do not speak an official language (English or French); an increase of 28%
- 31% of York Region residents reported speaking a non-official language at home

NON-OFFICIAL LANGUAGES SPOKEN AT HOME

MOST OFTEN* IN YORK REGION



* Numbers based on the total number of respondents who provided a single response at the time of data collection

Figure 13. Top 5 non-official languages spoken at home in York Region. Adapted from York Region 2016 Census Release – Family, Households, Marital Status and Language

Religious Affiliation

- The most recent National Household Survey (2011) identifies Christianity, Judaism, and Islam as the top three religious affiliations in York Region

Religion	Number
Total population in private households	1,024,225
Buddhist	29,220
Christian	568,435
Hindu	50,505
Jewish	63,880
Muslim	62,290
Sikh	10,515
Traditional (Aboriginal) Spirituality	140
Other religions	4,815
No religious affiliation	234,420

Table 1. Distribution (number) of population in private households by religion, Canada, 2011. Adapted from <https://www12.statcan.gc.ca/nhs-enm/2011/dp-prod/prof/details/page.cfm?Lang=E&Geo1=HR&Code1=3570&Data=Count&SearchText=york%20region&SearchType=Begin&SearchPR=01&A1=All&B1=All&Custom=&TABID=1>

Mental Health Issues

- Mental illness can and often does go undiagnosed but manifests itself in people through difficult behavior, acting out, relentless pursuit of a singular purpose, poor academic achievement, unemployment, poverty, homelessness, and risky behaviour which can affect the people around them
- Mental health-related calls to emergency services in York Region has experienced steady increases year to year
- Calls for service to York Regional Police and Mental Health Act Apprehensions have been on a steady rise between 2014 and 2018¹²

Mental Health Calls to Paramedic Services By Year By Primary Impression

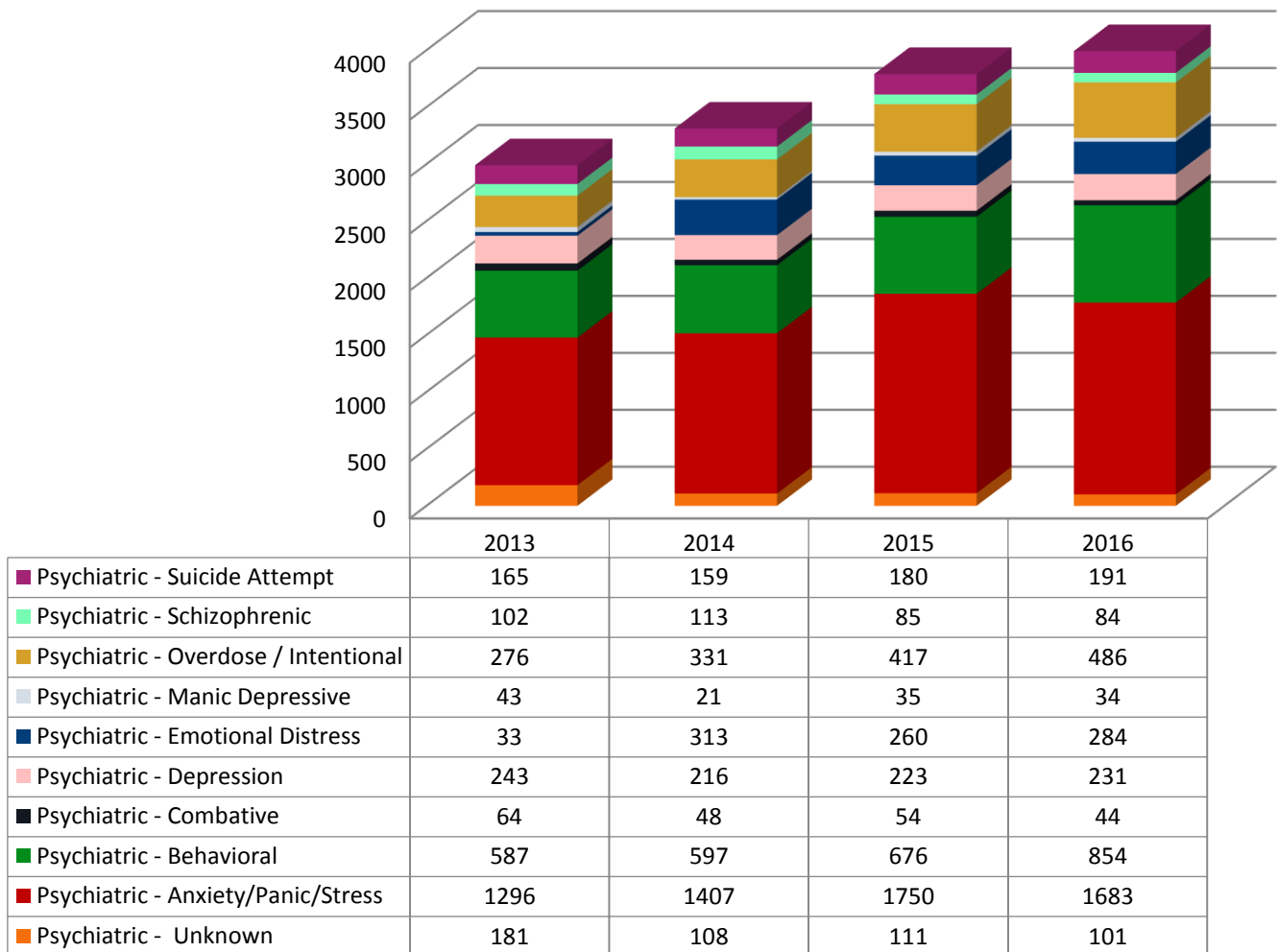


Figure 14. Mental Health Calls to Paramedic Services. Data provided by Region of York Continuous Quality Improvement. Data after 2016 is not comparable due to change in data collection method.

Mental Health General Occurrences - York Regional Police

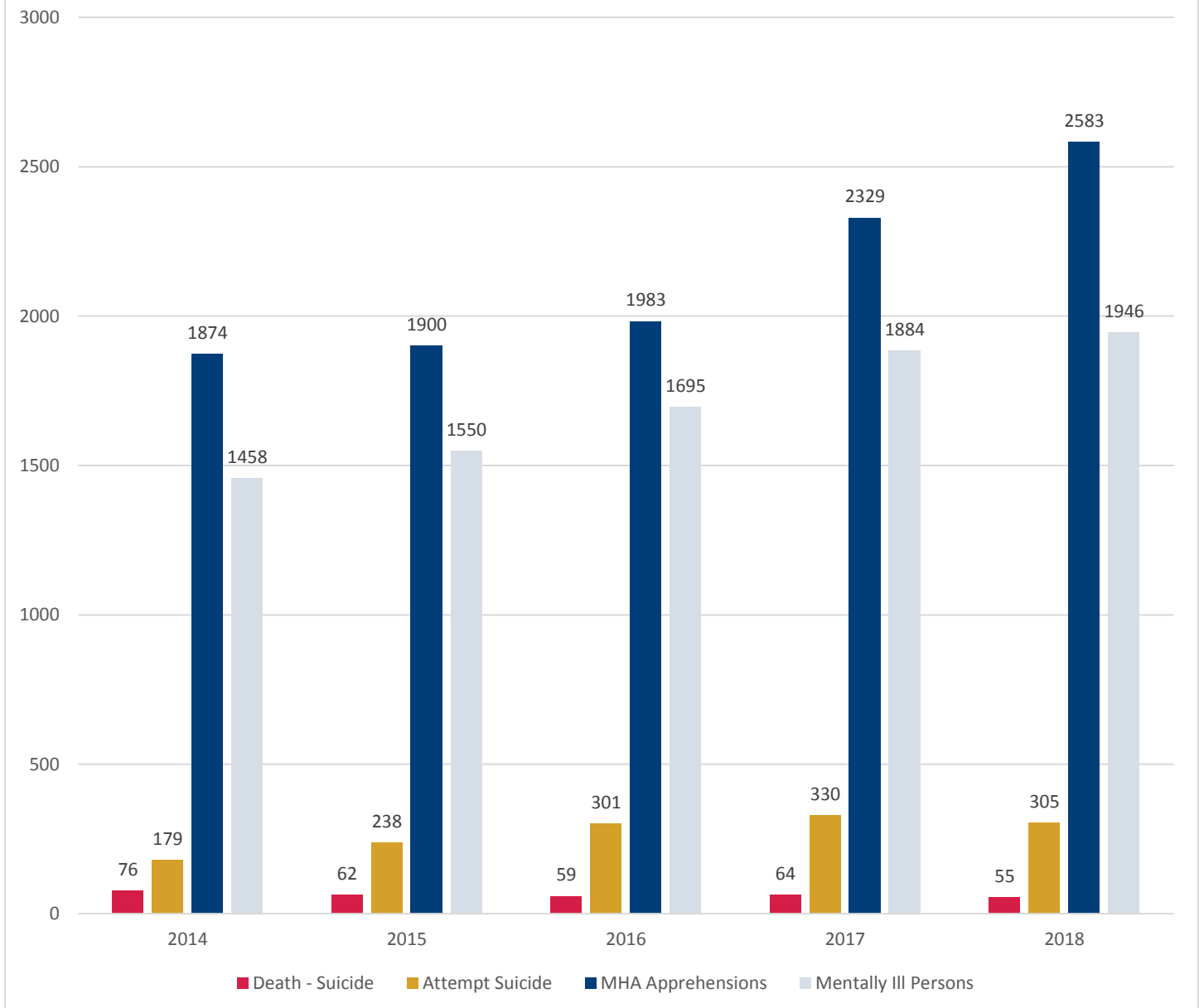


Figure 15. Mental health occurrences attended by York Regional Police, 2014-2018. Data taken from 2014-2018 York Regional Police Statistical Reports

- Over 2 million Canadians aged 15 years and over have a mental health-related disability. This represents 7% of Canadian adults and youth¹³
- Women are more likely to report depression compared to men. Among youth aged 15 to 24, women are twice as likely as men to have a mental health-related disability
- Statistics Canada reported that 1 in 5 contacts with police involve people with a mental illness or a substance abuse disorder¹⁴
- The likelihood of Canadians who will experience a mental illness or substance abuse disorder is 1 in 3¹⁵

Substance Abuse in York Region

- Drug violations in York Region have been decreasing over time (see Crime Trends section), but drug use remains prevalent in the region¹⁶
- Addictions Services of York Region (ASYR) reported that in 2018:
 - Total individuals served by agency – 5,671 (increase from 3,196 in 2017)
 - Total visits – 30,555 (increase from 25,376 in 2017)
 - Total group sessions facilitated – 1,053 (increase from 1,045 in 2017)
 - Total group participants – 11,671 (increase from 11,421 in 2017)
- Top 5 Municipalities Served in 2018
 - Newmarket – 17%
 - Aurora – 12%
 - Vaughan – 12%
 - Richmond Hill – 10%
 - Markham – 8%
- The top 3 substances used by individuals accessing ASYR’s services are alcohol, cannabis, and cocaine
- Provincially, statistics show a high prevalence of drug and alcohol use for youth in grades 7-12, with alcohol use being reported by 42.5% of respondents in the Ontario Student Drug use and Health Survey (2017)¹⁷ (see table 1)

Past Year Drug Use (%) for the Total Sample, by Sex, and by Grade, 2017 OSDUHS (N=11,435)

	Total	Males	Females	G7	G8	G9	G10	G11	G12
Grades 7–12									
Alcohol	42.5	42.7	42.2	10.5	11.8	31.8	49.9	60.6	68.3 *
High-Caffeine Energy Drinks	34.1	41.1	26.9 *	21.8	26.0	36.7	37.7	36.9	39.7 *
Cannabis	19.0	19.6	18.3	2.0	2.0	9.3	19.9	30.4	36.9 *
Binge Drinking (5+ Drinks Past Month)	16.9	17.6	16.1	s	s	9.2	17.2	27.7	32.3 *
Electronic Cigarettes (Vape Pens)	10.7	13.0	8.2 *	s	s	9.2	12.6	16.1	18.9 *
Opioid Pain Relievers (NM)	10.6	10.2	11.1	8.4	8.1	11.1	13.1	11.9	10.5
OTC Cough/Cold Medication	9.2	11.2	7.1 *	10.0	5.2	10.7	11.6	9.5	8.3
Tobacco Cigarettes	7.0	8.1	5.8 *	s	s	2.8	6.4	11.1	15.2 *
Waterpipes (Hookahs)	6.2	7.7	4.5 *	s	s	3.3	7.2	10.8	12.1 *
Smokeless (Chewing) Tobacco	5.4	8.1	2.6 *	s	s	6.3	4.8	9.7	8.5 *
Inhalants (Glue or Solvents)	3.4	3.0	3.7	6.2	4.8	2.3	3.8	1.9	s *
ADHD Drugs (NM)	2.3	2.6	1.9	1.5	0.9	0.8	s	3.3	4.5 *
Synthetic Cannabis (“Spice,” “K2”)	1.5	1.6	1.4	s	s	s	1.6	s	2.5 *
Salvia Divinorum	0.6	0.9	s	s	s	s	s	s	s
Grades 9–12†									
Mushrooms (Psilocybin) or Mescaline	4.0	5.4	2.4 *	--	--	1.8	2.0	5.4	5.7 *
Ecstasy (MDMA)	3.4	4.2	2.5	--	--	s	2.3	2.5	6.7 *
Cocaine	3.1	4.0	2.0	--	--	s	1.2	s	5.5 *
Tranquillizers/Sedatives (NM)	2.7	2.7	2.6	--	--	s	2.0	3.0	4.1 *
LSD	1.5	2.0	1.0 *	--	--	s	1.6	1.7	1.9
Fentanyl	0.9	s	s	--	--	s	s	s	s
Jimson Weed	0.8	s	s	--	--	s	s	s	s
Methamphetamine	0.6	s	s	--	--	s	s	s	s
Crack	0.6	s	s	--	--	s	s	s	s
Any NM Use of a Prescription Drug	13.7	13.5	14.0	--	--	12.2	14.0	14.3	14.1
Any Drug Use Including Cannabis	37.8	35.8	40.1	--	--	24.6	33.2	39.8	48.3 *
Any Drug Use Excluding Cannabis	23.8	23.1	24.6	--	--	19.6	22.1	23.2	28.3

Table 2. Alcohol and drug use reported by Gr. 7-12 respondents for the Ontario Student Drug Use and Health Survey. Adapted from Ontario Student Drug Use and Health Survey (2017)

Education

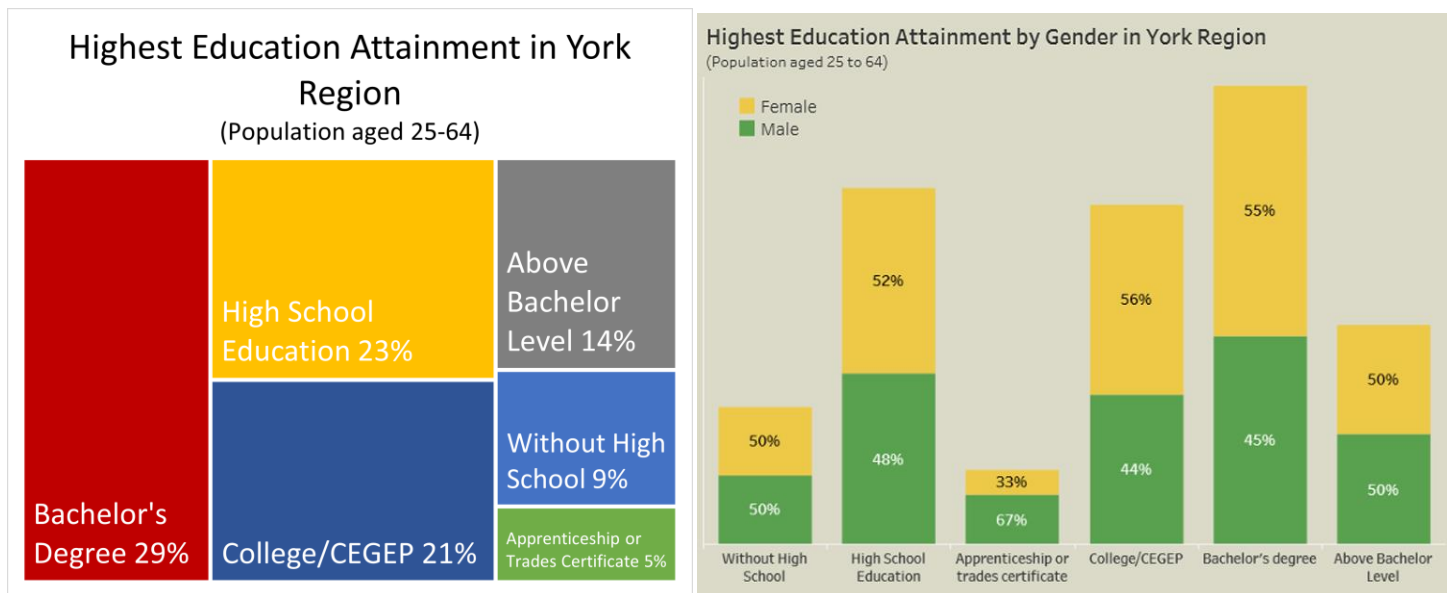


Figure 16. Highest education attained by York Region residents between ages 25-64. Adapted from 2016 Census Profile: York Region Census Stories

- The Regional Municipality of York ranks first as the most educated population among Canada’s largest municipalities (population over 1 million); more than 70% of the Region’s residents have a post-secondary education. 70% of working-age residents (25 to 64) had a post-secondary education. Only 8% (50,360) of working-age residents had not completed a high school certificate^{17,18}
- York Region ranks fourth in Canada for the share of residents with a university degree¹⁹
- An increasing number of women aged 25 to 64 in York Region are obtaining a university education (41% increase since 2006). 55% of women aged 25 to 34 held a bachelor’s degree or higher (up from 46% in 2006). 50.6% of residents aged 25 to 34 who held a doctorate degree in 2016 were women
- York Region has a large number of immigrants with a post-secondary education. In 2016, 51% of immigrants in the Region held a university degree or higher compared to 41% of the Canadian-born population

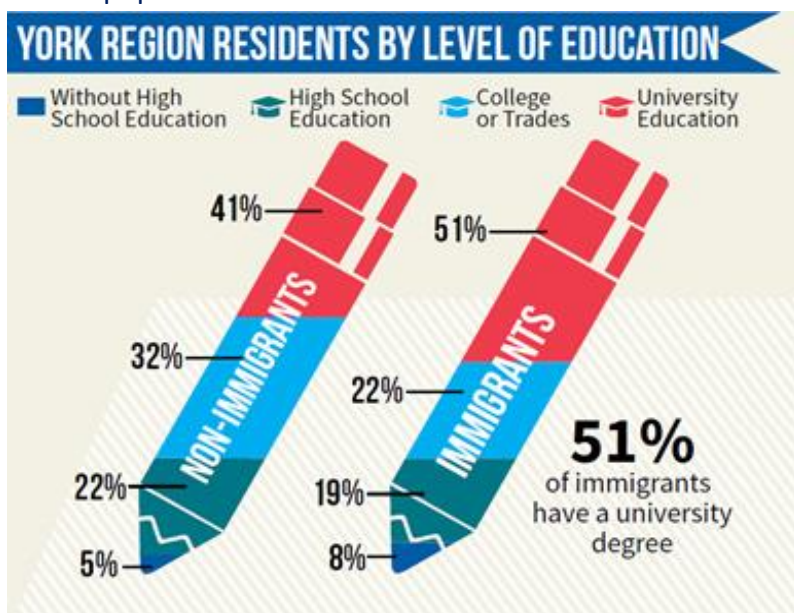


Figure 17. Percentage of York Region immigrant residents age 25-64 with post-secondary education. Adapted from 2016 Census Release Report: Education, Mobility, Migration

Families

- Of those included by Statistics Canada in the 2016 Census (age 15 and over), 57.9% of York residents are married whereas 26.9% have never been married. The average size of families in the Region is 3.1 persons. 86.2% of families in the Region are considered couple families (15.4% increase from 2011 census) while 13.8% are lone-parent families(13.2% increase from 2011 census)²⁰
- The average household size is anticipated to decrease by 2041 to approximately 2.95 persons, following a national trend of shrinking family/household sizes²¹

Employment

- York Region is home to over 50,000 businesses and 630,000 jobs. It is the third largest business centre in Ontario and is the second largest Information, Communication and Technology (ICT) cluster in Canada. (York Region 2016 Community Report)²²
- More than 70% of jobs in the Region are full-time²³

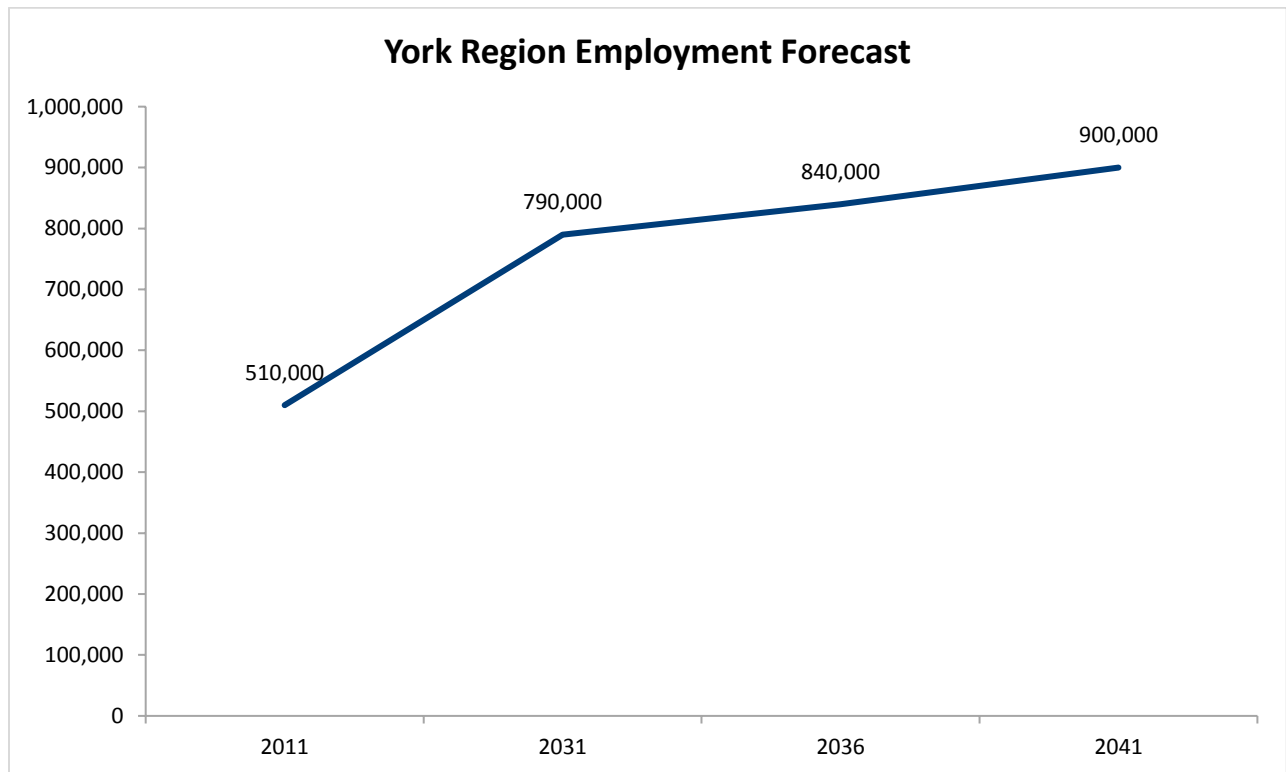


Figure 18. York Region Employment Forecast. Data taken from York Region 2041 Preferred Growth Scenario, 2041 Population and Employment Forecasts

- Employment in the Region is forecasted to grow to over 900,000 jobs by 2041
 - Approximately 75% of the employment growth is expected to occur in the Region's southern municipalities
- York Region continues to have strong employment growth in addition to a diversified economy with strengths in areas such as manufacturing, transportation and warehousing, wholesale trade, finance and insurance, information and culture, and professional, scientific and technical services²⁴

Income

- Income growth in York Region is not keeping pace with the cost of living²⁵



- Since 2006, the Consumer Price Index (CPI) has grown faster than York Region’s median household, individual, and employment income
- 52% of York Region residents reported an income under \$100,000 per household²⁶
- Median employment income in York Region has risen 11.6% to \$36,290 since 2006²⁷
- Between 1970 and 2015, income inequality increased 63% in York Region²⁸

Figure 19. Rate of growth comparison between cost of living (in CPI) and income for York Region residents. Adapted from York Region 2016 Census Release Report – Income

YORK REGION HOUSEHOLDS BY INCOME GROUP

Income	York Region		Aurora		East Gwillimbury		Georgina		King	
	Household	Share	Household	Share	Household	Share	Household	Share	Household	Share
Under \$10,000	8,935	3%	315	2%	105	1%	365	2%	135	2%
\$10,000 to \$19,999	13,275	4%	570	3%	180	2%	810	5%	210	3%
\$20,000 to \$29,999	19,790	6%	860	5%	355	4%	1,135	7%	360	4%
\$30,000 to \$39,999	22,060	6%	975	5%	405	5%	1,245	7%	390	5%
\$40,000 to \$49,999	21,785	6%	970	5%	435	5%	1,160	7%	380	5%
\$50,000 to \$59,999	21,200	6%	1,000	5%	470	6%	1,215	7%	365	4%
\$60,000 to \$69,999	20,700	6%	990	5%	430	5%	1,165	7%	420	5%
\$70,000 to \$79,999	20,190	6%	1,010	5%	480	6%	1,140	7%	380	5%
\$80,000 to \$89,999	19,525	5%	995	5%	465	6%	1,140	7%	390	5%
\$90,000 to \$99,999	19,165	5%	1,035	5%	500	6%	1,090	6%	385	5%
\$100,000 and over	170,340	48%	10,125	54%	4,255	53%	6,350	38%	4,740	58%
Total	356,965	100%	18,855	100%	8,080	100%	16,820	100%	8,145	100%

Income	Markham		Newmarket		Richmond Hill		Vaughan		Whitchurch-Stouffville	
	Household	Share	Household	Share	Household	Share	Household	Share	Household	Share
Under \$10,000	3,390	3%	530	2%	2,320	4%	1,550	2%	235	2%
\$10,000 to \$19,999	4,265	4%	1,140	4%	3,175	5%	2,525	3%	405	3%
\$20,000 to \$29,999	6,015	6%	1,595	6%	4,380	7%	4,465	5%	635	4%
\$30,000 to \$39,999	6,860	7%	1,700	6%	4,430	7%	5,285	6%	760	5%
\$40,000 to \$49,999	6,800	7%	1,735	6%	4,095	6%	5,380	6%	820	5%
\$50,000 to \$59,999	6,375	6%	1,705	6%	3,925	6%	5,235	6%	905	6%
\$60,000 to \$69,999	6,370	6%	1,760	6%	3,505	5%	5,205	6%	845	6%
\$70,000 to \$79,999	6,075	6%	1,615	6%	3,510	5%	5,025	5%	955	6%
\$80,000 to \$89,999	5,745	6%	1,665	6%	3,235	5%	4,950	5%	940	6%
\$90,000 to \$99,999	5,545	5%	1,585	6%	3,190	5%	4,945	5%	885	6%
\$100,000 and over	45,225	44%	13,640	48%	28,345	44%	49,700	53%	7,965	52%
Total	102,675	100%	28,675	100%	64,115	100%	94,255	100%	15,355	100%

Table 3. York Region households by income group in various municipalities. Adapted from York Region 2016 Census Release Report – Income

Housing/ Homelessness

- The number of households in the Region is expected to increase to a total of approximately 583,600 by 2041²⁹
- There continues to be a shift in the housing market towards row and apartment style housing; these housing types are expected to be required to accommodate 45% intensification³⁰

Common Housing in York Region

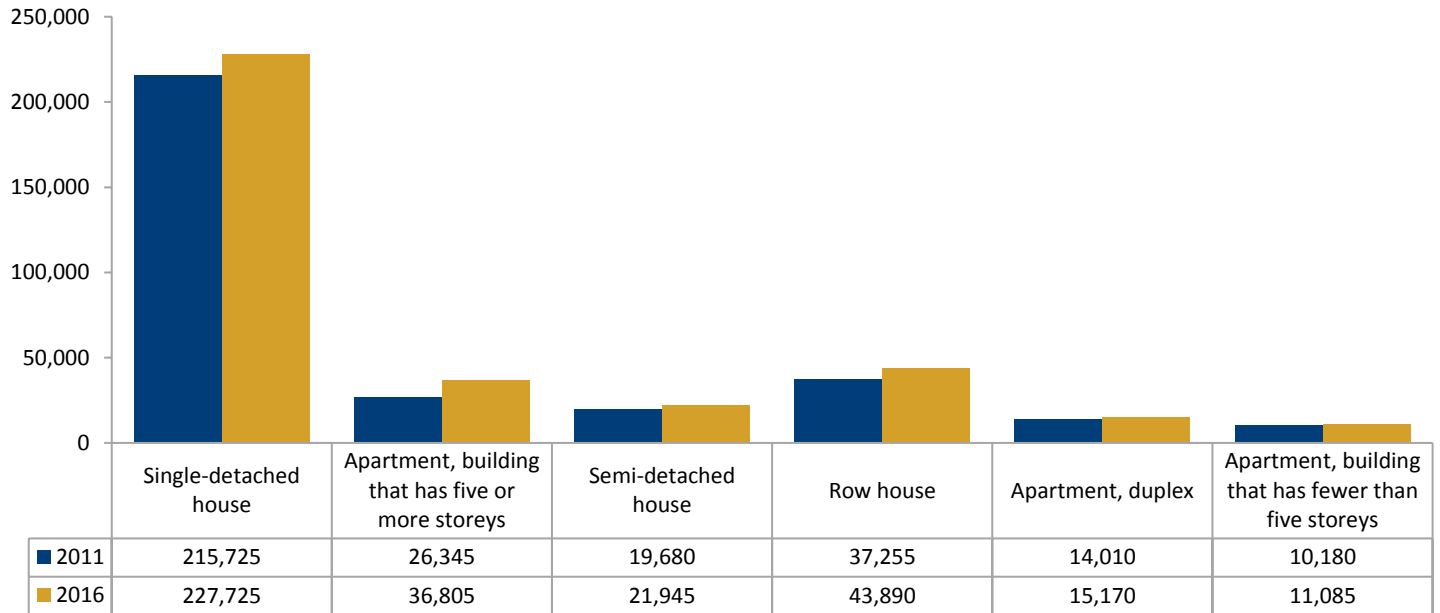


Figure 20. Types of housing in York Region – Comparison between 2011 and 2016 Census date. Data taken from Statistics Canada 2016 Census

Housing Forecast for York Region

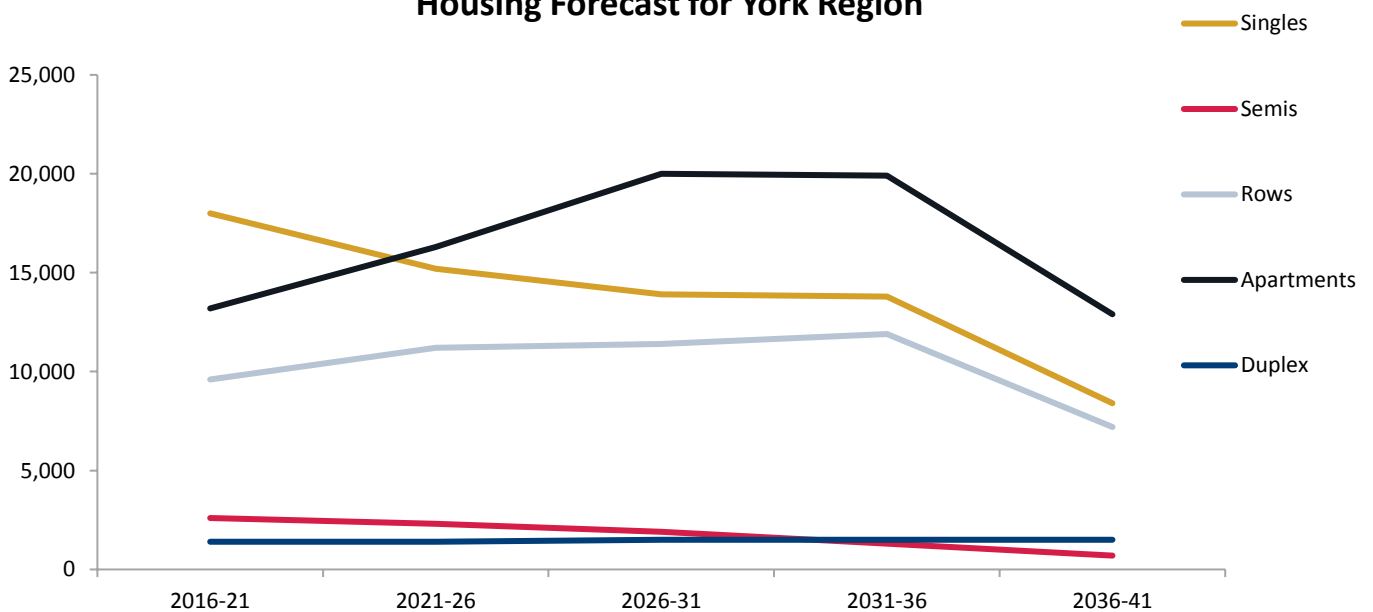


Figure 21. Growth of various housing types from 2016-2041. Adapted from York Region 2041 Preferred Growth Scenario, 2041 Population and Employment Forecasts

- Affordable housing is a growing concern in the Region, sometimes resulting in homelessness or precarious housing for individuals with low income³¹
- Homeownership is becoming increasingly difficult to achieve due to high housing costs, which leads to higher number of renters in York Region. An estimated 13,700 youth and seniors will be renters by 2031. The pressure for rental housing is expected to exceed the vacancy rate for rental units in York Region, currently at 1.6%³²
- The wait list for social housing has almost doubled in sized to over 14,500 households over the last seven years³³
- The demographic of individuals at-risk of homelessness are also exposed to risk factors leading to poor physical and mental health, compromised living conditions, and negative social determinants of health such as violence³⁴
- As of 2017, York Region has a total of 6 shelters and 158 beds for the homeless
- At last count by Homeless Hub, there were 389 individuals found homeless. 1,352 individuals are assisted by the Housing Stability Program and 407 are assisted by the Homelessness Prevention Program³⁵
- The Region has committed to supporting residents experiencing chronic homelessness to finding long-term housing. Beginning in November 2017, the Home Now Program expects to help a minimum of 100 participants find permanent housing. Evidence shows stable housing leads to more successful outcomes when addressing other mental and physical health issues³⁶

Transportation

VIVA and TTC Expansions:

- The planned TTC Yonge Subway Extension will allow commuters in and out of Richmond Hill, Vaughan, and Markham in greater numbers³⁷
- The new Viva rapidway segment along Davis Drive enjoyed its first full year of service in 2016. As a result of this addition to York Region's transit system, passenger volumes are up and travel times are down³⁸
- In 2016, Viva services experienced the highest overall ridership increase with 470,000 additional boardings with an average of 35,000 travelers per weekday³⁹
- Rapid population growth and urbanization in York Region will lead to greater road congestion and transit demands.⁴⁰

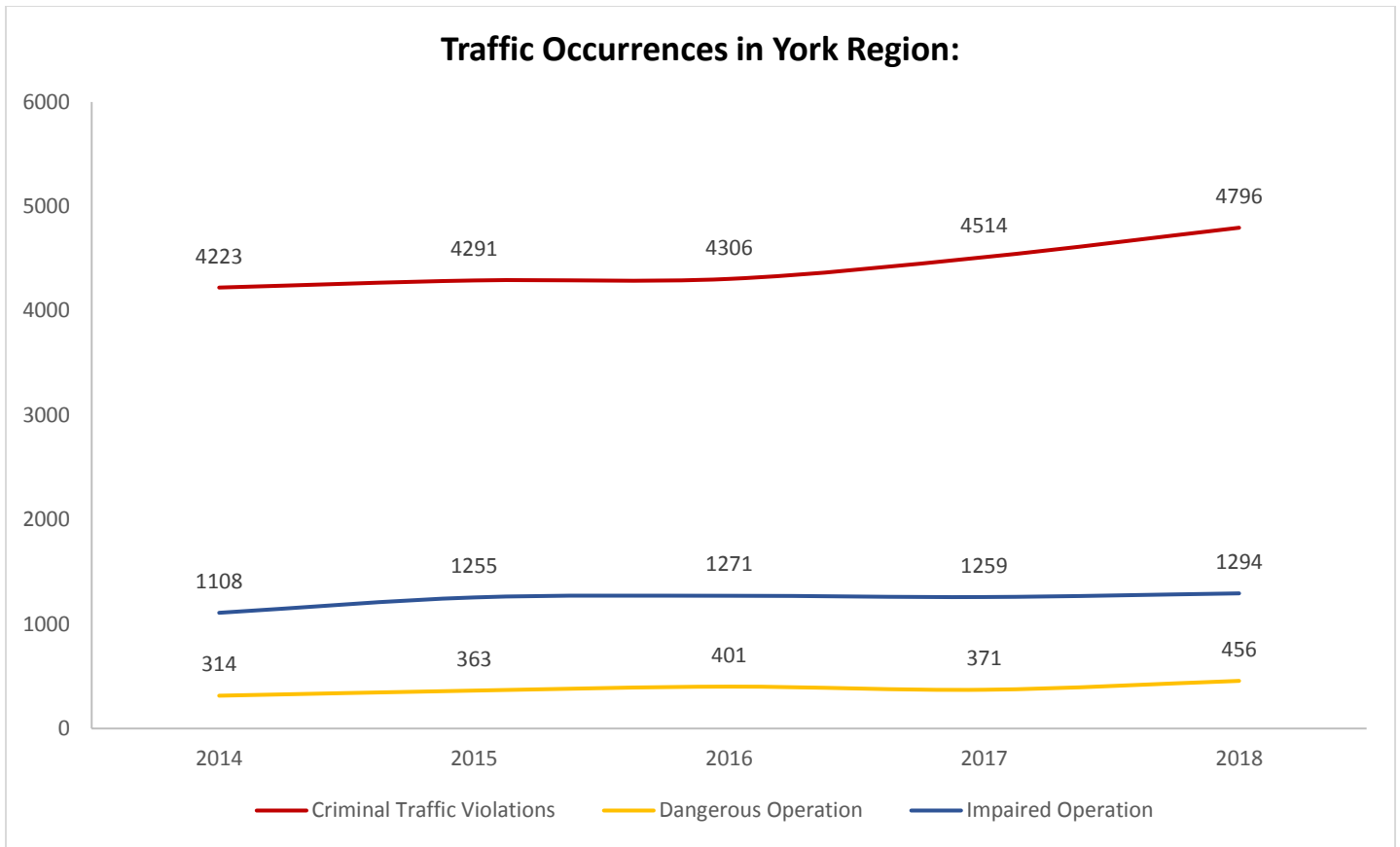


Figure 22. Number of traffic offences in York Region from 2014-2018

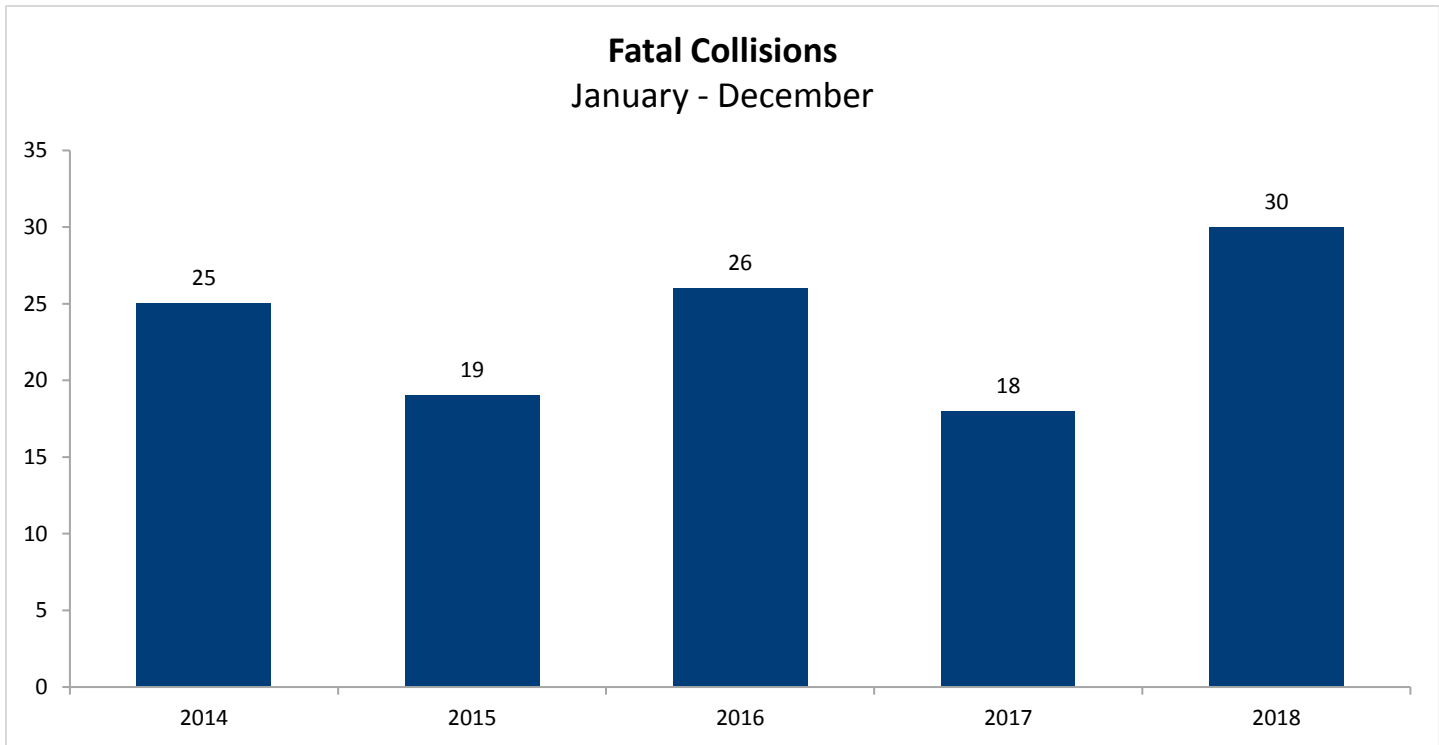


Figure 23. Yearly occurrence count of fatal collisions, 2014-2018

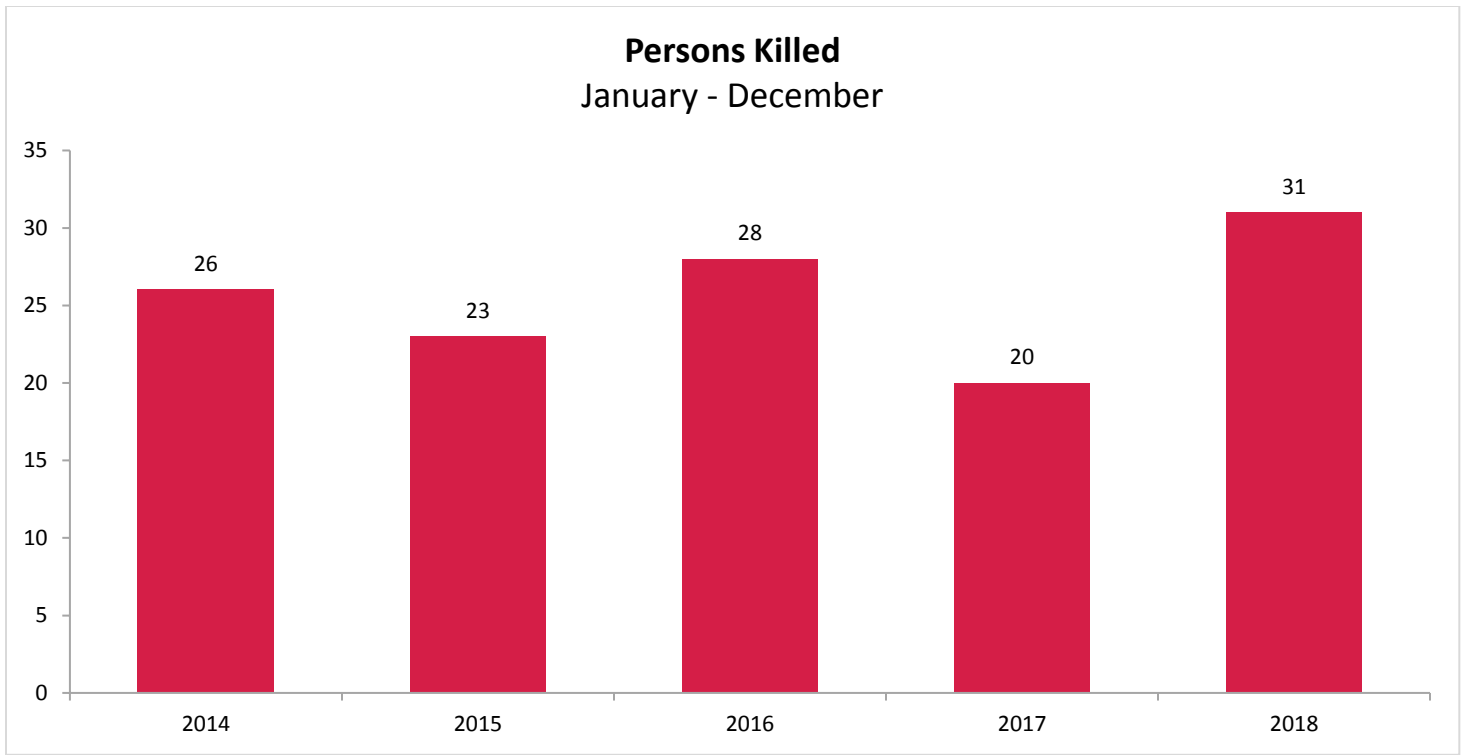


Figure 24. Yearly count of persons killed from fatal collisions, 2014-2018

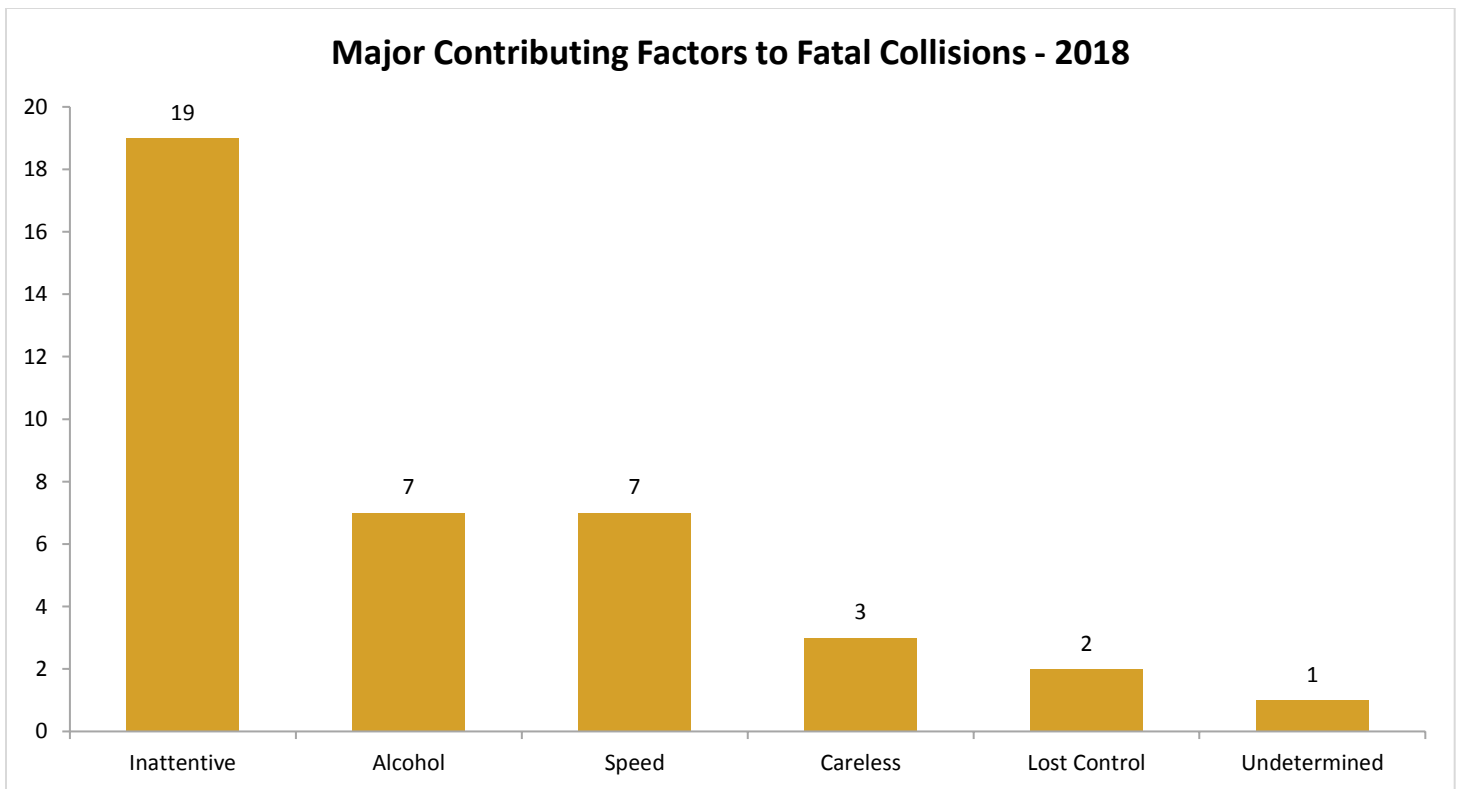


Figure 25. Major contributing factors to fatal collisions in 2018

CRIME and PUBLIC SAFETY TRENDS

Crime & Public Safety Trends - National and Provincial Context

- Crime Severity vs. Crime Rate
 - At 5,334 incidents per 100,000 population, the police-reported crime rate in Canada increased 1% in 2017 (most recent available statistics). This rate was 23% lower than a decade earlier.⁴¹
 - In 2017, the overall volume and severity of violent crime was 5% higher than the previous year. More than half of the increase was the result of increases in the rates of police-reported incidents of sexual assault (level 1), homicide, and robbery. Rates for almost all violent violations increased.⁴²
 - Youth crime trend reflected the same uptrend in violent crimes
- Heightened attention on gun violence:
 - City of Toronto experienced heightened attention on gun violence, with 428 shooting occurrences in 2018, 183 of which occurred in border districts between TPS and York Region⁴³
 - Number of deaths involving rifles and shotguns have increased since the dismantling of the long-gun registry, bringing about a larger conversation on gun control⁴⁴
- Drug legislation and trends
 - Bill C-46
 - Changes to enforcement of driving impaired
 - Training for officers regarding new legislation on legalization of cannabis
 - Similar to the trend in cannabis related offences, most forms of cocaine drug offences continued to decline in 2017 for the fifth consecutive year dropping 5% from 2016 to a rate of 38 incidents per 100,000 population⁴⁵
 - Sale of recreational cannabis in brick & mortar retail stores starting on April 1, 2019
 - Fentanyl, opioids, and other drugs
 - Police-reported rates of cannabis-related drug offences declined for the sixth consecutive year in 2017. The combined rate of possession, trafficking, production and importation or exportation of cannabis declined 15% from 2016 (most recent available statistics) with all provinces and territories reporting declines. In contrast, the combined rate of possession, trafficking, production and importation or exportation of drugs other than cannabis and cocaine has been increasing since 2010. Between 2016 and 2017, the most notable increases were reported for possession (+13%) and trafficking, production or importation/exportation (+11%) of methamphetamines or ecstasy. There was no noticeable change in heroin possession, but a 9% increase in its trafficking, production or importation/exportation. In addition, there was a 3% increase in possession and a 5% increase in the trafficking, production, or importation/ exportation of “other drugs” such as prescription drugs, LSD, “date rape” drugs, and opioids including fentanyl.⁴⁶
 - Provincial government announced effective immediately on November 13, 2018 police services will no longer be required to call in the Special Investigations Unit (SIU) when an individual dies or is seriously injured after a police officer administers naloxone⁴⁷

Cases of opioid-related morbidity and mortality, Ontario, 2003 - 2017

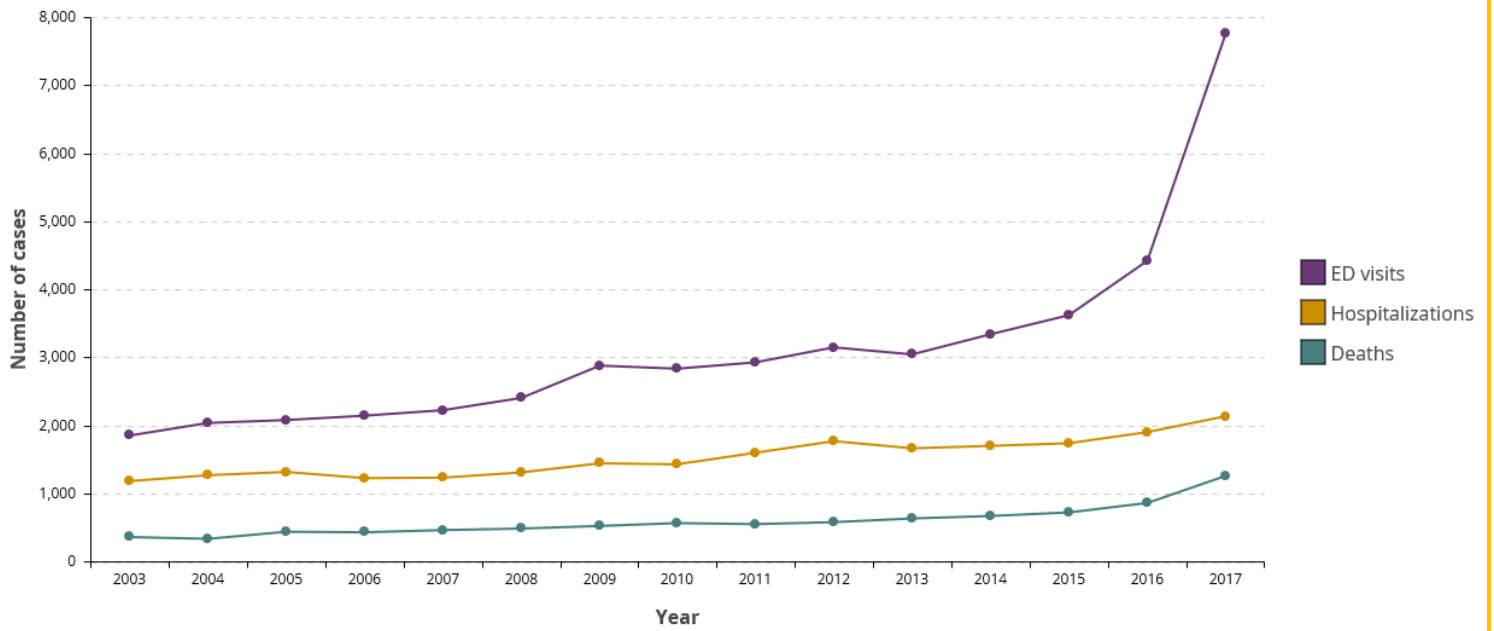


Figure 26. Cases of opioid-related morbidity and mortality in York Region, 2003-2016. Adapted from <https://www.publichealthontario.ca/en/DataAndAnalytics/pages/opioid.aspx>

Type of opioid present at death, Ontario, 2003 - 2017

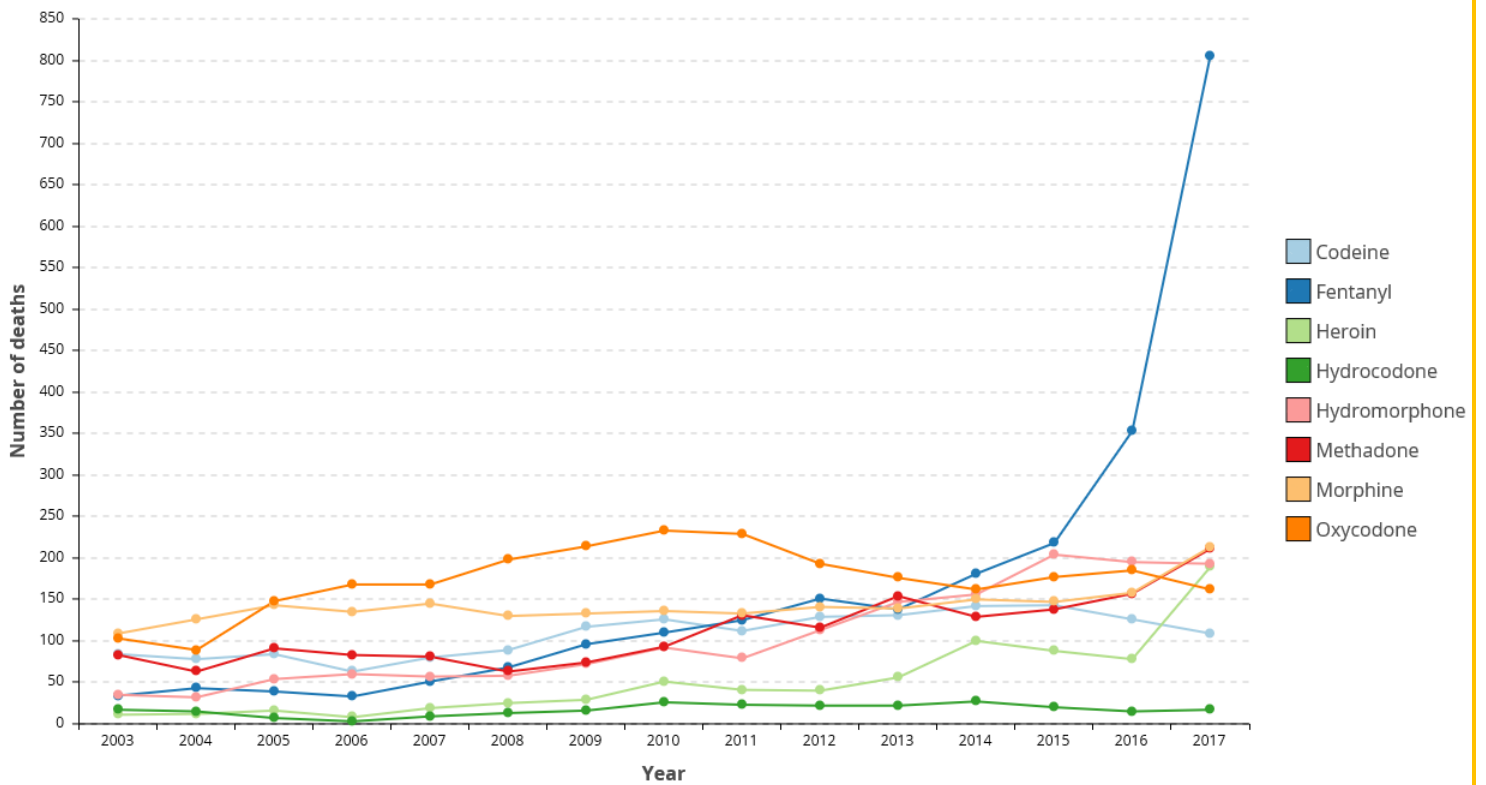


Figure 27. Types of opioid present at death, York Region, 2005-2016. Adapted from <https://www.publichealthontario.ca/en/DataAndAnalytics/pages/opioid.aspx#/drug>

- Organized Crime
 - Statistics Canada states there is a consistent under-reporting of criminal occurrences linked to organized crime, which may lead to a misrepresentation of the severity of organized crime issues⁴⁸
 - Organized crime is a cross-national problem that requires cooperation between different jurisdictions⁴⁹
- Hate Crime/ Extremism
 - Statistics Canada reported a 47% spike in hate crimes in 2017⁵⁰
 - Hate crimes against Jews, Muslims, and Blacks represented the largest proportion of all hate crimes
 - Non-violent hate crimes are on the rise, while violent hate crimes are decreasing
- Impaired driving
 - Drunk driving in Canada ranks highest among developed nations.⁵¹ This coupled with the legalization of recreational cannabis could mean more impaired driving incidents in our Region

Crime Rate & Reported Crime in York Region

- York Region is ranked lowest in all Crime Severity Index categories among our national comparators serving the largest populations
 - One of the safest communities in Canada
- Trend in hate crimes may lead to potential for criminal acts associated with extremism
- Increase in fraud and cybercrime
- Emerging and rapidly evolving drug trends
- Increasing sophistication and prevalence of organized crime

Calls for Service

- All data drawn from 2014 - 2018 York Regional Police Statistical Reports and Business Intelligence
- The amount of citizen generated calls for service experienced a significant increase
- The increase from 2017 to 2018 was 16.7%

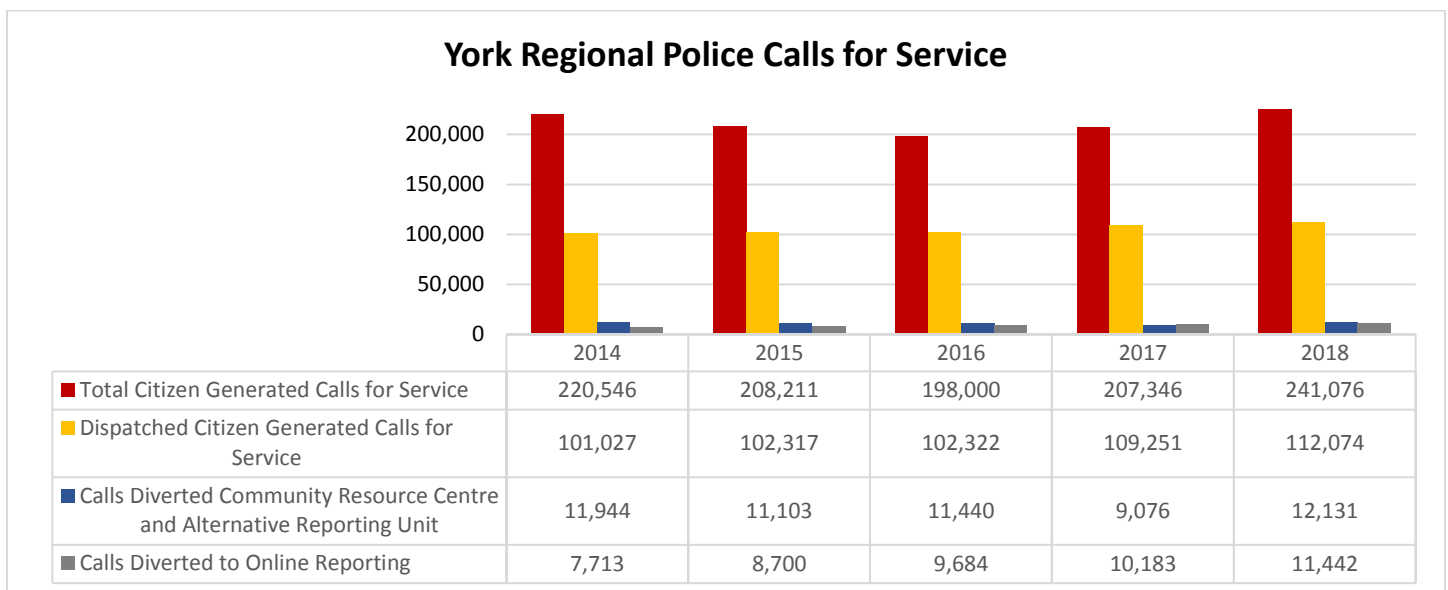


Figure 28. York Regional Police Calls for service, 2014-2018

- Since 2014, there has been an increase in rate of Total Criminal Code & Federal Violations (excluding traffic), Crimes Against Persons, and Crimes Against Property. Rate of Total Criminal Code & Federal Violations (excluding traffic) has shown a 20.0% increase since 2014, Crimes Against Persons have increased 30.7%, Crimes Against Property have increased 20.8%

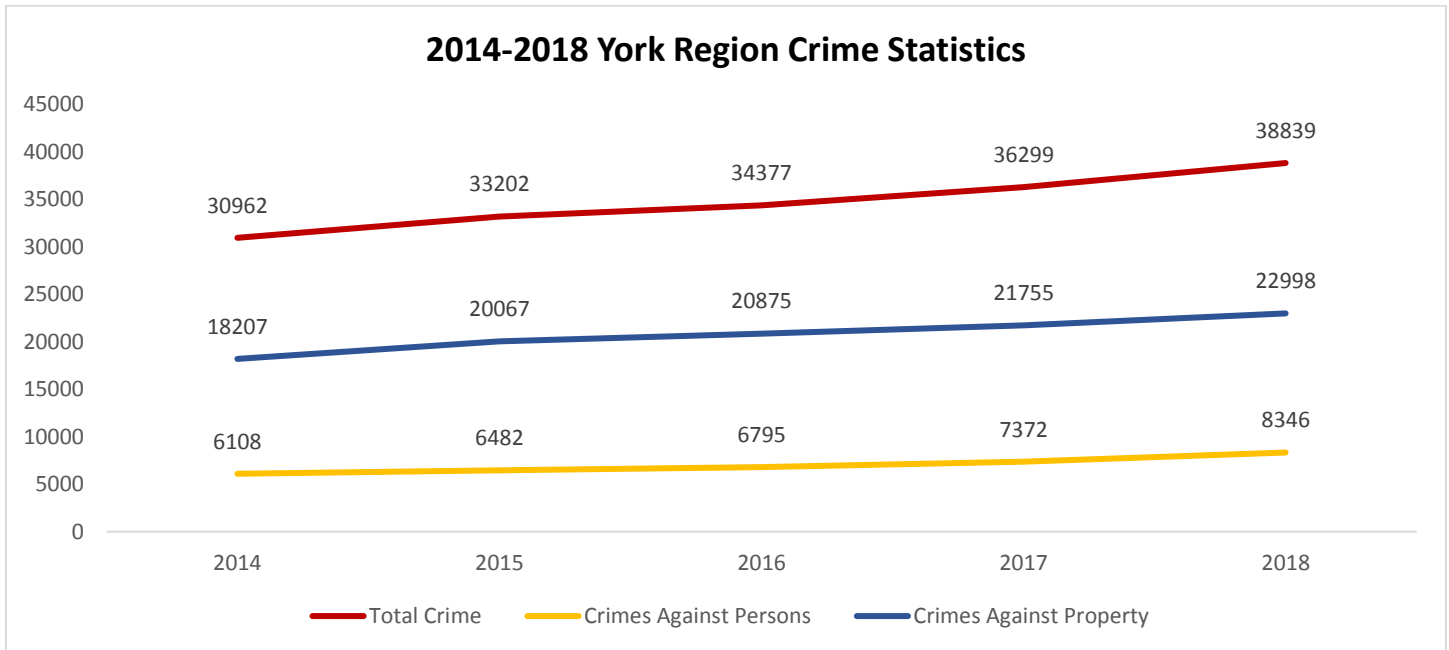


Figure 29. York Region Crime Statistics from 2014-2018 Annual Statistical Reports

- Violent crimes in York Region are on the rise, similar to the national trend

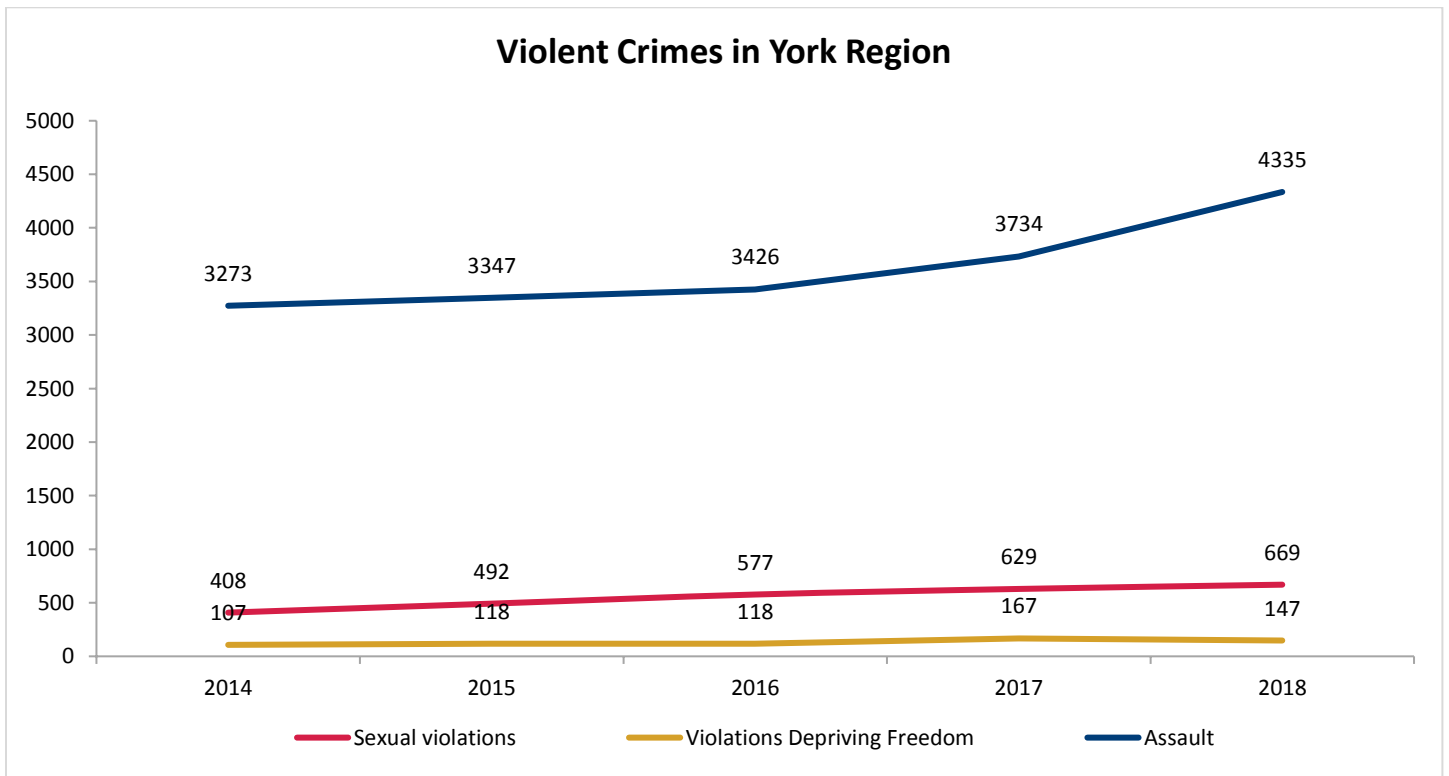


Figure 30. Violent crimes in York Region from 2014-2018 Annual Statistical Reports

- Heightened attention on gun violence:
 - Uptrend in violent crime occurrences involving firearms over 5 year span

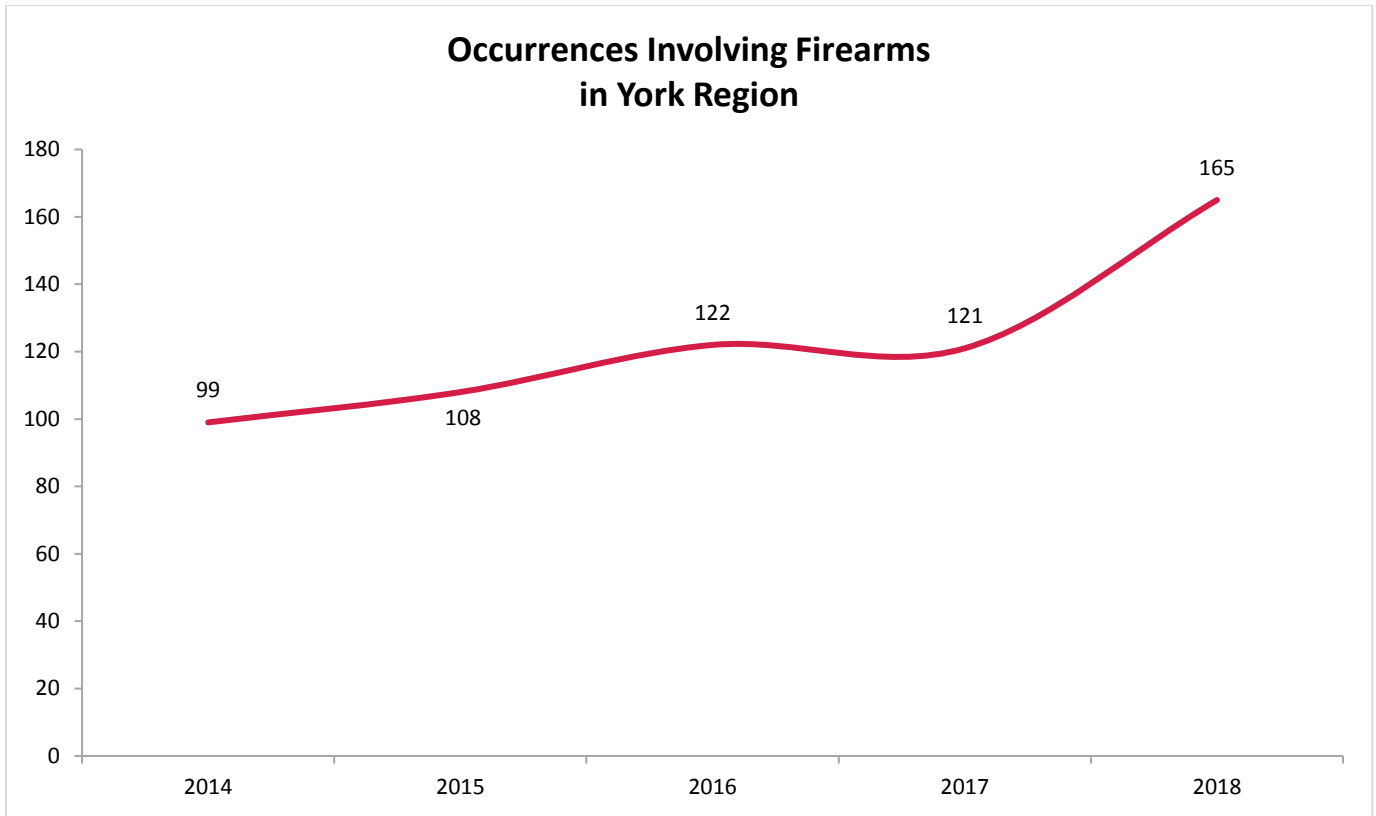


Figure 31. Occurrences involving firearms in York Region, 2014-2018

- There has been an overall increase in rate of traffic violations in York Region in 2018 from 2014. Traffic Violations have increased 8.7% (rate per 100,000). Rate of Impaired Operation/Related Violations occurrences per 100,000 have increased 11.7%, and Dangerous Operation have increased 38.9%

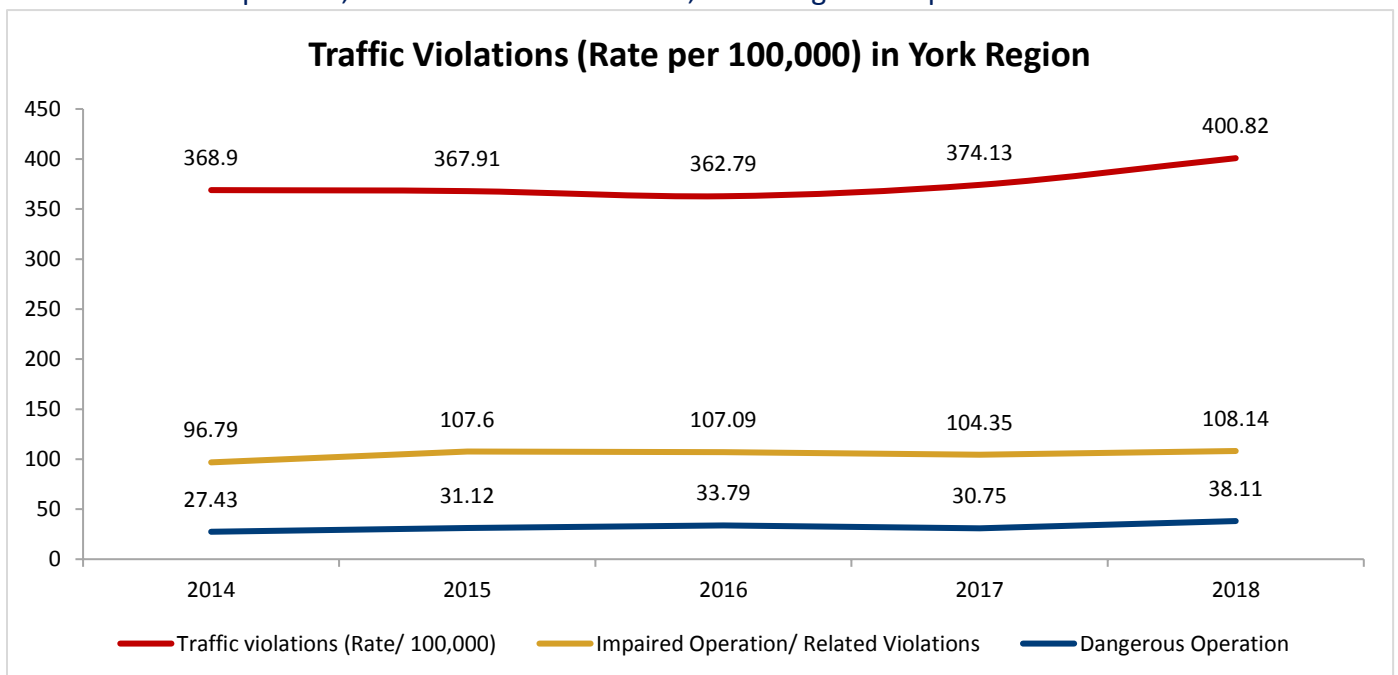


Figure 32. Traffic violations in York Region, 2014-2018

- Rate of drug violations decreasing over 5 years, but occurrences involving fentanyl has seen a 5 year increase of 33.8%

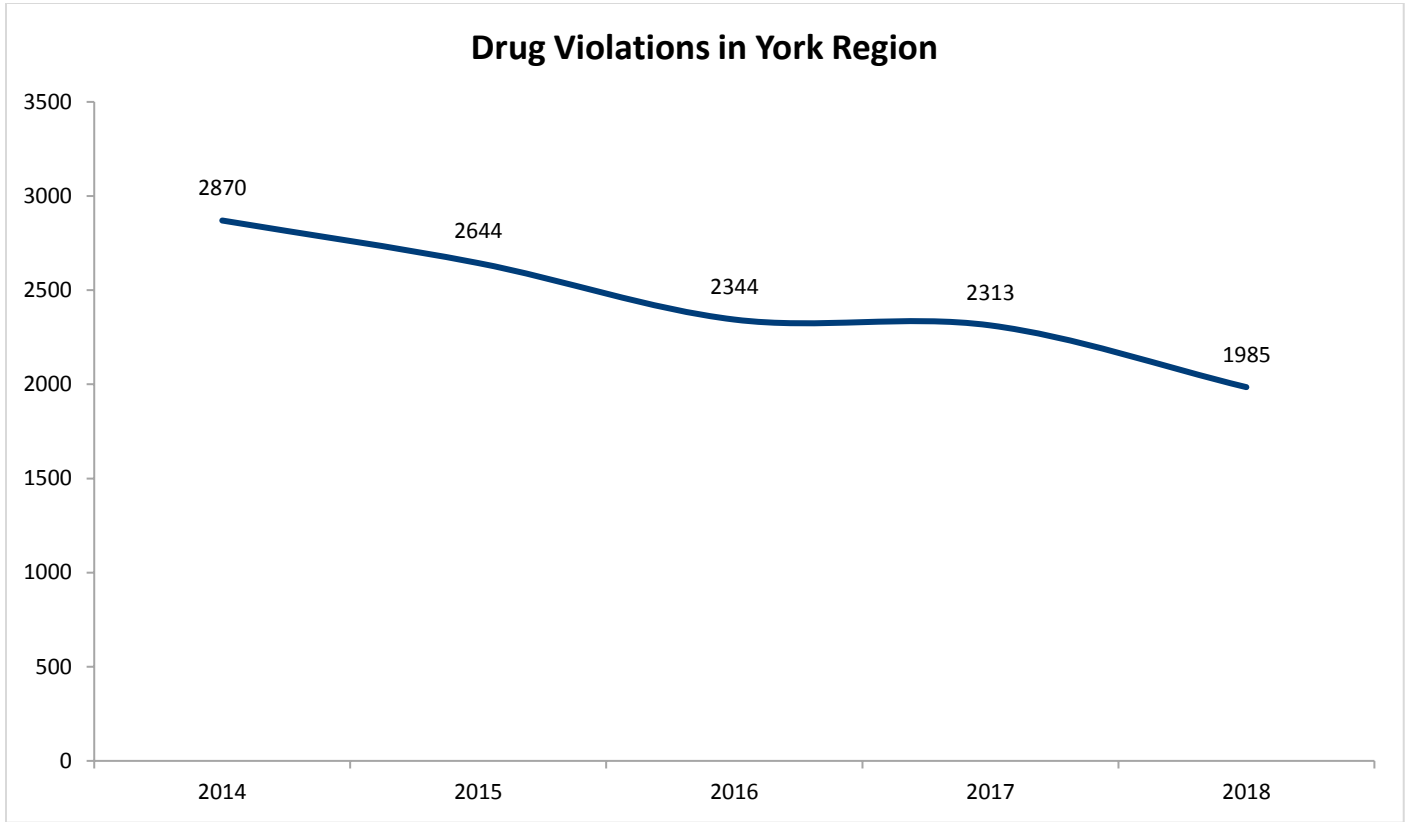


Figure 33. Drug violations in York Region, 2014-2018 Annual Statistical Reports

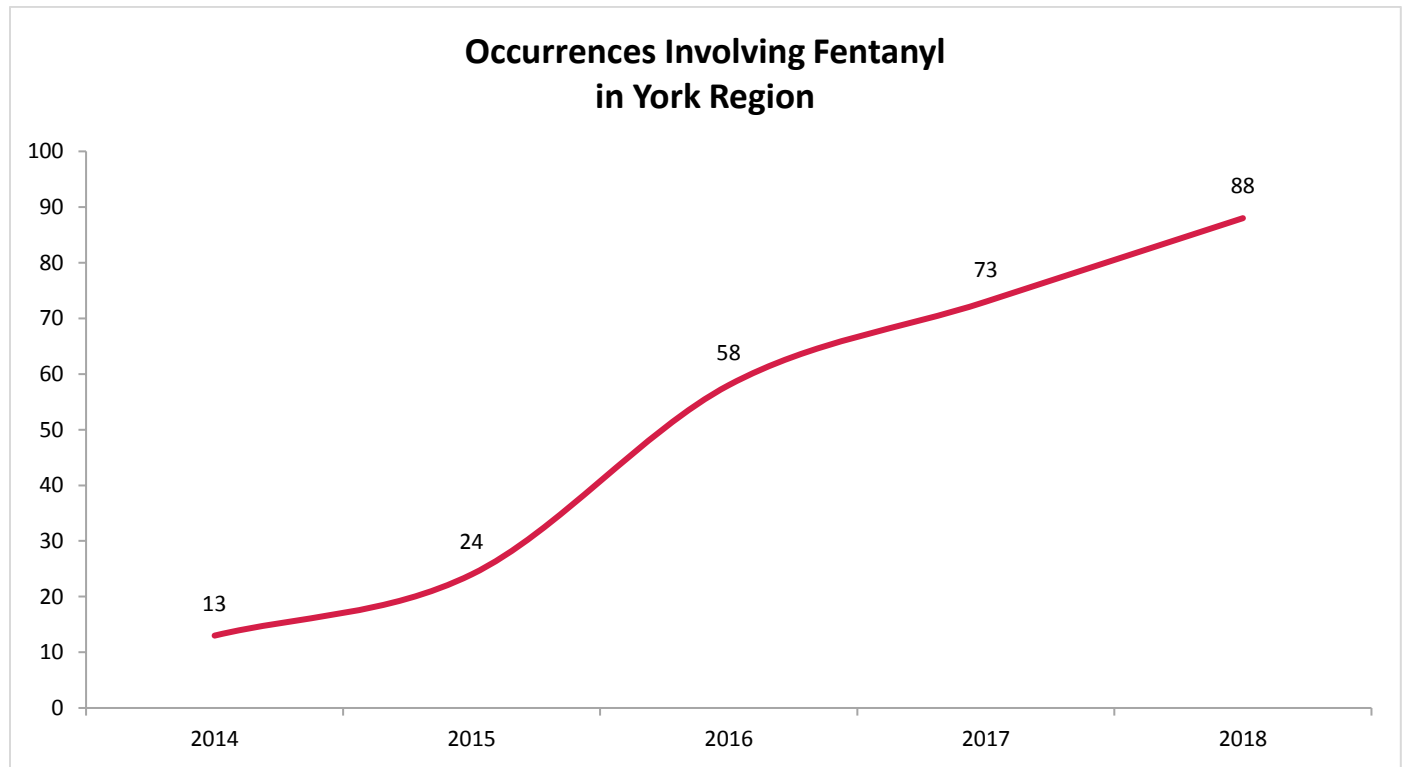


Figure 34. Occurrence involving fentanyl in York Region according to YRP Business Intelligence, 2014-2018

- Organized crime in York Region

- Incidents captured as related to Organized Crime experienced a 115.4% rise from the year 2016 to 2018. Data from prior to 2016 is not available for comparison (data provided by YRP Statistician)
- In recent years, YRP has placed an emphasis on ensuring accurate reporting and flagging of Organized Crime occurrences.

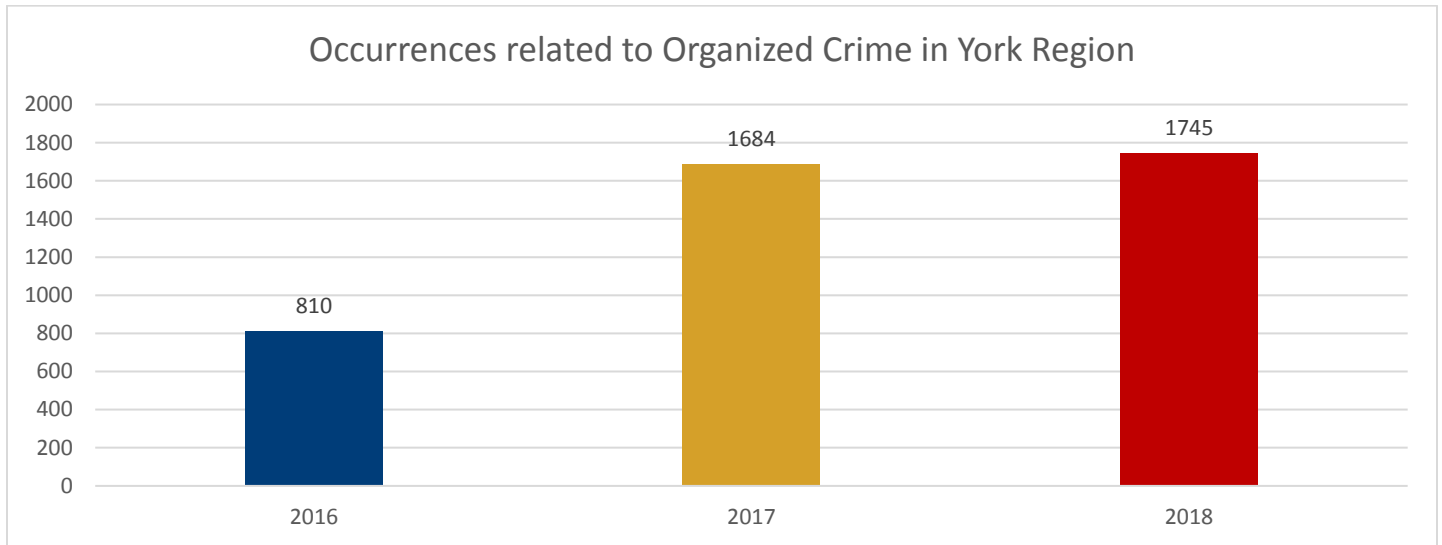


Figure 35. Occurrences related to organized crime taking place in York Region from 2016-2018

- Hate crime and extremism

- Hate crime reported based on religion doubled from 2016 to 2017, and shows an increase from 2014 to 2018
- The occurrence of race/ethnicity being the principle factor has increased 18.5% from 2017 to 2018. Hate crime on the basis of religion experienced a spike in 2017 and can be attributed to current political and social climate. Hate crimes based on a victim’s sexual orientation has increased 100% over a 5-year period.

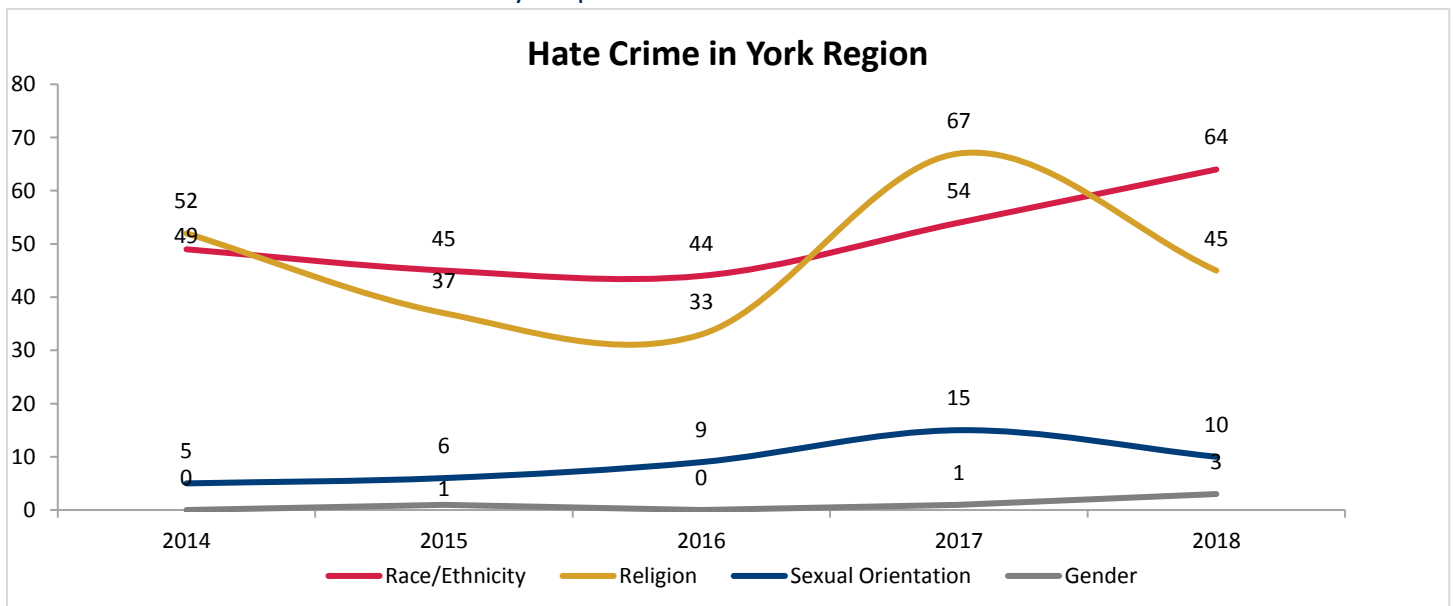


Figure 36. Hate crime occurrences by motivation in York Region, 2014-2018 Annual Statistical Reports

- Human trafficking
 - York Regional Police takes an aggressive stance on tackling human trafficking in the Region
 - York Regional Police is committed to combating child sex trafficking through a three-pronged approach: rescuing victims; identifying and charging those who traffic children; as well as those attempting to purchase sex with children.
 - Since 2016, officers working on an internal task force called Project Raphael targeted sexual predators who would solicit the services of juvenile sex workers online. This project has led to the 104 arrests

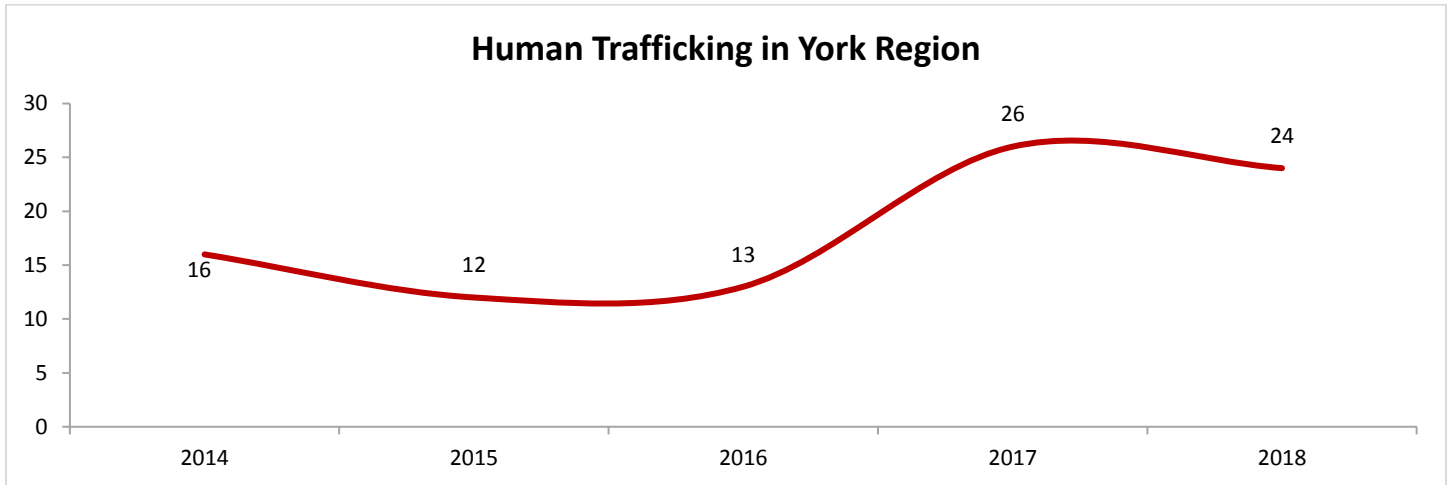


Figure 37. Human trafficking occurrences in York Region, 2014-2018 Annual Statistical Reports

Elder Abuse/ Vulnerable Persons

- Reported Incidents involving elder abuse and vulnerable persons experienced a 5 year variance of 394.9% increase
- In 2018, the number of incidents involving elder abuse and vulnerable persons saw an increase of 19.2% from 2017

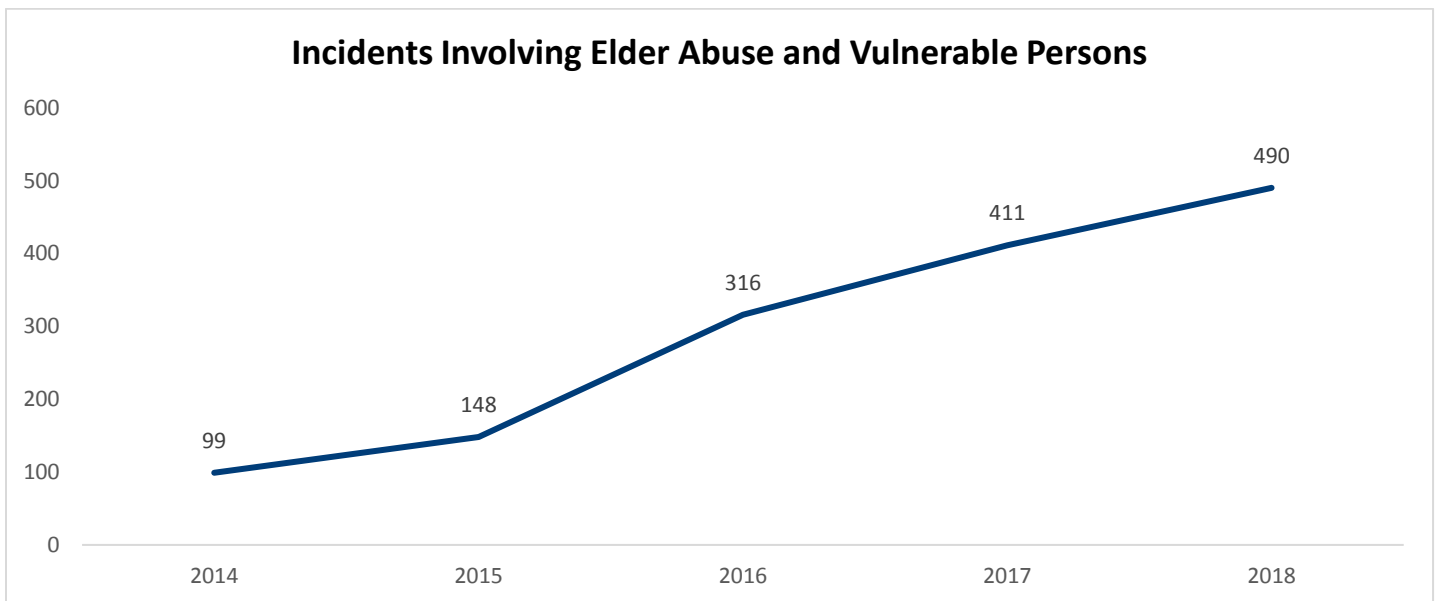


Figure 38. Incidents involving elder abuse and vulnerable persons in York Region, 2014-2018 Annual Statistical Reports

Youth Crime

- Total youth crime decreasing over a 5-year period by 27.1%
- In 2018, the overall regional youth crime rate experienced a decrease of 14.5% from 2017
- Violent youth crime is showing an exception to this decreasing youth crime trend. Over the last 5 years, the rate of violent youth crime has increased by 11.3%

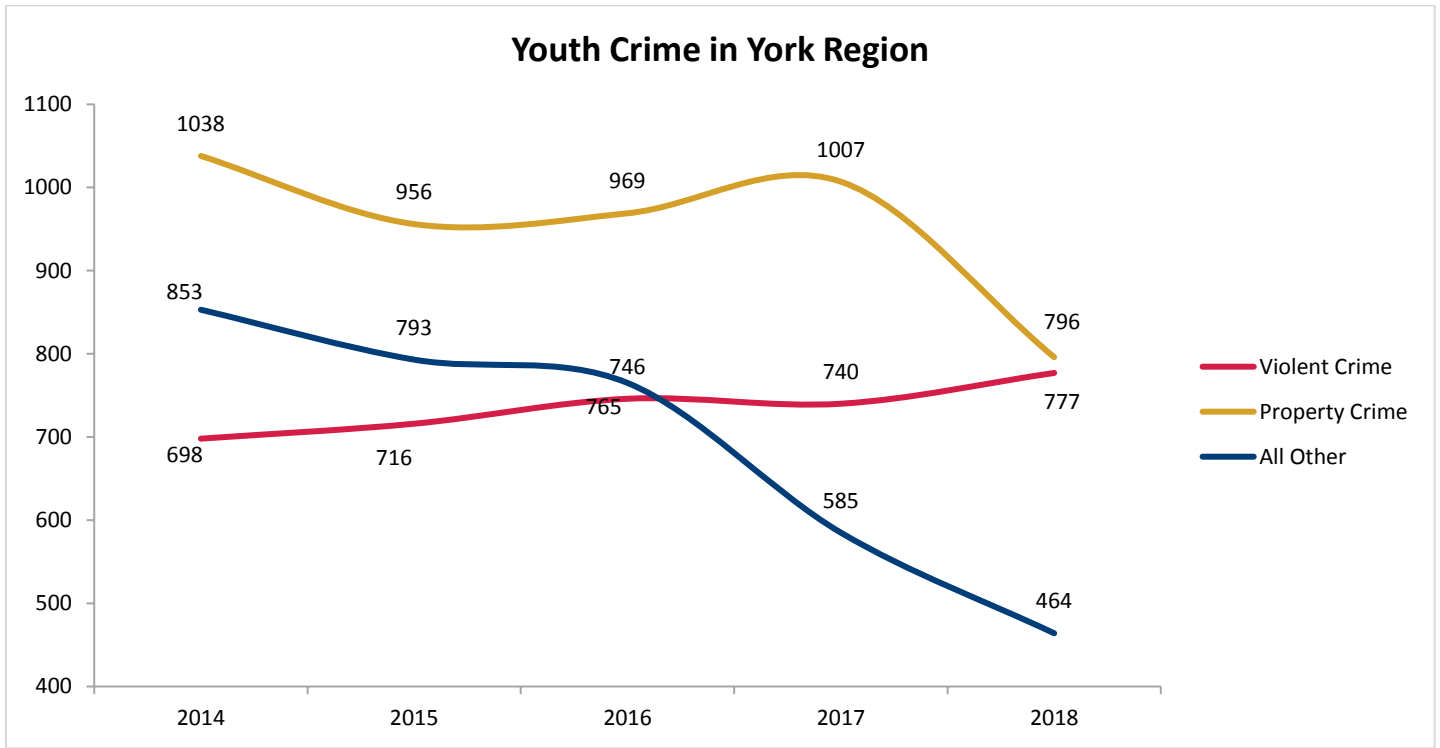


Figure 39. Youth Crime rate in York Region, 2014-2018 Annual Statistical Reports

THE CHANGING LANDSCAPE OF POLICING

Police Resources

York Regional Police's authorized strength in 2019 IS 1,668 for uniform and 652 for civilian.⁵² At the end of 2018, civilian members represented 28.4% of York Regional Police's total authorized strength, in line with statistics from 2014. 19.8% of uniform members in 2018 were female officers while 80.2% were male. Ethnic diversity of YRP uniform members grew from 16.6% in 2014 to 20.5% in 2018.

Recruitment continues to be a focus for York Regional Police in the coming few years due to a high number of expected retirements. 300 sworn members are eligible for retirement between 2018 and 2023. Due to this high number of expected retirements, York Regional Police has made efforts to hire more new recruits and experienced officers from other services to replace outgoing/retiring sworn members. The influx of new recruits will have an effect on the retention of organizational experience and knowledge. As experienced officers retire, YRP needs to address potential knowledge gaps that will be created.

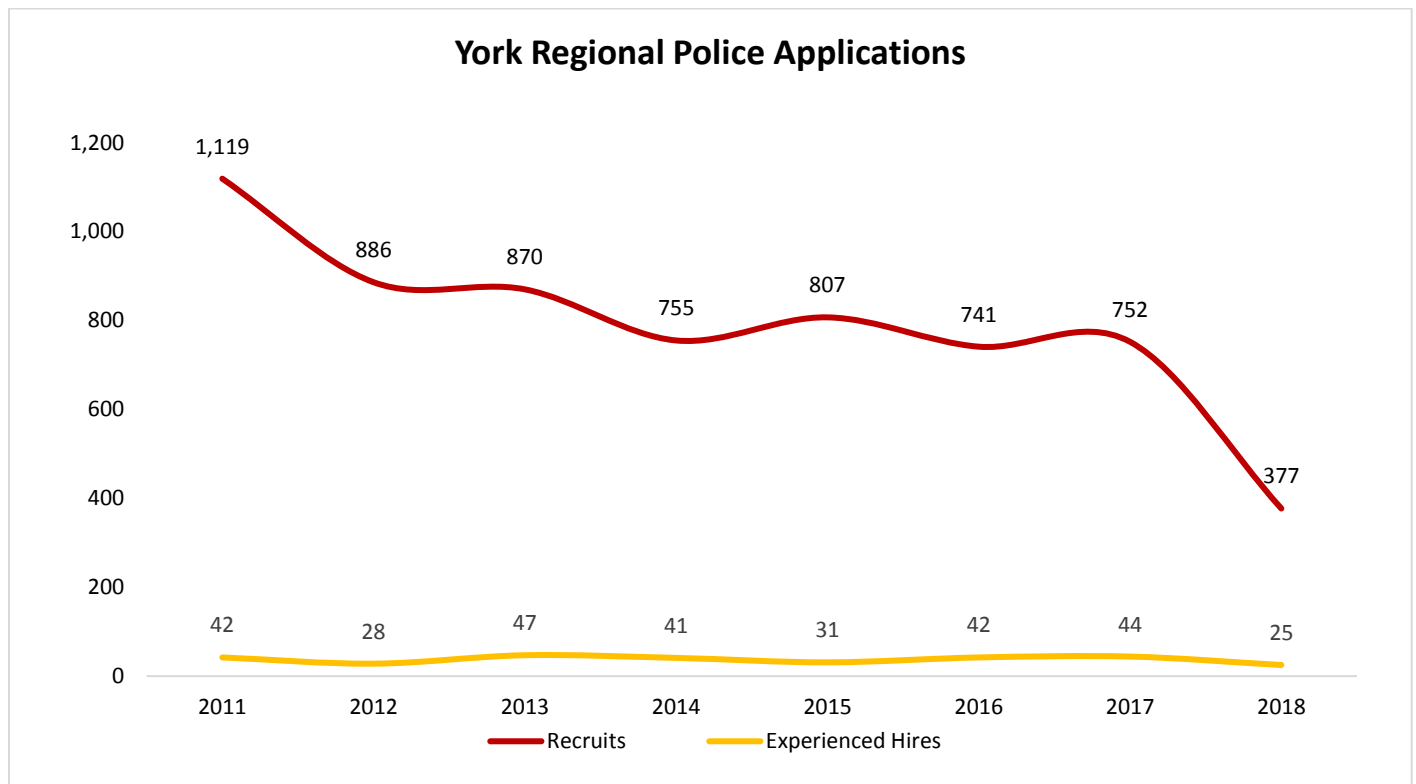


Figure 40. Number of uniform applications received by York Regional Police, 2011-2018. Data provided by YRP Uniform Recruiting

York Regional Police Hires

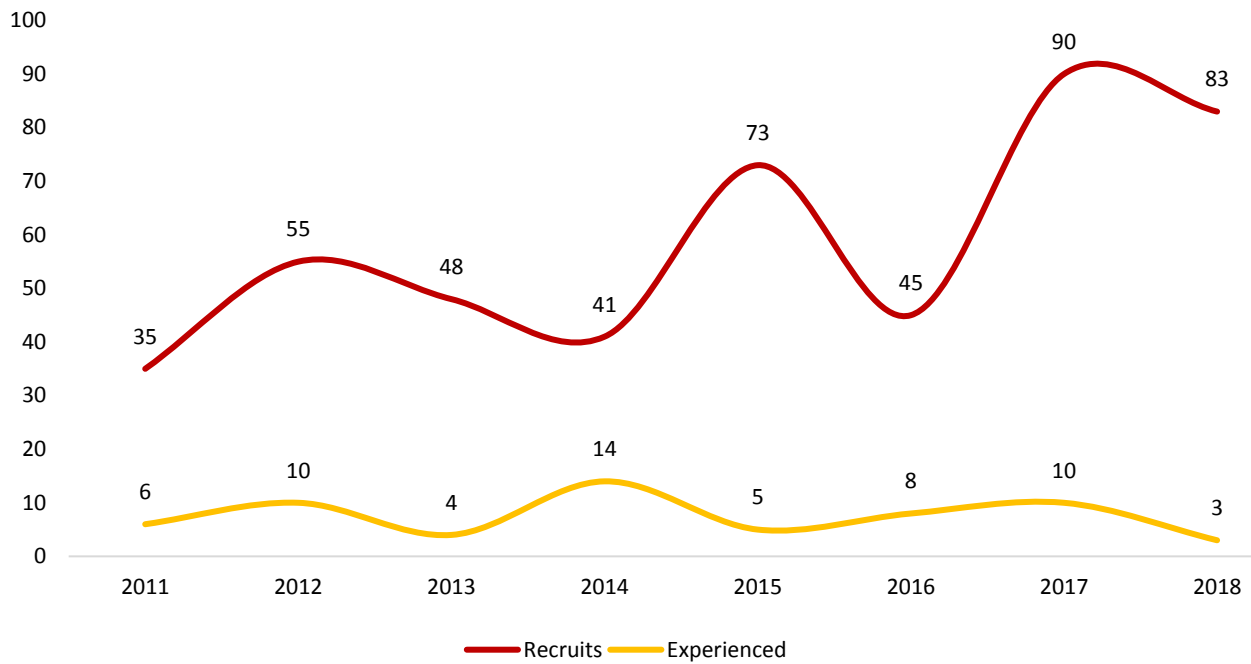


Figure 41. Number of uniform hires by York Regional Police, 2011-2018. Data provided by YRP Uniform Recruiting

Projected Retirements

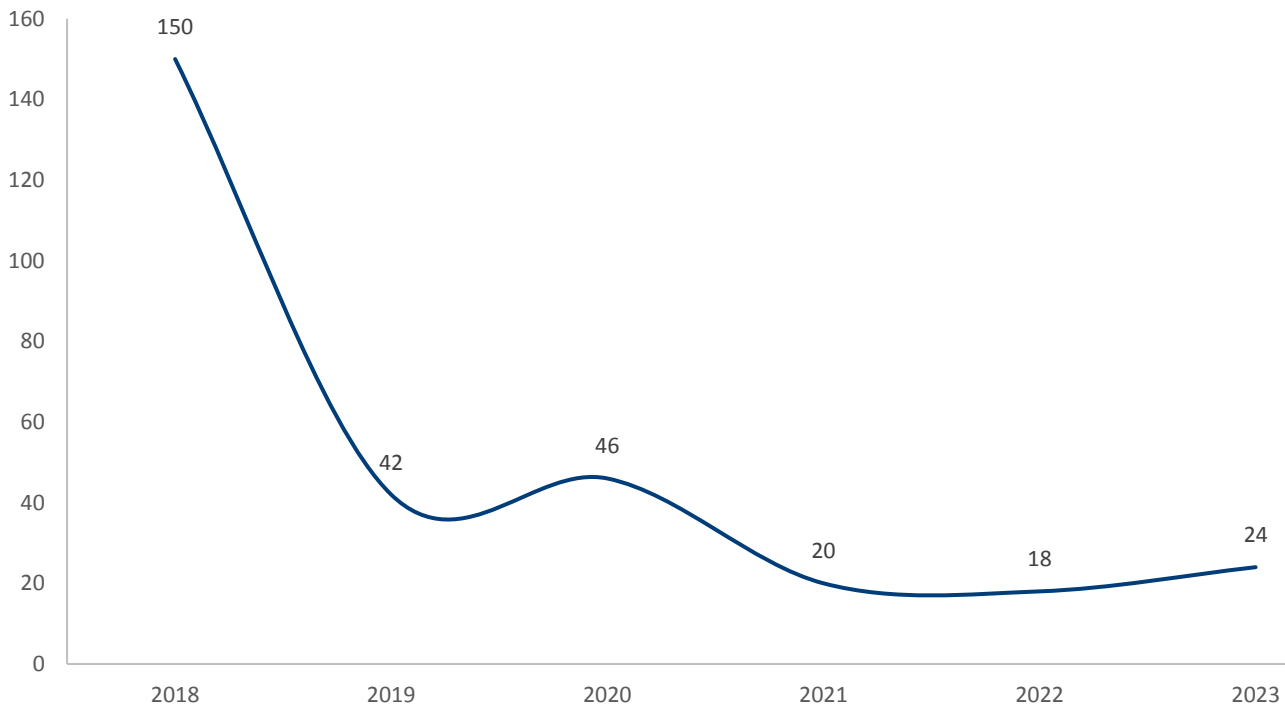


Figure 42. Projected retirements of YRP uniform members based on OMERS eligibility

Future of Policing Service Delivery Trends

York Regional Police is experiencing an increasing amount of non-criminal related workload, including responding to citizens with mental health issues. There is also an increase in the administrative workload of officers associated with process changes and legislative requirements. York Regional Police has put efforts into continuous improvement and modernization of service delivery, including enhancing online reporting capabilities.

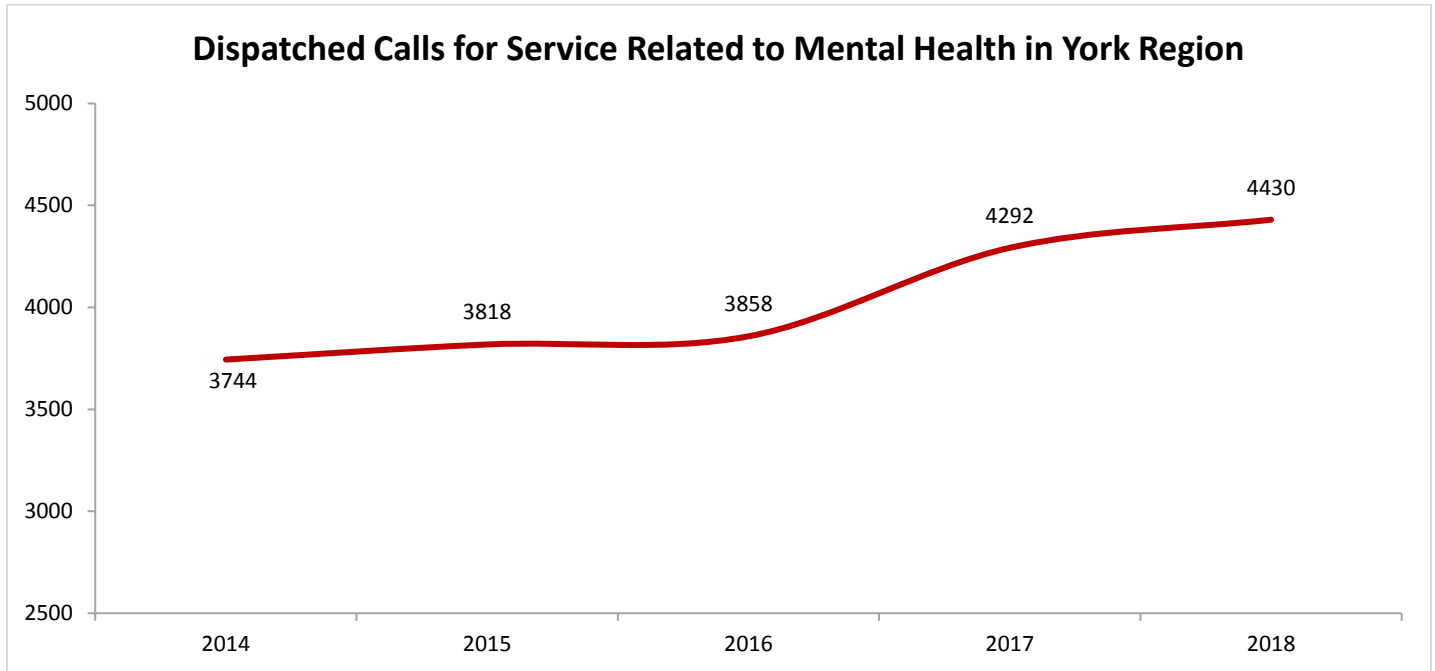


Figure 43. Dispatched calls for service related to mental health, 2014-2018 YRP Annual Statistics Report

Legislative Impacts and Trends

Bill 68 – the Comprehensive Ontario Police Services Act received royal assent on March 26, 2019 and replaced the Safer Ontario Act introduced in early 2018. The Comprehensive Ontario Police Services Act includes a mandate for municipalities to develop a Community Safety and Well-Being Plan to strengthen the emphasis on community-based policing. As well, the Act transforms the office of the Independent Police Review Director into the Law Enforcement Complaints Agency with the goal of reducing delays in the investigation process, and establishes the Special Investigations Unit as a provincial agency accountable to the Attorney General with the aim to increase independence and focus the SIU’s mandate. The Act has not come into force yet as no date for proclamation has been set.

Bill C-46 – changes to cannabis legislation has the potential to increase the occurrence of other related charges due to recreational use of cannabis such as illegal possession, impaired driving, mental health or other emergency room visits. In December 2018, new legislation came into effect that allows police officers to administer a breathalyzer test on any driver legally stopped.

Bill 46 – Terrorist Activities Sanctions Act, 2018 – proposed provincial legislation that will deny access to programs (including healthcare, OSAP, WSIB coverage) from Ontarians who have participated in terrorist activities abroad. This act is part of a larger social debate revolving around extremism, discrimination, and hate-related issues.

Technological Trends

York Regional Police is a leader in using Business Intelligence and data to direct policing as well as ensuring police work is evidence-based and accountable. Implementation of Business Intelligence and Real-Time Data involves the use of local and open source data to gather information that is accessible in real-time to YRP members. Real-Time Data can assist police work both tactically (front-line, intelligence) and strategically (costing, resource deployment).

The onset of autonomous vehicles being introduced to our roadways will affect traffic safety and enforcement. The Autonomous Vehicle Innovation Network (AVIN) has launched sites in Southern Ontario to test driverless cars, including Markham, Toronto, and Durham Region.⁵³ The exact impact of autonomous vehicles on road safety is currently unknown. Another technological trend affecting road safety is the continuing pervasiveness of the use of mobile devices leading to distracted driving (4648 tickets in year 2016, 5605 tickets in year 2017, 4456 tickets in 2018 based on local database).

Other trends in technology that may have an effect on policing include the prevalence of fake news on social media to influence political and social discourse⁵⁴, police services using more online tools to connect with the community (Ottawa, Vancouver, Toronto, Edmonton, Calgary), increasing concerns for cyber-fraud, use of open-source DNA information for investigations⁵⁵, and privacy concerns related to online activities.

Social/ Political Trends

There has been an accelerating polarization in local, provincial, national, and international politics leading to social unrest and political unease. The polarizing of political and social opinions have contributed to a heightened attention to hate speech and radicalized political/social movements. There are now both far-left and far-right extremist groups gaining traction in mainstream media. The voice of political moderates are being drowned out by those on the extremes on the political spectrum.⁵⁶ Police are being lumped together with the far-right movement as certain far-left groups have erroneously linked the “Thin Blue Line” symbol used by some pro-law enforcement organizations with the political far-right.⁵⁷ Despite the negative environment in which North American police services operate in general, York Regional Police continues to enjoy a high level of satisfaction from our community, Regional Council, and Police Services Board.

The current provincial government has an elected mandate until June 2022. Its agenda has been more publicly supportive of police. The Safer Ontario Act proposed by the former Liberal government was replaced by the new Comprehensive Ontario Police Services Act, which received royal assent in March 2019 but has not come into force. The current Conservative provincial government has also put a hold on minimum wage at \$14/ hour along with other labour law reforms.⁵⁸ The government is reviewing the regional government model in 2019 and has proposed changes to various municipal services (such as public health, library services, paramedic services), and this may affect governance and policing of municipalities in York.⁵⁹

The most notable demographic change in York Region is the expected increase of the senior population from 162,780 to 310,000 over the next 20 years. One in five people will be a senior by 2031.⁶⁰ A new generational group called the Perennials are emerging. Perennials are seniors who do not fully retire and continue to work full-or part-time. This creates a social ripple effect as jobs are potentially taken from youth applicants.⁶¹

Finally, a trend that has garnered much attention in recent years is the growing concern for youth mental health issues. Suicide is the second leading cause of death in youth after accidents in Canada⁶².

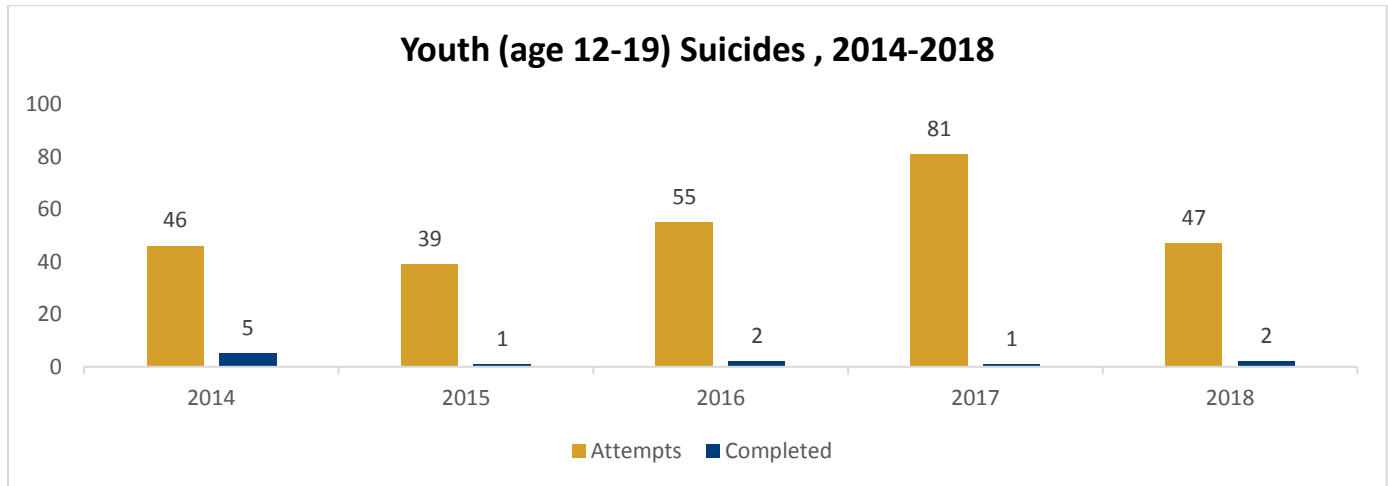


Figure 44. Youth suicides (attempted and completed) in York Region, 2014-2018 Annual Statistical Reports

Economic Trends

York Region is the third largest municipality and also the third largest business centre in Ontario. Employment growth in the Region is projected to increase by 26% by 2041 and has a higher average household income when compared to the provincial and national averages⁶³. The current provincial government has placed a hold on Minimum wage for Ontarians at \$14/hour, which causes concerns regarding the widening income gap.

York Regional Police has a net operating budget of \$333.9 million for 2019, which includes funds for 53 additional staff to meet increasing demands for service and responding to legislative reforms. On April 18, 2019, the Ministry of the Solicitor General announced that effective 2019-2020, various grants will be repurposed into the new Community Safety and Policing (CSP) grant. The risk of reduction to the total amount of funding from existing grants is currently estimated at up to \$1.88 million. By repurposing grant funding, YRP will need to decide whether to maintain or lower its existing level of service from the activities previously funded. The Ministry has appeared to repurpose \$9 million that police services need to reapply for as provincial initiatives and/or for guns and gangs.

Accountability

The York Regional Police 2017 – 2019 Business Plan stated YRP's commitment to ensuring accountability and transparency to our citizens. The number of complaints made against YRP has increased year-to-year from 2017 to 2018 - 126 public complaints were made in the year 2017 and 171 were made in 2018 – an increase of 35.7 %⁶⁴. The new Comprehensive Ontario Police Services Act includes changes to the Office of the Independent Police Review Director (now known as the Law Enforcement Complaints Agency) and streamlining the work of the Special Investigations Unit.

York Regional Police has embarked on a process to implement a Professionalism through Ethics Program. YRP is committed to building an authentic values based organization through the engagement of its members with a view to strengthening processes that will reflect ethics and professionalism in YRP's work. YRP adopted a new Code of Ethics and new organizational values in 2019 as part of an organizational culture transformation.

Public Order, Extremism / Terrorism

The likelihood of a repeat of an event involving large scale protests that can lead to potential violent clash between protestors and law enforcement (such as G20) is low. The primary focus of YRP's Public Safety Unit is on crowd "management" rather than "control". PSU members are being trained in crowd interaction and behaviour detection in crowded places more so than the "sticks-and-shields" crowd control approach. With more awareness and heightened sense of crowd safety, the PSU has been deployed more in the last 24 months than they have in their entire existence for crowd management purposes.

EXTREME EVENTS

Police services, as well as other first responders, across North America are reassessing guidelines and policies on special events and disaster/ emergency management in light of global prevalence of large scale attacks on civilians in everyday situations. PSU remains vigilant and proactive in finding the latest global trends to anticipate how to better respond to emergency situations. For example, van attacks like that in Toronto in 2018 are now being categorized as Hostile Vehicle Mitigations, where this terminology did not exist 2 years ago.⁶⁵

York Regional Police is currently developing Business Continuity plans that outline how key processes can be supported to function in the event of any business interruptions caused by extreme events. These plans are being developed to align with regional business continuity plans.

Environmental Impacts

The prevalence of extreme weather patterns is becoming the norm. Extreme weather has the potential to lead to additional strain on municipalities' infrastructure, as well as various municipalities' ability to meet increasing demands of road management (i.e.: snow and ice clearing). Increased extreme winter or summer weather patterns could cause increase in traffic accidents or motor vehicle collisions.⁶⁶

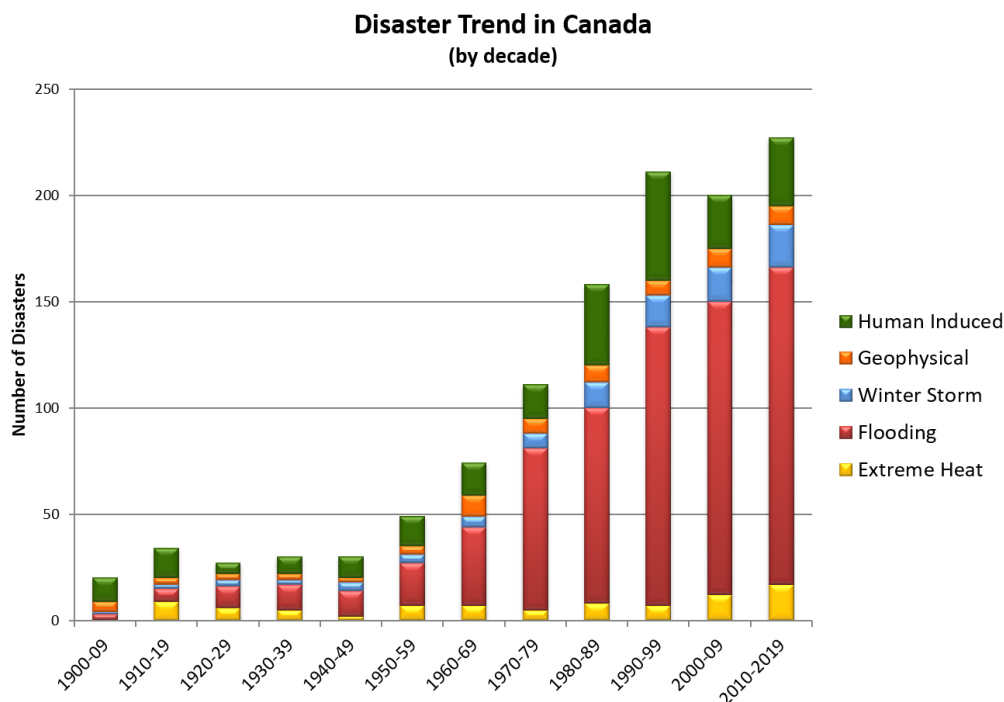


Figure 45. Trend in natural disasters in Canada by decade. Adapted from the Canadian Coalition for Green Health Care

MUNICIPAL PROFILES

- Demographic statistics of each municipality gathered from 2016 Statistics Canada Census. Crime Statistics gathered from 2018 YRP Statistical Report

Aurora

- Median Age: 41.5
- Average Age: 39.6
- 80.1% of residents speak English most often in the home
- 14.4% of residents speak a non-official language in the home
- Top areas of employment: Retail Trade, Professional, Scientific & Technical Services, and Education (replacing manufacturing from last profile)
- 62.2% of the adult population has a degree, diploma, or certificate
- Aurora targeting development of advanced manufacturing, green industries, and interactive media
- Overall, Total Criminal Code & Federal Violations (excluding traffic) in Aurora increased 0.3% in 2018 from 2017. Crimes Against Persons increased 7.4%, and Crimes Against Property decreased 1.9%

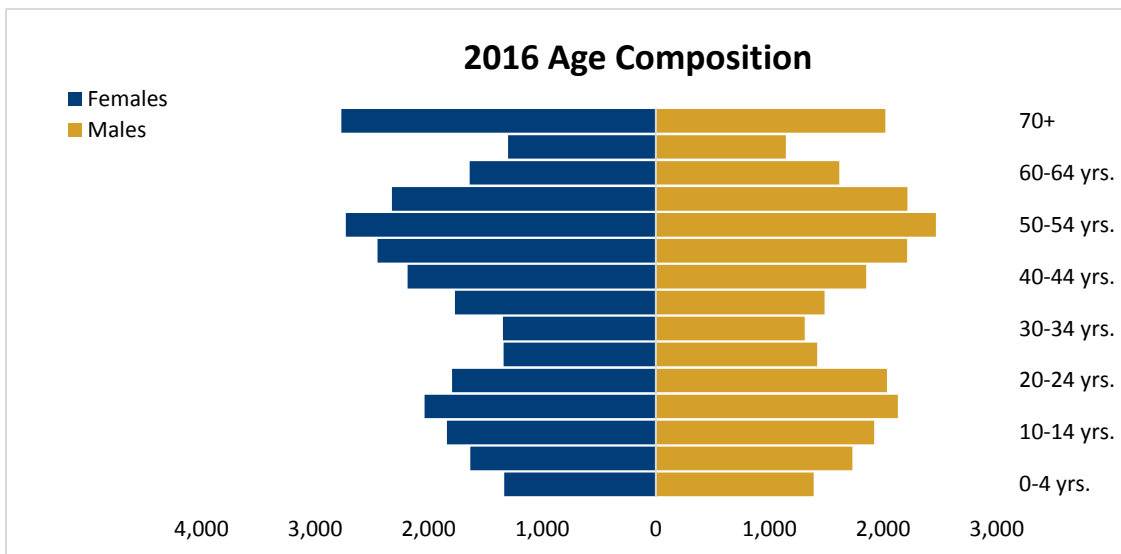


Figure 46. Composition of Aurora's population by age group and gender

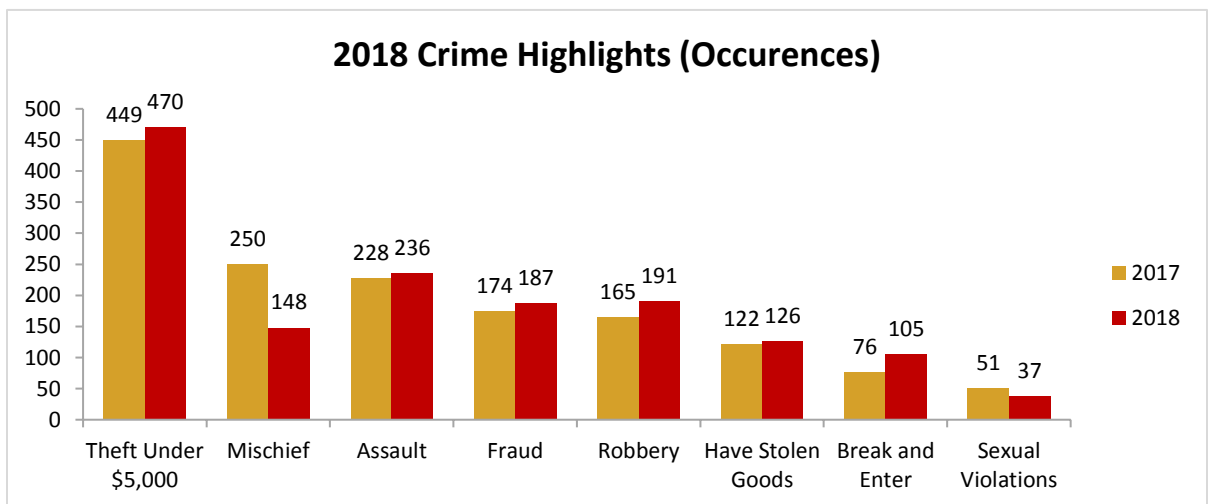


Figure 47. Various crime occurrences statistics in Aurora, 2017 and 2018

East Gwillimbury

- Median Age: 42.8
- Average Age: 40.6
- 90.6% of residents speak English most often in the home
- 6.1% of residents speak a non-official language in the home
- Top areas of employment: Construction, Retail Trade, Manufacturing
- 55.9% of adult population has a degree, diploma, or certificate
- 3 major local centers identified which will incorporate the highest densities of housing and population-related employment opportunities: Yonge Street & Green Lane, 2nd Concession & Green Lane, and Queensville
- 70% of the Town's land is classified as 'Protected Countryside'
- Overall, Total Criminal Code & Federal Violations (excluding traffic) in East Gwillimbury decreased 11.8% in 2018 from 2017. Crimes Against Persons decreased 9.9%, and Crimes Against Property decreased 13.6%

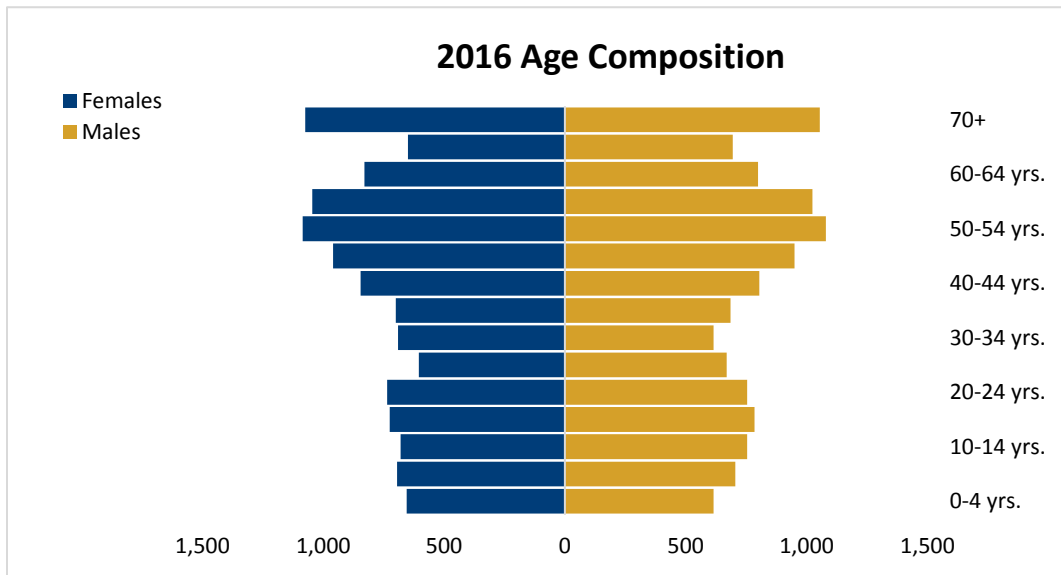


Figure 48. Composition of East Gwillimbury's population by age group and gender

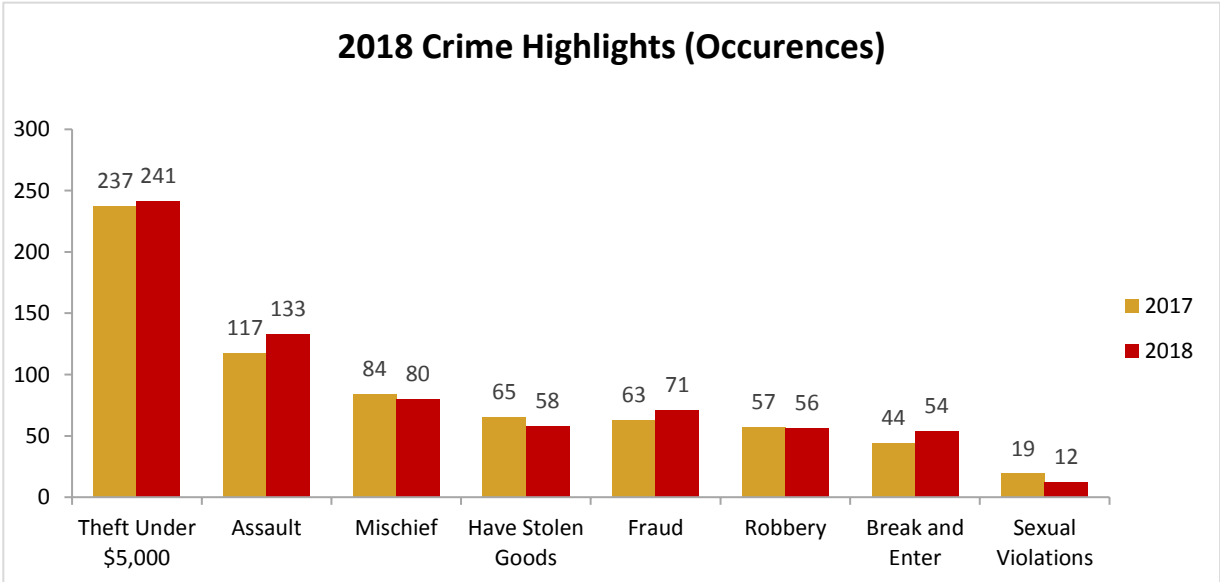


Figure 49. Various crime occurrences statistics in East Gwillimbury, 2017 and 2018

Georgina

- Median Age: 42.2
- Average Age: 40.7
- 94.3% of residents speak English most often in the home
- 3.5% of residents speak a non-official language in the home
- Top areas of employment: Construction, Healthcare and Social Assistance, Retail Trade
- 46.1% of the adult population has a degree, diploma, or certificate
- Urbanization to take place mostly in Keswick, while Sutton’s residential growth and development is increasing
- Extension of Highway 404 promotes growth in population as residents move north for lower home prices
- Overall, Total Criminal Code & Federal Violations (excluding traffic) in Georgina increased 13.2% in 2018 from 2017. Crimes Against Persons increased 14.2%, and Crimes Against Property increased 18.1%

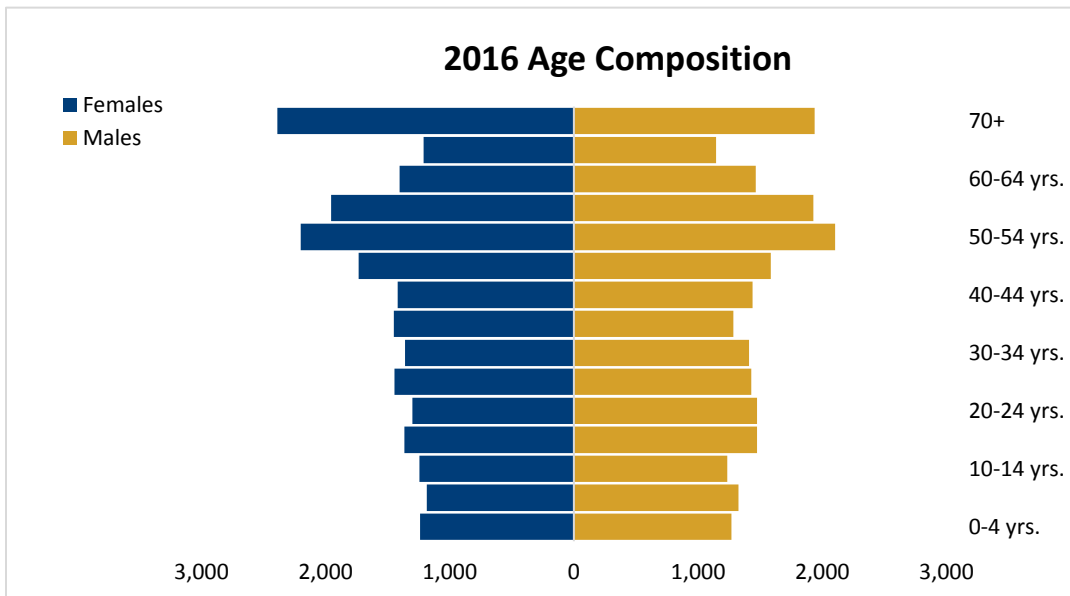


Figure 50. Composition of Georgina’s population by age group and gender

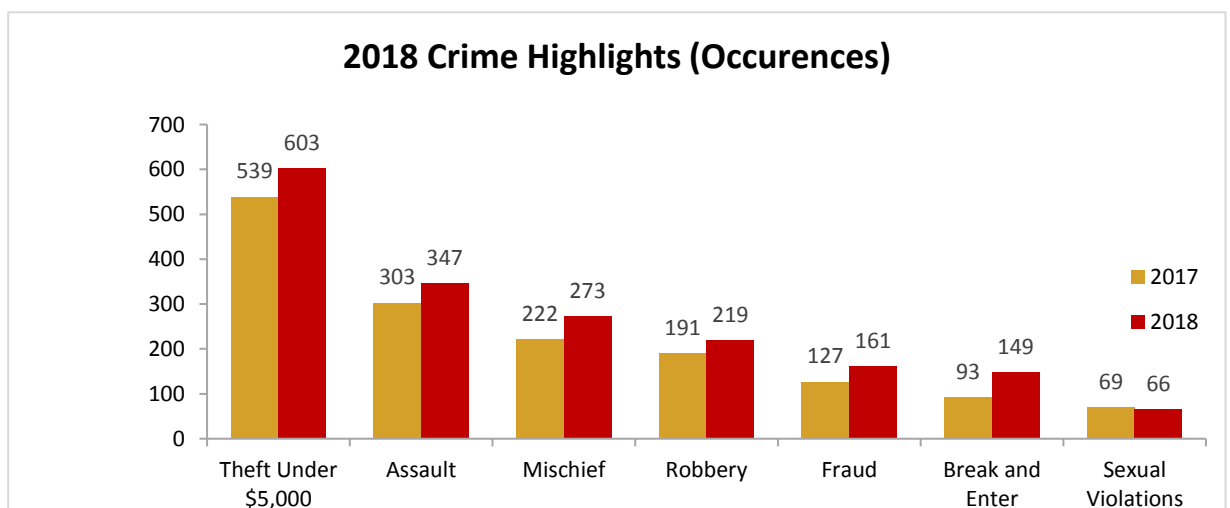


Figure 51. Various crime occurrences statistics in Georgina, 2017 and 2018

King

- Median Age: 42.5
- Average Age: 40.4
- 87.6% of residents speak English most often in the home
- 8.0% of residents speak a non-official language in the home
- Top areas of employment: Construction, Retail Trade, Professional Scientific and Technical Services (employment has grown by 32% from 2011 to 2016)
- 58.2% of adult population has a degree, diploma, or certificate
- Key priorities for economic development: Promote higher density employment lands, Advancing innovation and the creative economy, Raise the community profile, Focus on business support activities
- Overall, Total Criminal Code & Federal Violations (excluding traffic) in King decreased 15.8% in 2018 from 2017. Crimes Against Persons increased 35.6%, and Crimes Against Property decreased 34%

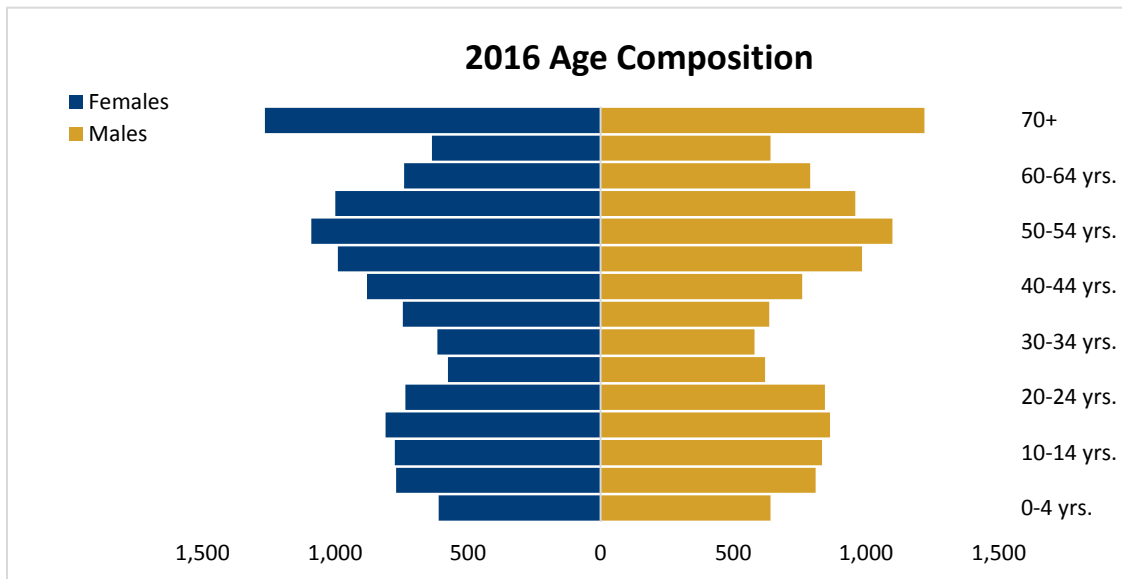


Figure 52. Composition of King’s population by age group and gender

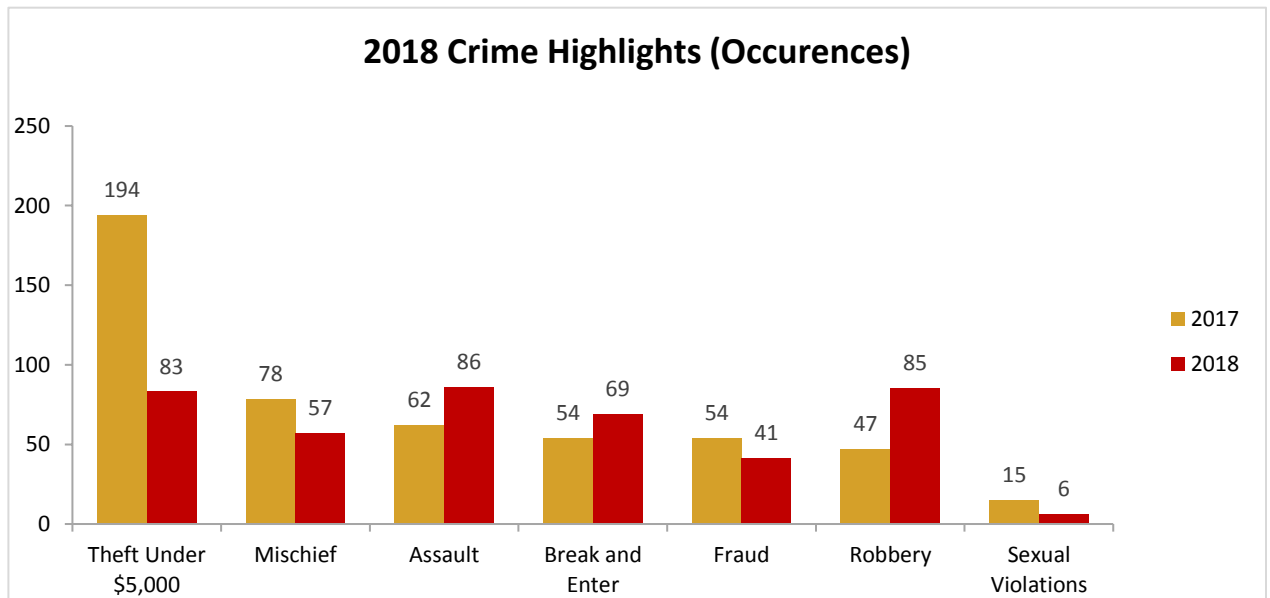


Figure 53. Various crime occurrences statistics in King, 2017 and 2018

Markham

- Median Age: 41.1
- Average Age: 40.2
- 47.7% of residents speak English most often in the home
- 41.1% of residents speak a non-official language in the home
- Top areas of employment: Professional, Scientific & Technical Services, Retail Trade, and Financial & Insurance
- 57.0% of the adult population has a degree, diploma, or certificate
- Markham continues to grow its labour force in various areas
- Overall, Total Criminal Code & Federal Violations (excluding traffic) in Markham increased 11.2% in 2018 from 2017. Crimes Against Persons increased 17.2%, and Crimes Against Property increased 12.7%

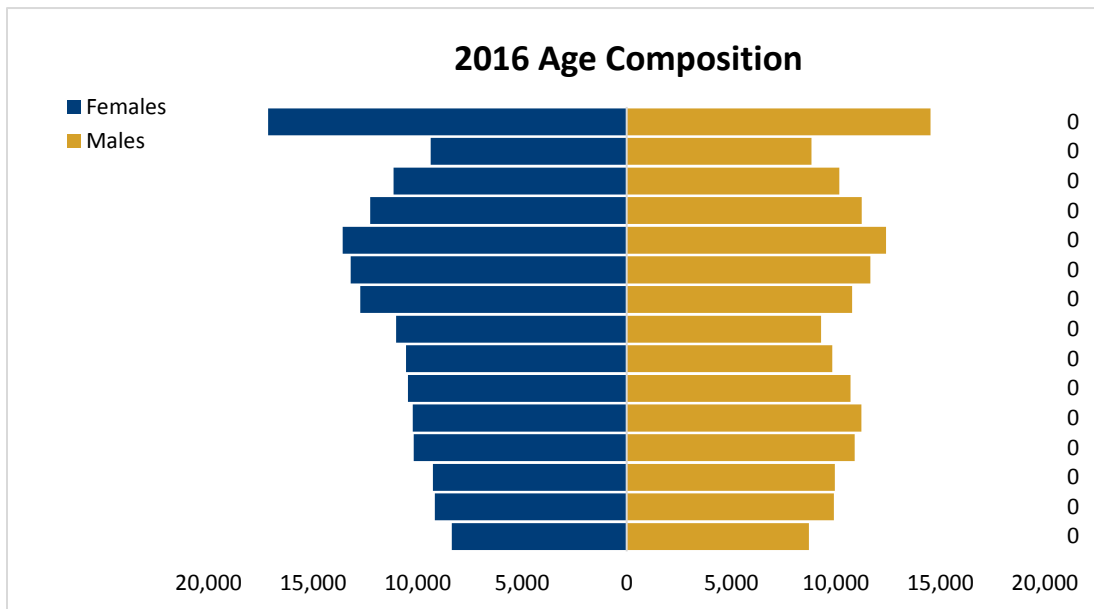


Figure 54. Composition of Markham’s population by age group and gender

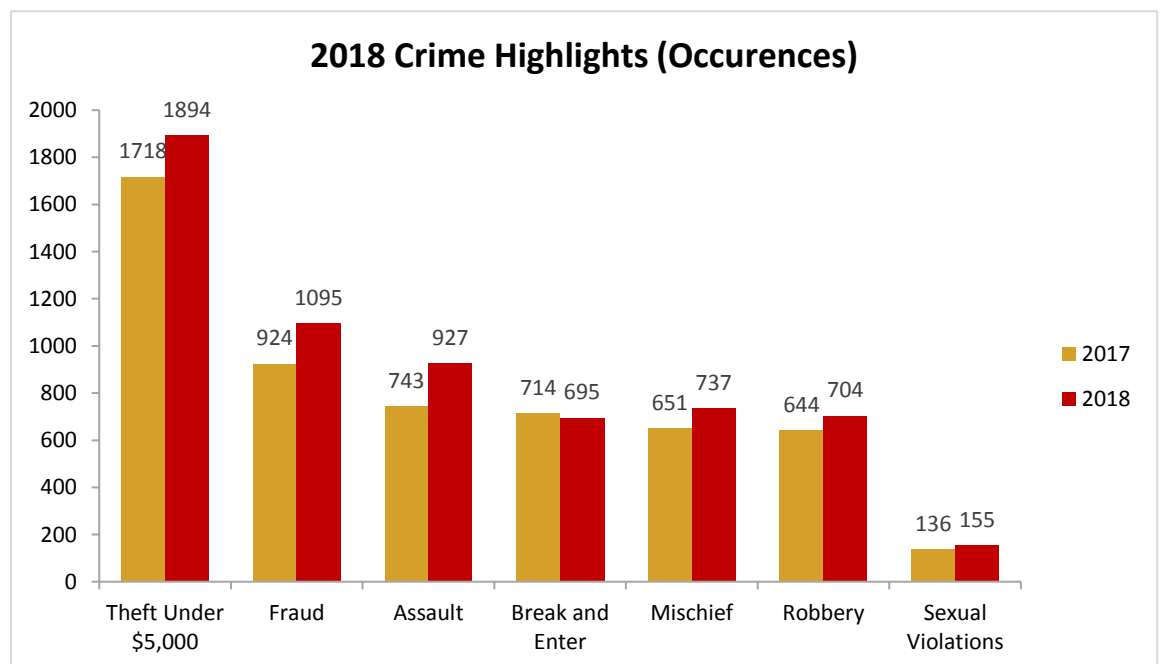


Figure 55. Various crime occurrences statistics in Markham, 2017 and 2018

Newmarket

- Median Age: 40.9
- Average Age: 39.7
- 81.6% of residents speak English most often in the home
- 12.9% of residents speak a non-official language in the home
- Top areas of employment: Retail Trade, Professional, Scientific & Technical Services, and Manufacturing
- 57.0% of the adult population has a degree, diploma, or certificate
- VivaNext transit project is ongoing and will provide better access into and out of the town
- Aging population with decreasing household size
- Overall, Total Criminal Code & Federal Violations (excluding traffic) in Newmarket increased 15% in 2018 from 2017. Crimes Against Persons increased 25%, and Crimes Against Property increased 7.3%

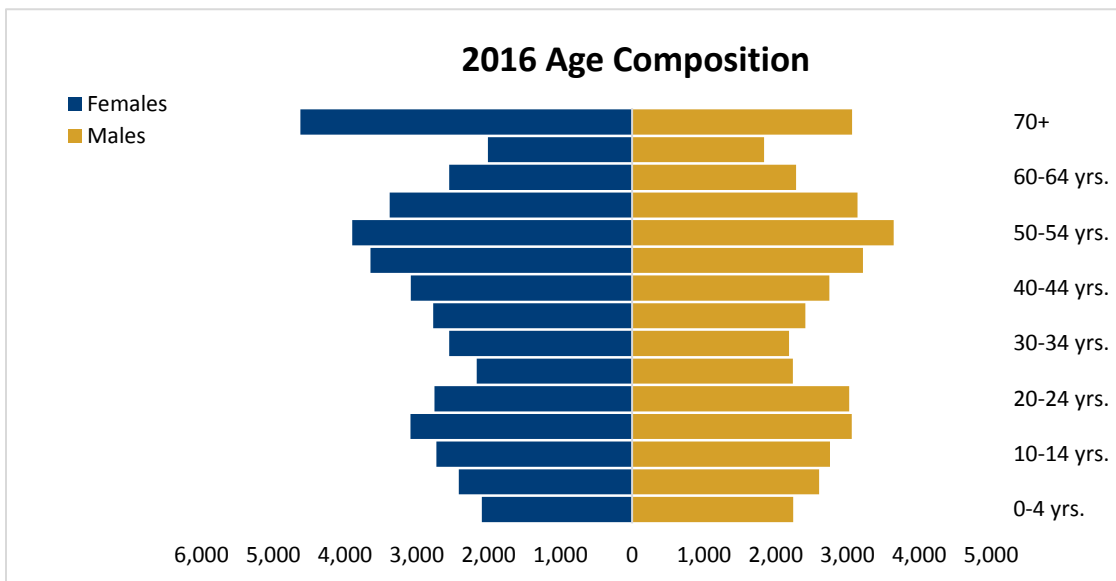


Figure 56. Composition of Newmarket's population by age group and gender

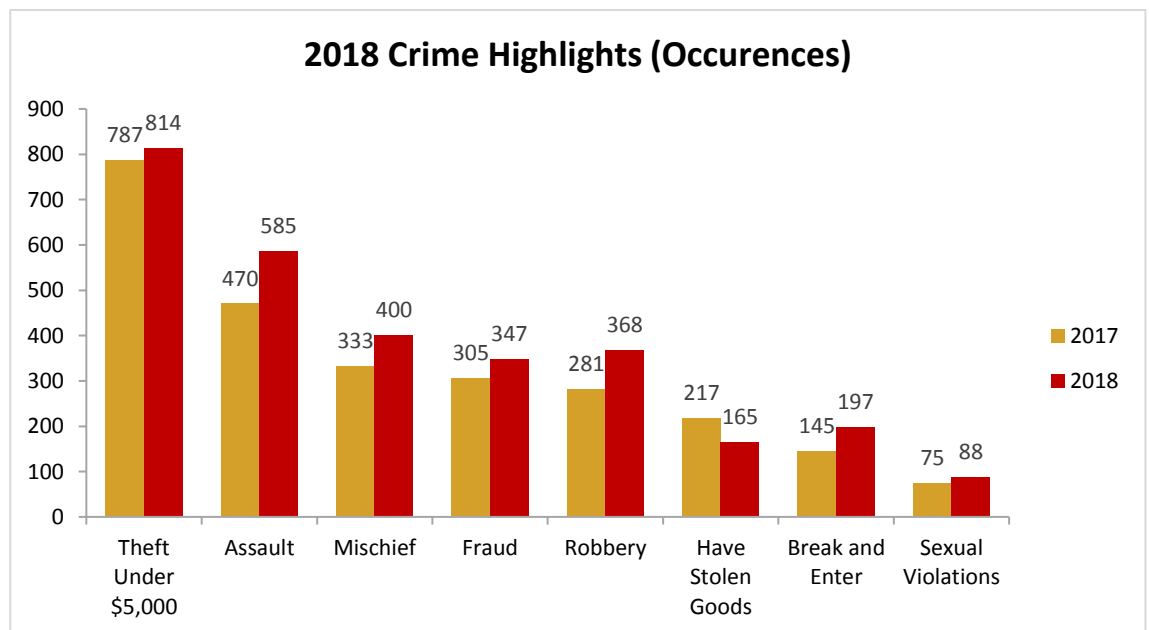


Figure 57. Various crime occurrences statistics in Newmarket, 2017 and 2018

Richmond Hill

- Median Age: 42.4
- Average Age: 40.4
- 52.1% of residents speak English most often in the home
- 37.5% of residents speak a non-official language in the home
- Top areas of employment: Professional, Scientific & Technical Services, Retail Trade, and Finance and Insurance
- 63.6% of the adult population has a degree, diploma, or certificate
- Richmond Hill tops list of most unaffordable housing market based on home prices and median income
- Overall, Total Criminal Code & Federal Violations (excluding traffic) in Richmond Hill increased 9% in 2018 from 2017. Crimes Against Persons increased 27.1%, and Crimes Against Property increased 8.3%

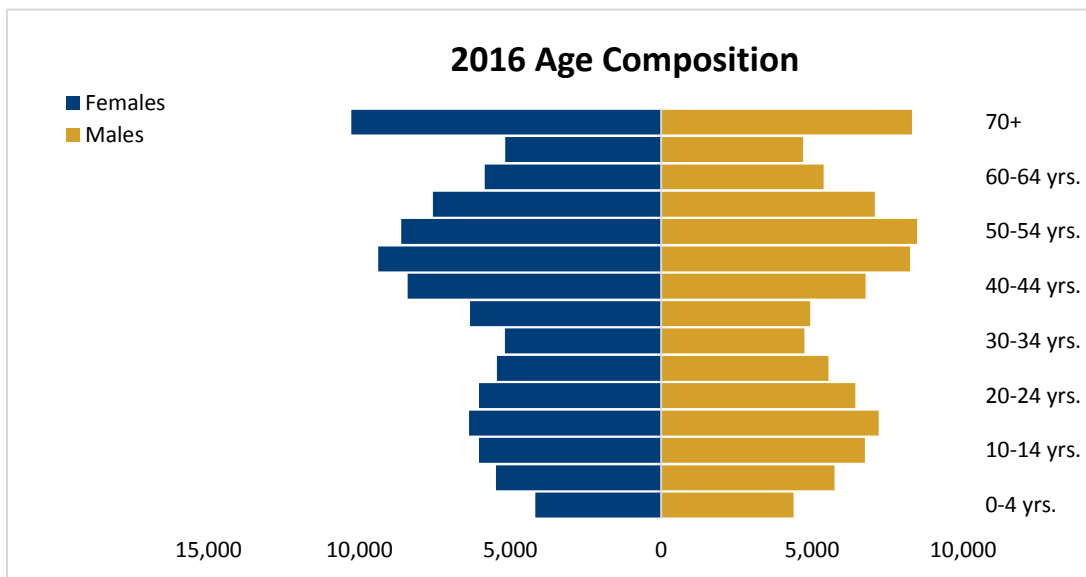


Figure 58. Composition of Richmond Hill's population by age group and gender

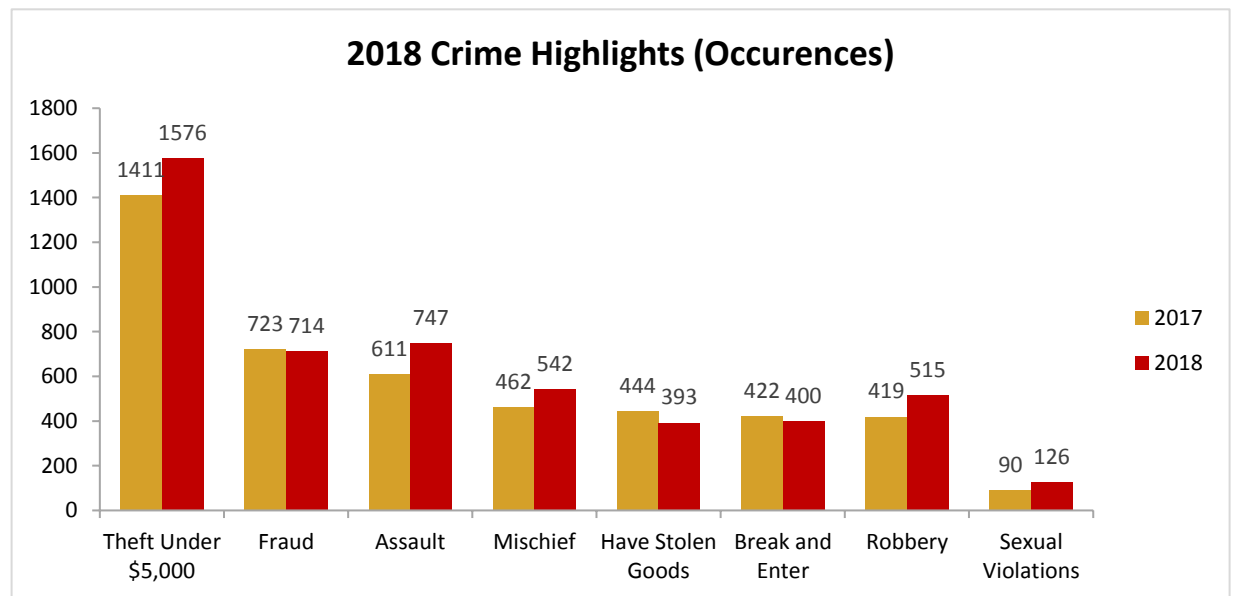


Figure 59. Various crime occurrences statistics in Richmond Hill, 2017 and 2018

Vaughan

- Median Age: 40.2
- Average Age: 39.2
- 64.0% of residents speak English most often in the home
- 25.7% of residents speak a non-official language in the home
- Top areas of employment: Manufacturing, Construction, Retail Trade
- 57.2% of the adult population has a degree, diploma, or certificate
- Key council priorities: Improve municipal road network, continue to develop transit, cycling and pedestrian options, re-establish urban tree canopy, invest, renew and manage infrastructure and assets, create and manage affordable housing options
- Niagara University opened in Vaughan Metropolitan Centre Jan 21 2019⁶⁷
 - 12,000 square foot space will have seven classrooms for 300 students, faculty & administration offices, and student lounges
 - Focus on programs in Education – Bachelor of Professional Studies in Education or Master of Science in Education
- Overall, Total Criminal Code & Federal Violations (excluding traffic) in Vaughan increased 6.3% in 2018 from 2017. Crimes Against Persons increased 6.1%, and Crimes Against Property increased 6.6%

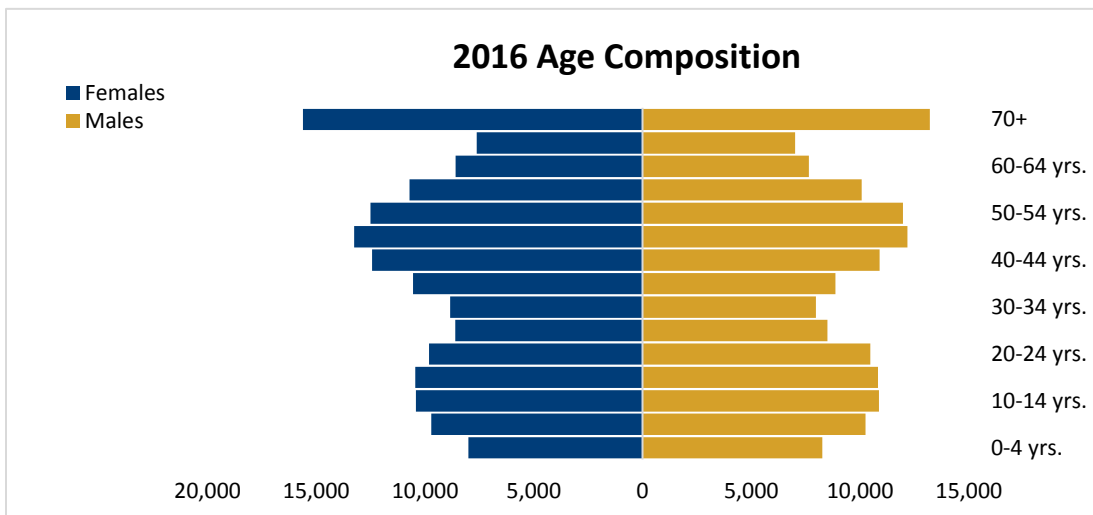


Figure 60. Composition of Vaughan’s population by age group and gender

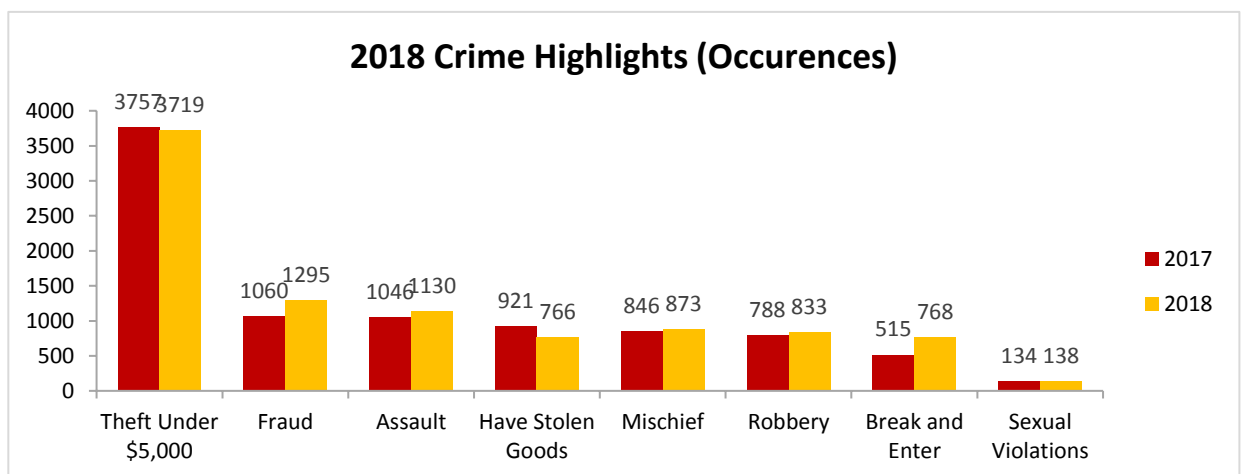


Figure 61. Various crime occurrences statistics in Vaughan, 2017 and 2018

Whitchurch-Stouffville

- Median Age: 40
- Average Age: 39.6
- 77.5% of residents speak English most often in the home
- 15.6% of residents speak a non-official language in the home
- Top areas of employment: Retail Trade, Professional, Scientific & Technical Services, and Education Services
- 57.3% of the adult population has a degree, diploma, or certificate
- Town looking to build capacity for business development, create jobs within the municipality to promote working and living in Whitchurch-Stouffville
- Overall, Total Criminal Code & Federal Violations (excluding traffic) in Whitchurch-Stouffville decreased 15% in 2018 from 2017. Crimes Against Persons decreased 17.2%, and Crimes Against Property decreased 14.4%

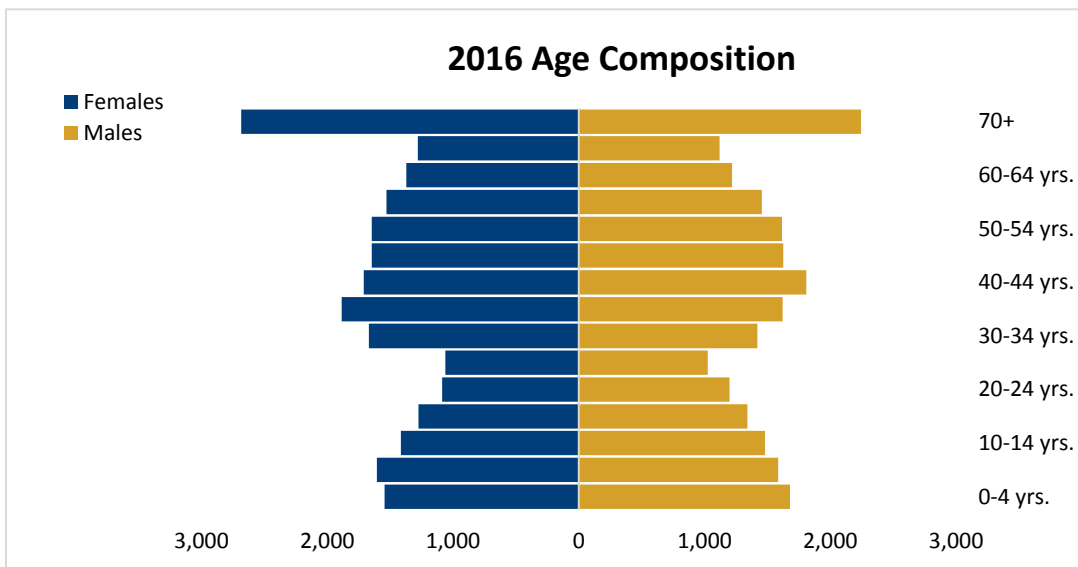


Figure 62. Composition of Whitchurch-Stouffville’s population by age group and gender

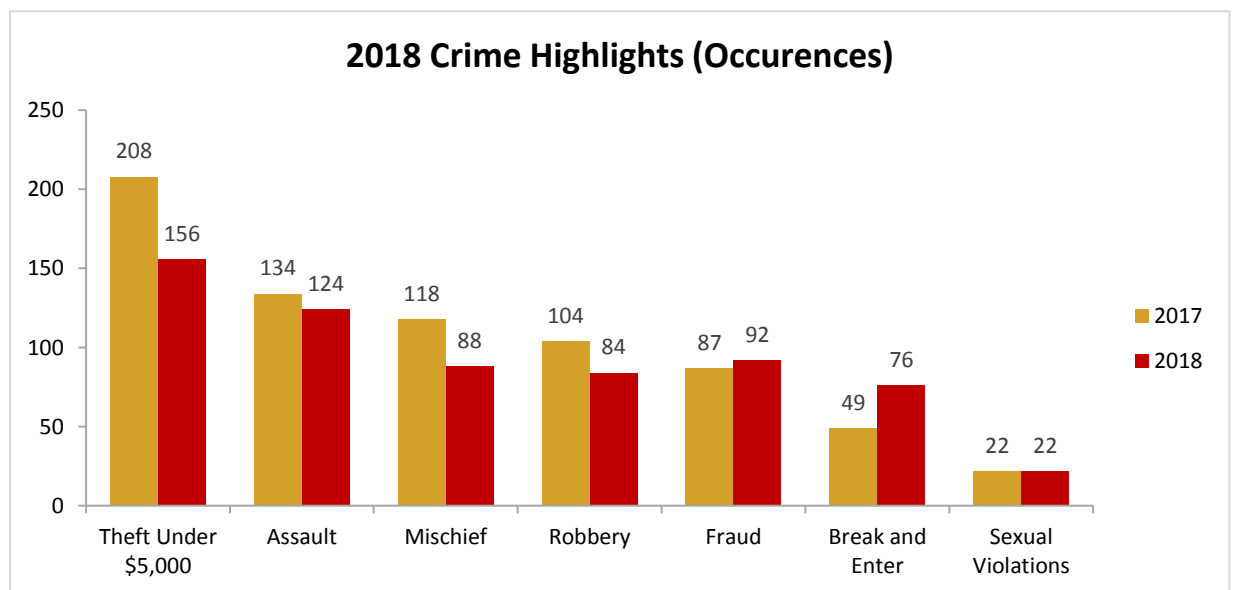


Figure 63. Various crime occurrences statistics in Whitchurch-Stouffville, 2017 and 2018

END NOTES/ REFERENCES

¹York Region – 2017 Growth & Development Review

²Ibid

³York Region Official Plan 2010

⁴2016 Census Profile: York Region Census stories

⁵Statistics Canada 2016 Census

⁶2016 Census Profile: York Region Census stories

⁷Ibid

⁸2016 Census Profile: York Region Census Stories

⁹Statistics Canada 2016 Census

¹⁰York Region 2016 Census Release Report – Age & Sex

¹¹York Region 2016 Census Release Report – Immigration & Ethnocultural Diversity

¹²Mental Health & Wellbeing Initiatives in York Region – Committee of the Whole (Community and Health Services)

¹³<https://www150.statcan.gc.ca/n1/pub/11-627-m/11-627-m2019005-eng.htm>

¹⁴Mood Disorders Society of Canada – Quick Facts: Mental Illness & Addiction in Canada

¹⁵Ibid

¹⁶Addictions Services for York Region – 2017 and 2018 Annual Reports

¹⁷2016 Census Profile: York Region Census Stories

¹⁸York Region 2016 Community Report

¹⁹York Region 2016 Census Release Report – Education Mobility Migration

²⁰Statistics Canada 2016 Census

²¹York Region 2041 Preferred Growth Scenario, 2041 Population and Employment Forecasts

²²York Region 2016 Community Report

²³Ibid

²⁴Ibid

²⁵York Region 2016 Census Release Report – Income

²⁶Ibid

²⁷Ibid

²⁸The Opportunity Equation in the Greater Toronto Area, 2017

²⁹York Region 2041 Preferred Growth Scenario, 2041 Population and Employment Forecasts

³⁰Ibid

³¹Housing Solutions: A place for everyone – York Region 10-year housing plan

³²Ibid

³³Modernization of the Subsidized Housing Wait List – Report No. 4 of Committee of the Whole

³⁴York Region Alliance to end Homeless: Health and homelessness on York Region Fact Sheet

³⁵<http://homelesshub.ca/content/york-region>

³⁶Housing Solutions: A place for everyone – York Region 10-year housing plan

³⁷http://www.vivanext.com/project_YongeSubway

³⁸York Region 2016 Community Report

³⁹Ibid

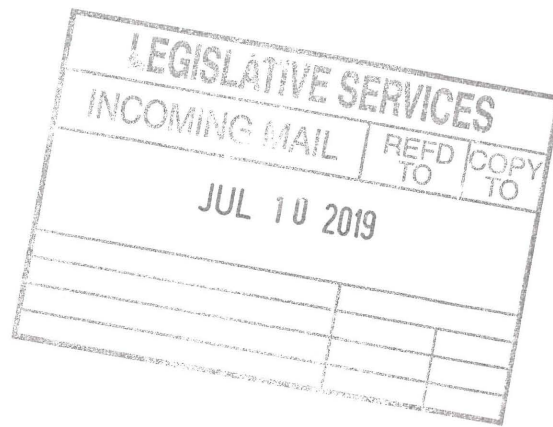
⁴⁰The Regional Municipality of York – Transportation Master Plan

⁴¹<https://www150.statcan.gc.ca/n1/pub/85-002-x/2018001/article/54974-eng.htm>

⁴²Ibid

⁴³Toronto Police Service Crime Statistics

-
- ⁴⁴<https://ipolitics.ca/2018/12/06/homicide-by-rifles-shotguns-reached-pre-gun-registry-levels-in-2017-statcan/>
- ⁴⁵<https://www150.statcan.gc.ca/n1/pub/85-002-x/2017001/article/54842/tbl/tbl07-eng.htm>, StatsCan, Table 7, Chart 17
- ⁴⁶Police-reported crime statistics in Canada, 2017, <https://www150.statcan.gc.ca/n1/pub/85-002-x/2018001/article/54974-eng.htm>
- ⁴⁷<http://www.oacp.on.ca/Userfiles/Files/NewAndEvents/Naloxone%20Nov%2018%20NR%20Final.pdf>
- ⁴⁸<https://www150.statcan.gc.ca/n1/pub/85-002-x/2017001/article/14689-eng.htm>
- ⁴⁹<http://www.cisc.gc.ca/media/2014/2014-08-22-eng.htm>
- ⁵⁰<https://www150.statcan.gc.ca/n1/daily-quotidien/181129/dq181129a-eng.htm>
- ⁵¹https://www.cdc.gov/mmwr/volumes/65/wr/mm6526e1.htm?s_cid=mm6526e1_w#T2_down
- ⁵²YRP Annual Report 2017
- ⁵³<https://www.avinhub.ca/>
- ⁵⁴ <https://www.wired.com/story/facebook-uncovers-new-fake-accounts-ahead-of-midterm-elections/>
- ⁵⁵<https://www.wired.com/story/the-future-of-crime-fighting-is-family-tree-forensics/>
- ⁵⁶<https://www.macleans.ca/politics/why-were-calling-out-the-left-and-the-right-of-canadian-politics/>
- ⁵⁷<https://nypost.com/2017/08/21/boston-antifa-group-lists-pro-police-symbol-with-hate-symbols/>
- ⁵⁸<https://www.cbc.ca/news/canada/toronto/ont-labour-reform-1.4914613>
- ⁵⁹<https://news.ontario.ca/mma/en/2019/01/special-advisors-appointed-to-begin-regional-government-review.html>
- ⁶⁰York Region Senior Strategy: Thinking Ahead
- ⁶¹<https://qz.com/work/1476842/the-future-of-work-will-be-shaped-by-an-aging-workforce/>
- ⁶²https://www.huffingtonpost.ca/2018/10/10/teen-suicide-warning-signs_a_23556813/
- ⁶³York Region Investor Presentation, March 2019
- ⁶⁴2018 Annual Public Complaints Report by YRPSB
- ⁶⁵Plante, Christopher. "Re: Environmental Scan for YRP business plan." Received by Alex Tang, 6 Sep, 2018.
- ⁶⁶<https://globalnews.ca/news/4909707/canadas-extreme-weather-government-prepare/>
- ⁶⁷<https://toronto.citynews.ca/2019/01/21/niagara-university-vaughan/>



THE COLLEGE OF PHYSICIANS AND SURGEONS OF ONTARIO

July 8, 2019

TO MAYOR, CITY CLERK AND COUNCILLORS:

**Nominate an Outstanding Ontario Physician in Your Community
The College of Physicians and Surgeons of Ontario Council Award**



Did You Know?

Over the last four years, the Council Award has been presented to four physicians nominated by their local city council?

The College of Physicians and Surgeons (CPSO) is now accepting nominations for the **2020 Council Award**. The Council Award honours outstanding Ontario physicians who have demonstrated excellence and embody a vision of the “ideal physician”.

The criteria for selecting a physician for the Council Award are outlined in the enclosed nomination form. The criteria are based upon eight “physician roles” that reflect society’s expectations of what is needed to practise modern medicine.

Through the award, the College honours Ontario physicians whose performance in each of these roles is outstanding, recognizing that individual physicians will demonstrate more extensive expertise in some roles than in others.

If you know of a physician who meets the selection criteria, please nominate him or her for the Council Award.

The deadline for receipt of nominations is September 30, 2019 at 5:00 p.m.

For further information, please contact the Council Awards Program at 416-967-2600 or 1-800-268-7096 extension 257 or cpsoward@cpso.on.ca.



The Council Award honours outstanding Ontario physicians who have demonstrated excellence and come closest to meeting society's vision of an "ideal physician."

Four awards are presented each year, in the following categories: Academic Specialty, Community Specialty, Academic Family Practice and Community Family Practice.

CRITERIA

The criteria for selecting a physician for the Council Award is based on the eight physician roles identified as the essential qualities needed to practise modern medicine:

- medical expert/clinical decision maker
- health advocate
- communicator
- learner
- collaborator
- scientist/scholar
- gatekeeper/resource manager
- person & professional

The Council Award recognizes physicians whose performance in these roles is outstanding, recognizing that they may demonstrate more extensive expertise in some roles than in others. Details on the elements of each role are outlined on the CPSO's award webpage.

ELIGIBILITY FOR NOMINATION

Anyone may nominate a physician for the Council Award. To be eligible for nomination, a physician must be licensed in Ontario and be in good standing with the College. Previous nominees who were unsuccessful are eligible. Former recipients of the Council Award or the Excellence in Quality Management of Medical Care Award are not eligible for nomination. Council Members and staff of the College and members of their immediate families are also not eligible.

NOMINATION INSTRUCTIONS

1. Complete the **nomination form**.
2. Provide a **detailed nominator's statement** describing how the nominee has demonstrated overall excellence and contributed to the profession. *You are encouraged to include pertinent supporting materials such as testimonials, reports, media articles, CVs, etc.*
3. Find a **seconder** for the nomination who will provide a written testimonial about the nominee's accomplishments.
4. The completed Council Award nomination package (including nominator's statement, supporting material and seconder's statement) can be emailed to cpsoaward@cpso.on.ca or mailed to the following address:

*The Council Award,
c/o Communications Department
College of Physicians and Surgeons of Ontario
80 College Street, Toronto, Ontario, M5G 2E2*

For more information, please contact:

Call: 416-967-2600 or 1-800-268-7096, ext. 257

E-mail: cpsoaward@cpso.on.ca

Additional information and nomination forms are available at:

www.cpso.on.ca/council-award

CHECKLIST:

- NOMINATION FORM**
- NOMINATOR'S STATEMENT**
- SECONDER'S STATEMENT**
- SUPPORTING DOCUMENTS (OPTIONAL)**
- NOMINEE'S CV (OPTIONAL)**

The deadline for the nominations is Monday, **September 30, 2019** at 5:00 p.m.

NOMINATION FORM

Please provide Nominator and Seconder Statements and any additional information in support of your nomination



NOMINEE

FIRST NAME: _____ LAST NAME: _____

NOMINEE'S ADDRESS: _____

EMAIL ADDRESS: _____ TELEPHONE: _____

DATE AND PLACE OF BIRTH: _____

DEGREES EARNED (DEGREE, SCHOOL, YEAR): _____

SPECIALTY, IF ANY: _____

TYPE OF PRACTICE: _____

FACULTY APPOINTMENTS, IF ANY: _____

PREVIOUS HONOURS AND AWARDS: _____

If you need more space, please attach additional pages.

NOMINATOR

FIRST NAME: _____ LAST NAME: _____

ADDRESS: _____

E-MAIL ADDRESS: _____ TELEPHONE NUMBER: _____

PLEASE INDICATE YOUR RELATIONSHIP TO THE NOMINEE: _____

SECONDER (must be provided)

FIRST NAME: _____ LAST NAME: _____

ADDRESS: _____

E-MAIL ADDRESS: _____ TELEPHONE NUMBER: _____

Subject: Support for Warwick resolution

Hello,

The Council of the Village of Oil Springs passed this motion during its regular meeting of July 9, 2019:

MOTION No. 11 Moved by Councillor McFadden

Seconded by Councillor Wagner

THAT the Council of the Village of Oil Springs support Council for the Corporation of the Township of Warwick in requesting that the Hon. Doug Downey work with his fellow MPP's and agricultural leaders to find a better way forward to ensure stronger enforcement of existing laws - or new legislation - to ensure the safety of Ontario's farm families, employees and animals for the very reasons cited in the Warwick Motion adopted at its Regular Meeting of June 17, 2019; and

THAT this motion be circulated to Hon. Doug Downey, Ministry of the Attorney General; Hon. Doug Ford, Premier of Ontario; Hon. Sylvia Jones, Solicitor General; and Hon. Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs; and all Municipalities in the Province of Ontario, AMO, and ROMA.

CARRIED

Sincerely,

Erkki Pohjolainen

Clerk-Treasurer

Village of Oil Springs

4591 Oil Springs Line, Box 22

Oil Springs, ON N0N 1P0

Phone: 519-834-2939

Fax: 519-834-2333

www.oilsprings.ca





The Honourable Doug Downey, Attorney General of Ontario
Ministry of the Attorney General
720 Bay Street
11th Floor
Toronto, ON M7A 2S9

Dear Honourable Sir:

July 15th 2019

Re: Resolution Regarding Enforcement for Safety on Family Farms

Please be advised that on July 10th the Town of Plympton-Wyoming Council passed the following motion to support Warwick Township Council's motion (attached) that was passed on June 17th 2019.

Motion #13 – Moved by Bob Woolvett, Seconded by Tim Wilkins that Council support the motion provided by the Township of Warwick with regards to Enforcement for Safety on Family Farms.

Motion Carried.

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

Sincerely,

Erin Kwarciak
Clerk

Town of Plympton-Wyoming

Cc: Amanda Gubbels, Administrator/Clerk – Township of Warwick
The Honourable Doug Ford, Premier of Ontario
The Honourable Sylvia Jones, Solicitor General
The Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs
All Ontario Municipalities
Association of Municipalities of Ontario (AMO)
Rural Ontario Municipal Association (ROMA)

The Corporation of the Town of Plympton-Wyoming

P.O. Box 250, 546 Niagara Street, Wyoming Ontario N0N 1T0

Tel: 519-845-3939 Ontario Toll Free: -877-313-3939

www.plympton-wyoming.com



The Honourable Steve Clark
Minister of Municipal Affairs and Housing
steve.clark@pc.ola.org

Via Email

July 16, 2019

SUBJECT: Regional Governance Review

Please be advised that at its meeting held Monday, July 15, 2019, the Council of the City of Burlington approved the following recommendation:

Whereas the Regional Governance Review Terms of Reference for Special Advisors Michael Fenn and Ken Seiling states that all materials produced by the Special Advisors, including research, analysis, reports and recommendations, are the exclusive property of the Ministry of Municipal Affairs and Housing and may be released publicly at the discretion of the Ministry; and

Whereas the Regional Governance Review must be transparent in the interest of accountability and in consideration of the potential impacts to local and regional municipal governments and the communities they serve; and

Whereas the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO) has requested that the report of the Special Advisors to the Minister of Municipal Affairs and Housing, containing the findings and recommendations be made public; and

Now therefore be it resolved that Burlington City Council endorse AMCTO's position that the report prepared by the Special Advisors, regarding the Regional Governance Review, be publicly released upon its completion and presentation to the Minister of Municipal Affairs and Housing; and

That the City Clerk circulate a copy of this resolution to Minister of Municipal Affairs and Housing, Jane McKenna, M.P.P., Effie Triantafilopoulos, M.P.P., Parm Gill, M.P.P., Special Advisors Michael Fenn and Ken Seiling, AMCTO, AMO and all GTA municipalities.

If you have any questions, please contact me at extension 7702 or the e-mail address above.

Sincerely,

A handwritten signature in black ink that reads "AMorgan". The signature is written in a cursive, flowing style.

Angela Morgan
City Clerk

Cc:

Jane McKenna, M.P.P.

Effie Triantafilopoulos, M.P.P.

Parm Gill, M.P.P.

Michael Fenn

Ken Seiling

AMCTO

AMO

GTA municipalities



Northumberland
County

Resolution

Moved By Pat Sanderson

Agenda
Item 8b

Resolution No.
2019-07-17-174

Last Name Printed Sanderson

Seconded By [Signature]

Council Date: July 17, 2019

Last Name Printed Strander

"Now Therefore Be It Resolved That Northumberland County Council support the Resolution adopted by the Township of Warwick Council; and

Further Be It Resolved That this Resolution be circulated to M.P.P. David Piccini, Hon. Doug Downey - Ministry of the Attorney General, Hon. Doug Ford - Premier of Ontario, Hon. Sylvia Jones - Solicitor General, and Hon. Ernie Hardeman - Minister of Agriculture, Food and Rural Affairs, all Municipalities in the Province of Ontario, AMO, and ROMA."

Recorded Vote
Requested by _____
Councillor's Name

Carried [Signature]
Warden's Signature

Deferred _____
Warden's Signature

Defeated _____
Warden's Signature



TOWNSHIP OF WARWICK

"A Community in Action"

6332 Nauvoo Road, R.R. #8, Watford, ON N0M 2S0

Township Office: (519) 849-3926 / 1-877-849-3926
Watford Arena: (519) 876-2808
Website: www.warwicktownship.ca

Works Department: (519) 849-3923
Fax: (519) 849-6136
E-mail: info@warwicktownship.ca

June 26, 2019

The Honourable Doug Downey, Attorney General of Ontario
Ministry of the Attorney General
720 Bay Street
11th Floor
Toronto, ON M7A 2S9

Dear Honourable Sir:

Re: Resolution Regarding Enforcement for Safety on Family Farms

Please be advised that Warwick Township Council adopted the following resolution at their regular meeting on June 17, 2019:

WHEREAS agriculture is the second largest industry in Ontario, contributing \$13.7 billion annually to Ontario's GDP and is essential for putting food on the tables of millions of people here and around the world;

AND WHEREAS in recent months there has been a steady increase in harassment of farmers and livestock transporters by activists opposed to animal agriculture and the consumption of animals;

AND WHEREAS the protests have become blatantly illegal in nature with extremist groups trespassing onto private property, unlawfully entering into buildings and removing animals without fear of prosecution and even promoting and publishing their crimes on social media;

AND WHEREAS maintaining proper biosecurity is essential to ensure the health and well-being of the animals cared for on these agricultural operations;

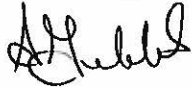
AND WHEREAS the recent attacks on farmers homes and businesses have resulted in no criminal charges laid, leaving farmers feeling unprotected by the Ontario legal system and afraid for the welfare of themselves, their families, their employees and the animals they care for;

NOW THEREFORE BE IT RESOLVED THAT the Council for the Corporation of the Township of Warwick requests that Hon. Doug Downey work with his fellow MPP's and agricultural leaders to find a better way forward to ensure stronger enforcement of existing laws - or new legislation - to ensure the safety of Ontario's farm families, employees and animals;

AND BE IT FURTHER RESOLVED THAT this motion be circulated to Hon. Doug Downey, Ministry of the Attorney General, Hon. Doug Ford, Premier of Ontario, Hon. Sylvia Jones, Solicitor General and Hon. Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs and all Municipalities in the Province of Ontario, AMO, and ROMA.

- Carried.

Yours truly,



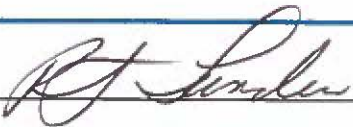
Amanda Gubbels
Administrator/Clerk
Township of Warwick

cc: The Honourable Doug Ford, Premier of Ontario
The Honourable Sylvia Jones, Solicitor General
The Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs
All Ontario Municipalities
Association of Municipalities of Ontario (AMO)
Rural Ontario Municipal Association (ROMA)



Northumberland County

Resolution

Moved By 

Agenda
Item 8c

Resolution No.
2019-07-17-175

Last Name Printed SANDERSON

Seconded By 


Council Date: July 17, 2019

Last Name Printed CANE

"Whereas Northumberland County Council supports an annual combined Conference for OGRA (Ontario Good Roads Association) and ROMA (Rural Ontario Municipalities Association) which would provide financial efficiencies and allow municipal Councillors and staff to attend;

Now Therefore Be It Resolved That Northumberland County Council send this Resolution to the Boards of Directors of OGRA and ROMA, and all Ontario municipalities."

Recorded Vote
Requested by _____
Councillor's Name

Carried 
Warden's Signature

Deferred _____
Warden's Signature

Defeated _____
Warden's Signature



THE CORPORATION OF THE

Municipality of Neebing

Rosalie Evans,
Solicitor-Clerk
Erika Kromm,
Treasurer, Deputy Clerk

4766 Highway 61
Neebing, Ontario P7L 0B5
TELEPHONE (807) 474-5331
FAX (807) 474-5332
E mail – neebing@neebing.org

Councillors
Curtis Coulson
Gordon Cuthbertson
Gary Gardner
Brian Kurikka
Mark Thibert
Brian Wright

Mayor Erwin Butikofer

July 18, 2019

The Corporation of the Township of Lake of Bays
1012 Dwight Beach Road
Dwight, Ontario P0A 1H0

Attention: Michelle Percival, CAO

**Re: Lake of Bays' Resolution 7(b)/05/21/19
Ontario Municipal Partnership Fund**

COPY
*Ontario Municipalities
(via email only)*

Dear Ms. Percival:

The above-noted resolution was considered by Neebing Council at its regular meeting held on June 5th, 2019. Neebing Council resolved as follows:

BE IT RESOLVED THAT the Province of Ontario be requested to maintain OMPF funding at no less than 2016 levels;

AND FURTHER, THAT this resolution be circulated to the Town of Lake of Bays, our local MPPs, those circulated on the Town of Lake of Bays' correspondence, apart from the Ministry of the Solicitor-General and their local MPPs.

This differs somewhat from your municipality's resolution, which was to maintain current OMPF levels.

Neebing Council thanks the Lake of Bays Council for bringing this matter to our attention.

Yours truly,

Rosalie A. Evans
Solicitor-Clerk
Resolution 2019-06-132

cc. Hon. Rod Phillips, Minister of Finance; All Ontario Municipalities; Fred Simpson, Deputy Clerk, Town of Mono; Tom Gefucia, Director of Finance/Treasurer, Township of Lake of Bays; Judith Monteith, MPP Thunder Bay Atikokan; and Michael Gravelle, MPP Thunder Bay Superior North.