



Town of Newmarket Council Information Package

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Date: April 30, 2021

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Proclamation, Lighting Requests and Community Flag Raising

There were no requests during this period.

Information Reports

The following information reports were distributed during this period:

- INFO-2021-13: COVID-19 Pandemic Financial Impact March 2021 Update
Financial Services
Distributed April 23, 2021
- INFO-2021-14: Accountability and Transparency Measures 2020
Legislative Services
Distributed April 27, 2021
- INFO-2021-15: Honeywell 2020 Energy and Operational Savings Report
Development & Infrastructure Services Commission
Distributed April 29, 2021

- INFO-2021-16: Q1 2021 Investment Summary
Financial Services
Distributed April 29, 2021



Township of The Archipelago

9 James Street, Parry Sound ON P2A 1T4

Tel: 705-746-4243/Fax: 705-746-7301

www.thearchipelago.on.ca

April 9, 2021

21-073

**Moved by Councillor Barton
Seconded by Councillor Manner**

RE: Road Management Action On Invasive Phragmites

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

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

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

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

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

WHEREAS Phragmites occupy over 4,800 hectares of land around Lake St. Clair alone, while 212 hectares of Phragmites occupy land along the St. Lawrence River. The Georgian Bay Area is particularly affected by Phragmites australis, with more than 700 stands along the shorelines and multiple visible stands on the highways and roads that threaten valuable infrastructure and wetland areas; and

WHEREAS volunteers, non-governmental organizations, and various municipalities have invested tens of thousands of dollars in investments and labour annually for more than eight years in executing managements plans to control invasive Phragmites on roads, coasts, shorelines and in wetlands; and

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

WHEREAS according to “Smart Practices for the Control of Invasive Phragmites along Ontario’s Roads” by the Ontario Phragmites Working Group, best road management practices for Phragmites australis include early detection, herbicide application, and cutting; and

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

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

NOW THEREFORE BE IT RESOLVED that Council for the Corporation of the Township of The Archipelago directs its staff to implement best management practices to promote early detection of invasive Phragmites, and to implement best management practices for invasive Phragmites, and to join the Ontario Phragmites Working Group to collaborate on the eradication of Phragmites in Ontario.

BE IT FURTHER RESOLVED that Council for the Corporation of the Township of The Archipelago directs staff to insert clean equipment protocols into tenders and that there is oversight that the protocols are followed; and

BE IT FURTHER RESOLVED that Council for the Corporation of the Township of The Archipelago requests the Ontario Ministry of Transportation to map and treat invasive Phragmites annually on all its highways; and

BE IT FURTHER RESOLVED that the Ontario Ministry of Transportation (MTO) communicates the strategy on mapping (detecting sites) and controlling invasive Phragmites on provincial highways, the specific highway management plans and results by each MTO region and each highway in the region and work in coordination with the Township of The Archipelago; and

BE IT FURTHER RESOLVED that Council for the Corporation of the Township of The Archipelago directs its staff to send this resolution to all municipalities that are part of the Georgian Bay watershed, to all municipalities in the Great Lakes watershed, to the Minister of Transportation, Christopher Balasa the Manager, Maintenance Management Office, and MPP Norman Miller.

BE IT FINALLY RESOLVED that Council for the Corporation of the Township of The Archipelago requests all levels of government to consider funding support to aid the Township of The Archipelago in managing invasive phragmites; and directs staff to send a copy of this resolution to the Ontario Minister of Environment, Conservation and Parks and the Minister of Environment and Climate Change Canada.

Carried.



April 19, 2021

Email: llyons@newmarket.ca

Ms. Lisa Lyons, Town Clerk
Town of Newmarket
395 Mulock Drive, P.O. Box 328 STN Main
Newmarket, Ontario L3Y 8P3

Dear Ms. Lyons,

Re: Member Motion of Councillor Muench regarding a review of farming and agriculture in Richmond Hill

Richmond Hill City Council, at its meeting held on April 14, 2021, adopted the following resolution:

Whereas, the Province of Ontario is asking for input into the greenbelt expansion and needs (CONSULTATION ON GROWING THE SIZE OF THE GREENBELT) by April 19, 2021;

Whereas, the farming community has encountered significant challenges to continuing its agricultural businesses in Richmond Hill's northeast sector as a result of the approval of the urban West Gormley and North Leslie Secondary Plans resulting in:

- a. development that is encroaching into, and surrounded, farmland;
- b. York Region's road widening and urbanization of Leslie Street and its proposed realignment that has created traffic congestion which has made the operation of farming machinery on local roads a SAFETY CONCERN;
- c. the creation of two new GO Stations with significant infrastructure investment driving further urbanization of the area;
- d. light pollution from urban uses causing substantive challenges to ongoing farming operations; and
- e. the loss of the economic support system for the area farms and the agricultural industry in the area with very little support for these farming operations as it did 20 years ago; and

Whereas, there is very little cropland and innovative production farming is no longer economically viable, with only a few actual farms remaining in the area; and

Whereas, the soil conditions in the area are poor for farming and the lands are not "prime agricultural lands" as the Region and Province have indicated; and

Whereas, the arbitrary sterilization of lands through the current Countryside designation restricts the opportunity for the farming operations to relocate to other more viable jurisdictions to carry on the industry and family farming businesses elsewhere in the Region and Province; and



Whereas, farming and the agriculture business across all areas of York Region and the Province are not the same and a “one size fits all” policy is entirely inappropriate; and

Whereas, soils, urbanization, economic viability, traffic, safety concerns and good long term planning should be taken into account here for the long-term use of farm land and considerations should be made to engage with direct consultation of farmland owners when land policies and land designations are being asserted;

Therefore, be it resolved that the City of Richmond Hill;

1. Support the future of traditional farming by evaluating the current farming situation in the Northeast area of the City through its Municipal Comprehensive Review (MCR) by studying the re-designation of Oak Ridges Moraine Countryside lands around and including the Gormley GO Station MTSA;
2. Request that York Region do the same evaluation during its current Municipal Comprehensive Review; and
3. Provide input to the Province related to the Provincial Consultation on Growing the Greenbelt by requesting that the Province study the re-designation of Oak Ridges Moraine Countryside lands; and
4. Encourage the Province of Ontario take the input from these MCR’s and carry out a proper evaluation of the Greenbelt Policies as provided for in its Question 6 related to “Other priorities that should be considered.”
5. Ask the Province of Ontario to assist wherever possible to link designations and consider collaborative approaches including creating a provincial park to create a linear park system within the Oak Ridges Moraine and Greenbelt.
6. Send a copy of this resolution to York Regional Council, Members of Provincial Parliament (M.P.P.s) in York Region, Ministry of Municipal Affairs and Housing, Ministry of Agriculture, Ministry of Finance, and the Ministry of Transportation.

Please find a copy of the Council endorsed resolution regarding a review of farming and agriculture in Richmond Hill for your records.

If you have any questions, please feel free to contact me at (905) 771-9996, ext. 2529.

Yours sincerely,

A handwritten signature in black ink, appearing to read "S. Huycke", written in a cursive style.

Stephen M.A. Huycke
Director of Legislative Services/City Clerk
Attachments

14. Other Business

14.1 Member Motion - Councillor Muench - Review of Farming and Agriculture in Richmond Hill

Moved by: Councillor Muench

Seconded by: Regional and Local Councillor Perrelli

Whereas, the Province of Ontario is asking for input into the greenbelt expansion and needs (CONSULTATION ON GROWING THE SIZE OF THE GREENBELT) by April 19, 2021;

Whereas, the farming community has encountered significant challenges to continuing its agricultural businesses in Richmond Hill's northeast sector as a result of the approval of the urban West Gormley and North Leslie Secondary Plans resulting in:

- a. development that is encroaching into, and surrounded, farmland;
- b. York Region's road widening and urbanization of Leslie Street and its proposed realignment that has created traffic congestion which has made the operation of farming machinery on local roads a SAFETY CONCERN;
- c. the creation of two new GO Stations with significant infrastructure investment driving further urbanization of the area;
- d. light pollution from urban uses causing substantive challenges to ongoing farming operations; and
- e. the loss of the economic support system for the area farms and the agricultural industry in the area with very little support for these farming operations as it did 20 years ago; and

Whereas, there is very little cropland and innovative production farming is no longer economically viable, with only a few actual farms remaining in the area; and

Whereas, the soil conditions in the area are poor for farming and the lands are not “prime agricultural lands” as the Region and Province have indicated; and

Whereas, the arbitrary sterilization of lands through the current Countryside designation restricts the opportunity for the farming operations to relocate to other more viable jurisdictions to carry on the industry and family farming businesses elsewhere in the Region and Province; and

Whereas, farming and the agriculture business across all areas of York Region and the Province are not the same and a “one size fits all” policy is entirely inappropriate; and

Whereas, soils, urbanization, economic viability, traffic, safety concerns and good long term planning should be taken into account here for the long-term use of farm land and considerations should be made to engage with direct consultation of farmland owners when land policies and land designations are being asserted;

Therefore, be it resolved that the City of Richmond Hill;

1. Support the future of traditional farming by evaluating the current farming situation in the Northeast area of the City through its Municipal Comprehensive Review (MCR) by studying the re-designation of Oak Ridges Moraine Countryside lands around and including the Gormley GO Station MTSA;
2. Request that York Region do the same evaluation during its current Municipal Comprehensive Review; and
3. Provide input to the Province related to the Provincial Consultation on Growing the Greenbelt by requesting that the Province study the re-designation of Oak Ridges Moraine Countryside lands; and
4. Encourage the Province of Ontario take the input from these MCR’s and carry out a proper evaluation of the Greenbelt Policies as provided for in its Question 6 related to “Other priorities that should be considered.”

For Your Information and Any Action Deemed Necessary

5. Ask the Province of Ontario to assist wherever possible to link designations and consider collaborative approaches including creating a provincial park to create a linear park system within the Oak Ridges Moraine and Greenbelt.
6. Send a copy of this resolution to York Regional Council, Members of Provincial Parliament (M.P.P.s) in York Region, Ministry of Municipal Affairs and Housing, Ministry of Agriculture, Ministry of Finance, and the Ministry of Transportation.

A recorded vote was taken:

In favour: (6): Acting Mayor DiPaola, Councillor Chan, Councillor Muench, Councillor Beros, Councillor Liu, Regional and Local Councillor Perrelli

Opposed: (2): Councillor West, Councillor Cilevitz

Absent: (1): Mayor Barrow

Motion Carried (6 to 2)



The Honourable Patty Hajdu
 Federal Minister of Health
 House of Commons
 Ottawa, ON K1A 0A6
 Via email: Patty.Hajdu@pal.gc.ca

April 20th 2021

Sent via e-mail

Re: Support for 988, a 3-Digit Suicide and Crisis Prevention Hotline

Please be advised that on April 14th 2021 the Town of Plympton-Wyoming Council passed the following motion to support The Town of Caledon letter endorsing the 988 crisis line initiative to ensure critical barriers are removed to those in a crisis and seeking help.

Motion #16 – Moved by Tim Wilkins, Seconded by Mike Vasey that Council support correspondence item 'o' from the Town of Caledon regarding support for 988, a 3-digit suicide crisis prevention hotline.

Motion Carried.

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

Sincerely,

Erin Kwarciak
 Clerk

Town of Plympton-Wyoming

- cc. The Honourable Christine Elliott, Minister of Health, Ontario - christine.elliott@ontario.ca
 Marilyn Gladu, MP Sarnia-Lambton, marilyn.gladu@garl.gc.ca
 Bob Bailey, MPP Sarnia-Lambton, bob.baileyco@pc.ola.org
 Ian Scott, Chairperson and Chief Executive Officer, Canadian Radio-Television and Telecommunications Commission (CRTC), iscott@telesat.com
 All Ontario Municipalities



Allan Thompson
Mayor

Sent via E-Mail to: Patty.Hajdu@parl.gc.ca

March 31, 2021

The Honourable Patty Hajdu
Federal Minister of Health
House of Commons
Ottawa, ON K1A 0A6

Dear Ms. Hajdu,

RE: SUPPORT FOR 988, A 3-DIGIT SUICIDE AND CRISIS PREVENTION HOTLINE

I am writing to advise that at the Town Council meeting held on March 30, 2021, Council adopted a resolution endorsing the 988 crisis line initiative to ensure critical barriers are removed to those in a crisis and seeking help.

The resolution reads as follows:

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

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

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

Whereas in 2022 the United States will have in place a national 988 crisis hotline;

Whereas the Town of Caledon recognized that it is a significant and important initiative to ensure critical barriers are removed to those in a crisis and seeking help;

Now therefore be it resolved that the Town of Caledon endorses this 988 crisis line initiative; and

That a letter demonstrating Caledon's support be sent to Kyle Seeback, MP, Dufferin-Caledon, the Honourable Sylvia Jones, MPP, Dufferin-Caledon, the Honourable Patty Hajdu, Federal Minister of Health, the Canadian Radio-television and Telecommunications (CRTC) and all municipalities in Ontario.

THE CORPORATION OF THE TOWN OF CALEDON

6311 Old Church Road, Caledon East, Caledon, ON, Canada L7C 1J6
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | www.caledon.ca | allan.thompson@caledon.ca



Allan Thompson
Mayor

Thank you for your attention to this very important matter. We look forward to hearing from you.

Sincerely,



Allan Thompson
Mayor

Cc. Kyle Seeback, MP Dufferin-Caledon, Kyle.Seeback@parl.gc.ca
Honourable Sylvia Jones, MPP Dufferin-Caledon, sylvia.jones@pc.ola.org
Ian Scott, Chairperson and Chief Executive Officer, Canadian Radio-Television and
Telecommunications Commission (CRTC), iscott@telesat.com
All Ontario Municipalities

THE CORPORATION OF THE TOWN OF CALEDON

6311 Old Church Road, Caledon East, Caledon, ON, Canada L7C 1J6
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | www.caledon.ca | allan.thompson@caledon.ca

THE TOWN OF COCHRANE

171 Fourth Avenue
 Cochrane, Ontario, Canada, P0L 1C0
 T: 705-272-4361 | F: 705-272-6068
 E: townhall@cochraneontario.com



ONTARIO, CA

COCHRANE**WONDERFULLY UNEXPECTED**

“Via Email: premier@ontario.ca”

April 21, 2021

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

Dear Premier Ford:

Re: Support for Fire Departments

This will serve to advise you that Council, at its regular meeting held Tuesday, April 13th, 2021 passed the following resolution in support of the Township of Hudson’s resolution pertaining to the above noted:

“Resolution No.: 103-2021

Moved by: Councillor Daniel Bélisle

Seconded by: Councillor Shea Henderson

BE IT RESOVLED THAT the Council of the Corporation of the Town of Cochrane endorses and supports the resolution from the Township of Hudson that the Federal and Provincial Government includes apparatuses, training, equipment and structures for fire departments as eligible categories to any further infrastructure programs which will not only provide immediate stimulus to the local, provincial and federal economies given current economic uncertainty but also ensure the safety of Canadians and dedicated firefighters.

CARRIED”

Your attention to this matter is greatly appreciated!

Yours truly,

THE CORPORATION OF THE TOWN OF COCHRANE

Alice Mercier
 Clerk

/am

c.c.: Hon. Steve Clark, Minister of Municipal Affairs and Housing, Hon. Laurie Scott, Minister of Infrastructure, Charlie Angus, MP, Timmins – James Bay, John Vanthof, MPP, Timiskaming – Cochrane, Jon Pegg, Ontario Fire Marshal, Ontario Association of Fire Chiefs, Ontario Municipalities.



THE TOWN OF COCHRANE

171 Fourth Avenue
 Cochrane, Ontario, Canada, P0L 1C0
 T: 705-272-4361 | F: 705-272-6068
 E: townhall@cochraneontario.com



ONTARIO, CA

COCHRANE**WONDERFULLY UNEXPECTED****“VIA EMAIL”**

April 21, 2021

The Corporation of the Township of Hudson
 903303 Hanbury Road
 New Liskeard, ON
 P0J 1P0

Attention: Jordan Kemp – Clerk/Treasurer

Dear Ms. Kemp:

Re: Support for Fire Departments

This will acknowledge receipt of your letter and resolution dated March 31, 2021 pertaining to the above noted.

This will also serve to advise you that your correspondence was received by Council at its regular meeting held Tuesday, April 13th, 2021 and the following resolution was passed:

“Resolution No.: 103-2021**Moved by: Councillor Daniel Bélisle Seconded by :Councillor Shea Henderson**

BE IT RESOVLED THAT the Council of the Corporation of the Town of Cochrane endorses and supports the resolution from the Township of Hudson that the Federal and Provincial Government includes apparatuses, training, equipment and structures for fire departments as eligible categories to any further infrastructure programs which will not only provide immediate stimulus to the local, provincial and federal economies given current economic uncertainty but also ensure the safety of Canadians and dedicated firefighters.

CARRIED”

Trusting that this action of Council will be of assistance, I remain

Yours truly,

THE CORPORATION OF THE TOWN OF COCHRANE

Alice Mercier
 Clerk

/am



CORPORATION OF THE MUNICIPALITY OF CALVIN

Resolution

DATE: April 13, 2021 NO. 2021-097

MOVED BY Heather Olmstead

SECONDED BY Sandy Cross

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

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



CARRIED _____

DIVISION VOTE

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



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

February 23, 2021

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

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

Dear Ministers,

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

Thank you for your attention,

Yours truly,

Kristal Chopp
 Mayor, Norfolk County

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

Dec 7, 2020

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

Dear Minister Bibeau

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

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

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

Norfolk County which is known as Ontario's garden is home to one of the country's largest diversity of crop production. In addition to the extensive vegetable, fruit and grain production it boasts some of the highest ecological diverse natural habitats, plants and animals in Canada. There is approximately 25% tree cover in the county which is the highest percentage of forested land in Southwestern Ontario. Norfolk County It is also home to over 10,000 acres of woodlots and wetlands protected under Long Point Conservation Authority. In addition to the natural woodlots and wetlands there is also extensive fruit production with 2000 acres of apples and 1000 acres of sour cherries. A mature orchard can fix upwards of 18 mt of CO₂ annually.

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

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

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

Sincerely,

Dustin Zamecnik
Chair of Norfolk County Agriculture Advisory Board

**The Corporation of the City of Cambridge
Corporate Services Department
Clerk's Division
The City of Cambridge
50 Dickson Street, P.O. Box 669
Cambridge ON N1R 5W8
Tel: (519) 740-4680 ext 4585
mantond@cambridge.ca**

April 21, 2021

Re: Resolution - City of Cambridge Council – Request for Paid Sick Leave

At the Special Council Meeting of April 20, 2021, the Council of the Corporation of the City of Cambridge passed the following motion:

Mover: Councillor Wolf
Seconder: Councillor Reid

WHEREAS as a result of the COVID-19 pandemic and the increase in cases in Ontario, our hospitals and Intensive Care Units s are overrun with people sick with the virus;

AND WHEREAS according to the Provincial Science Advisory Table on COVID-19 we need to protect essential workers and support them with paid sick leave;

AND WHEREAS it is being reported that the drivers of transmission are indoor work places, particularly industrial workplaces, warehouses, and distribution centres;

AND WHEREAS the COVID-19 crisis has unmasked the inequalities in our Province as most of the people now getting sick are the most vulnerable in our society and are those who cannot afford to stay home and often live and work in crowded conditions;

AND WHEREAS Workers who are denied paid sick days do not avoid illness, they bring the infections to work with them, and they transmit them to their coworkers, employees without paid sick leave;

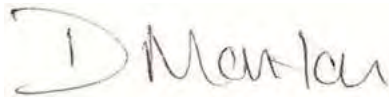
THEREFORE BE IT RESOLVED that Cambridge Council urge the Honourable Doug Ford, Premier to require Ontario employers to provide no less than five paid sick days annually to workers — after three months of employment — by amending the

Employment Standards Act, 2000, or through a different mechanism and to provide necessary funding, fiscal relief and/or support to employers so that all workers in Ontario have access to no less than 10 paid sick days annually in the event of a declared infectious disease emergency, such as the COVID-19 pandemic and ensure all Ontario workers have access to protected and paid emergency leave so care can be provided to children, parents, and/or other family members who may become ill and that all workers may receive paid time off to enable them to receive the COVID-19 Vaccine.

AND FURTHER that upon Council's approval of this motion that it be forwarded to the Association of Municipalities of Ontario, the Provincial Minister of Labour, the Premier, and each Ontario municipality.

Should you have any questions related to the approved resolution, please contact me.

Yours truly,



Danielle Manton
City Clerk

Subject: Regional Council Decision - 2021 Property Tax Rates

On April 22, 2021 Regional Council made the following decision:

1. Regional property tax rates for 2021 be established for the following property classes:

Broad Property Class	Tax Rates %
Residential/Farm	0.326425
Multi-Residential	0.326425
Commercial	0.434831
Industrial	0.536382
Pipelines	0.299985
Farmland	0.081606
Managed Forests	0.081606

2. Local municipalities pay the final two instalments of their 2021 Regional property tax levy on or before September 30, 2021 and December 15, 2021.
3. Notional tax rate calculation adjustment be adopted.
4. Council approve a bylaw to give effect to these recommendations.
5. The Regional Clerk circulate this report to local municipalities.

The original staff report is attached for your information.

Please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644 if you have any questions with respect to this matter.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Finance and Administration
April 8, 2021

Report of the Commissioner of Finance

2021 Property Tax Rates

1. Recommendations

1. Regional property tax rates for 2021 be established for the following property classes:

Broad Property Class	Tax Rates %
Residential/Farm	0.326425
Multi-Residential	0.326425
Commercial	0.434831
Industrial	0.536382
Pipelines	0.299985
Farmland	0.081606
Managed Forests	0.081606

2. Local municipalities pay the final two instalments of their 2021 Regional property tax levy on or before September 30, 2021 and December 15, 2021.
3. Notional tax rate calculation adjustment be adopted.
4. Council approve a bylaw to give effect to these recommendations.
5. The Regional Clerk circulate this report to local municipalities.

2. Summary

Property tax rates need to be established for various property classes in order for the tax levy component of the Regional Budget to be raised for 2021.

Key Points:

- Tax rates are set annually to raise the tax levy specified in the budget approved by Council

- The relative rates for each of the broad property classes are determined by the weighting prescribed in the Property Tax Ratio bylaw
- The proposed 2021 tax rates are calculated using the 2021 tax ratios approved by Council in March

3. Background

Section 311(2) of the *Municipal Act, 2001* (the Act) requires an upper-tier municipality to pass a tax rating bylaw each year unless otherwise specified by the Province, setting out tax rates for each property class. This allows the Region to raise sufficient revenues to meet its budgetary requirements.

The proposed tax rates are based on the 2020 Returned Roll provided by the Municipal Property Assessment Corporation (MPAC), as well as the approved 2021 tax ratios and the 2021 Budget approved by Council. To minimize any challenges that municipalities, residents and businesses are facing, the Province announced that the planned 2020 reassessment will be postponed and that the 2021 property taxes will be based on assessment values used for the 2020 taxation year. As a result, Council directed that the Region will be maintaining 2020 tax ratios for the 2021 taxation year.

4. Analysis

2021 tax rates are determined using the approved budget, assessment values and tax ratios

Regional property tax rates are calculated based on the following formula:

$$\text{Property Tax Rates} = \frac{\text{Total Property Tax Funding Requirement for 2021}}{\text{Weighted and Discounted Assessment for All Classes}} \times \text{Tax Ratio for the Class}$$

Weighted and discounted property assessment is assessment returned by the Municipal Property Assessment Corporation for 2021, using the approved tax ratios established in the 2021 Property Tax Ratios Report. Table 1 summarizes revenue neutral tax ratios and 2021 proposed tax rates.

Table 1
2021 Proposed Tax Rates

Property Class	Approved Tax Ratios	Proposed 2021 Tax Rates %
Residential	1.0000	0.326425
Multi-Residential	1.0000	0.326425
Commercial	1.3321	0.434831
Industrial	1.6432	0.536382
Pipelines	0.9190	0.299985
Farmland	0.2500	0.081606
Managed Forests	0.2500	0.081606

In addition, discounted tax rates are offered for certain property subclasses to ensure the special nature of these properties is recognized (see table 2).

Table 2
Prescribed Subclass Discounts for Property Classes

Applicable Property Class	Subclass	Discount
Residential, Multi-Residential, Commercial and Industrial	Farmland Awaiting Development 1	75% of the residential tax rate
Commercial and Industrial	Excess Land	30% of the commercial rate and 35% of the industrial rate
Commercial and Industrial	Vacant Land	30% of the commercial rate and 35% of the industrial rate

The vacant and excess land discount will be reviewed as part of the 2022 taxation process

In 2019, the Province began phasing out the vacant and excess land discount for education property taxes and extended the option for municipalities to do the same. However, due to the delay in the reassessment, Council, at its meeting in May 2020, directed that any decision regarding the elimination of the discount be deferred until the 2022 taxation year.

Annual adoption of the notional tax rate calculation adjustment is required

Notional tax rates are theoretical rates that would raise the same overall tax levy for the municipality as the previous year, using the updated assessment roll information of the current year. While the notional tax rates have no impact on the actual amount of taxes collected, it is used to better explain year over year levy changes.

In 2016, the Province introduced an option for municipalities to adjust the notional tax rate calculation. This option is a technical adjustment allowing municipalities to remove in-year assessment losses due to factual errors and methodological changes when calculating notional tax rates. This adjustment impacts only the overall levy change in the disclosure notice of the final bills.

The notional tax rate adjustment has been used by the Region since 2017.

5. Financial

Tax rates will increase to reflect the 2021 budget increase

Table 3 shows the historical relationship between average assessed value of a single-family detached home and the tax rate for residential property class. Tax rates are adjusted each year to raise the amount needed to fund the Region's approved operating budget. From 2013 to 2020, the annual increase in spending was proportionately lower than the average increase in single-family detached assessment value, and as such tax rates have declined each year. However, as a result of the Province's delayed implementation of the 2020 reassessment due to COVID-19, property assessment values used for the 2020 property values were maintained for the 2021 taxation year. Therefore, the proposed tax rates only reflect the requirement to raise the necessary funds to meet the approved 2021 Budget.

Table 3
Comparison of Residential Assessment to Residential Tax Rates

	Average Single-Family Detached Assessment	Tax Rates (%)
2021	963,247	0.326425
2020	959,600	0.321619
2019	883,328	0.336549
2018	809,104	0.350606
2017	740,630	0.371903
2016	667,714	0.397157
2015	629,000	0.406421
2014	591,000	0.416733
2013	553,000	0.434762

Attachment 1 shows the distribution of Regional revenues by the various property classes and subclasses. The table includes linear properties for which the Province has prescribed a charge per acre. It also includes payments-in-lieu, which are payments made to compensate a municipality for some or all of the tax revenues foregone from tax-exempt properties. The most common payments-in-lieu in the Region are for federally owned properties such as Canada Post, municipal utilities and crown corporations.

6. Local Impact

Subsection 311(11) of the Act requires an upper-tier tax rating bylaw to estimate the amount of upper-tier tax revenue to be raised in each of the local municipalities. The estimate is shown in Table 4.

Table 4
2021 Regional Tax Revenue to be Raised by Local Municipalities

Municipality	2020 Tax Requirement (\$)	2020 Share (%)	2021 Tax Requirement (\$)	2021 Share (%)
Aurora	57,732,761	4.87	59,879,284	4.91
East Gwillimbury	26,972,649	2.28	28,446,389	2.33
Georgina	28,139,056	2.37	28,872,375	2.37
King	32,287,076	2.72	33,527,284	2.75
Markham	341,800,283	28.85	350,736,842	28.77
Newmarket	67,618,055	5.71	69,085,689	5.67
Richmond Hill	220,347,551	18.60	225,671,018	18.51
Vaughan	365,593,565	30.85	376,358,186	30.87
Whitchurch-Stouffville	44,428,214	3.75	46,514,849	3.82
Sub-Total	1,184,919,210	100.00	1,219,091,916	100.00
Payments-in-Lieu	3,652,790		4,027,084	
Total Tax Requirement	1,188,572,000		1,223,119,000	

The Municipal Act permits upper-tier municipalities to collect their portion of property tax payments from local municipalities on or before specified dates

Subsection 311(12) of the Act provides that an upper-tier rating bylaw may require specified portions of the estimated taxes to be paid by the local municipalities on or before specified dates. At its meeting of January 28, 2021, Council adopted interim levy payment dates of April 30, 2021 and June 30, 2021. It is recommended that the remaining two instalments for the property tax levy be paid on or before September 30, 2021 and December 15, 2021.

In 2020, due to COVID-19, local municipalities offered various tax relief programs to taxpayers to assist residents and business owners impacted by the pandemic. To support those municipalities, the Region waived interest payments on its tax levy instalments that were the direct result of local tax relief programs. In January 2021, Council directed that this program be extended to the 2021 taxation year.

7. Conclusion

The proposed 2021 tax rates will raise the property tax levy requirement approved by Council in March 2021. As well, the report provides dates for the remittance of remaining instalment payments from local municipalities.

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

Laura Mirabella

Recommended by:

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



Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

March 25, 2021
Attachments (1)
12473801

2021 Proposed Regional Revenues and Tax Rates by Class

Property Assessment Class and Subclass	Tax Rates (%)	Revenue Generated (\$)
Residential		
Residential	0.326425%	1,002,864,142
Residential Taxable (Shared as Payment in Lieu)	0.326425%	31,278
Residential – Farmland Awaiting Development Phase 1	0.081606%	14,952
Residential Taxable (Upper Tier and Education Only)	0.326425%	-
Multi-Residential		
New Multi-Residential	0.326425%	16,801
Multi-Residential	0.326425%	10,226,389
Commercial		
Commercial (Occupied)	0.434831%	87,336,949
Shopping Centre	0.434831%	27,685,875
New Commercial (Occupied)	0.434831%	21,480,358
Office Building	0.434831%	10,083,346
Shopping Centre (New Construction)	0.434831%	5,932,174
Commercial Vacant Land	0.304382%	2,964,523
Office Building Occupied (New Construction)	0.434831%	2,779,707
Commercial Excess Land	0.304382%	1,067,291
Small Scale On Farm Business	0.434831%	261
Commercial Excess Land (New Construction)	0.304382%	166,153
Parking Lot (Full)	0.434831%	866,019
Commercial (previously Ontario Hydro)	0.434831%	143,886
Shopping Centre Excess Land (New Construction)	0.304382%	124,280
Office Building Vacant Units and Excess Land	0.304382%	117,104
Shopping Centre Vacant Units and Excess Land	0.304382%	186,521
Commercial – Farmland Awaiting Development Phase 1	0.081606%	68,060

Property Assessment Class and Subclass	Tax Rates (%)	Revenue Generated (\$)
Commercial Vacant Land (Shared as Payment in Lieu)	0.304382%	12,878
Office Building Excess Land (New Construction)	0.304382%	8,413
Commercial Excess Land (Shared as Payment in Lieu)	0.304382%	2,227
Industrial		
Industrial (Occupied)	0.536382%	26,740,074
Large Industrial	0.536382%	5,739,374
Industrial Vacant Land	0.348648%	3,548,284
New Industrial (Occupied)	0.536382%	2,530,246
Industrial (previous Ontario Hydro)	0.536382%	664,263
Industrial Excess Land	0.348648%	187,639
Industrial Excess Land (previously Ontario Hydro)	0.348648%	160,364
Industrial Farmland Awaiting Development Phase 1	0.081606%	96,925
New Large Industrial Occupied	0.536382%	759,744
New Large Industrial Excess Land	0.348648%	52,976
Large Industrial Vacant Units and Excess Land	0.348648%	58,474
Industrial (New Construction)	0.536382%	26,293
Industrial Excess Land (New Construction)	0.348648%	15,936
Industrial Vacant Land (Shared as Payment in Lieu)	0.348648%	4,574
Others		
Pipeline	0.299985%	1,223,708
Farmlands	0.081606%	1,474,664
Managed Forest	0.081606%	66,893
Railway Right-Of-Way (Estimated)		592,180
Utility Transmission (Estimated)		969,718
Sub-Total (Estimated)		1,219,091,916
Payment-in-Lieu		4,027,084
Total		1,223,119,000

Subject: Regional Council Decision - ventureLAB 2020 Results

On April 22, 2021 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, ventureLAB and the local municipalities.

The original staff report is attached for your information.

Please contact Jonathan Wheatle, Director, Economic Strategy at 1-877-464-9675 ext. 71503 if you have any questions with respect to this matter.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
April 8, 2021

Report of the Commissioner of Corporate Services and Chief Planner

ventureLAB 2020 Results

1. Recommendation

The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, ventureLAB and the local municipalities.

2. Summary

This report provides Council with an update on ventureLAB's 2020 activities and results.

Key Points:

- In 2020, ventureLAB, York Region's provincially recognized Regional Innovation Centre continued to support economic impact and job growth through its services to the entrepreneurial tech community
- ventureLAB pivoted their services and programs to assist businesses across York Region during the COVID-19 pandemic

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 47 Small Business Enterprise Centres. The four Small Business Enterprise Centres located in York Region are in Markham, Richmond Hill, Newmarket (serves the northern six municipalities) and Vaughan.

This network of organizations across Ontario was designed to help entrepreneurs, businesses and researchers commercialize ideas. Regional Innovation Centres like ventureLAB provide a suite of programs and services spanning the full commercialization continuum from idea to market. A list of the 17 Regional Innovation Centres in Ontario is in Attachment 1.

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.

York 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 to ventureLAB since 2011, when it was founded. Other funders include the provincial and federal governments, the City of Markham, City of Vaughan, York University, Seneca College, Saint Elizabeth Health and several private firms.

ventureLAB is mandated as part of the provincial innovation 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.

\$7 million in Government funding led to the official launch of two new signature programs

ventureLAB leveraged funding from the federal government to launch two signature programs:

- **Hardware Catalyst Initiative (HCI):** Canada's only hardware and silicon focused lab and incubator. Funded in part through a \$5 million investment by the Government of Canada, through the Federal Economic Development Agency for Southern Ontario (FedDev Ontario), this competitive program enables small and medium-sized tech enterprises to accelerate commercialization while growing their businesses.
- **Tech Undivided:** A program that bridges gender and diversity gaps by better supporting women founders and leaders who are underrepresented within the tech sector. Just over \$2 million in funding was provided by the Government of Canada through the Federal Economic Development Agency for Southern Ontario, as part of the Women Entrepreneurship Strategy.

ventureLAB's program offerings cater to tech entrepreneurs at different stages of development with varying needs. Both programs have had tremendous results since launching in early 2020.

4. Analysis

ventureLAB focused on continuing to deliver uninterrupted results and services for companies and partners during the COVID-19 pandemic

The impact of the COVID-19 pandemic was felt across York Region and ventureLAB's clients were no exception. Companies that were on track for rapid growth in 2020 were forced to shift their priorities and pivot their companies and business models. In response to a changing work environment, ventureLAB launched a new Innovation Hub Membership model to support innovative tech start-ups and meet the demands of a hybrid and remote workforce. This model

was created to provide more flexibility for tech entrepreneurs, and to attract and support more tech start-ups throughout York Region who are looking for virtual opportunities for collaboration.

As part of its government relation strategy and response to the COVID-19 pandemic, ventureLAB worked quickly to reinforce its value as a trusted partner to federal and provincial governments, by:

- Holding regular briefings with senior-level decision makers, offering guidance on key challenges faced by Small and Medium Enterprises (SMEs) such as policy considerations to address those challenges, economic relief and recovery, innovation policy and intellectual property
- Providing a channel for entrepreneurs and business leaders to provide feedback and key insights directly to Ministers for webinar engagements, including Q&A with business leaders
- Advocating for and elevating the profile of York Region and its key economic development stakeholders

ventureLAB continues to work with business leaders, partners and government stakeholders to enable growth and sustainability of SMEs through York Region as they continue to navigate the impact of the COVID-19 pandemic.

In 2020, ventureLAB continued to demonstrate value to the Region's economy through program results

Since 2011, York Region has provided about \$1.2 million in funding to ventureLAB. During this time, ventureLAB has helped 2,000 businesses create over 4,000 jobs in the Region, and supported York Region based companies to raise more than \$58 million in private and public investment. In 2020, ventureLAB engaged 112 York Region based companies through one-on-one advisory services. These companies also raised over \$9.9 million.

Highlights of the ventureLAB programming include:

- **Digital Main Street Community Collaboration Program:** As the delivery partner, ventureLAB worked with local Chambers of Commerce/Boards of Trade and the Small Business Enterprise Centres to execute innovation challenges to address business needs during the COVID-19 pandemic. A dynamic pitch competition was delivered at the annual Made in York Region event and the total prize money increased from \$10,000 to \$50,000 through funding from the provincial Digital Main Street program.
- **Made in York Region – Navigating the new reality:** this annual signature tech event ran via a virtual format this year, featuring panels, networking opportunities and technology showcases. The event attracted 472 registered attendees, 1,123 cumulative views, 21,711 sponsor impressions, and 46,655 social media impressions. Thirty virtual meetups and 715 conversations were facilitated.
- **Capital Investment Program:** This program is geared to companies who are ready to scale their businesses. In 2020, the program expanded nationally to support 45

companies. All ventureLAB supported companies successfully raised \$23.7 million in public and private funds, with York Region-based clients accounting for \$9.9 million (42%) in total funds raised.

- **Hardware Catalyst Initiative:** ventureLAB secured several leading equipment, design, and manufacturing partners to create an environment for Canadian-based hardware and semiconductor start-ups to accelerate commercialization. One company was selected from 300 applicants to receive a \$200,000 grant from Natural Sciences and Engineering Research Council (NSERC)

Tech Undivided: Launched in March 2020, 47 applications were received of which seven companies were selected for the first cohort, and five selected for the second cohort. The first cohort companies have created 24 new jobs, earned over \$1.5 million in revenue and raised over \$985,000 in capital. The second cohort launched in August 2020 generated five new jobs and over \$475,000 in new revenue. More than \$2 million in funding was received from FedDev for this program in 2020.

ventureLAB continued to support businesses from across York Region despite the COVID-19 pandemic impacts

The overall number of business engagements declined in 2020 compared to 2019, reflecting the impact of the COVID-19 pandemic. A breakdown of business engagements per municipality is shown in Table 1.

Table 1
Client Engagements by York Region Municipalities in 2019 and 2020

Municipality	2019	2020
Aurora	4	7
East Gwillimbury	0	0
Georgina	0	0
King	0	1
Markham	39	24
Newmarket	10	2
Richmond Hill	27	10
Vaughan	25	22
Whitchurch-Stouffville	2	3
TOTAL	107	69

In 2020 ventureLAB registered 131 new clients including 35 from York Region-based companies. A breakdown of registered clients per municipality is shown in Table 2.

Table 2
New Registered Clients by York Region Municipalities in 2019 and 2020

Municipality	2019	2020
Aurora	3	4
East Gwillimbury	0	0
Georgina	0	0
King	0	1
Markham	21	13
Newmarket	7	1
Richmond Hill	15	3
Vaughan	13	12
Whitchurch-Stouffville	1	1
TOTAL	60	35

ventureLAB continued to administer the Entrepreneurship and Innovation Fund to support local businesses and community organizations

The Entrepreneurship and Innovation Fund is administered by ventureLAB in collaboration with York Region. The fund was first launched in the fall of 2019 with an annual commitment of \$100,000. It continues to drive innovation and entrepreneurship throughout the Region by supporting high potential initiatives from early stage start-ups, accelerators, incubators and community partners. More than 140 applications were received in 2020 with 10 organizations moving forward to receive funding. A total of \$200,000 has been awarded to recipients since 2019 with an anticipated 121 jobs created or maintained. Funding is disbursed through three streams: Community Partners, Small Business & Entrepreneurs and a Pitch Competition. A full list of funding recipients for 2020 is found in Attachment 2.

5. Financial

To support ventureLAB's growth needs and expanding services, the Region's approved 2020 budget included Core funding of \$150,000 and Entrepreneurship funding of \$100,000. The

budgeted amount remains the same for 2021. Currently, Regional funding accounts for 4% of ventureLAB's total public revenue which includes both core funding and program grants.

6. Local Impact

ventureLAB serves as an innovation and commercialization hub for technology companies in York Region across all nine local municipalities. ventureLAB delivers services and activities to businesses to promote economic success and growth of enterprises looking to commercialize products and services. These services complement the work of local economic development teams and supports overall network development which includes the four Small Business Enterprise Centres as well as innovation hubs and business accelerators across the Region. The City of Markham and City of Vaughan both provide annual funding to ventureLAB.

7. Conclusion

Regional Innovation Centres across the province, including ventureLAB, continue to support development and delivery of 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 that will help drive Regional economic growth and job creation.

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

Recommended by:



Paul Freeman, MCIP, RPP
Chief Planner



Dino Basso
Commissioner of Corporate Services

Approved for Submission:



Bruce Macgregor
Chief Administrative Officer

March 26, 2021
Attachments (2)
12579570

List of 17 Regional Innovation Centres across Ontario

Name	Location (City/Region)
Communitech	Waterloo
HalTech Innovation Centre	Halton
Innovation Initiatives Ontario North (IION)	North Bay
Innovate Niagara	Niagara
Innovation Factory	Hamilton
Innovation Guelph	Guelph
Invest Ottawa	Ottawa
Launch Lab	Kingston
MaRS	Toronto
Northern Centre for Advanced Technology (NORCAT)	Sudbury
Northwestern Ontario Innovation Centre	Thunder Bay
RIC Centre	Mississauga
Sault Ste. Marie Innovation Centre	Sault Ste. Marie
Spark Centre	Durham
TechAlliance of Southwestern Ontario	London
ventureLAB	York Region, Simcoe County & Muskoka District
We-Tech Alliance	Windsor

2020 Entrepreneurship & Innovation Funding Recipients

Stream 1: Community Partners

Business Name	Project Description	Funding Received	Business Location
York Angels	Educational series specifically designed to reach and foster female investors	\$10,000	Markham
York Farm Fresh Association	Digitizing the York Farm Fresh Guide Map into a multilingual mobile app. This is a partnership between 38 Farm businesses, farmers market members and the York Region Food Network.	\$10,000	Newmarket

Stream 2: Small Business & Entrepreneurs

Business Name	Project Description	Funding Received	Business Location
Bionic-I	Patent pending implantable sterilizable optics with circuitry	\$15,000	Markham
Phyxable	Online solution for physiotherapy, chiropractic and occupational therapy with end-to-end virtual rehabilitation platform	\$15,000	Markham
Studio 1 Labs	Supply PPE fabrics to Government of Canada, and modernizing education	\$15,000	Markham

	with remote tools for real-time feedback from professors and students		
TakuLabs	A flexible and cost-effective unified commerce platform for established or growing retailers	\$15,000	Toronto
TIEIT Ai	View CRM, marketing analytics, finance and sales with TIEiT's built in applications	\$15,000	Newmarket

Stream 3: Pitch Competition

Business Name	Project Description	Funding Received	Business Location
EAIGLE Inc	AI-Powered crowd temperature, mask compliance analysis	\$25,000	Markham
Wrmth	Heated chairs suitable for outdoor dining	\$15,000	Coldwater
InField Solutions	Safe and easy parcel/food delivery solution	\$10,000	Markham

Subject: Regional Council Decisions - 2020 Regional Centres and Corridors Update

On April 22, 2021 Regional Council made the following decision:

1. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing and York Region Members of Federal and Provincial Parliament as an example of the Region' s continued commitment to transit-oriented development within Regional Centres and Corridors.
2. Council continue to seek further Federal and Provincial funding and assistance to provide critical infrastructure for the Yonge North Subway Extension and completion of the Viva Rapid Transit network, required to support levels of growth and intensification within Regional Centres and Corridors to implement Provincial Growth Plan forecasts.
3. The Regional Clerk forward this report to the local municipalities for information.

The original staff report is attached for your information.

Please contact Jeff Hignett, Senior Planner at 1-877-464-9675 ext. 71515 if you have any questions with respect to this matter.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
April 8, 2021

Report of the Commissioner of Corporate Services and Chief Planner

2020 Regional Centres and Corridors Update

1. Recommendations

1. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing and York Region Members of Federal and Provincial Parliament as an example of the Region's continued commitment to transit-oriented development within Regional Centres and Corridors.
2. Council continue to seek further Federal and Provincial funding and assistance to provide critical infrastructure for the Yonge North Subway Extension and completion of the Viva Rapid Transit network, required to support levels of growth and intensification within Regional Centres and Corridors to implement Provincial Growth Plan forecasts.
3. The Regional Clerk forward this report to the local municipalities for information.

2. Summary

This report provides an annual update of development activity, transit investments and programs that occurred within Regional Centres and Corridors in 2020. It identifies ongoing trends, impacts of COVID-19 and future initiatives that continue to drive the Region's city building initiatives forward supporting Council's commitment to planning for complete communities.

Key Points:

- Regional Centres and Corridors include 58 out of 78 Council endorsed Major Transit Station Areas (MTSA's)
- Residential construction activity in Centres and Corridors remained robust during the pandemic
- Despite COVID-19 restrictions, 2020 was a strong year for building permit activity within Centres, with 68% of all apartment units in the Vaughan Metropolitan Centre
- Vaughan Metropolitan Centre (VMC) was a leader in condominium sales despite an overall slowing in GTA condominium sales in 2020

- In December 2020, the most recent Viva Bus Rapid Transit rapidway opened for service in Richmond Hill from Highway 7 to 19th Avenue/Gamble Road
- Since 2018, approximately 3,200 purpose built rental units have been proposed in Centres and Corridors accounting for 96% of all rental units in the Region
- No new building permits were issued for office in 2020, but there were also no new large office space vacancies in either the Vaughan Metropolitan Centre or Markham Centre
- Yonge North Subway Extension continues to be the top transit priority for York Region, followed by completion of planned Viva Bus Rapid Transit rapidways crucial to completing the Region's rapid transit network
- Upper York Sewage Solution is a vital piece of infrastructure required to fully realize planned growth in Newmarket Centre and Regional Corridors in Aurora, East Gwillimbury and Newmarket

3. Background

Regional Centres and Corridors are being redefined by planning for Major Transit Station Areas

Regional Centres and Corridors are the foundation of the Region's Urban Structure that guides rapid transit investment, residential intensification, and commercial growth. It directs growth to strategic locations in the Region through intensification and supports the efficient use of land by aligning growth with existing and planned infrastructure and services.

Regional Centres and Corridors implement the Provincial Growth Plan's priority to focus growth in urban areas. The Provincial Growth Plan identifies four Urban Growth Centres in York Region, also known as Regional Centres:

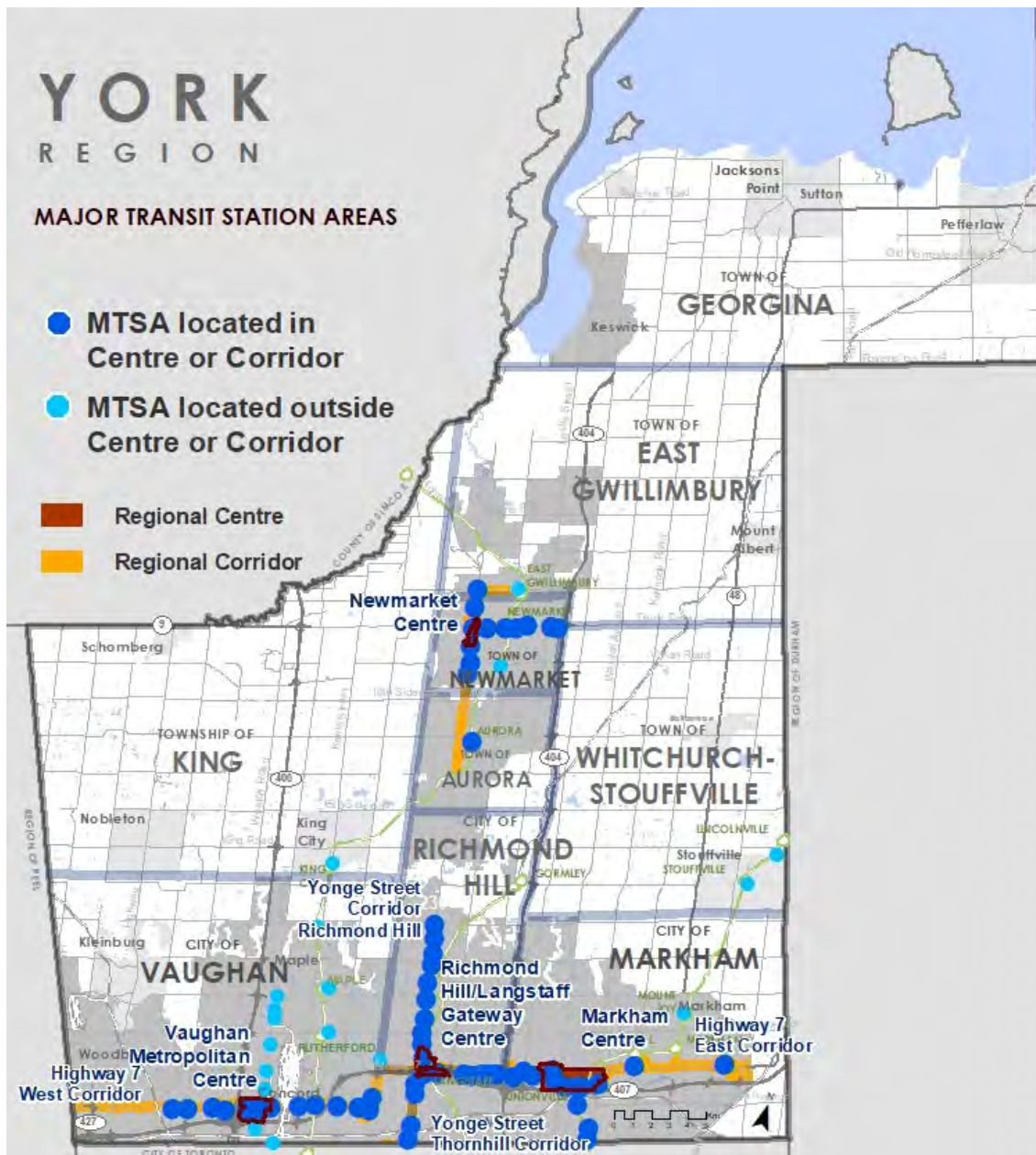
- Markham Centre (Highway 7 and Warden Ave)
- Newmarket Centre (Yonge Street and Davis Drive)
- Richmond Hill / Langstaff Gateway Centre (Highway 7 and Yonge Street)
- Vaughan Metropolitan Centre (Highway 7 and Jane Street)

Urban Growth Centres are the primary focus for intensification, are planned to contain the highest development densities in the Region and are evolving into highly active urban places well served by rapid transit.

Regional Corridors are evolving with recent direction from the Provincial Growth Plan to delineate Major Transit Station Areas (MTSA) along existing and future transit corridors. The majority (58) of the Region's 78 MTSA are in Regional Centres and Corridors supported by subway and/or Viva Bus Rapid Transit, with others located on GO transit corridors (Figure 1). MTSA represent areas within a 10-minute walk of a transit station. These areas will support revitalization through the introduction of additional density to existing neighbourhoods.

Figure 1

Major Transit Station Areas in Centres and Corridors



Regional Centres and Corridors support complete community principles

The proximity of transit in the Centres and Corridors supports building 15-minute neighbourhoods. The concept of 15-minute neighbourhood walkability as a method of measuring complete communities has recently gained momentum amongst municipal leaders as a strategy to “Build Back Better”, as part of COVID-19 recovery efforts. 15-minute neighbourhoods are complete communities characterized by compact, well-connected neighbourhoods that:

- Provide for a range of housing and employment options
- Support active transportation and transit use
- Provide easy access to retail, services, greenspace, schools and other community facilities
- Allow residents to access their daily needs within a 15- minute walk or bike ride from home

The 15-minute neighbourhood concept is not limited to Centres and Corridors, but rather a goal for complete communities in the Region. Staff are developing a mapping tool with local municipal staff, to be shared in the future with stakeholders and the public for input to assess walkability in York Region communities. This analysis will help municipal staff identify gaps and respond to specific local needs and improve an area's liveability through policy development, implementation and citizen engagement. A [community wide survey](#) has been launched to understand diverse needs in existing and new communities. Results will inform the planning and design of complete communities in more compact Centres and Corridors and suburban settings.

Figure 2
Elements of a 15-Minute Neighbourhood



Town of Newmarket

4. Analysis

Building Permit activity in Centres and Corridors remained strong in 2020

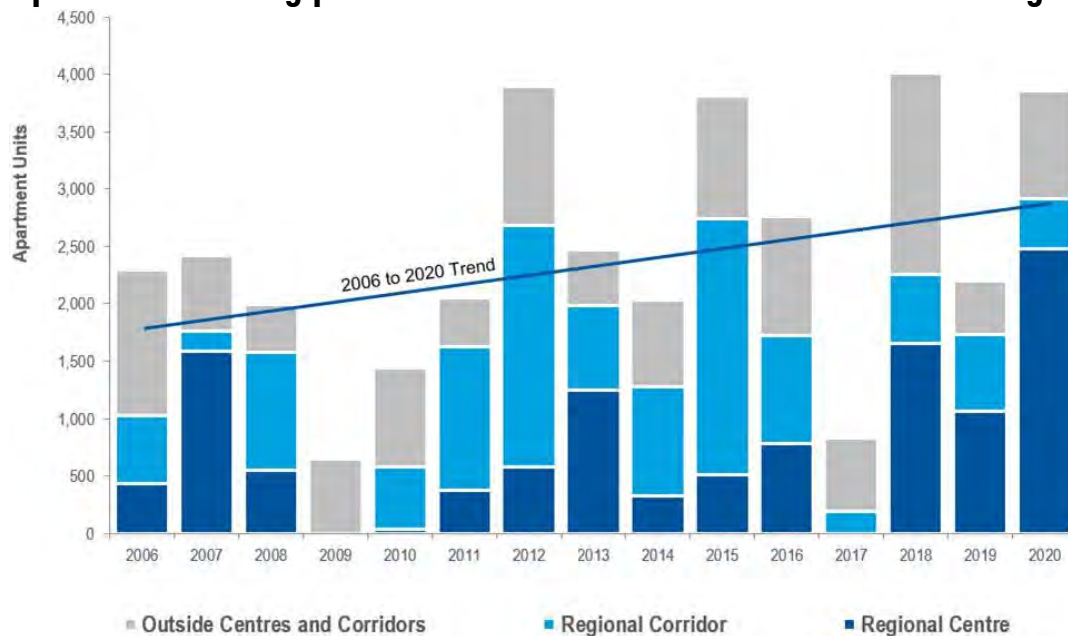
In 2020, building permits were issued for over 3,800 apartment units Region-wide, compared to 2,200 units in 2019. Over 70% of building permits were issued in the first half of the year, followed by a slower period of activity in the second half of the year. Overall, building permit activity was comparable to previous years, despite the COVID-19 pandemic. Yearly

fluctuation is more commonly observed in apartments than in other housing types as they can take a longer time to build and are tied to individual high-rise development projects. Figure 3 shows the number of apartment building permit units in the Regional Centres and Corridors and all other areas of the Region.

Key highlights of apartment building permit activity in Centres and Corridors:

- Majority of all new apartment units (76%) were in the Centres and Corridors
- Purpose built rental apartment units accounted for 12% (360 units) of all new apartment units in Centres and Corridors. There are currently 220 purpose-built rental units under construction and an additional 2,600 rental units proposed.
- 2020 was the highest year on record for apartments units in Centres
- 68% of apartment units in Centres were in the Vaughan Metropolitan Centre
- Vaughan Metropolitan Centre has accounted for 57% of apartment units in Centres and Corridors over the last 3 years

Figure 3
Apartment building permit units between 2006 and 2020 for the Region



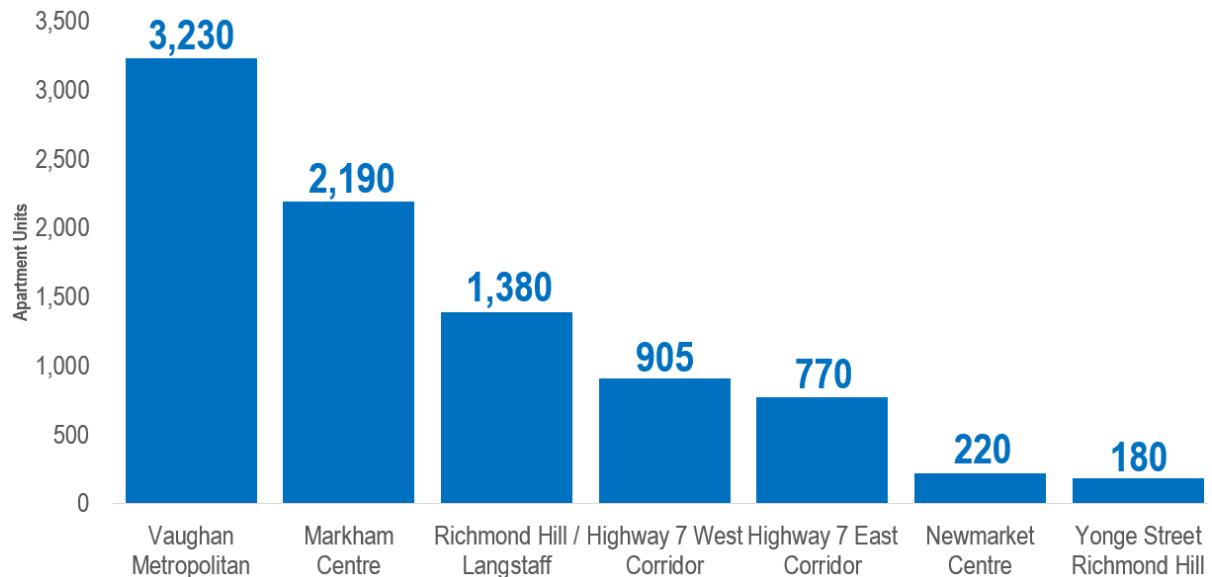
Construction activity in the Centres and Corridors remained robust in 2020

Despite COVID-19 restrictions, there was a 21% increase in construction activity in 2020 in Centres and Corridors. This represents the highest one-year total for construction growth since tracking began in 2001. Currently, there are 29 multi-storey residential buildings (8,900 units) under construction in Centres and Corridors, compared to 24 buildings (7,430 units) in 2019. (Source: Altus Group Data Solutions Inc.)

In 2020, 12 buildings were completed (3,280 units) and 17 new buildings started construction (6,790 units). The strongest construction growth was observed in the Vaughan Metropolitan Centre (VMC) with 3,230 apartment units under construction, followed by Markham Centre with 2,190 units (Figure 4). The Toronto-York Spadina subway extension has been a catalyst for growth in the VMC.

Figure 4

Apartment Units Under Construction in 2020 in Regional Centres and Corridors



(Source: Altus Group Data Solutions Inc.)

Vaughan Metropolitan Centre led condominium sales despite an overall decline in GTA sales

GTA new condominium sales fell 22% in 2020 from 2019, but overall performed better than the City of Toronto which reported a 31% decrease in sales (Altus Group Data Solutions Inc). This shift in condominium sales activity from Toronto to other GTA municipalities is being driven by a mix of investors and people wanting to live in purchased units.

The availability of unsold units in new condominiums in Centres and Corridors stood at 4% (390 units) of total inventory in 2020, showing no decline over the 4% unsold inventory observed in 2019. Condominium sales in Vaughan continued to increase, even with COVID-19 restrictions. In 2020, 3,160 apartment units were sold in Vaughan compared to 2,460 units in 2019. The City of Vaughan took the lead in selling the majority (79%) of apartment units in York Region (Source: Building Industry and Land Development Association) (Figure 5).

Figure 5
Buildings under construction at the Vaughan Metropolitan Centre



Secondary Plans are being updated to ensure Centres continue to develop as vibrant, sustainable complete communities

Over the last 3 years, 55% of local official plan amendment applications in Centres and Corridors proposed increased heights and/or density beyond those permitted in the current Official Plans. Based on active applications, the Vaughan Metropolitan Centre and Markham Centre are projected to exceed 2031 secondary plan population targets by 60% and 24% respectively (Attachment 1).

More than anticipated population can put increased pressure on the ability to deliver sufficient parkland, community amenities, schools and local and regional infrastructure. To address this, local municipalities (Markham, Richmond Hill, and Vaughan) are updating their Regional Centre Secondary Plans to ensure the community vision for sustainable urban living can be achieved for these areas. Staff continue to work with local municipalities to support the review and approval of Secondary Plans.

York Region is leveraging 3D modelling technology as a city building tool to visualize emerging communities in Centres and Corridors

As the Region plans for growth and as areas redevelop, visualizing development can be helpful to understand and plan for intensification areas. 3D modelling can enable various stakeholders to visualize and understand the impact of proposed development and make informed decisions.

3D modelling creates a digital illustration of current and future development areas. Figure 6 shows a 3D model to help visualize the density proposed by numerous development applications at Steeles Avenue and Yonge Street (Figure 6). This tool offers many benefits including:

- Visualizing how emerging communities will look (e.g. MTSAAs, compare different planning scenarios)
- Understanding how these areas are meeting population and job Growth Plan targets
- Providing a tool for citizen education and engagement
- Allowing stakeholders to understand the impact of development proposals on a site or area
- Accessing metrics in real-time (e.g. parkland, servicing availability)

3D modelling technology is being used to build a virtual city model of the Region starting with Centres and Corridors. This model connects directly to the Region's development tracking system (YorkTrax) to provide real-time data on development applications. Local municipalities are interested in using this technology to help visualize new development in key growth areas and future new communities across the Region. Local staff will continue to be engaged to advance the application of 3D modeling as a tool to help inform future growth and development decisions.

Figure 6
3D illustration of existing built form and active development applications at
Yonge Street and Steeles Avenue



COVID-19 has impacted office market demand creating short-term uncertainty

When the COVID-19 pandemic began in March 2020, millions of Canadians moved from working in office locations to working from home. The pandemic also accelerated other trends that impact commercial real estate demand such as adoption of flexible office models, supply chain risk mitigation and retail sector transformation. Conversely, COVID-19 slowed or halted trends and activities such as workplace densification, urban migration, in-person meetings, business travel and use of mass transit. Highlights of 2020 office activity in Centres and Corridors include:

- Unprecedented COVID-19 related move to work from home resulting in significant office market uncertainty that may influence post-pandemic corporate space decisions
- While local office vacancy rates held relatively steady in 2020, availability rates for office space are rising as tenants are subletting their unused spaces
- Office leasing activity in 2020 has fallen to its lowest level in recent years
- Office space absorption decreased, and availability and vacancy increased in 2020 because of the COVID-19 impact, however rental rates generally held firm for well-leased assets
- With the pandemic taking its toll on new local office market applications, data shows that York Region fared better in 2020 than other GTA regions. Further information on broader York Region development is provided in the 2020 Development Activity Report

There were no new building permits issued for office development in Centres and Corridors in 2020, however there are also no new large office space vacancies in either the Vaughan Metropolitan Centre or Markham Centre, pointing to the relative resilience of these sub-markets in 2020 during COVID-19 pandemic restrictions.

Yonge North Subway Extension remains the Region's top rapid transit priority

The Yonge North Subway Extension (YNSE) remains the number one rapid transit priority for York Region. The YNSE project is expected to take 10 years to complete and will create new jobs, build a stronger economy, shape communities, and support a sustainable future by:

- Creating 52,000 new jobs delivered through YNSE construction, providing new opportunities for apprentices and businesses, and 5,000 new jobs delivered 10 years after construction through new development and other infrastructure
- Saving over 13 tonnes of greenhouse gas (GHG) per workday by reducing 3,300 bus trips per day required to service this segment of Yonge Street by 2031
- Providing housing for 88,000 new residents and unlocking planned development in Richmond Hill/Langstaff Gateway and along the Yonge Street corridor

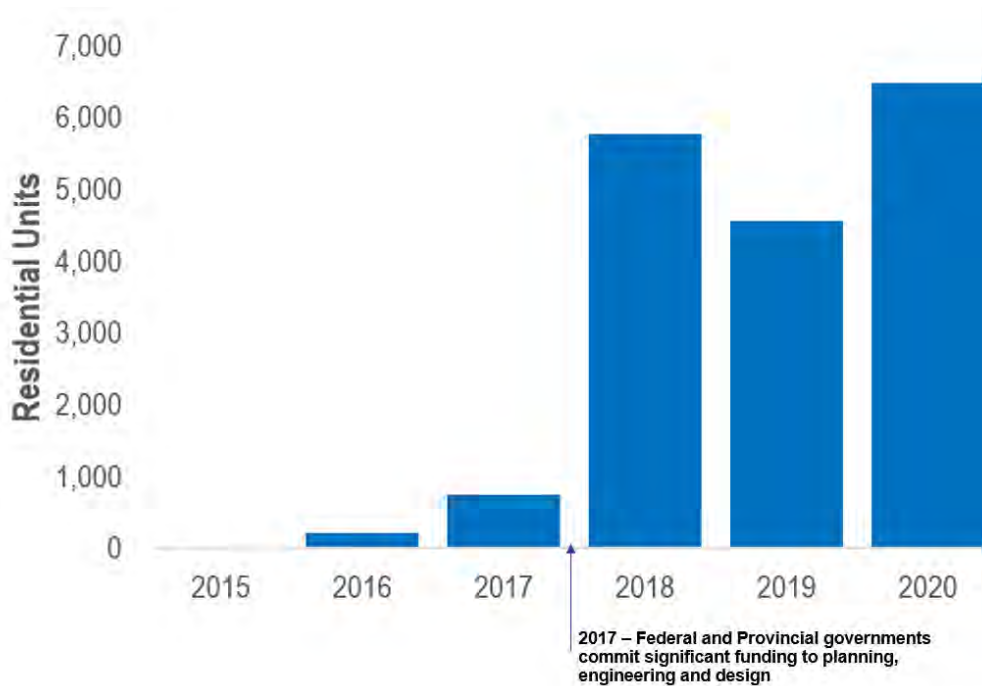
In April 2019, the Province of Ontario announced \$5.6 billion for funding the Yonge North Subway Extension. The Federal government's 40% share of funding has not been secured at this time. On March 18, 2021 Metrolinx recommended a new proposed alignment for the Yonge North Subway Extension that would include building a portion of the line above ground parallel to the existing Richmond Hill GO corridor. The target completion date for the YNSE is 2029-30.

Development interest along the Yonge North Subway Extension Corridor increased following Federal and Provincial support for the subway

Investment in rapid transit is having a positive impact on growth and development along the Yonge North Subway Extension (YNSE) corridor. Development interest in the Yonge Street corridor increased substantially following Federal and Provincial announcements to provide support for the planning and design of the YNSE in 2017. Since 2018, there has been an increase in high-density development applications that collectively proposes to add close to 17,000 apartment units and 550,000 square feet of commercial/retail space (Figure 7). More than half of these units are proposed on Yonge Street close to Steeles Avenue. Richmond Hill staff are preparing the Richmond Hill Centre Secondary Plan which is expected to be adopted later this year. This secondary plan will set new growth targets and guide development to be served by the future Yonge Subway Extension.

The Region and local municipalities are working with Metrolinx and TTC to ensure a coordinated development approval process for applications along the Yonge North Subway Extension corridor and implement the provinces' Transit Oriented Communities program.

Figure 7
Proposed high-rise residential units on the Yonge North Subway Extension Corridor



Further investment to implement planned Viva rapidways is necessary to complete the Regional rapid transit network

By the end of 2020, York Region has opened nearly 34 kilometres of bus rapid transit (BRT) connecting our busiest city centres to the entire GTA. The most recent rapidway in Richmond Hill was completed in December 2020 along Yonge Street from Highway 7 to 19th Avenue/Gamble Road. Investment in BRT and subways supports economic vibrancy and quality of life. An additional 75+ km of Viva Rapid Transit rapidways have been planned for various areas in York Region, including:

- Highway 7 west to Highway 50 and east to Cornell Bus Terminal
- Yonge Street between Savage-Sawmill and Wellington St., and between Golf Links and 19th/Gamble
- Jane Street, Major Mackenzie Drive, and Leslie Street

These areas remain unfunded and need prioritization by Metrolinx and the Province to connect the Regional Centres and complete the Regional rapid transit network to provide necessary links and address interregional connections with provincial transit improvements, including GO expansion at Markham (Unionville) and in Vaughan.

Staff continue to monitor development charge deferral programs that encourage purpose built rental housing and office development

In October 2019, York Region Council approved new long-term development charges deferrals to support affordable, purpose-built rental housing and large office buildings. Since Council approval, staff have actively engaged with residential and non-residential stakeholders, providing information on the programs. In 2020, two developments accessed the affordable rental development charge deferral program for a total of 262 units (216 units in Newmarket, 46 units in Vaughan). There were no large office building development charge deferrals in 2020. There are currently 3,080 purpose built rental units proposed in the Region by 8 development applications.

York Region has requested the Province introduce legislative changes to advance Environmental Assessment Approvals for critical Water and Wastewater Infrastructure

Bill 171, the *Building Transit Faster Act*, introduced by the Province in February 2020, includes several measures to help accelerate the timing of delivering the Provincial subway program. York Region has asked the Province to introduce similar legislation to Bill 171 to help expedite Environmental Assessment Approvals associated with approval of key infrastructure projects. Continued delay in approval of a sewage solution for York Region's northern municipalities is impacting the ability for these municipalities dependent on this project to meet Provincial Growth Plan targets and realize economic development opportunities.

5. Financial

Development in Centres and Corridors optimizes investment in capital infrastructure. To date:

- The Region has invested \$3.6 billion in Bus Rapid Transit rapidways (BRT), the Yonge North Subway Extension (YNSE), and facilities and terminals to support Centres and Corridors.
- This investment has provided over \$2.1 billion in assets, including rapidway Viva stations and lanes, boulevard work, underground infrastructure, streetscape features, facilities and terminals, and subway infrastructure.
- Additional funding is required to build 75+ km of planned BRT rapidways critical to connect Regional Centres and complete the rapid transit network.

On May 28, 2020, York Region and the Province signed the “Ontario-York Region Transit Partnership Preliminary Agreement”. According to this agreement, the Region is expected to contribute over \$1 billion of the total capital construction costs of the YNSE (estimated to be \$5.6 billion). The Federal government’s 40% share of funding for the YNSE has not been secured at this time. Staff will continue working with all levels of government to help move this critical project forward.

6. Local Impact

Local municipalities are key partners in city building initiatives and programs to support implementation and development of Centres and Corridors. Staff are working with local municipalities on:

- Review and approval of Secondary Plans and planning for Major Transit Station Areas
- Coordination of comments for development applications along the Yonge North Subway extension corridor and advancing Transit Oriented Communities with the province
- 3D city building technology to provide a visualization tool for local municipal collaboration to inform and promote city building
- Developing a mapping tool to assess walkability in York Region communities to support 15-minute city complete community principles

7. Conclusion

Regional Centres and Corridors are evolving with the recent direction from the Provincial Growth Plan to delineate Major Transit Station Areas along rapid transit corridors and GO

Stations. To inform future growth and development in these areas, staff will be leveraging 3D modelling technology as a city building tool to visualize these emerging communities.

Despite COVID-19, residential building permit and construction activity remained robust in 2020. It was one of the strongest years on record for residential building permit activity within Centres, with 68% of all new apartment units within Centres locating in the Vaughan Metropolitan Centre (VMC). It was also a strong year for construction activity with 29 multi-storey residential buildings under construction in the Centres and Corridors. In 2020, there was a strong shift of condo sales activity from Toronto to the GTA, with the VMC leading in apartment sales. The Toronto-York Spadina Subway extension has been a catalyst for growth in the VMC.

The Province has committed a significant investment for the Yonge North Subway Extension, however further funding commitment in Viva Bus Rapid Transit rapidways is critical to complete the Regional rapid transit network. Moving forward with the Upper York Servicing Solution infrastructure is also required to fully realize planned potential in the northern Centres and Corridors. These projects will support the Region's vision of vibrant, successful, healthy, transit-oriented, complete and compact communities.

For more information on this report, please contact Jeff Hignett, Senior Planner at 1-877-464-9675 ext. 71515. Accessible formats or communication supports are available upon request.

Recommended by:



Paul Freeman
Chief Planner



Dino Basso
Commissioner of Corporate Services

Approved for Submission:



Bruce Macgregor
Chief Administrative Officer

March 26, 2021
Attachment (1)
12596192

York Region's Centres and Corridors Program is a city-building initiative and the foundation of York Region's planned urban structure. It combines planning for urban pedestrian friendly/walkable communities with construction of new rapid transit corridors and stations that connect York Region and the Greater Toronto Area. Regional Centres and Corridors are evolving to include 58 of the 78 Council endorsed Major Transit Station Areas (MTSA). MTSA boundaries represent areas within a 10 minute walk of a transit station and will be planned to support revitalization through the introduction of additional density to existing neighbourhoods. This approach aligns with the 15-minute city complete community principles which have gained momentum amongst municipal leaders as a way to "Build Back Better" as part of COVID-19 recovery efforts. 15-minute neighbourhoods are characterized by a clustering of diverse land uses where residents have access to their daily needs within a 15-minute walk or bicycle ride.

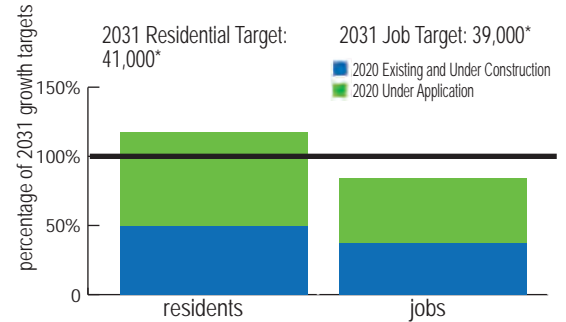
Despite COVID-19 restrictions, 2020 was a strong year for building permit activity in Regional Centres with 2,480 new apartment units. The Vaughan Metropolitan Centre (VMC) accounted for 68% of new apartment permit activity (1,990 units) in all Centres. The Toronto-York Spadina Subway extension has been a catalyst for growth in the VMC. Construction activity was also strong with 29 multi-storey residential buildings under construction (8,400 units) in Centres and Corridors. No new building permits were issued for office in 2020, but there were also no new large office space vacancies in either the Vaughan Metropolitan Centre or Markham Centre pointing to the relative resilience of these sub-markets in 2020 during COVID-19 pandemic restrictions.

Built and projected growth in Markham Centre and the Vaughan Metropolitan Centre has already exceeded 2031 growth targets. More than anticipated population can put increased pressure on the ability to deliver sufficient parkland, community amenities, schools and local and regional infrastructure. To address this, local municipalities (Markham, Richmond Hill and Vaughan) are updating their Regional Centre Secondary Plans to ensure the community vision for sustainable urban living can be achieved for these areas.

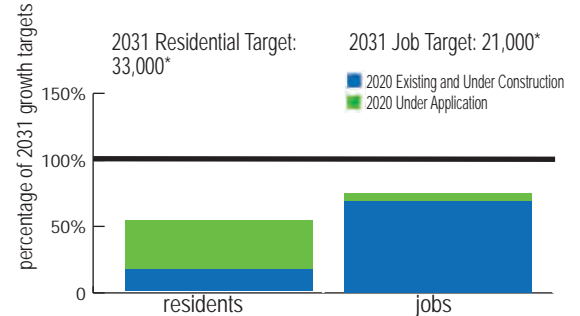
The Yonge North Subway Extension (YSNE) continues to be the top transit priority for York Region. Development interest in the Yonge Street corridor increased substantially following Federal and Provincial announcements to provide support for the planning and design of the YNSE in 2017. Since 2018, there has been an increase in high-density development applications that collectively proposes to add close to 17,000 apartment units and 550,000 square feet of commercial/retail space. More than half of these units are proposed on Yonge Street close to Steeles Avenue.

Progress Towards Growth Targets in Regional Centres

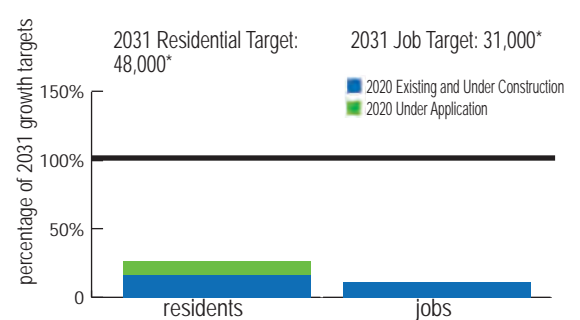
MARKHAM CENTRE



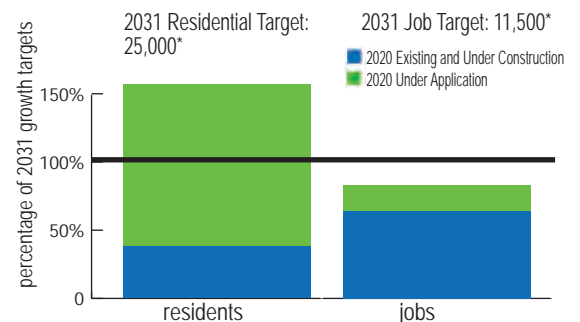
NEWMARKET URBAN CENTRES



RICHMOND HILL/LANGSTAFF GATEWAY CENTRE



VAUGHAN METROPOLITAN CENTRE



*Population and job targets subject to Secondary Plan approvals in Markham, Newmarket, Richmond Hill and Vaughan.



STRONG CONSTRUCTION ACTIVITY
DESPITE COVID-19 **8,900 UNITS** in TOTAL
AND **29 BUILDINGS** UNDER CONSTRUCTION

SINCE 2006

66% OF ALL NEW MULTI-STOREY
RESIDENTIAL APARTMENT UNITS in the
Region have been located in **Centres & Corridors**

85% of 2020 Centres and Corridors **APARTMENT BUILDING UNITS (2,480 UNITS)** were located in **Regional Centres**

68% of **APARTMENT BUILDING UNITS (1,990 units)** were located in the **Vaughan Metropolitan Centre**

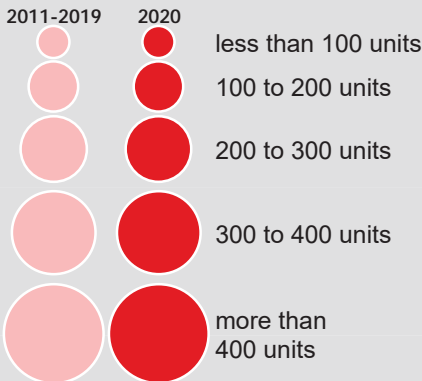
CITY BUILDING IN YORK REGION

CENTRES & CORRIDORS 2020 PROGRAM RESULTS | APRIL 2021

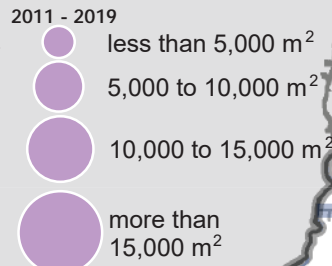
YORK REGION

RESIDENTIAL & COMMERCIAL DEVELOPMENT ACTIVITY IN CENTRES AND CORRIDORS

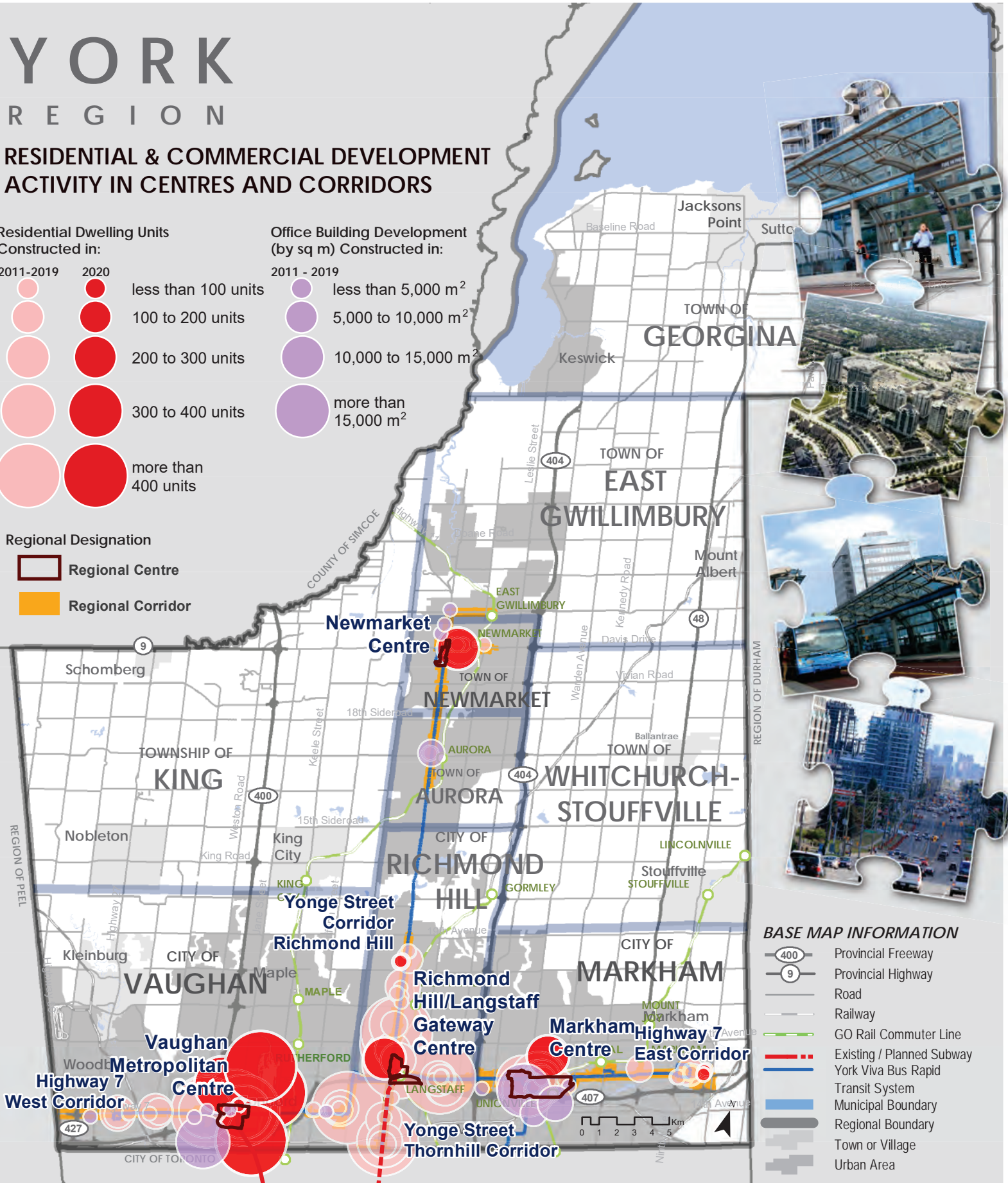
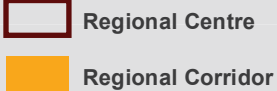
Residential Dwelling Units Constructed in:



Office Building Development (by sq m) Constructed in:



Regional Designation



BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway
- GO Rail Commuter Line
- Existing / Planned Subway
- York Viva Bus Rapid Transit System
- Municipal Boundary
- Regional Boundary
- Town or Village
- Urban Area

Subject: Regional Council Decision - Growth and Development Review 2020

On April 22, 2021 Regional Council made the following decision:

1. The Growth and Development Review 2020 be circulated by the Regional Clerk to the local municipalities for information.

The original staff report is attached for your information.

Please contact Paul Bottomley, Manager, Policy, Research and Forecasting at 1-877-464-9675 ext. 71530 if you have any questions with respect to this matter.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
April 8, 2021

Report of the Commissioner of Corporate Services and Chief Planner

Growth and Development Review 2020

1. Recommendation

The Growth and Development Review 2020 be circulated by the Regional Clerk to the local municipalities for information.

2. Summary

The Growth and Development Review 2020 provides Council with key development and population indicators in York Region and reports on the competitiveness of York Region's economy within the Greater Toronto and Hamilton Area (GTHA), the Province and Canada.

Key Points:

- In early 2020, the COVID-19 pandemic led to a broad shutdown of economic activity in York Region. The impact was significant throughout the year and continues. The residential sector was less impacted than industrial and commercial sectors.
- Sectors of the economy hardest hit in 2020 were retail, transportation services, food and accommodation services, recreation and cultural services and manufacturing businesses, representing approximately 33% of businesses in York Region.
- Key growth and development highlights from 2020 include:
 - York Region's population grew by 11,100 or 0.9%
 - Residential building permits were issued for 5,832 dwelling units in 2020, representing a 25% increase from 2019
 - Housing completions in York Region increased in 2020 by 19.7% to 6,339 compared to 5,294 in 2019, while 10,400 units were under construction
 - Total construction value for Industrial, Commercial and Institutional (ICI) building permits decreased by 46% from 2019 values, from \$1.26 billion to \$-674.3 million
 - The Region's 2020 unemployment rate ranged from a low of 3.6%, prior to the pandemic, to a high of 13.7% due to the impacts of the COVID-19 pandemic, and ended the year at 8.0%

- All five major Canadian banks predict economic growth will resume in 2021. This depends on how quickly the COVID-19 pandemic can be controlled

3. Background

Annual Growth and Development Review report provides a broad perspective on important economic indicators

Since 1995, York Region has published a Growth and Development Review report each year. The report highlights key economic indicators which illustrate general trends in the economy.

The 2020 report includes information on:

- Economic growth
- Population growth
- Residential market and building activity
- Industrial, commercial and institutional market and building activity, and
- Overall construction value

Data for this review is sourced from Statistics Canada, Canada Mortgage and Housing Corporation, Toronto Regional Real Estate Board (TRREB) and private firms which publish documents summarizing key trends within the GTHA and beyond.

4. Analysis

The COVID-19 pandemic caused a broad slow down of economic activity, however recovery is expected in 2021 and 2022

Globally, the COVID-19 pandemic caused a broad slow down of economic activity that is virtually without precedence. In 2020, businesses closed, both temporarily and permanently, workers stayed home, travel bans were put in place and unemployment rates increased.

According to the International Monetary Fund (IMF), the Global, U.S. and Canadian economies declined significantly in 2020 due to the COVID-19 pandemic by -3.5%, -3.4% and -5.5% respectively. The Ontario economy declined by -6.2%. Current forecasts anticipate a recovery in 2021 and 2022, with strong levels of growth as highlighted in Table 1. This depends on how quickly the spread of COVID-19 can be controlled and how fast the economy can rebound.

Table 1
Economic Growth (shown as % change of Real GDP)

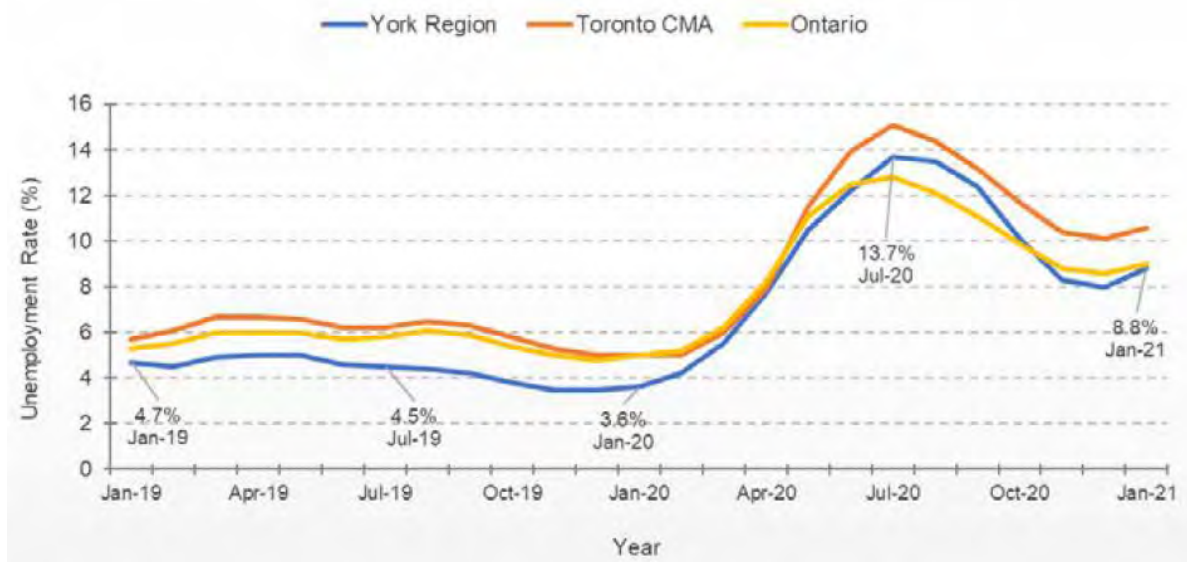
	Ontario	Canada	U.S.	Global
2019	1.6	1.9	2.2	2.8
2020	-6.2	-5.5	-3.4	-3.5
2021	5.6	3.6	5.1	5.5
2022	4.1	4.1	2.5	4.2

Source: International Monetary Fund (Jan 2021) and TD Provincial Outlook (Jan 2021)

Canada, Ontario and York Region had record job losses in 2020

The Canadian economy shed a record number of jobs in 2020. At its peak, over 1.1 million jobs were shed across the country. The year ended with 589,500 fewer jobs in Canada, for an overall total of approximately 18.5 million. Ontario jobs decreased the most in 2020, by 237,700, for a new total of 7.24 million. York Region's economy also slowed down, with total employment decreasing by approximately 8.4% from 2019 to 599,700. The decrease in total jobs and the weak economy in 2020 resulted in some of the highest unemployment rates on record for York Region, starting the year at 3.6%, peaking at 13.7% in July 2020 and ending 2020 at 8.0%. There was likely a recovery in total York Region employment in the later part of the year given the rebound in the employment rate. The January 2021 increased unemployment rate of 8.8% is attributed to the reinstalment of Provincial lockdowns (Figure 1).

Figure 1
Unemployment Rates (%) for York Region, Toronto CMA and Ontario



Prior to the current economic downturn, York Region's employment activity rate had been increasing steadily, exceeding the Regional Official Plan target of 50%. The activity rate stood at 54% in 2019 and decreased to 49% in 2020. The activity rate is the ratio of total employment to total population which is different from the live work ratio that measures the percentage of York Region's labour force that both live and work in the Region, as reported in the York Region Official Plan Monitoring Report.

Canada, Ontario and York Region economies will continue to be impacted by the COVID-19 pandemic in 2021

The broad shutdown of global economic activity has dramatically impacted Canadian, Ontario and York Region economies. Hardest hit sectors include retail, transportation services, food and accommodation services, recreation and cultural services, and manufacturing businesses. In York Region, these industries represent approximately 33% of all businesses and 207,500 jobs (32%), based on data from the 2019 York Region Employment Survey.

There is significant uncertainty among economic forecasts given the unprecedented nature of this pandemic. All five major Canadian banks predict economic growth will resume in 2021 following a historically steep downturn which saw Canada's Growth Domestic Product (GDP) shrink by 5.5% in 2020. GDP forecasts from all five banks for 2021 and 2022 range from between 3.2% to 5.6% per year, showing that recovery is expected during both years, but the rate of growth is uncertain.

TD Economics predicts the Ontario economy will increase by 5.6% in 2021 and the economy and employment will continue to recover in 2022, with GDP growth of 4.1%, as measures to stop the spread of COVID-19 are eased. Ontario is expected to fare better than other parts of Canada, as pent up consumer demand and savings, along with large investments announced in the auto industry (Oshawa GM plant to build electric vehicles) and provincial infrastructure (public transit and highway expansions) increase spending confidence and growth prospects.

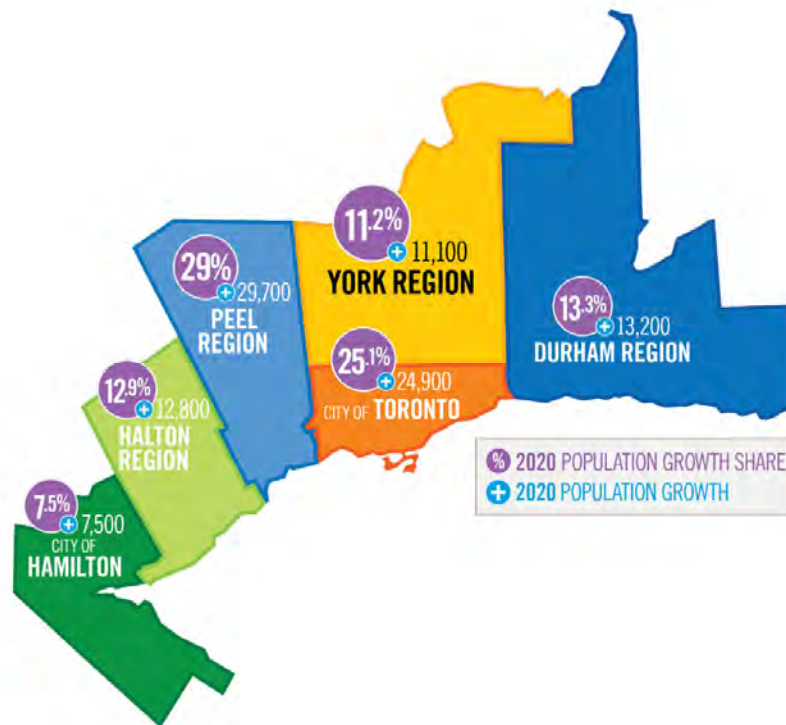
As the economy recovers, TD Economics forecasts call for a decrease in the Ontario unemployment rate in 2021 to 7.5% and to 5.9% in 2022, from a level of 9.6% in 2020. York Region's unemployment rate is anticipated to decline from 8% in 2020 to 5.7% in 2021 and 5.3% in 2022 based on projections done by the Conference Board of Canada.

York Region's population grew by 11,100 in 2020, accounting for 11.2% of GTHA growth

The provincial Growth Plan includes a forecasted population target of 2,020,000 in 2051 for York Region. Annual growth of 26,130 is required to reach the 2051 Growth Plan forecast. This compares to annual growth of 24,700 people recorded over the last 30 years, a comparable time period.

It is estimated that York Region's population grew by just over 11,000 (0.9%) in 2020 to 1,213,600 people. Coincidentally, this is similar to the growth rate of 1.0% and 11,100 people recorded in 2019.

Figure 2
Population Growth and % Share by GTHA Municipality for 2020



Source: York Region Planning and Economic Development Branch

York Region's growth of 11,100 people represents an 11.2% share of GTHA growth in 2020, an increase from its 2019 share of 9.0%. The shares of population growth for all GTHA municipalities (Figure 2) increased over the previous year, except for the City of Toronto, whose share of growth dropped from 35.3% in 2019 to 25.1% in 2020

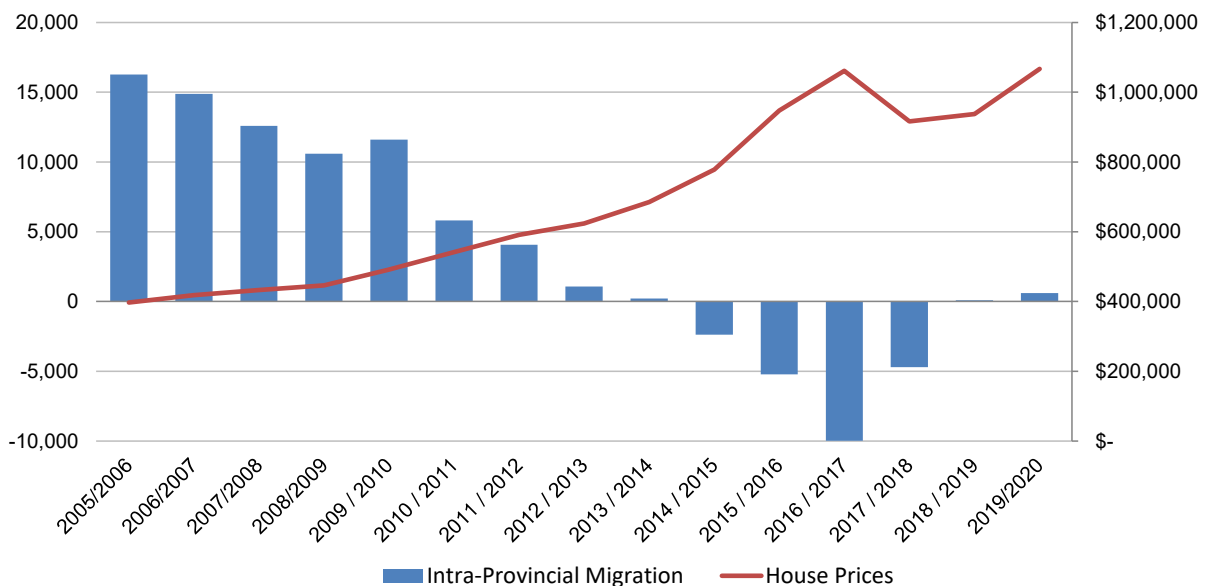
Almost all municipalities within York Region experienced growth in 2020 with Vaughan and Markham recording the greatest increases in population of approximately 5,300 and 2,200 respectively. East Gwillimbury experienced the highest rate of growth in York Region at 3.5% or 1,200 people.

Housing costs are a contributing factor to lower annual population growth in York Region

York Region's annual population growth decreased during the past 5 years, to an average annual growth of 14,600 people. This compares to the previous 5-year periods where average annual growth was higher at 15,800 between 2010 and 2015 and 28,700 annually between 2005 and 2010. There are many factors contributing to the slower pace of growth including the delivery of infrastructure, the length of time for planning approvals for large secondary plan areas and increasing housing affordability challenges, among others.

Statistics Canada data on net intra-provincial migration flows, which measures the difference between the number of Ontario residents moving in and out of a municipality, illustrate York Region recorded a net loss of intra-provincial migrants over the last 5 years. Levels of net immigration, net inter-provincial migration and net non-permanent residents have remained relatively consistent over this time period. Further analysis shows a correlation between the net loss of intra-provincial migration in York Region and the increasing overall average cost of housing, as depicted in Figure 3.

Figure 3
2005 to 2020 - Net Intra-provincial Migration and Average Annual Resale House Prices in York Region



Source: York Region Planning and Economic Development Branch and Statistics Canada

Average housing prices for all resale units in York Region increased in 2020 by 13.8%, higher than the GTA average of 11.9%

The residential resale housing market continued to grow in York Region in 2020 with 16,636 resale units sold, an increase of 16.1% from 2019. In York Region, the average cost of a resale residential unit (all dwelling types) in 2020 was \$1,067,134, a 13.8% increase (Table 2), while a resale single detached unit increased by 13.5% to \$1,271,276 compared to \$1,120,297 in 2019. Townhouse units recorded the second strongest increase in average price at 12.6% year over year.

Average housing prices across the Greater Toronto Area (GTA) increased in 2020 by 11.9% to \$929,699, higher than the growth of 3.8% recorded in 2019. York Region's average resale housing price (all dwelling types) was 14.8% higher than the GTA average in 2020 of \$1,067,134.

Table 2
**Total Number of Housing Resales and Average Housing Price in York Region,
 2019 and 2020 (all dwelling types)**

	Housing Resales			Average Housing Price		
	2019	2020	Change (%)	2019	2020	Change (%)
Aurora	962	1,128	17.3%	\$905,872	\$1,053,296	16.3%
East Gwillimbury	586	641	9.4%	\$799,426	\$940,147	17.6%
Georgina	809	1,086	34.2%	\$568,143	\$679,855	19.7%
King	315	524	66.3%	\$1,380,466	\$1,625,463	17.7%
Markham	3,658	3,974	8.6%	\$949,536	\$1,070,822	12.8%
Newmarket	1,355	1,664	22.8%	\$777,589	\$890,078	14.5%
Richmond Hill	2,614	2,869	9.8%	\$1,039,433	\$1,156,881	11.3%
Vaughan	3,324	3,934	18.4%	\$993,787	\$1,131,778	13.9%
Whitchurch-Stouffville	701	816	16.4%	\$923,762	\$1,058,805	14.6%
York Region Total	14,324	16,636	16.1%	\$937,546	\$1,067,134	13.8%

Source: Toronto Regional Real Estate Board, Market Watch, 2020

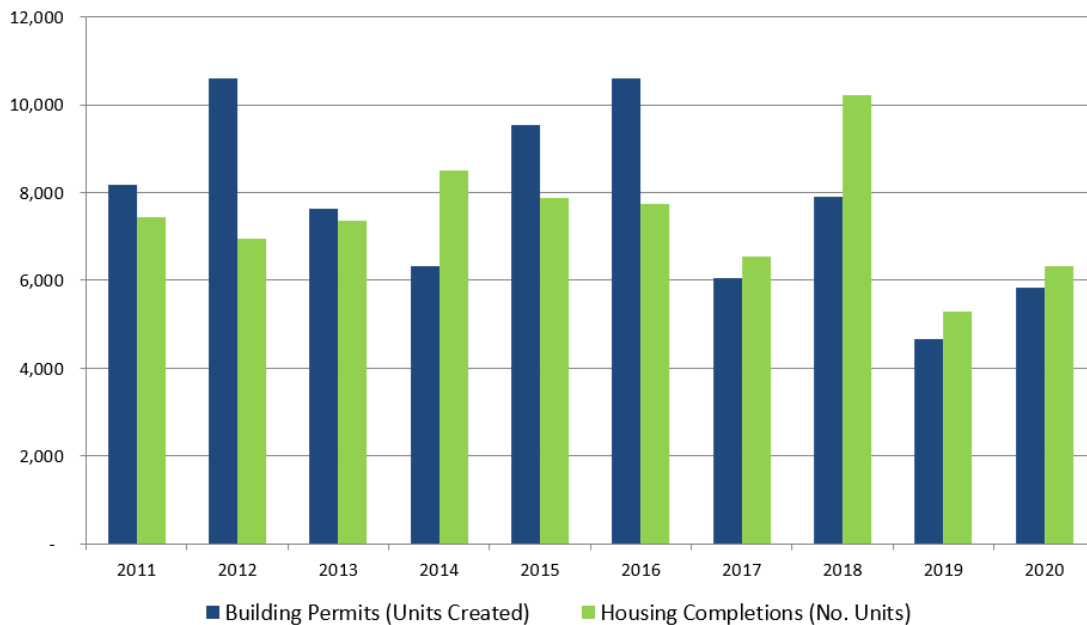
Higher residential building permits were recorded in 2020, increasing by 33% across the GTHA

Trends in new housing activity can be assessed by looking at building permit activity and housing completions. Building permits show construction underway (or soon to be underway), while housing completions provide a record of units recently occupied, or ready to be occupied.

Across the GTHA, total building permits issued increased by 32.7% in 2020. The increase occurred across all GTHA municipalities except Peel Region (-8.4%) and was most significant in the Regions of Halton and Durham, where the annual growth rates increased by 97.7% and 82.5% respectively. In York Region, residential building permits were issued for 5,832 new dwelling units in 2020, representing a 24.9% increase from the 2019 total of 4,669 units (Figure 4).

Housing completions in the Region increased in 2020 by 19.7% to 6,339 (Figure 4) from 5,294 completions in 2019. York Region continues to be the third largest contributor to GTHA development activity accounting for an 11% share of 2020 GTHA residential building permit activity.

Figure 4
York Region Residential Building Permits and Housing Completions
2011 - 2020



Source: Local Municipal Building Reports and Canada Mortgage and Housing Corporation

Despite the COVID-19 pandemic, development activity increased by 3% and number of proposed residential units increased by 111% in 2020

Despite the COVID-19 pandemic, overall development activity increased 3% compared to 2019. York Region received 464 new development applications for review with a total of 19,418 proposed residential units, which is a 111% increase from 2019 (9,204). Registration of plans of subdivision and condominium increased by 278% in 2020, with 8,232 registered units. The total 111% increase in proposed residential units indicates an upward development trend.

The increased proposed residential units received as part of draft plan of subdivision and site plan applications is a key indicator of strong development activity. The Region has a healthy residential inventory of dwelling units in the development review process and trends indicate that growth within the Region is anticipated to continue in 2021 and beyond.

Industrial and commercial construction values decreased by 46% from 2019 and total Industrial, Commercial and Institutional construction value was lower than the ten-year average

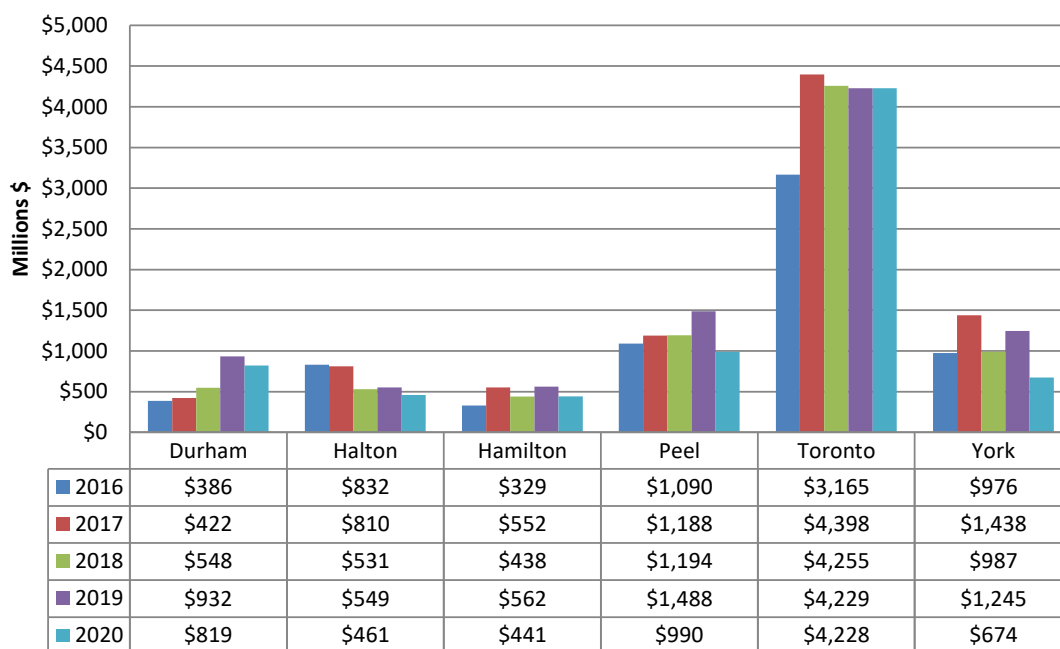
The total Industrial, Commercial, Institutional (ICI) construction value for 2020 was \$674 million, 45.8% lower than the 2019 value (Figure 5). All industrial, commercial and institutional construction values in York Region decreased from 2019 figures. The 2020 annual ICI value is below both the five year (\$1,059M) and ten-year average ICI value

(\$990M). Decreases in ICI values were observed across all GTHA municipalities and can be attributed to the overall economic slowdown caused by the COVID-19 pandemic. Within York Region, Vaughan's share of ICI construction accounted for over 57% of the total value in 2020.

Notable ICI projects for which building permits were issued in 2020 contributing to the overall ICI permit values included a \$52 million industrial development in Vaughan, a \$25 million nursing home development in Markham and a \$24 million elementary school and library development in Aurora.

Within the GTHA, York Region accounted for almost 9% of the total ICI construction values for 2020 (Figure 5). Overall, the GTHA recorded a 15.5% decrease in the value of ICI construction from 2019, with York Region experiencing the largest decrease at 45.8%. Toronto ICI values remained similar to 2019 levels, decreasing only slightly by 0.02% to \$4.23B.

Figure 5
GTHA Industrial, Commercial and Institutional
Construction Values 2016 - 2020

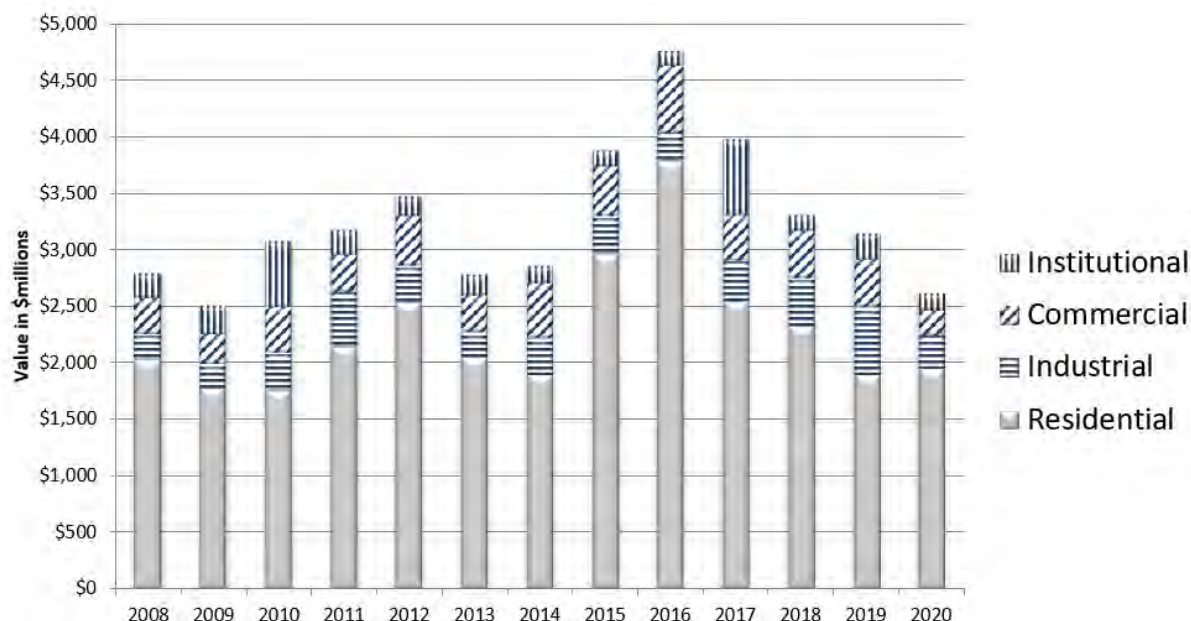


Source: Local Municipal Building Reports and Statistics Canada

2020 total estimated value of construction of \$2.63 billion is the lowest value since the recession of 2008/09

The total estimated value of construction in 2020 was approximately \$2.63 billion, compared to \$3.16 billion recorded in 2019, a decrease of 16.8% (Figure 6). Total construction value, including residential and non-residential values, is important as it correlates with the new development component of tax assessment growth over subsequent years.

Figure 6
York Region Construction Value by Type 2008 - 2020



Source: Local Municipal Building Reports and Statistics Canada

York Region's economic activity and population growth continues to contribute to the provincial and national economies

York Region ranked 9th in 2020 for total value of ICI construction across Canada. Within the GTHA, York Region ranked 4th for the value of ICI construction behind Toronto, Peel and Durham. York Region continues to be one of Canada's faster growing municipalities, however the economic impact of the COVID-19 pandemic has slowed population growth and impacted employment growth during 2020.

Total employment is estimated to have declined by 8.4% in York Region in 2020. Population growth for the Region was also one of the lowest rates on record at 0.9%, compared to the ten-year average of 1.3%. The entire population of Ontario grew by 1.3% in 2020. The Growth Plan forecasts indicate York Region is anticipated to accommodate the largest absolute amount of population and employment growth in all of Ontario between 2016 and 2051.

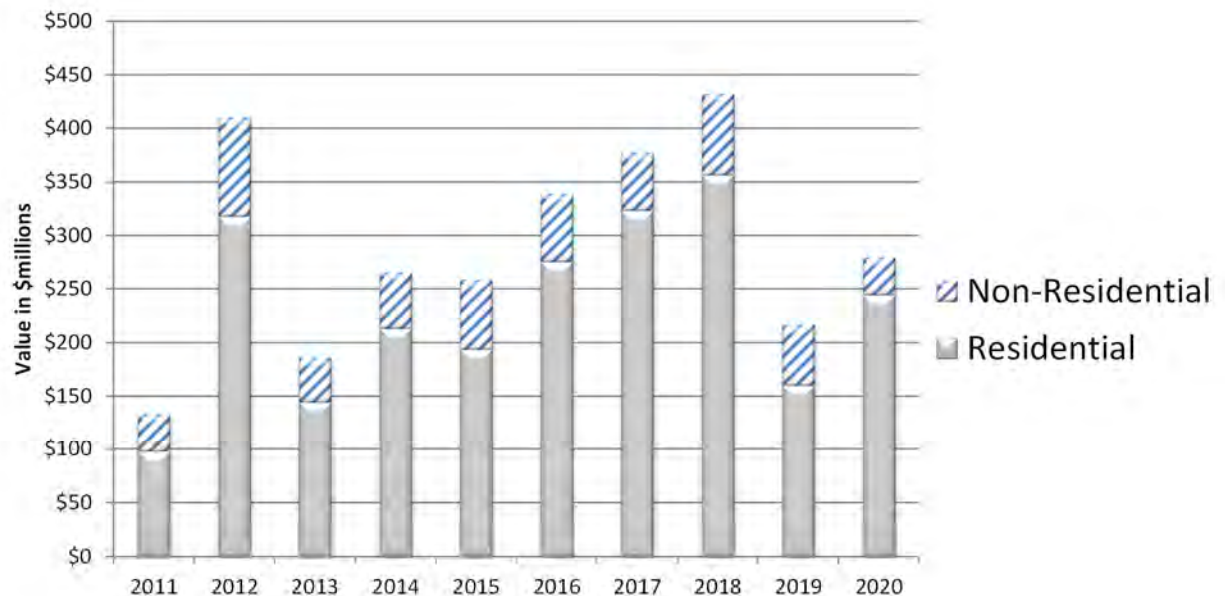
The COVID-19 pandemic is having a dramatic impact on the global economy and our local economy. The repercussions on York Region's economy in early 2021 and throughout will be significant and staff will continue to monitor the resulting impacts going forward.

5. Financial

Development Charges (DCs) are a major source of funding for the Region's Capital Plan. Regional DCs are collected when a building permit is issued, and in many cases when a plan

of subdivision is registered. The total Regional DCs for 2020 (\$279.4 million) was higher than the 2019 DC collections (\$216.7 million) (Figure 7).

Figure 7
York Region Development Charges Collected 2011 - 2020



The economic indicators presented in this report will assist Council to effectively monitor, evaluate and respond to variations in the Region's economic landscape.

6. Local Impact

Regional economic indicators are important for evaluating economic trends across the Region. The Growth and Development Review 2020 report provides local municipal economic development and planning officials with a summary of York Region's economy. The information is used as a basis for informing decision making, devising strategies, and attracting new businesses to the Region.

7. Conclusion

The Growth and Development Review 2020 reports on key performance measures and highlights York Region as a destination to live, work and play. In 2020, York Region continued to demonstrate growth in population, construction value and the housing market. Employment growth is forecast to occur in both 2021 and 2022. In 2022, total employment is expected to return to the level it was before the COVID-19 pandemic began. York Region continues to contribute to the provincial and national economies, ranking within the top ten municipalities related to:

- The Region's contribution to Canada's total population
- Number of residential building permits issued
- Value of new industrial, commercial and institutional construction
- Value of total construction (ICI and residential combined)

The COVID-19 pandemic and related closures are having a dramatic impact on the global economy. The impact on York Region's economy in 2020 has been severe. It is anticipated there will be a slow, phased approach to getting people back to work and a normal routine, based on the advice of public health and safety professionals.

The attached Growth and Development Review 2020 report will be posted on the Region's website for use by municipalities and agencies, local chambers of commerce and boards of trade and the public.

For more information on this report, please contact Paul Bottomley, Manager, Policy, Research and Forecasting at 1-877-464-9675 ext. 71530. 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

March 26, 2021
Attachment (1)
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2020 **GROWTH** AND **DEVELOPMENT** REVIEW

APRIL 2021

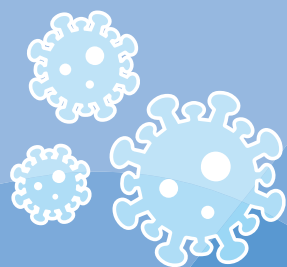


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2020 HIGHLIGHTS

EMPLOYMENT and ECONOMY

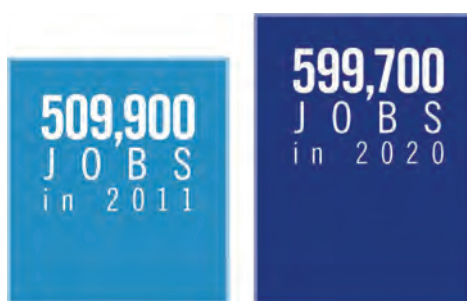


In early 2020, the COVID-19 pandemic lead to a broad shutdown of economic activity in York Region, Ontario and Canada.

- › Canada lost over **one million jobs** in March alone, the largest monthly employment decline ever
- › Especially hard hit sectors of the economy include transportation services, food and accommodation services, recreation and cultural services and manufacturing businesses
- › In York Region, these industries alone represent approximately **33%** of all businesses and **207,500 jobs**, based on data from the 2019 York Region Employment Survey

- › After growing by 2% in 2019, the Canadian economy declined by 5.5% in 2020 due to the economic recession caused by the COVID-19 pandemic
- › The U.S. economy, by far Canada's largest trading partner, declined by 3.4% in 2020
- › Efforts by central banks to stimulate economies through near-zero interest rates and direct payments to citizens and business owners have helped the Canadian and U.S. economies, but both economies have recorded significant job losses (621,300 jobs in Canada, 8,829,000 jobs in the U.S. in 2020). After some recovery through the summer and fall, there is evidence that growth has slowed again in December 2020 and January 2021

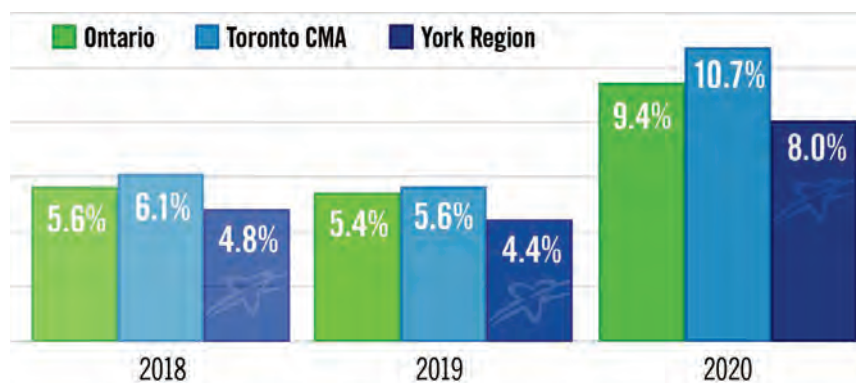
YORK REGION TOTAL EMPLOYMENT - 2011 and 2020



Source: York Region, Corporate Services, Long Range Planning and Statistics Canada, Labour Force Survey

- › York Region's economy recorded uninterrupted job growth between 2001 and 2019, but jobs decreased in 2020, with employment dropping from 654,648 to an estimated 599,700 jobs. In 2020, the Region had approximately the same number of jobs as in 2015

YORK REGION UNEMPLOYMENT RATE - 2018 to 2020



Source: York Region, Corporate Services, Long Range Planning and Statistics Canada, Labour Force Survey

- › York Region's unemployment rate was 4.4% at the end of 2019, lower than the Toronto CMA and Ontario rate. Due to the COVID-19 pandemic, York Region's unemployment rate increased to 13.7% (July) before declining to 8% by the end of 2020. There was likely a recovery in total York Region employment in the later part of 2020 given the rebound in the employment rate.

2020 HIGHLIGHTS

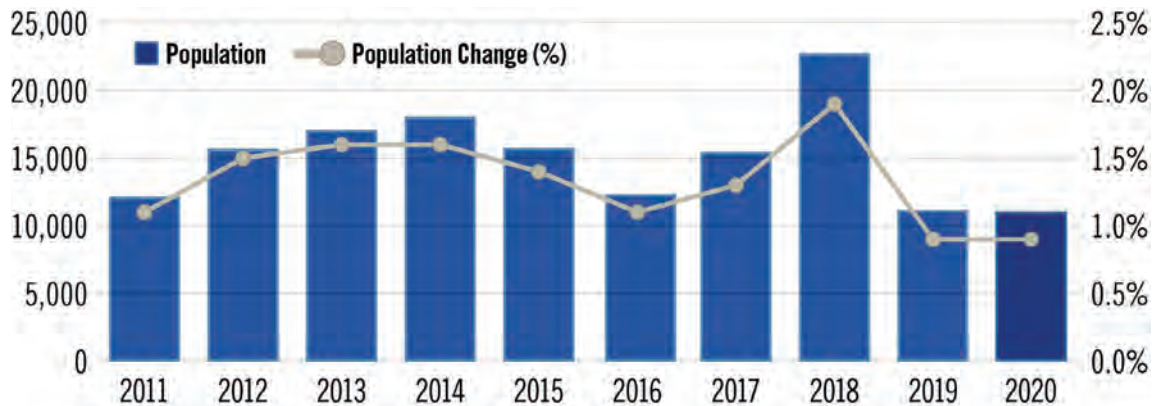
POPULATION GROWTH



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YORK REGION was the **SIXTH MOST POPULOUS MUNICIPALITY** in **CANADA** by **YEAR-END**.

YORK REGION ANNUAL POPULATION GROWTH - 2011 to 2020



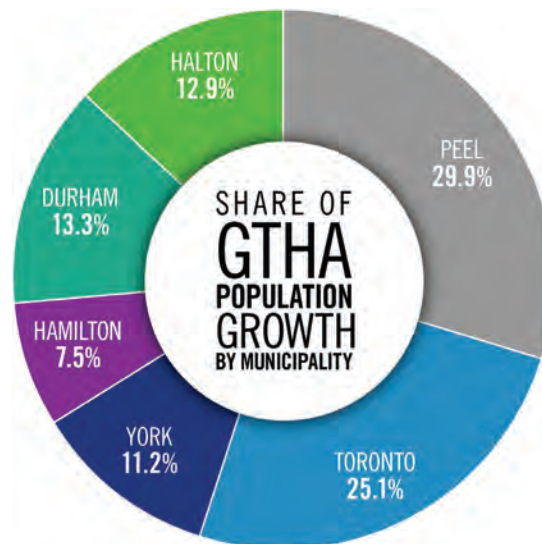
Source: York Region, Corporate Services, Long Range Planning

York Region's population growth has slowed significantly, and has been under 1% a year for 2019 and 2020. This differs from the **3 to 4%** growth in the early 2000s, and the **1 to 1.5%** growth rate experienced after the 2008 recession.

- › In 2020, York Region had a **15.8% share of the GTHA's total population**. York Region's share of the GTHA's population growth was **11.2%**

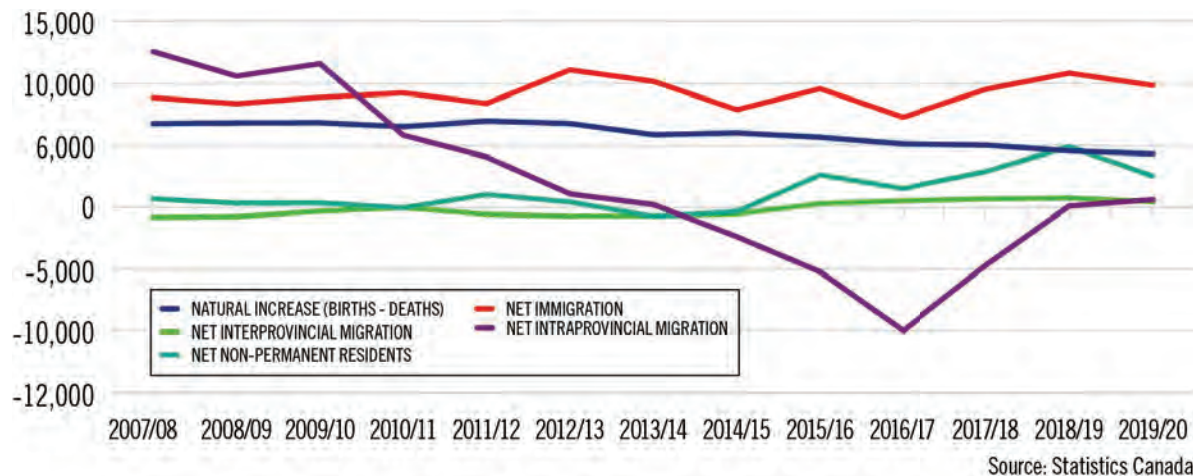
This was higher than the 2019 figure of 8.5%, but was lower than in the preceding decade (which averaged 19.8% between 2010 and 2020)

YORK REGION ANNUAL POPULATION GROWTH - 2019 to 2020



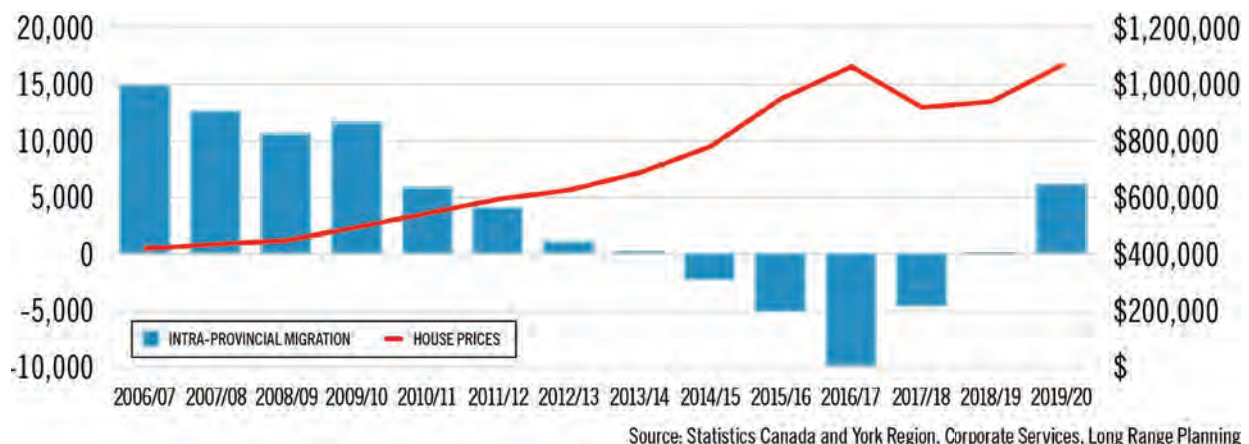
2020 HIGHLIGHTS POPULATION GROWTH

IN RECENT YEARS, more ONTARIANS have MOVED OUT of YORK REGION than MOVED IN.
COMPONENTS of POPULATION GROWTH in YORK REGION - 2007 to 2020



Overall, natural increase has declined slightly, in line with national trends. York Region is largely growing through net immigration, natural increase, and net non-permanent immigration. In most recent years, more Ontarians moved out of York Region than moved in (although in 2020, the population flow was even).

NET INTRA-PROVINCIAL MIGRATION and AVERAGE ANNUAL HOUSE PRICES in YORK REGION - 2005 to 2020



There appears to be a strong relationship between net intra-provincial migration to York Region and home prices. As home prices have risen dramatically, net intra-provincial migration has fallen.

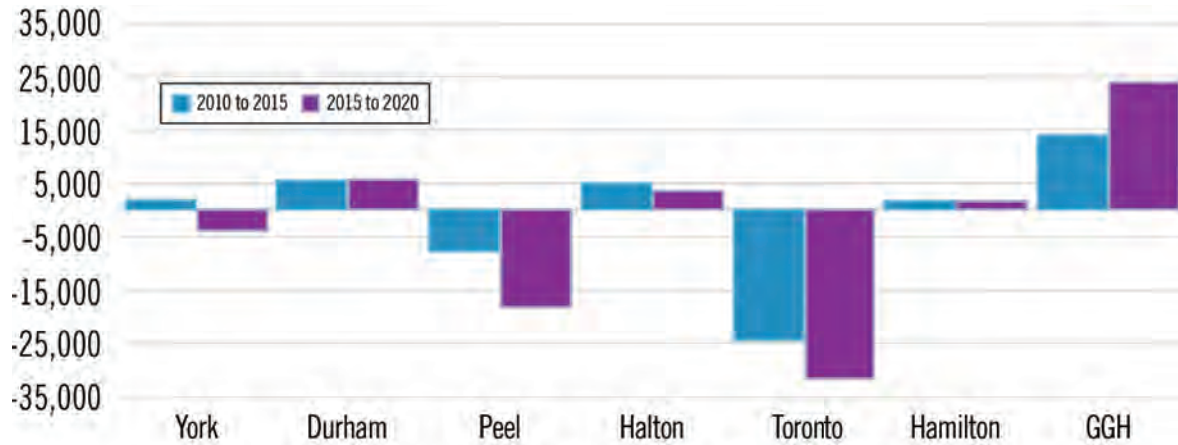
- › According to the Toronto Real Estate Board, average housing prices for all resale units in York Region increased by 13.8% from \$937,546 to \$1,067,135. The largest growth occurred in the municipalities of King, East Gwillimbury, and Georgina, where annual increases reached 17 to 18%
- › Housing prices in adjacent jurisdictions of York Region should be continually analyzed to assess whether demand for these areas is sustained in coming years

2020 HIGHLIGHTS POPULATION GROWTH

FROM 2010 to 2015, MORE ONTARIO RESIDENTS MOVED into YORK REGION than MOVED OUT.

NET INTRA-PROVINCIAL MIGRATION to and from YORK REGION and SURROUNDING COUNTIES

2010 to 2015 and 2015 to 2020



Source: Statistics Canada and York Region, Corporate Services, Long Range Planning

Between 2010-2015, more residents of Ontario moved into York Region than York Region residents moved to other locations in Ontario. This trend reversed between 2015 and 2020.

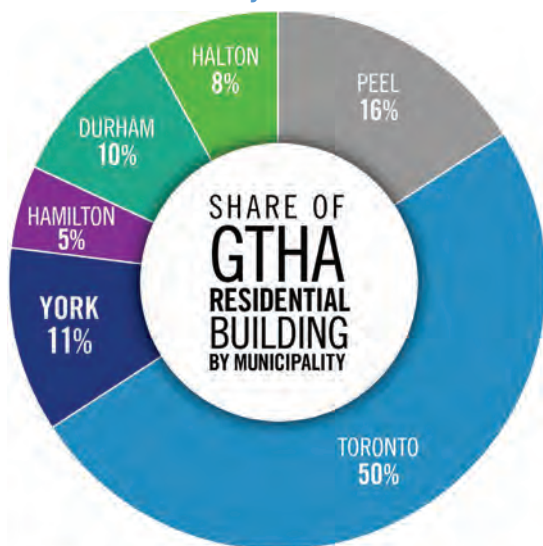


2020 HIGHLIGHTS

DEVELOPMENT

YORK REGION CONTINUES to be a STRONG CONTRIBUTOR to GTHA DEVELOPMENT ACTIVITY

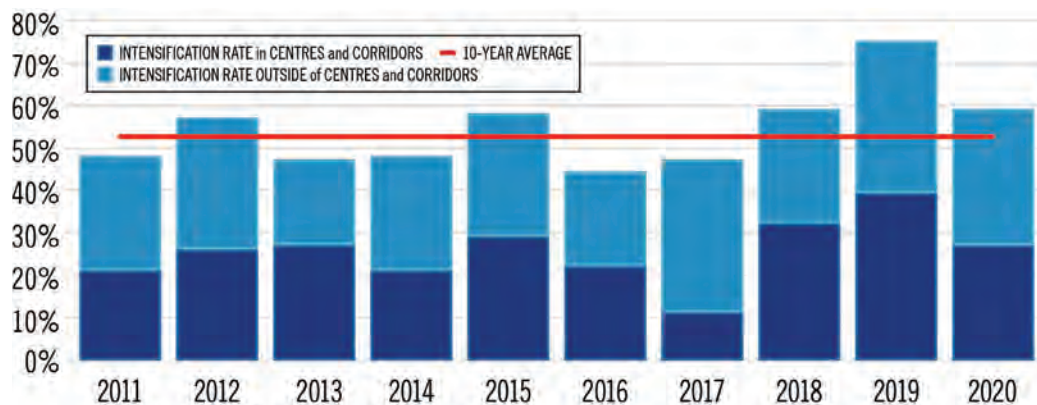
GROWTH YORK REGION ANNUAL SHARE of GTHA RESIDENTIAL BUILDING ACTIVITY by MUNICIPALITY - 2020



Source: Local Municipal Building Permit Reports, 2020; Statistics Canada Table 32.2 (unpublished), 2020

- › York Region continues to be a strong contributor to Greater Toronto and Hamilton Area (GTHA) development activity, accounting for 11% of the GTHA’s residential building permit activity, behind both Toronto (50% of the region’s activity) and Peel Region (16%)
- › Across the GTHA, residential building permits totaled 53,791, an increase of 33% over 2019’s figure of 40,541
- › A total of 5,832 new residential building permits were issued in York Region in 2020, representing a 25% increase from the 2019 permit total of 4,669
- › The intensification rate—the percentage of units constructed within the Built Up Area (BUA)—was 59% in 2020. This figure is higher than the 10-year average of 53%
- › In 2020, the vast majority of constructed units within the BUA (81.4%) were apartment units. This figure is slightly above the 10-year average (79%)

YORK REGION INTENSIFICATION RATE 2011 to 2020



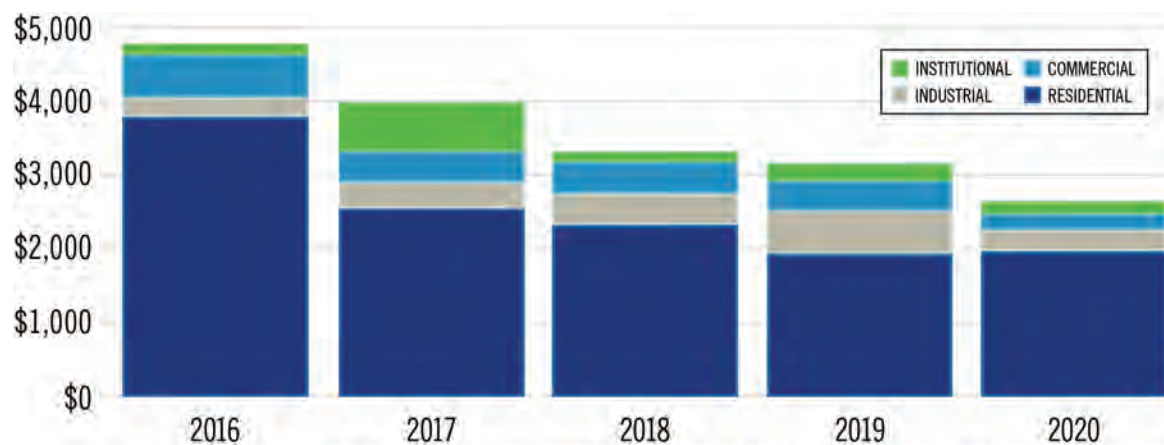
Source: York Region, Corporate Services, Long Range Planning

2020 HIGHLIGHTS DEVELOPMENT

YORK REGION CONTINUES to be a SIGNIFICANT CONTRIBUTOR to the PROVINCIAL and NATIONAL ECONOMIES.

- › York Region continues to be a significant contributor to the provincial and national economies, ranking 8th in 2020 (down from 6th in 2019) for total construction among Canadian municipalities, with a value of \$2.63 billion. This was a decrease from 2019's figure of \$3.15 billion and was the lowest amount recorded since 2009
- › The impact of the COVID-19 pandemic has been more pronounced on the non-residential sector, as total industrial, commercial and institutional construction values decreased by 46% in 2020. The 2020 figure was approximately 30% lower than the ten year average. In this category, York Region ranked 9th among Canadian municipalities
- › The Greater Toronto Area office market vacancy rate (5.6%) was significantly lower than Canada's high of 10.8% in 2020

YORK REGION TOTAL CONSTRUCTION VALUE by TYPE - 2016 to 2020



Source: York Region, Corporate Services, Long Range Planning and Local Municipal Building Permit Reports

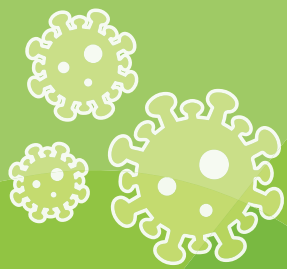
ECONOMIC OUTLOOK

A close-up photograph of a woman's hands holding a white sign with the word 'OPEN' in bold black letters. The sign is suspended by a white rope from a blue button. The woman is smiling and looking towards the camera. The background is blurred, showing an outdoor setting with greenery and a building.

OPEN

ECONOMIC OUTLOOK

THE GLOBAL, REGIONAL and NATIONAL PICTURE



The COVID-19 pandemic led to a broad shutdown of economic activity in 2020, Businesses were temporarily closed, workers stayed home, hours worked were reduced and travel bans were put in place.

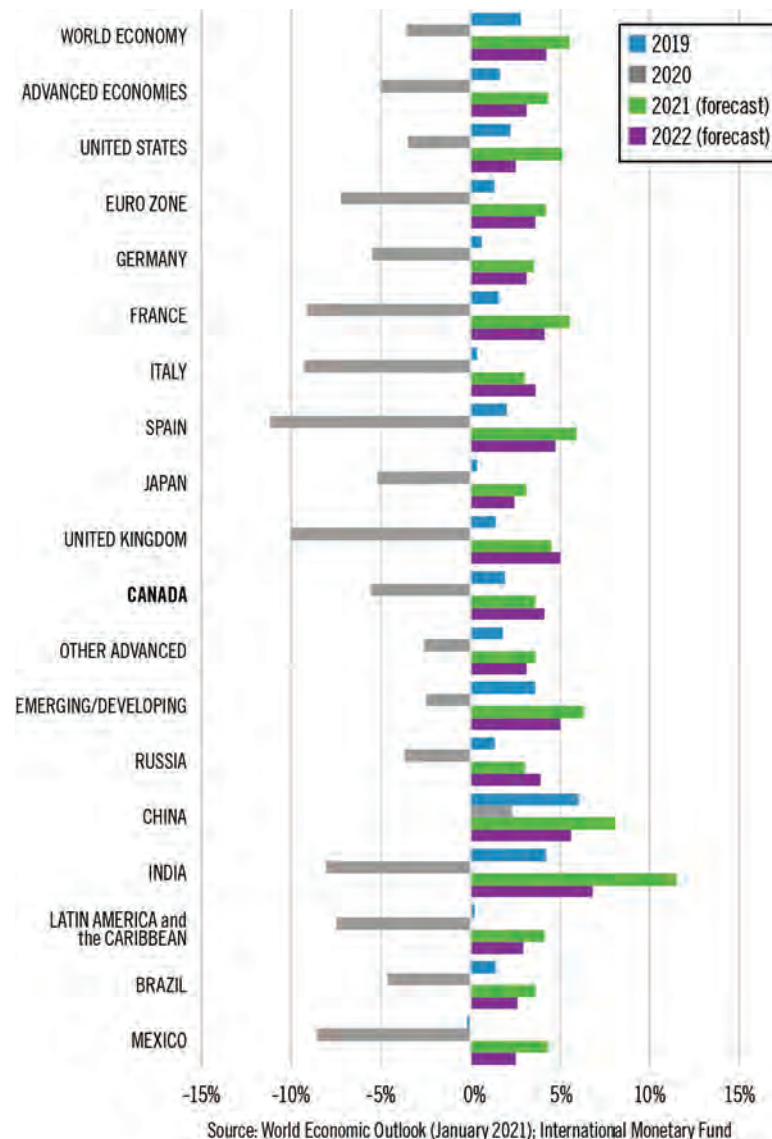
- › After recording ten consecutive years of GDP growth, the U.S. economy contracted in 2020
- › According to the IMF, Canada's second largest trading partner, the EU, saw a steep 7.2% GDP decline, while Canada's third largest trading partner, China, grew modestly through 2020
- › Most developing countries saw relatively modest declines, while advanced economies, on average, recorded steeper drops.

Key External factors influencing growth of the Canadian, Ontario, and York Region economies

- › U.S. economy (largest market for York Region' businesses that export goods and services)
- › Oil prices
- › Value of the Canadian dollar
- › Levels of immigration (in 2020, Canada welcomed 184,000 new permanent residents, the lowest level since 1998). The government is aiming for over 400,000 arrivals per year starting in 2021
- › The U.S. Federal Reserve lowered interest rates in 2020 to 0 –0.25%. Rates are anticipated to remain low compared to historical levels. The Bank of Canada lowered interest rates to 0.5% in 2020 to ease borrowing costs

- › According to the IMF, global economic activity declined by 3.5% in 2020. However, global growth is projected to increase 5.5% in 2021 and 4.2% in 2022
- › The U.S. economy, where Canada sends 75% of its exports, declined by 3.4% in 2020. Growth is expected to recover to 5.1% in 2021 and 2.5% in 2022. U.S. growth in coming years will depend upon stimulus efforts by the Federal Government
- › Canada's economy declined by 5.5% in 2020. Growth in the next two years is anticipated to recover to 3.6% in 2021 and 4.1% in 2022. Canadian growth will depend upon interest rates, stimulus efforts, and the exchange rate of the Canadian Dollar

FIGURE 1.1: GLOBAL GROWTH FORECAST (%) - 2019 to 2022



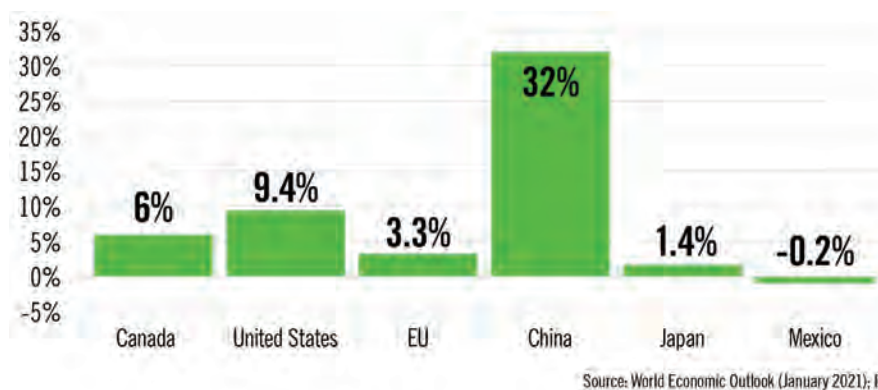
ECONOMIC OUTLOOK

There is a strong trade relationship between Canada and the U.S.

- › Regional businesses directly benefit from increased trade activity
- › A lower Canadian dollar promotes exports with the U.S. but impacts the import of U.S. goods and services
- › The recent USMCA deal—ratified by Canada in March 2020—should increase export prospects for Ontario and York Region businesses

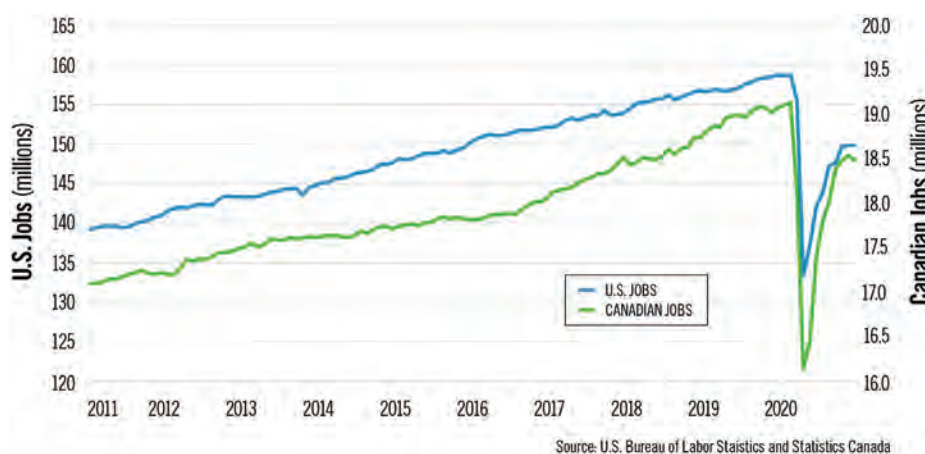
- › Figure 1.2 shows the anticipated economic growth of Canada's 5 largest trading partners. Canada, with 6% growth between 2018 and 2022, is expected to fare better than the EU, Japan, and Mexico, but not as well as the U.S. or China
- › While exports to China could help Canada's economy recover from the COVID-19 pandemic, trade between the two countries is at a low base (4% of Canadian exports) compared to trade between Canada and the U.S. (74.4% of exports)
- › Sometime in 2021, the size of Canada's GDP is anticipated to return to its size at the end of 2017

FIGURE 1.2: PROJECTED ECONOMIC GROWTH of CANADA'S FIVE LARGEST TRADING PARTNERS - 2018 to 2022



- › During 2020, U.S. employment decreased to 149.8 million, a loss of 10 million jobs, while Canadian jobs decreased to approximately 18.5 million, a loss of almost 600,000 jobs (Figure 1.2)

FIGURE 1.3: CANADIAN and U.S. EMPLOYMENT TRENDS - 2011 to 2020



ECONOMIC OUTLOOK

Home sales reflect confidence in the U.S. economy.

- › This can increase demand for Canadian goods such as raw building materials and manufactured products

Oil prices temporarily fell to \$3 per barrel by April, 2020, but have since recovered most of their value at the start of the year.

- › The price of oil at the end of 2020 was \$47.73 per barrel, compared to \$61.29 in December of 2019 and \$45.22 in December of 2018. (Weekly Cushing, Oklahoma WTI Spot Price in Dollars per Barrel)

- › U.S. housing starts recorded a 6.9% increase over 2019 to a total of 1.38 million in 2020. In spite of COVID-19, this was the largest percentage increase since 2015
- › U.S. Housing starts fell dramatically in March and April, 2020 due to the onset of COVID-19. However, housing starts recovered to pre-COVID-19 levels by November

FIGURE 1.4: U.S. ANNUAL HOUSING STARTS - 2011 to 2020

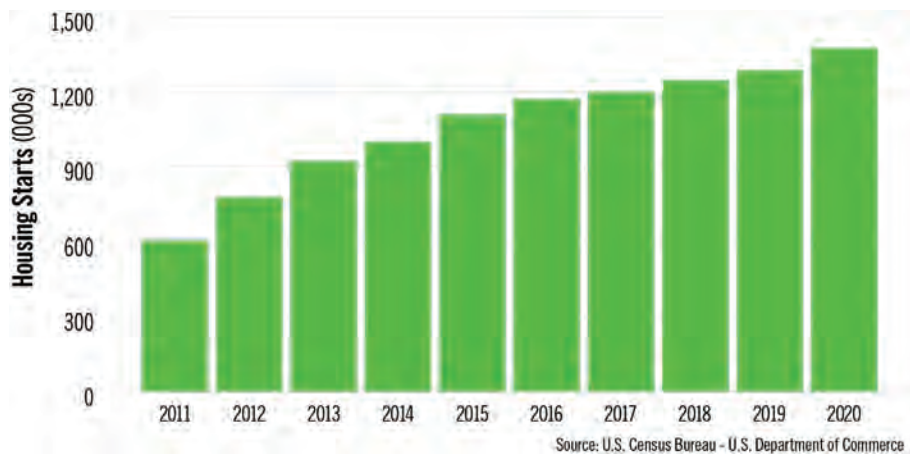


FIGURE 1.5: CRUDE OIL PRICES (U.S. DOLLARS per BARREL) - 2007 to 2021



ECONOMIC OUTLOOK

ECONOMIC ACTIVITY in ONTARIO, the TORONTO CMA and YORK REGION

Ontario Economic Outlook

- › According to TD Canada, Ontario's economy decreased by 6.1% in 2020 compared to 1.9% growth recorded in 2019
- › According to the Ontario Ministry of Finance, the province's GDP growth fell 2.2% in Quarter 1 and 13% in Quarter 2. However, the province's GDP then increased by 11.8% in Quarter 3

Total Ontario Employment

- › According to Statistics Canada, Ontario employment declined by 3.4% (255,100 jobs) to reach a total of 7,239,000 jobs

Activity Rate

- › The activity rate compares the ratio of total employment to total population. One of York Region's Official Plan (ROP) objectives is to create high quality employment opportunities for residents, with a goal of 1 job for every 2 residents
- › An activity rate of 50% is consistent with the ROP target York Region's activity rate increased continually since 2010, before falling to 49.4% in 2020 as a result of the COVID-19 pandemic job decreases

- › According to Statistics Canada, the provincial unemployment rate had been decreasing steadily since 2012, from 8.1% down to 5.4% in 2019. The provincial unemployment rate peaked at 12.4% in June and July 2020, before falling to 9.4% in December 2020
- › The unemployment rate in the Toronto Census Metropolitan Area (CMA) had been decreasing since 2012, from 8.5% to 5.6% in 2019. However, the unemployment rate peaked at 14.7% in July 2020 before falling modestly to 10.7% in December 2020
- › York Region's unemployment rate was 4.4% at year-end 2019, lower than the Toronto CMA and Ontario rates. Unemployment peaked at 13.7% in July 2020, before falling to 8.0% at the end of 2020

FIGURE 1.6: ONTARIO, TORONTO CMA AND YORK REGION UNEMPLOYMENT RATES - 2016 TO 2020

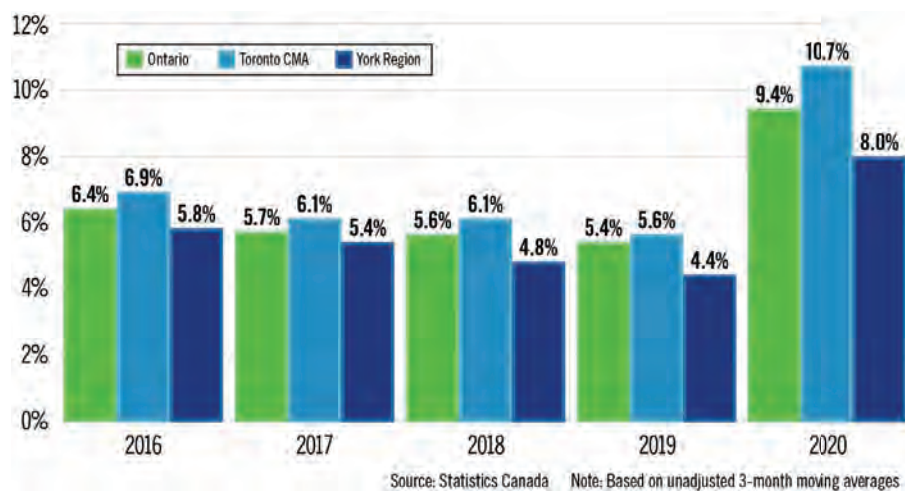
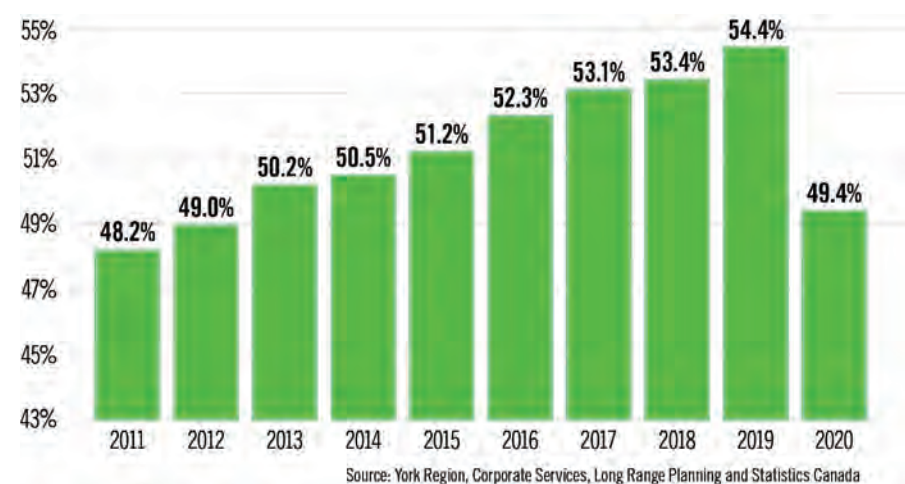


FIGURE 1.7: YORK REGION ACTIVITY RATES - 2011 to 2020

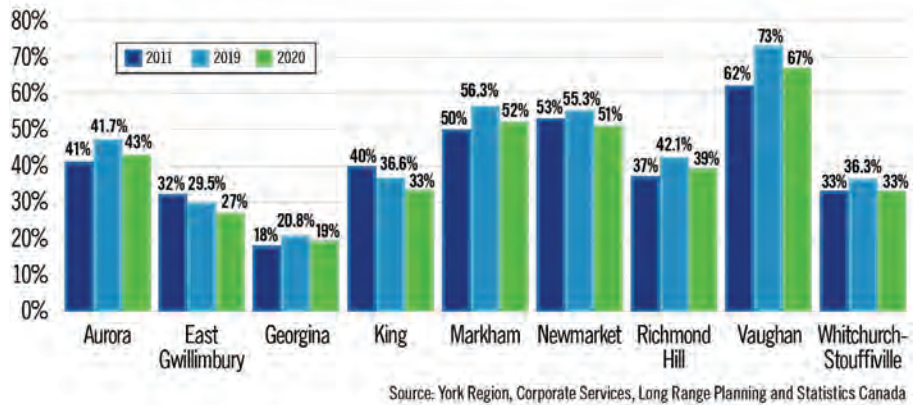


ECONOMIC OUTLOOK

York Region and Local Municipal Activity Rates

- › Overall declines in activity rates between 2019 and 2020 varied significantly by municipality
- › Most municipalities saw an increase in activity rates between 2011 and 2019 although some did see declines
- › Overall, York Region saw a 9.2% decline in activity rate

FIGURE 1.8: LOCAL MUNICIPALITY ACTIVITY RATES - 2011, 2019 and 2020

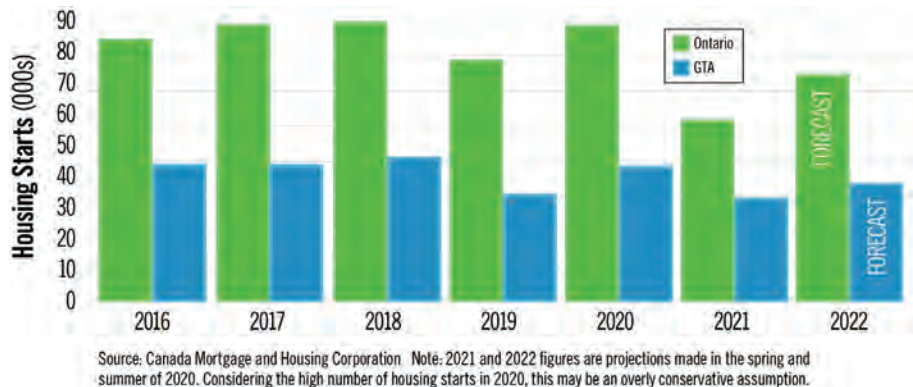


- › Between 2011 and 2019, the majority of local municipalities within York Region recorded increasing activity rates. This suggests that pre-COVID-19, York Region was successfully transitioning into a self-sustaining job destination in its own right
- › According to the Canadian Mortgage and Housing Corporation, housing starts in the GTHA increased to 38,587, almost identical to the 10-year average of 38,481
- › CMHC predicts that future GTA housing starts will decline from 2020 level

FIGURE 1.9: CANADIAN ANNUAL HOUSING STARTS - 2011 to 2022



FIGURE 1.10: ONTARIO and GTA HOUSING STARTS - 2016 to 2022

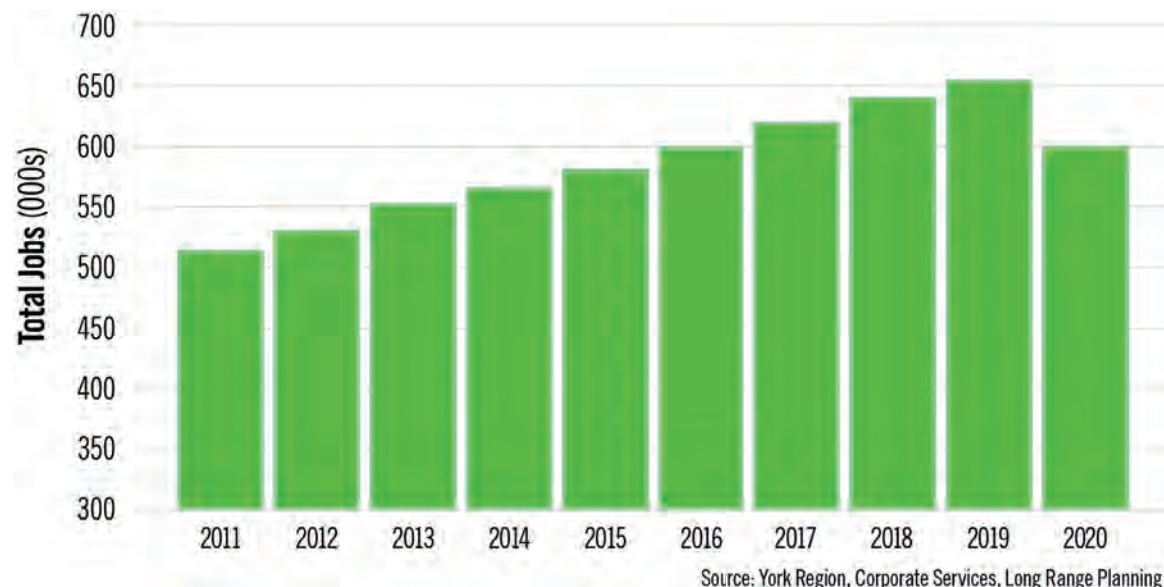


ECONOMIC OUTLOOK

YORK REGION'S EMPLOYMENT TREND

- › York Region continues to be a significant contributor to the provincial and national economies, ranking 8th in 2020 (down from 6th in 2019) for total construction among Canadian municipalities, with a value of \$2.63 billion. This was a decrease from 2019's figure of \$3.15 billion and was the lowest amount recorded since 2009
- › The impact of the COVID-19 pandemic has been more pronounced on the non-residential sector, as total industrial, commercial and institutional construction values decreased by 46% in 2020. The 2020 figure was approximately 30% lower than the ten year average. In this category, York Region ranked 9th among Canadian municipalities
- › The Greater Toronto Area office market vacancy rate (5.6%) was significantly lower than Canada's high of 10.8% in 2020

FIGURE 1.10 YORK REGION TOTAL EMPLOYMENT - 2011 to 2020



POPULATION GROWTH

Adobe Stock

POPULATION GROWTH

YORK REGION'S POPULATION CONTINUES to RISE with 0.9% GROWTH in 2020

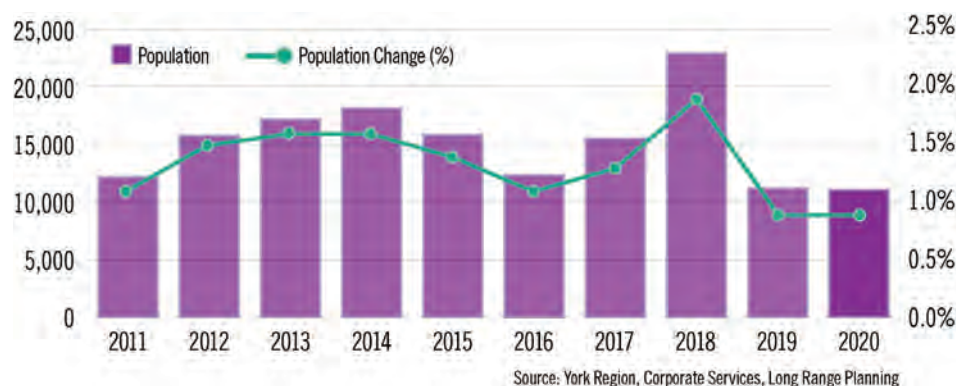
- › The Region's population increased by approximately 11,100 persons in 2020 to a total population of 1,213,600
- › The 2020 annual growth rate decreased slightly from 1.0% in 2019 to almost 0.9% in 2020 (Figure 2.1)

TABLE 2.1: YORK REGION POPULATION - 2019 to 2020

Municipality	2019	2020	Population Growth	Change (%)
Aurora	62,900	63,300	400	0.6%
East Gwillimbury	33,900	35,100	1,200	3.5%
Georgina	48,500	48,900	400	0.8%
King	27,800	27,800	0	0.0%
Markham	349,000	351,200	2,200	0.6%
Newmarket	90,100	90,200	100	0.1%
Richmond Hill	209,500	210,400	900	0.4%
Vaughan	331,600	336,900	5,300	1.6%
Whitchurch-Stouffville	49,200	49,800	600	1.2%
York Region Total	1,202,500	1,213,600	11,100	0.9%

- › Population growth within York Region has recorded slower but steady growth for the last several years averaging 1.3% per year since 2011

FIGURE 2.1: YORK REGION ANNUAL POPULATION GROWTH - 2019 to 2020

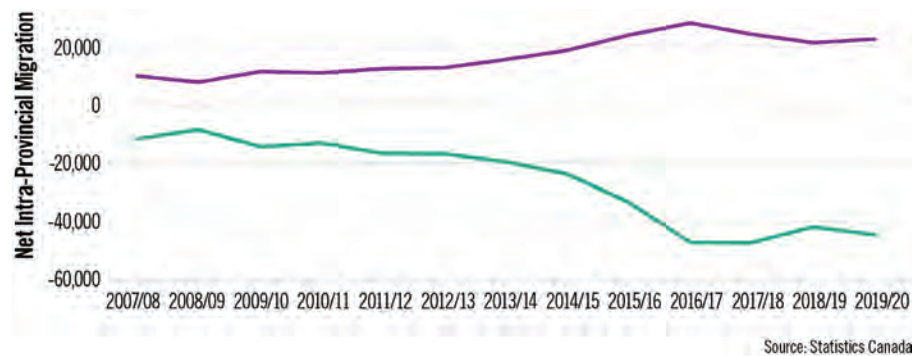


POPULATION GROWTH

MIGRATION PLAYS LARGE PART in GTHA REGION POPULATION GROWTH

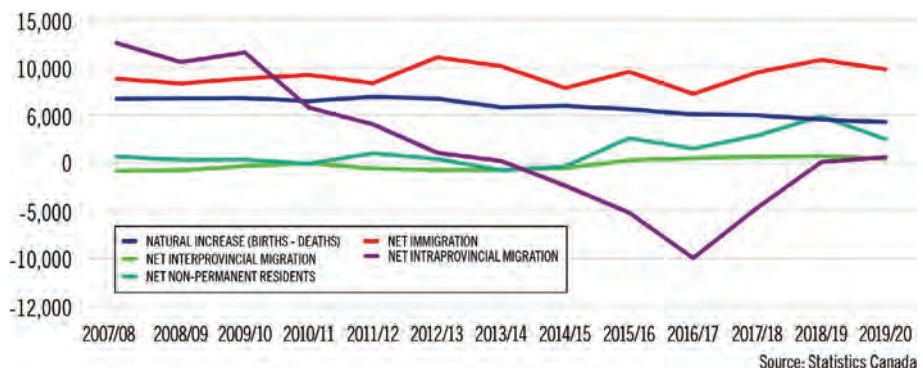
- › Ontario attracts the highest share of immigrants annually compared to any other province, typically in the 40% to 50% range
- › Population growth in the 905 area between the Census years of 2011 and 2016 had been slower than the prior Growth Plan forecast by approximately 10%
- › Toronto captured a higher than expected share of population growth between 2011 and 2016 (36%) when compared to the previous Provincial Growth Plan forecasts (27%)

FIGURE 2.2: NET INTRA-PROVINCIAL within the GREATER GOLDEN HORSESHOE - 2007 to 2020



- › Since the 2008 recession, there has been a continuing decline in net intra-provincial migrants to the GTHA and a net increase in intra-provincial migrants to the rest of the GGH (Figure 2.3)
- › While there are many factors that influence where people decide to live, households are likely looking for more affordable housing options outside of the GTHA, which includes York Region

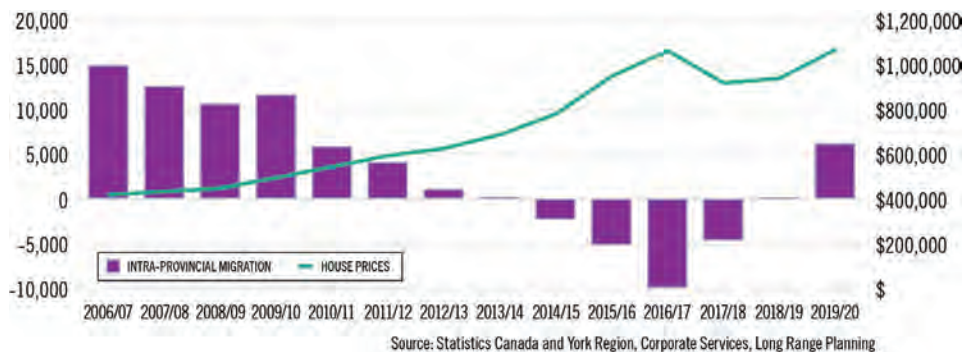
FIGURE 2.3: COMPONENTS of POPULATION GROWTH in YORK REGION - 2007 to 2020



POPULATION GROWTH

- › Ontario attracts the highest share of immigrants annually compared to any other province, typically in the 40% to 50% range
- › Population growth in the 905 area between the Census years of 2011 and 2016 had been slower than the prior Growth Plan forecast by approximately 10%
- › Toronto captured a higher than expected share of population growth between 2011 and 2016 (36%) when compared to the previous Provincial Growth Plan forecasts (27%)

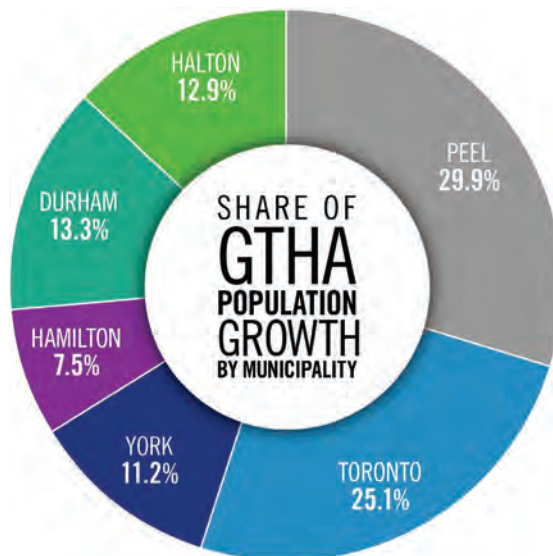
FIGURE 2.4: NET INTRA-PROVINCIAL MIGRATION and AVERAGE ANNUAL RESALE HOUSE PRICES in YORK REGION - 2007 to 2020



YORK REGION CONTINUES to CONTRIBUTE to GTHA GROWTH

- › By the end of 2020, the GTHA population was estimated at 7.67 million people, an increase of approximately 99,200 or 1.3% from 2019
- › In 2020 York Region’s share of the GTHA’s population growth was 11.2%

FIGURE 2.5: SHARE of GTHA POPULATION GROWTH by MUNICIPALITY - 2019 to 2020



All York Region municipalities experienced population growth.

The top 3 municipalities by percentage change between 2019 and 2020 are:

- › East Gwillimbury at 3.5%
- › Vaughan at 1.6%
- › Whitchurch-Stouffville at 1.2%

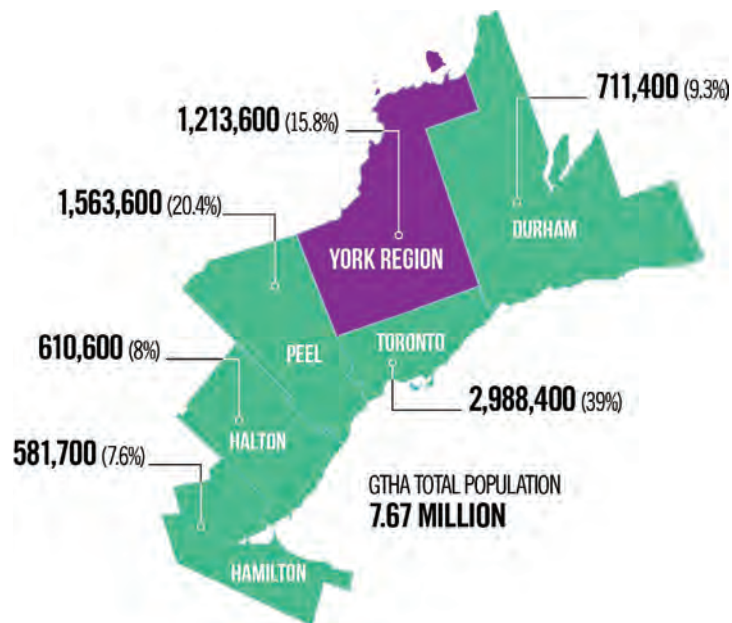
POPULATION GROWTH

York Region is part of the broader GTHA Region encompassing almost 7.7 million people

The top 3 municipalities by percentage change between 2019 and 2020 are:

- › High quality of life, vibrant diversified economy, availability of serviced land and expanding transportation network enable York Region to continue to contribute to the growth of the GTHA

FIGURE 2.6: SHARE of TOTAL 2020 GTHA POPULATION by MUNICIPALITY



YORK REGION one of the LARGEST MUNICIPALITIES in CANADA

- › As of December 2020, York Region was the sixth largest municipality in Canada (Table 2.2) in population

TABLE 2.2: CANADA'S LARGEST MUNICIPALITIES by POPULATION - 2020

Rank	Municipality	Est. Population (2020)
1	City of Toronto	2,988,400
2	Greater Vancouver Regional District	2,737,700
3	City of Montréal	2,069,800
4	Peel Region	1,563,600
5	City of Calgary	1,303,700
6	York Region	1,213,600
7	City of Ottawa	1,043,100
8	City of Edmonton	990,700
9	City of Québec	832,300
10	City of Winnipeg	766,900

POPULATION GROWTH

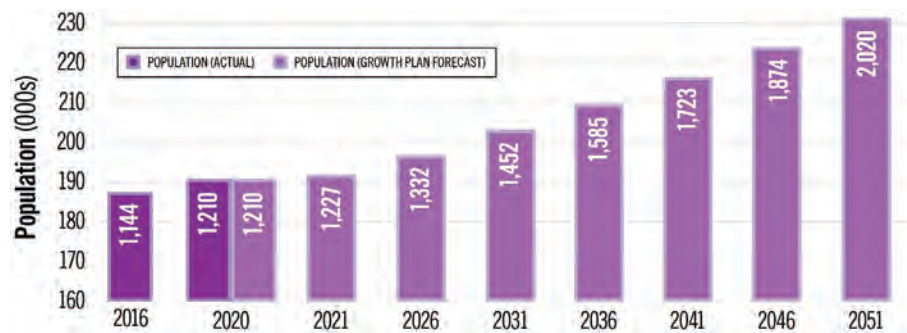
POPULATION and EMPLOYMENT FORECASTS

Population and Employment Forecasts

- › Population and employment growth forecasts form the basis for determining urban land needs, infrastructure and service planning, financial planning, and determining development charges

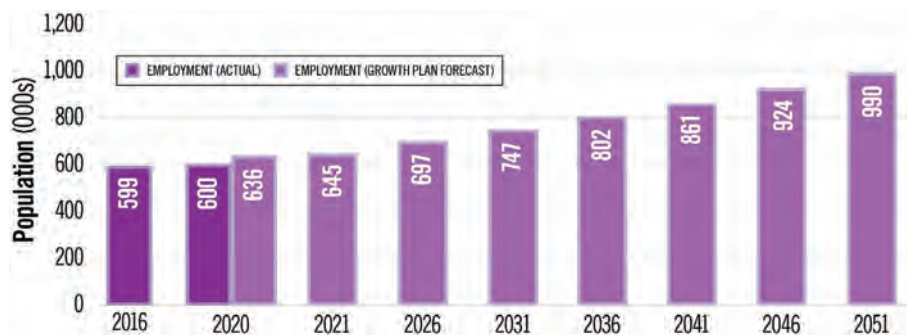
- › York Region's mid year 2020 population was estimated to be 1,209,800
- › Annual growth of almost 26,200 is required to reach the 2051 Growth Plan forecast of 2,020,000

FIGURE 2.7: POPULATION GROWTH (ACTUAL and FORECAST) - 2016 to 2051



- › In mid year 2020, York Region's employment was approximately 599,700 compared to the 2020 Growth Plan forecast of 635,600, a 35,900 difference
- › Annual employment growth of almost 12,600 is required to meet the 2051 Growth Plan employment forecast. The Region had been growing by approximately 17,700 jobs annually between 2014 and 2019, prior to the economic impact of the COVID-19 pandemic

FIGURE 2.8: EMPLOYMENT GROWTH (ACTUAL and FORECAST) - 2016 to 2051



RESIDENTIAL MARKET and BUILDING ACTIVITY



RESIDENTIAL MARKET and BUILDING ACTIVITY

NUMBER of RESIDENTIAL REALES INCREASED by 16.1% in 2020

- › The number of residential resales in York Region during 2020 totalled 16,636 dwelling units (Figure 3.1), an increase of 16.1% (2,312 units) from 2019
- › Total value of all York Region residential resales in 2020 was approximately \$17.75 billion – up from \$13.43 billion in 2019

FIGURE 3.1: YORK REGION TOTAL REALES and AVERAGE PRICE - 2015 to 2020



**TABLE 3.1: TOTAL NUMBER of REALES and AVERAGE PRICE (all dwelling types)
by LOCAL MUNICIPALITY - 2019 and 2020**

	Sales			Average Price (\$)		
	2019	2020	Change (%)	2019	2020	Change (%)
Aurora	962	1,128	17.3%	\$905,872	\$1,053,296	16.3%
East Gwillimbury	586	641	9.4%	\$799,426	\$940,147	17.6%
Georgina	809	1,086	34.2%	\$568,143	\$679,855	19.7%
King	315	524	66.3%	\$1,380,466	\$1,625,463	17.7%
Markham	3,658	3,974	8.6%	\$949,536	\$1,070,822	12.8%
Newmarket	1,355	1,664	22.8%	\$777,589	\$890,078	12.8%
Richmond Hill	2,614	2,869	9.8%	\$1,039,433	\$1,156,881	11.3%
Vaughan	3,324	3,934	18.4%	\$933,787	\$1,131,778	13.9%
Whitchurch-Stouffville	701	816	16.4%	\$923,762	\$1,058,805	14.6%
York Region Total	14,324	16,636	16.1%	\$937,546	\$1,067,134	13.8%

Source: Toronto Real Estate Board, Market Watch, 2019 - 2020.

Resale Homes Generate Significant Economic Activity

- › Use of professional services including: real estate agents, lawyers, appraisers, and surveyors
- › Generate taxes and fees
- › Generate associated spending on appliances, furniture, fixtures etc.

Key 2020 York Region Resale Home Facts

- › Accounted for 17.5% of total number of GTA resales
- › Accounted for 20.1% of total GTA resale value
- › Average number of days a residential dwelling was on the market - 32 days
- › Average selling price - 100% of list price

RESIDENTIAL MARKET and BUILDING ACTIVITY

TABLE 3.2: 2020 REALES and AVERAGE PRICES by LOCAL MUNICIPALITY and DWELLING TYPE (\$1,000s)

	Detached		Semi		Town/Row Attach		Condo/Apt	
	Sales	Avg Price	Sales	Avg Price	Sales	Avg Price	Sales	Avg Price
Aurora	691	\$1,263	74	\$786	284	\$756	79	\$543
East Gwillimbury	508	\$1,004	30	\$753	102	\$683	1	\$385
Georgina	992	\$691	30	\$606	61	\$577	3	\$359
King	461	\$1,729	4	\$959	36	\$1,037	23	\$585
Markham	2,064	\$1,367	266	\$931	851	\$847	793	\$588
Newmarket	1,088	\$1,004	201	\$702	310	\$702	65	\$470
Richmond Hill	1,549	\$1,501	160	\$922	616	\$900	544	\$537
Vaughan	2,138	\$1,409	344	\$954	788	\$901	664	\$604
Whitchurch-Stouffville	586	\$1,186	56	\$791	140	\$731	34	\$651
York Region Total	10,077	\$1,271	1,165	\$868	3,188	\$835	2,206	\$576

Source: Toronto Real Estate Board, Market Watch, 2020.

- › Region wide, the average price of a resale unit increased by 13.8% for all unit types, from \$937,546 in 2019 to \$1,067,134 in 2020 (Table 3.1)
- › The average price of single detached units increased by 13.5%, from \$1,120,297 in 2019 to \$1,271,276 in 2020
- › Prices for new single-detached homes range from \$670,000 in the Town of Georgina to \$4.5 million in the City of Markham

TABLE 3.3: YORK REGION 2020 NEW HOME PRICES

	Detached	Semi	Row	Condo/Apt
Aurora	n/a	n/a	\$960 to \$1,020	n/a
East Gwillimbury	\$839 to \$1.7M	n/a	\$636 to \$765	n/a
Georgina	\$670 to \$1.4M	n/a	n/a	n/a
King	n/a	n/a	n/a	n/a
Markham	\$937 to \$4.5M	n/a	\$759 to \$1.6M	\$780 to \$3.5M
Newmarket	\$1.05M to \$1.4M	n/a	\$914 to \$962	n/a
Richmond Hill	\$1.25M to \$2.7M	n/a	\$687 to \$1.4M	n/a
Vaughan	\$1.4M to \$2.6M	n/a	\$699 to \$1.6M	\$356 to \$3.5M
Whitchurch-Stouffville	n/a	n/a	\$739 to \$800	n/a
York Region	\$670 to \$4.5M	n/a	\$636 to \$1.6M	\$356 to \$3.5M

Source: RealNet, Feb 2021. Note: New home data only provides a snapshot of projects currently for sale with the range of prices asked. Some municipalities may only have one or two projects contributing to the data.

Resale Homes Generate Significant Economic Activity

- › Use of professional services including: real estate agents, lawyers, appraisers, and surveyors
- › Generate taxes and fees
- › Generate associated spending on appliances, furniture, fixtures etc.

Key 2020 York Region Resale Home Facts

- › Accounted for 17.5% of total number of GTA resales
- › Accounted for 20.1% of total GTA resale value
- › Average number of days a residential dwelling was on the market - 32 days
- › Average selling price - 100% of list price
- › Total sales in the GTA's residential resale market increased by 7.7% in 2020 (95,151) compared to 87,825 in 2019
- › Average resale price (all dwelling types) in the GTA was \$929,699 in 2020, an increase of 11.9% in comparison to the average of \$819,319 in 2019
- › According to Statistics Canada taxfiler data and annual CPI adjustments done by York Region's Long Range Planning Division, the median household income for all families (single and dual-income) in York Region was \$101,000 in 2020. This translates to an average home value/family income ratio of 10.5

RESIDENTIAL MARKET and BUILDING ACTIVITY

RESIDENTIAL BUILDING PERMITS are up 25% from 2019

› Building permit activity is an essential yardstick used to measure local investments and economic performance

- › A total of 5,832 new residential building permits were issued in York Region in 2020, representing a 25% increase from the 2019 permit total of 4,669
- › Single detached units increased significantly (56%) from 1,271 in 2019 to 1,987 in 2020

TABLE 3.4: NEW RESIDENTIAL UNITS with PERMITS ISSUED in YORK REGION - 2019 to 2020

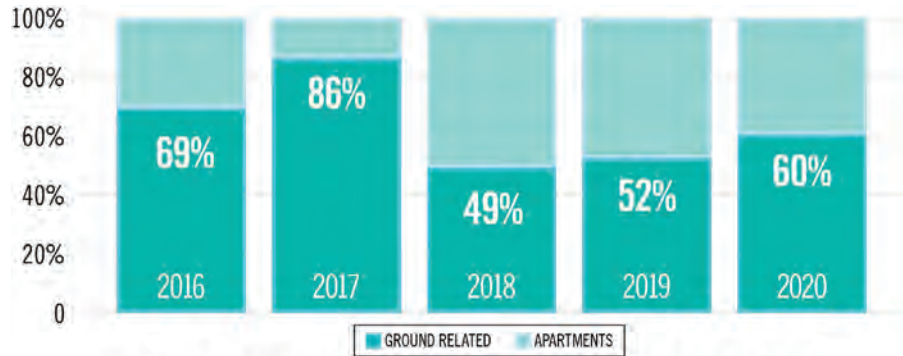
Municipality	2019	2020	% Change
Aurora	182	156	-14%
East Gwillimbury	334	532	59%
Georgina	247	222	-10%
King	60	103	72%
Markham	118	1,046	786%
Newmarket	97	671	592%
Richmond Hill	894	921	3%
Vaughan	2,578	2,115	-18%
Whitchurch-Stouffville	159	66	-58%
York Region Total	4,669	5,832	25%

Source: York Region Corporate Services, Long Range Planning and Local Municipal Building Permit Reports.

- › In 2020, apartment dwellings and townhouses accounted for 66% of new residential permits issued, an indication of York Region's progress towards creating a more diversified housing stock
- › Vaughan, Markham and Richmond Hill accounted for approximately 70% of the total residential building permit activity in 2020 (36%, 18% and 16% respectively)

RESIDENTIAL MARKET and BUILDING ACTIVITY

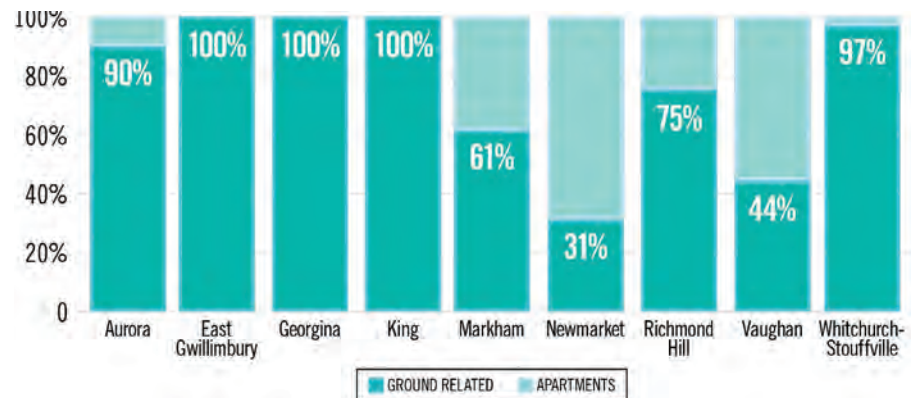
FIGURE 3.2: YORK REGION RESIDENTIAL BUILDING PERMIT MIX - 2016 to 2020



Source: York Region Corporate Services, Long Range Planning and Local Municipal Building Permit Reports

- › The 2020 breakdown of residential building permits was 34% single detached, 4% semi-detached, 22% row (for a total of 60% ground related) and 40% apartment

FIGURE 3.3: NEW RESIDENTIAL BUILDING PERMIT MIX
by LOCAL MUNICIPALITY - 2016 to 2020

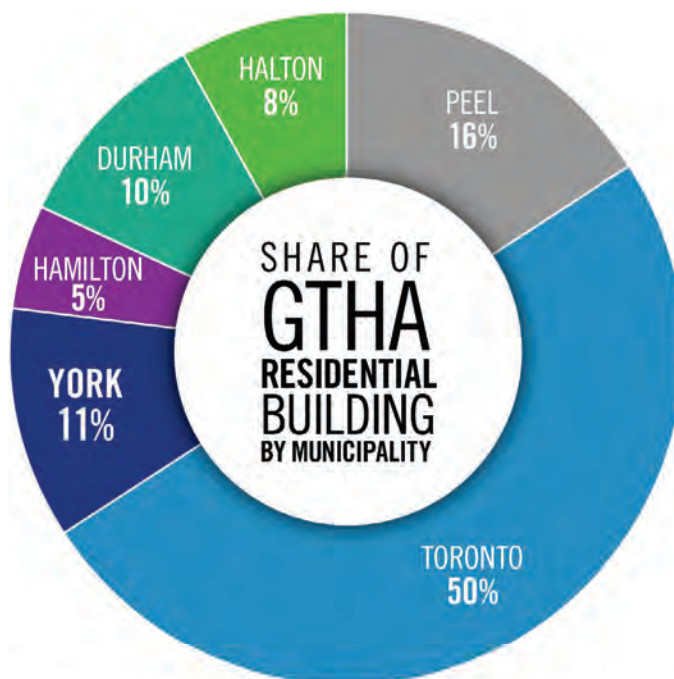


RESIDENTIAL MARKET and BUILDING ACTIVITY

YORK REGION continues to CONTRIBUTE SIGNIFICANTLY to RESIDENTIAL BUILDING PERMIT ACTIVITY in the GTHA

- › In 2020, 53,791 building permits were issued for new residential units across the GTHA, an increase from 40,541 in 2019 of approximately 33%
- › All GTHA jurisdictions experienced an increase in the total number of building permits issued in 2020 except Peel Region
- › York Region accounted for 11% of the GTHA's residential building permit activity, third to the City of Toronto's 50% share and Peel Region's 16%

FIGURE 3.4: GTHA RESIDENTIAL BUILDING ACTIVITY 2020 - SHARES by MUNICIPALITY



Source: Local Municipal Building Permit Reports, 2020; Statistics Canada Table 32.2 (unpublished), 2020

RESIDENTIAL MARKET and BUILDING ACTIVITY

YORK REGION RECORDED the 8TH LARGEST NUMBER of RESIDENTIAL BUILDING PERMITS ISSUED in CANADA

- › York Region continues to be a significant contributor of new residential development in Canada, ranking 8th for building permits issued

TABLE 3.5: CROSS CANADA COMPARISON 2020 - RESIDENTIAL BUILDING PERMITS

Rank	Municipality	Number of Permits	% Change from 2019
1	City of Toronto	26,841	44.5%
2	Greater Vancouver Regional District	23,423	-15.4%
3	City of Ottawa	11,449	20.4%
4	City of Montréal	11,281	-21.4%
5	City of Edmonton	10,162	-6.1%
6	Peel Region	8,769	-8.4%
7	City of Calgary	8,555	-34.1%
8	York Region	5,832	24.9%
9	Durham Region	5,295	82.5%
10	Waterloo Region	5,056	-20%

Source: Statistics Canada Building Permit Reports and Table 32.2 (unpublished), 2020; York Region Corporate Services, Long Range Planning Division, 2020. Note: Ranking is in comparison to cities, Region's and Regional Districts as defined locally.

RESIDENTIAL COMPLETIONS INCREASED for 2020

- › Housing completions in the Region increased by 19.7% over 2019
- › The mix of housing completions in 2020 was 21% (1,306) single detached, 2% (110) semi-detached units, 22% (1,419) row houses and 55% (3,504) apartments

TABLE 3.6: YORK REGION RESIDENTIAL COMPLETIONS - 2019 and 2020

	2019	2020	% Change
Aurora	426	152	-64%
East Gwillimbury	724	400	-45%
Georgina	84	242	188%
King	71	42	-41%
Markham	1,146	1,320	15%
Newmarket	352	102	-71%
Richmond Hill	1,300	579	-55%
Vaughan	1,072	3,114	190%
Whitchurch-Stouffville	119	388	226%
York Region Total	5,294	6,339	19.7%

Source: CMHC, 2020

RESIDENTIAL MARKET and BUILDING ACTIVITY

FIGURE 3.5: 2011 to 2020 BUILDING PERMIT and HOUSING COMPLETIONS

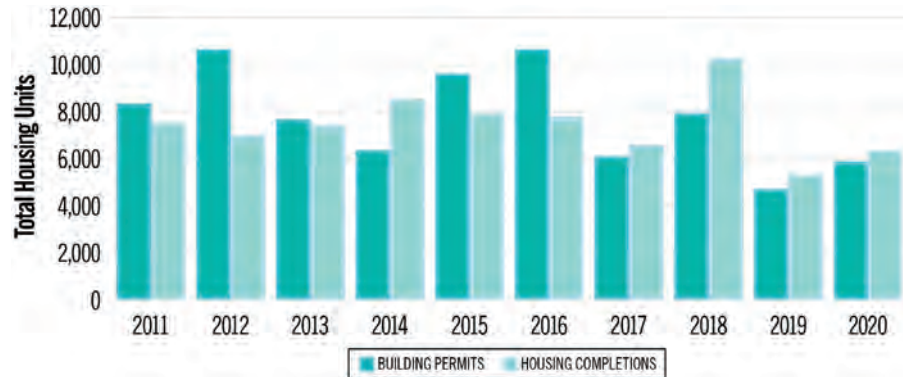
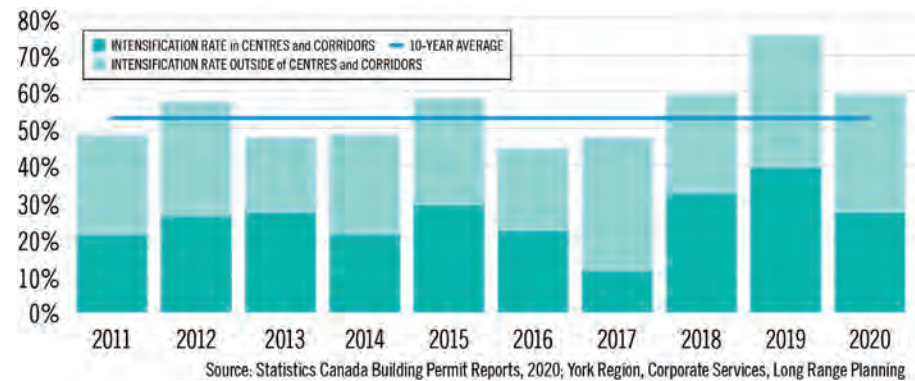


FIGURE 3.6: INTENSIFICATION within the BUILT-UP AREA, YORK REGION, 2011 to 2020



- › York Region's intensification share within the built up area has averaged 53% over the last 11 years, and was 59% in 2020
- › The continuing development of the Region's Centres and Corridors and other intensification areas will contribute to achieving the minimum 50% intensification target in the 2020 Growth Plan

RESIDENTIAL MARKET and BUILDING ACTIVITY

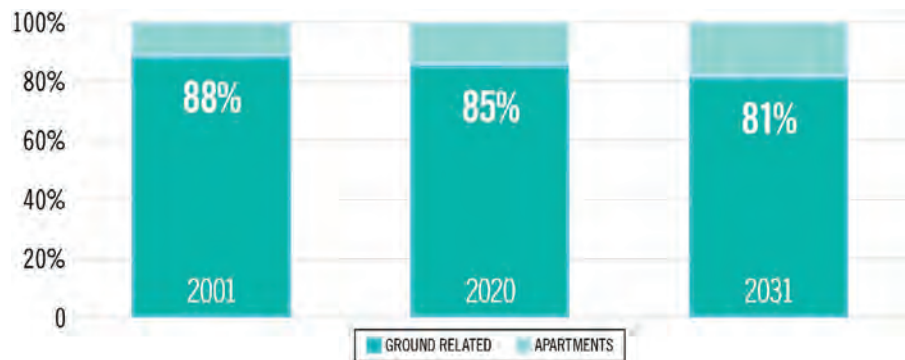
THE TOTAL HOUSING SUPPLY CONTINUES to DIVERSIFY

A more diversified housing stock provides more choice in the market for both existing and future residents

- › Diversified housing is important for:
 - » providing affordable options
 - » housing residents at different stages in their lives
 - » reaching the Region's intensification targets
 - » creating more compact, transit supportive development

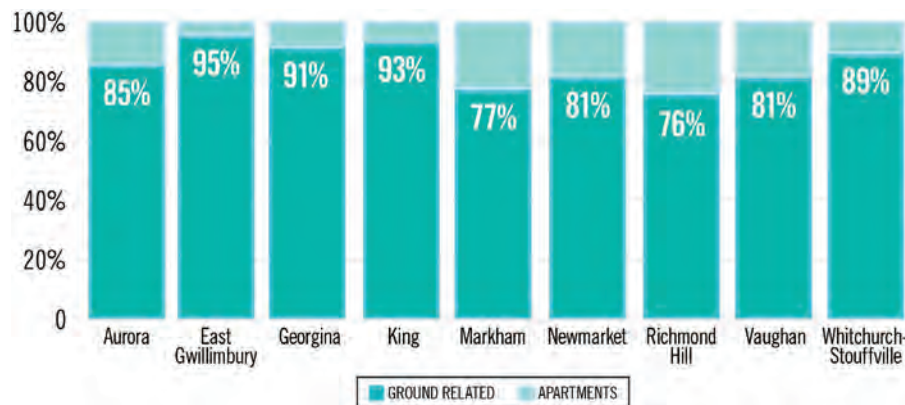
- › While the Region's new housing stock becomes increasingly diversified over time, the existing housing stock is composed primarily of ground related dwellings
- › The proportion of apartment unit dwellings in the Region's housing stock increased from 12% in 2001 to 15% in 2020
- › The proportion of apartment unit dwellings is forecasted to be 19% by 2031

FIGURE 3.7: MIX of HOUSING STOCK in YORK REGION



- › The overall housing stock in 2020 was composed of 66% single detached dwellings, 6% semi-detached units, 13% row house units and 15% apartment units

FIGURE 3.8: MIX of TOTAL HOUSING STOCK by LOCAL MUNICIPALITY - 2020



INDUSTRIAL, COMMERCIAL and INSTITUTIONAL MARKET and BUILDING ACTIVITIES



INDUSTRIAL, COMMERCIAL and INSTITUTIONAL MARKET and BUILDING ACTIVITIES

INDUSTRIAL and COMMERCIAL PROPERTY MARKET

- › The number of residential resales in York Region during 2020 totalled 16,636 dwelling units (Figure 3.1), an increase of 16.1% (2,312 units) from 2019
- › Total value of all York Region residential resales in 2020 was approximately \$17.75 billion – up from \$13.43 billion in 2019

TABLE 4.1: YORK REGION and GTA INDUSTRIAL MARKET OVERVIEW - 2020

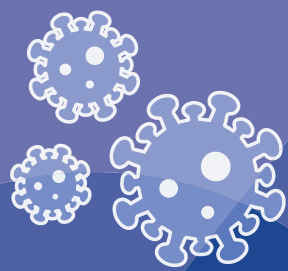
Municipality	Vacancy Rate	Avg Net Rent	Avg Sale Price	Inventory (sq. ft)
Aurora	1.3%	\$8.79	\$191	5,244,300
East Gwillimbury	-	\$12.00	\$220	1,446,400
Georgina	0.0%	-	\$214	314,400
King	0.0%	\$12.00	\$270	750,700
Markham	1.4%	\$11.17	\$243	24,325,400
Newmarket	1.3%	\$9.58	\$195	6,993,600
Richmond Hill	1.4%	\$11.26	\$233	10,472,600
Vaughan	1.2%	\$10.78	\$218	88,787,200
Whitchurch-Stouffville	5.8%	\$7.90	\$322	2,472,300
York Region	1.3%	\$10.64	\$233	141,332,500
Greater Toronto Area	1.5%	\$9.74	\$206	747,024,700

Source: Costar 2020. All dollar figures are Per Square Foot

TABLE 4.2: YORK REGION and GTA RETAIL MARKET OVERVIEW - 2020

Municipality	Vacancy Rate	Avg Net Rent	Avg Sale Price	Sales Volume	Inventory (sq. ft)
Aurora	2.8%	\$24.46	\$420	\$24,419,996	3,040,700
East Gwillimbury	2.0%	\$26.82	\$395	-	1,383,900
Georgina	0.9%	\$18.21	\$375	\$9,885,000	1,770,500
King	0.9%	\$22.33	\$429	\$1,070,000	794,300
Markham	1.7%	\$29.13	\$435	\$89,503,713	13,241,800
Newmarket	2.3%	\$20.76	\$399	\$27,863,090	5,926,900
Richmond Hill	3.0%	\$25.48	\$438	\$50,690,000	7,370,200
Vaughan	1.3%	\$23.81	\$438	\$123,301,305	17,804,100
Whitchurch-Stouffville	2.3%	\$27.00	\$409	\$16,385,000	1,483,700
York Region	1.9%	\$24.95	\$427	\$343,117,834	53,045,300
Greater Toronto Area	1.9%	\$26.61	\$441	\$2,720,757,016	292,980,300

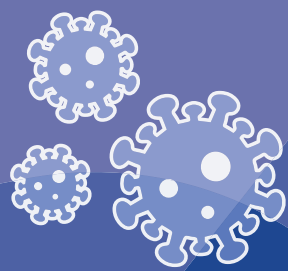
Source: Costar 2020. All dollar figures are Per Square Foot



GTA's industrial market remains resilient as e-commerce continues to experience exponential growth during the COVID-19 pandemic

- › Although the retail market in York Region was disrupted by the COVID-19 pandemic, 2020 saw over 350,000 sq.ft. of new retail space delivered to market with another 1,410,000 sq.ft. under construction (Costar)
- › During the COVID-19 pandemic, the retail market evolved and adapted to e-commerce platforms. Many small retailers that missed out on the e-commerce boom were greatly impacted by the mandatory safety measures and restrictions

INDUSTRIAL, COMMERCIAL and INSTITUTIONAL MARKET and BUILDING ACTIVITIES



York Region's office market was impacted by months of pandemic-enforced restrictions in 2020.

- › The pandemic provided a reset opportunity that allowed office occupiers to experiment with flexible models. It accelerated the shift to distributed work forces, particularly in the tech and financial sectors
- › While there was a shift to a mandatory work from home strategy, Colliers Canada data (2021) suggests that the COVID-19 pandemic will not lead to the 'death' of the office. Survey results reveal that both employers and employees expect the vast majority of employees to eventually return to the traditional office work places after the vaccine

The GTA office market vacancy rate at 5.6% is lower than Canada's high of 10.8% in 2020

Source: Colliers Canada, 2020

TABLE 4.3: YORK REGION and GTA OFFICE MARKET OVERVIEW - 2020

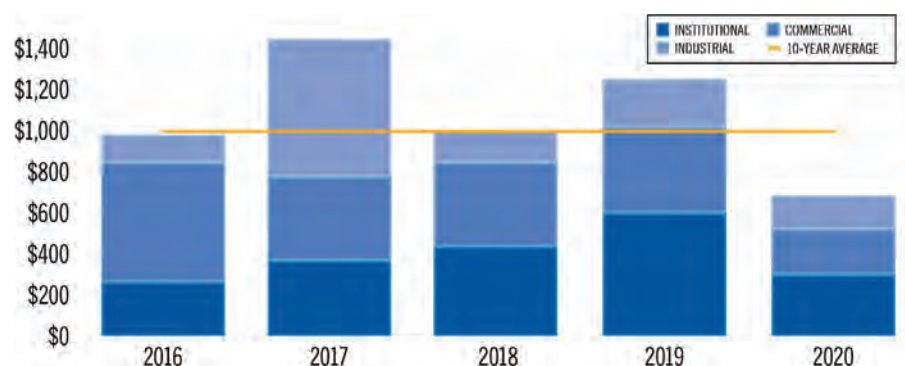
Municipality	Vacancy Rate	Avg Net Rent	Inventory (sq. ft)
Aurora	0.8%	\$20.28	1,619,700
East Gwillimbury	0.0%	\$26.26	137,200
Georgina	0.0%	\$28.61	36,500
King	2.1%	\$23.00	196,200
Markham	4.1%	\$20.05	15,097,000
Newmarket	1.6%	\$16.31	2,563,000
Richmond Hill	5.4%	\$16.75	3,983,900
Vaughan	7.4%	\$20.49	7,324,600
Whitchurch-Stouffville	1.7%	\$15.09	356,100
York Region	4.6%	\$19.97	31,348,600
Greater Toronto Area	5.6%	\$19.45	275,275,100

Source: Costar 2020. All dollar figures are Per Square Foot

COMMERCIAL and INDUSTRIAL CONSTRUCTION VALUES DECREASED SIGNIFICANTLY in 2020

- › Total ICI construction in 2020 had a combined construction value of \$674.5 million, a decrease from the 2019 value of \$1.44 billion (Figure 4.1) and was lower than the ten year average of \$992 million
- › Industrial, commercial and institutional construction values decreased from 2020 levels by 51%, 46% and 31% respectively

FIGURE 4.1: YORK REGION ICI CONSTRUCTION VALUES - 2016 to 2020



INDUSTRIAL, COMMERCIAL and INSTITUTIONAL MARKET and BUILDING ACTIVITIES

TABLE 4.5: YORK REGION COMMERCIAL BUILDING PERMITS with 10 HIGHEST CONSTRUCTION VALUES - 2020

Project	Value (\$000s)	Municipality
Commercial General (Unspecified)	\$16,894	Vaughan
Office Building	\$8,689	Vaughan
Commercial General (Unspecified)	\$5,788	Richmond Hill
Commercial General (Unspecified)	\$5,182	Richmond Hill
Recreation Facility (Commercial)	\$4,796	Vaughan
Retail/Service Commercial Unit	\$3,113	Vaughan
Commercial Multi-Use (Unspecified)	\$2,831	Vaughan
Commercial General (Unspecified)	\$2,831	Richmond Hill
Commercial General (Unspecified)	\$2,815	Markham
Commercial General (Unspecified)	\$2,534	Markham

Source: Statistics Canada Building Permit Reports and Table 32.2 (unpublished), 2020; York Region Corporate Services, Long Range Planning Division, 2020

TABLE 4.6: YORK REGION INSTITUTIONAL BUILDING PERMITS with 10 HIGHEST CONSTRUCTION VALUES - 2020

Project	Value (\$000s)	Municipality
Nursing/Institutional Home	\$25,751	Markham
Elementary School and Library	\$24,000	Aurora
Police/Fire/Military/Prison	\$21,215	Newmarket
Funeral/Crematorium/Mausoleum	\$14,830	Vaughan
Institutional General (Unspecified)	\$14,000	Richmond Hill
Police/Fire/Military/Prison	\$11,000	Vaughan
Religious Building	\$10,095	Vaughan
Religious Building	\$8,463	Markham
Nursing/Institutional Home	\$6,000	Vaughan
Institutional General (Unspecified)	\$5,685	Newmarket

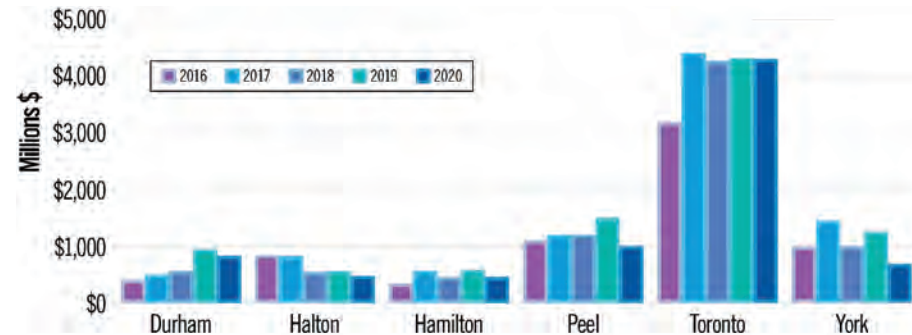
Source: Statistics Canada Building Permit Reports and Table 32.2 (unpublished), 2020; York Region Corporate Services, Long Range Planning Division, 2020

INDUSTRIAL, COMMERCIAL and INSTITUTIONAL MARKET and BUILDING ACTIVITIES

GREATER HAMILTON and TORONTO AREA CONSTRUCTION

- › York Region accounted for 8.9% of the GTHA's total ICI construction value in 2020, a decrease from 13.8% in 2019

FIGURE 4.2: GTHA ICI CONSTRUCTION VALUES by MUNICIPALITY - 2016 to 2020



- › Overall, the GTHA recorded a 15.5% reduction in the value of ICI construction from 2019
- › All GTHA regions except the City of Toronto recorded a decrease in total ICI construction
- › York Region ranked ninth across Canada for the value of its ICI construction in 2020, a drop in ranking from seventh in 2019 (Table 4.7)

TABLE 4.7: 2020 CROSS CANADA COMPARISON: VALUES of ICI CONSTRUCTION (\$'000s)

Rank	Municipality	Total Value	% Change from 2019
1	City of Toronto	\$4,227,857	0.0%
2	Greater Vancouver Regional District	\$3,062,556	-17.6%
3	City of Montréal	\$2,026,073	-35.4%
4	City of Ottawa	\$1,592,613	92.3%
5	Peel Region	\$990,109	-33.5%
6	City of Calgary	\$1,111,975	-41.0%
7	City of Edmonton	\$1,043,984	-34.5%
8	Durham Region	\$819,357	-12.1%
9	York Region	\$674,489	-45.8%
10	Waterloo Region	\$642,193	-16.1%
11	City of Winnipeg	\$634,699	-47.0%
12	Halton Region	\$461,049	-16.1%

Source: Statistics Canada Building Permit Reports and Table 32.2 (unpublished), 2020; York Region Corporate Services, Long Range Planning Division, 2020. Note: Ranking is in comparison to cities, Region's and Regional Districts as defined locally.

OVERALL CONSTRUCTION VALUE



OVERALL CONSTRUCTION VALUE

TOTAL CONSTRUCTION VALUE in YORK REGION

- › Total estimated value of construction in 2020 was approximately \$2.63 billion, compared to \$3.15 billion recorded in 2019, a decline of 16.6%
- › York Region construction activity was impacted by COVID-19 in 2020 and recorded the lowest total estimated construction value of the past seven years (Figure 5.1)

FIGURE 5.1: YORK REGION CONSTRUCTION VALUE by TYPE - 2014 to 2020

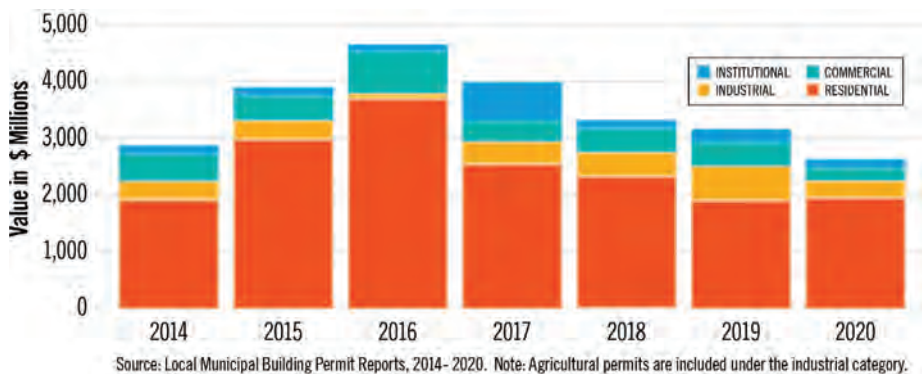


TABLE 5.1: ESTIMATED VALUE of TOTAL CONSTRUCTION (RESIDENTIAL and ICI) by LOCAL MUNICIPALITY 2019 and 2020 (\$'000s)

Municipality	2019	2020	% Change
Aurora	\$325,746	\$194,262	-40%
East Gwillimbury	\$123,193	\$147,849	20%
Georgina	\$111,476	\$77,902	-30%
King	\$181,066	\$99,095	-45%
Markham	\$480,038	\$317,040	-34%
Newmarket	\$81,172	\$277,246	242%
Richmond Hill	\$450,695	\$399,532	-11%
Vaughan	\$1,307,955	\$1,090,540	-17%
Whitchurch-Stouffville	\$97,535	\$24,494	-75%
York Region Total	\$3,158,876	\$2,627,960	-16.8%

Source: Local Municipal Building Permit Reports, 2019 and 2020; Corporate Services, Long Range Planning Division, 2020

- › The Region's value of residential construction increased by 2.5% from \$1,905 million in 2019 to \$1,953 million in 2020 (Table 5.1)
- › All local municipalities except Newmarket and East Gwillimbury recorded decreases in total estimated construction values in 2020

In 2020, York Region's ICI had a 26% share of total construction value

- › The share of ICI of total construction values has averaged 30% during the past five years
- › An ICI share of total construction value within the range of 30% means that job opportunities continue to be provided to match the growth in the Region's labour force

OVERALL CONSTRUCTION VALUE

TABLE 5.2: ESTIMATE of VALUE (in \$Millions) of CONSTRUCTION* by LOCAL MUNICIPALITY 2019 and 2020

Municipality	Residential		Industrial**		Commercial		Institutional		Total	
	2019	2020	2019	2020	2019	2020	2019	2020	2019	2020
Aurora	\$209	\$143	\$1	\$0	\$42	\$26	\$74	\$25	\$326	\$194
East Gwillimbury	\$94	\$136	\$18	\$6	\$10	\$4	\$1	\$2	\$123	\$148
Georgina	\$96	\$73	\$5	\$2	\$2	\$2	\$7	\$1	\$110	\$78
King	\$125	\$73	\$6	\$13	\$16	\$7	\$28	\$6	\$175	\$99
Markham	\$113	\$246	\$225	\$15	\$115	\$21	\$26	\$35	\$480	\$317
Newmarket	\$39	\$220	\$3	\$6	\$33	\$20	\$6	\$31	\$81	\$277
Richmond Hill	\$330	\$340	\$51	\$8	\$41	\$35	\$28	\$17	\$451	\$400
Vaughan	\$855	\$700	\$288	\$240	\$156	\$108	\$8	\$42	\$1,307	\$1,091
Whitchurch-Stouffville	\$43	\$23	\$1	\$0	\$4	\$1	\$50	\$0	\$97	\$24
York Region	\$1,905	\$1,953	\$598	\$291	\$418	\$224	\$299	\$159	\$3,150	\$2,628

Source: Local Municipal Building Permit Reports, 2019 and 2020; Corporate Services, Long Range Planning Division, 2020.
Note: *Estimated values of construction include additions, demolitions, renovations, temporary structures and new construction. **Agricultural permits are included under the industrial category.

CONSTRUCTION ACTIVITY - NATIONAL COMPARISONS

- › Despite the continued impacts of the COVID-19 pandemic, York Region remains in the top 10 list of highest construction values in Canada in 2020
- › York Region ranked eighth in total construction values among Canadian municipalities, with a value of \$2.6 billion which was lower compared to the total value of \$3.15 billion in 2019 (Table 5.3)

TABLE 5.3: CROSS CANADA COMPARISON 2020 - VALUES of TOTAL CONSTRUCTION (\$000s)

Rank	Municipality	Total Value	% Change from 2019
1	City of Toronto	\$11,529,511	15.1%
2	Greater Vancouver Regional District	\$10,154,583	-13.2%
3	City of Ottawa	\$4,461,200	-24.3%
4	City of Montréal	\$4,240,288	35.3%
5	City of Edmonton	\$3,610,759	-33.7%
6	Peel Region	\$3,202,084	-17.5%
7	City of Calgary	\$3,167,994	-16.8%
8	York Region	\$2,627,960	-16.6%
9	Durham Region	\$2,505,230	30.3%
10	Waterloo Region	\$1,987,012	30.4%

Source: Local Municipal Building Permit Reports, 2020; Statistics Canada Building Permit Reports and Table 32.2 (unpublished), 2020. Note: List includes: cities, Region's and Regional Districts as defined locally.

CONCLUSION



The Growth and Development Review provides a snapshot of key development and population indicators in York Region and reports on the competitiveness of York Region's economy within the Greater Toronto and Hamilton Area (GTHA), the Province and Canada.

In 2020, there were an estimated 599,700 jobs and 1,213,600 residents in the Region.

The COVID-19 pandemic and related closures are having a dramatic impact on the global economy. The impact on York Region's economy in 2020 has been severe. It is anticipated that there will be a slow, phased approach to getting people back to work and regular life, based on the advice of public health and safety professionals.

York Region is one of Canada's fastest-growing large urban municipalities and is forecast to reach a population of 2.02 million and employment of 990,000 by 2051. The Region is an attractive location to live and invest and is committed to attracting and retaining employers and residents, as well as making significant infrastructure investments to support growth.

On April 22, 2021 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Clerks of the local municipalities, City of Toronto, Regional Municipality of Peel, and the Ontario Chief Drinking Water Inspector (Ministry of the Environment, Conservation and Parks).

The original staff report is attached for your information.

Please contact David Szeptycki, Director of Strategy and Innovation, at 1-877-464-9675 ext. 75723, or Beth Weir, Director of Operations, Maintenance and Monitoring, at 1-877-464-9675 ext. 75340 if you have any questions with respect to this matter.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Environmental Services
April 8, 2021

Report of the Commissioner of Environmental Services

2020 Drinking Water Systems Report

1. Recommendation

The Regional Clerk circulate this report to the Clerks of the local municipalities, City of Toronto, Regional Municipality of Peel, and the Ontario Chief Drinking Water Inspector (Ministry of the Environment, Conservation and Parks).

2. Summary

This report and attachments satisfy Council reporting requirements for water quantity, quality and compliance in Ontario Regulation 170/03 – Drinking Water Systems and supports Council in meeting statutory standard of care requirements under the *Safe Drinking Water Act, 2002* (the Act).

Key Points:

- In 2020, 100% of 17,923 laboratory analyzed samples and 99.99% of 39.5 million continuous monitoring analyzer readings were within regulated standards and confirm York Region's high quality drinking water. All adverse results were addressed and reported. Additional information on 2020 adverse results is in Attachment 1
- In 2020, all Ministry of the Environment, Conservation and Parks inspections of the Region's drinking water systems scored 100%. Additional information on 2020 calendar year inspections is in Attachment 2
- York Region received excellent scores in the Chief Drinking Water Inspector's Annual Report Card for the Province's 2019-2020 fiscal year, with a score of 99.98% for water samples meeting Ontario's drinking water quality standards and an inspection score of 100%
- Drinking water systems operated within permitted volume and capacity limits, with one minor exception. On July 4, 2020, the Nobleton system exceeded permitted production limits by 12 cubic metres. Additional information is in the Water Volume and Capacity section of this report, and in Attachment 3
- This report and its attachments were submitted to members of Council by the March 31, 2021 regulatory deadline

3. Background

York Region complies with the *Safe Drinking Water Act, 2002* to protect public health through drinking water

The Ministry of the Environment, Conservation and Parks (the Ministry) regulates municipal drinking water systems in Ontario. The Act was developed to address factors that led to the Walkerton tragedy. As a result, Ontario now has some of the safest drinking water in the world.

The Act requires municipalities to report annually on drinking water. It also imposes a standard of care upon Municipal Council members. Councillors are required to exercise the level of care, diligence and skill regarding oversight of municipal drinking water system that a reasonably prudent person would be expected to exercise. This includes acting with a view to ensuring the protection and safety of users of the municipal drinking water system. Council protects the people in their communities by ensuring financial sustainability, asset management, risk mitigation and continual improvement of the Region's water systems.

This report summarizes 2020 calendar year drinking water systems information with further details in the attachments as follows:

- Reported adverse water quality events and corrective actions (Attachment 1)
- Ministry inspection findings and corrective actions (Attachment 2)
- Performance data for each drinking water system (Attachment 3)
- Monetary expenses for each drinking water system (Attachment 4)

York Region partners with Public Health, its nine local municipalities, and neighbouring municipalities to provide safe drinking water

Within York Region, water is delivered through a two-tiered water system. The Region operates and maintains 15 drinking water supply systems, which provide water to all nine local municipalities. Our local municipal partners maintain their distribution systems to distribute high quality water to residents and businesses.

Environmental Services and Public Health maintain a 24/7 response system to address potential water quality issues. Public Health assesses potential health impacts from reported adverse water quality test results. No follow up corrective actions were required in 2020 and no boil water advisories or drinking water avoidance advisories due to water quality concerns have been ordered by Public Health. Procedures are in place to ensure close cooperation with Public Health, local municipalities and the Ministry to ensure effective communication and to protect public health for water quality concerns.

Despite COVID-19, Environmental Services, the local municipalities and York Region Public Health continued to provide safe and uninterrupted water and wastewater services to York Region residents and businesses. These unprecedented times underscore the direct link

water and wastewater services play in supporting our communities' public health by providing reliable, safe and clean drinking water.

Multi-barrier approach to risk management protects drinking water systems and public health

A multi-barrier approach proactively protects drinking water quality and safety, while informing corrective actions when required. Elements of this approach include Source Water Protection, training of operators, the Drinking Water Quality Management Standard, system audits, a strict Provincial Inspection and Enforcement Program, and research that anticipates future water quality and operational challenges.

Source Protection Program prevents contamination of Ontario's drinking water

Staff continue to identify, mitigate, and report current and future threats to drinking water sources as required by the *Clean Water Act, 2006*. York Region's Drinking Water Source Protection Program identifies and manages potential threats to drinking water. Continued focus areas include:

- Requiring proposed developments in vulnerable areas to plan carefully to ensure the safety of our immediate and long-term drinking water supply
- The Source Water Protection Incentive Program, which encourages and supports businesses to make changes to protect drinking water sources
- Working together with the Province, local and neighbouring municipalities, and Conservation Authorities to align our programs and plans to ensure consistent, effective and successful protection of all sources of drinking water

In 2021, York Region's Source Water Protection Program will continue to serve the community through these focus areas. Implementation efforts are documented and reported to the Province as required by the *Clean Water Act, 2006*.

Provincially mandated training provides staff with required knowledge to sustain high performing water and wastewater systems

Staff continued to develop and participate in relevant and informative virtual and in-person training, abiding by all COVID-19 restrictions and Public Health protocols. The training program is tailored to ensure operators receive required provincially standardized education, and that on-the-job training translates regulatory requirements to operational needs. The training program equips staff to manage drinking water systems competently and efficiently in compliance with applicable licence requirements and best practices.

Drinking Water Quality Management Standard is a tool for driving continual improvement

The Region adheres to a statutory quality management standard that protects public health through consistent practices for managing and operating water systems, and by proactively

identifying and mitigating risks. The standard requires an approach for identifying and resolving inefficiencies through process and procedure improvements. The 2020 Integrated Management System Update Report, also on this agenda, provides more information.

Provincial inspections and enforcement assess compliance

York Region facilities are inspected annually by the Ministry to confirm compliance with regulations, licenses, permits and Ministry procedures. Staff maintains a positive working relationship with regulators to identify and mitigate risks identified in our watersheds.

York Region’s data management practices were recognized for management innovation

Online instruments and a comprehensive sampling program generate billions of data points about the performance of our drinking water systems. Automated data analysis processes save staff time by comparing data against regulated limits and prompting staff to follow up as appropriate. Empowering staff with the right tools, technology and training allows them to gain insights into the data, which supports our industry-leading drinking water operations.

Comprehensive data management practices also enable the sharing of meaningful datasets on the Region’s website. The interactive report found at york.ca/drinkingwater provides an effective way to learn about the Region’s drinking water systems. The complete dataset may also be downloaded from the Region’s Open Data site. In 2020, the Ontario Public Works Association recognized York Region for management innovation as a leader in drinking water data management and transparency with the public. Easy to access data supports Council’s Strategic Plan Objective of “Maintaining public confidence in Regional government” and the Vision 2051 goal of “Open and Responsive Governance”.

4. Analysis

WATER QUALITY

All laboratory samples met limits in 2020, and results confirm York Region’s high-quality drinking water continues to be safe

The comprehensive sampling program includes both regulatory and research samples and is updated in response to operational needs and regulatory changes. In 2020, the York-Durham Environmental Laboratory performed 17,923 water quality tests for York Region’s drinking water systems. Four sodium samples were above the reporting threshold of 20 mg/L, prompting notification to York Region’s Medical Officer of Health. This reporting threshold for sodium is not a compliance limit or regulated standard – it ensures those on sodium restricted diets have information available to them about sodium levels in their drinking water. Results this year mean 100% of all samples collected and analyzed by the laboratory in 2020 were within regulated limits and standards. The laboratory initiates a notification process when sample analysis indicates a parameter requires reporting. Staff responded to each adverse test result and performed corrective actions. There were no risks to public health because of these adverse events.

Table 1 summarizes the laboratory analyzed water quality test results reported as adverse water quality events in 2020. Attachment 1 summarizes all reported adverse water quality events.

Table 1
Adverse Water Quality Events
Reported from Laboratory Analyzed Samples in 2020

Parameter, Drinking Water System (DWS) and Number of Occurrences	Summary of Reported Sample Results and Corrective Actions Taken
Sodium <ul style="list-style-type: none"> • Ansnorveldt DWS (1) • Georgina DWS (1) • Schomberg DWS (2) 	<p>Sodium levels between 20.2 and 41.9 mg/L were reported in April at Ansnorveldt Wells 2 and 3, Georgina Water Treatment Plant, Schomberg Water Treatment Plant and Schomberg Elevated Tank.</p> <p>The reporting requirement is once every 57 months for results exceeding 20 mg/L. Health Canada's guideline for sodium in drinking water is an aesthetic taste objective of 200 mg/L.</p> <p>Operators resampled these facilities to confirm sodium levels were meeting the aesthetic taste objective.</p>

Continuous monitoring analyzers and online equipment safeguard drinking water delivered to residents

In addition to sampling conducted by operators, 376 online analyzers continuously monitored system performance, creating 39.5 million water quality records in 2020. Online analyzers continuously monitor several water quality parameters, including chlorine residual, which is an indicator of disinfection level. Analyzers and other online equipment are calibrated regularly by trained operators and technicians.

Highly sensitive analyzers monitor water quality at all times and automatically stop water production if a concern is detected. The Region's Remote Operations Centre monitors the system 24/7 and dispatches field operators to respond to alarms or unusual trends and perform corrective actions as required. These processes greatly reduce the risk of non-potable water entering the drinking water system.

Online monitoring system and analyzer readings showed compliance with regulatory limits for water safety parameters

Of the 39.5 million analyzer readings in 2020, staff reported 22 adverse water quality events. Most events self-corrected or needed minor equipment adjustments and required no operator

intervention aside from confirming drinking water was safe through onsite tests and restarting facility operation. There was no risk to public health because of these adverse events.

Table 2 summarizes the continuously monitored analyzer readings reported as adverse water quality events in 2020. Attachment 1 summarizes all reported adverse water quality events.

Table 2
Adverse Water Quality Events
Reported from Continuous Monitoring Analyzer Readings in 2020

Parameter, Drinking Water System (DWS) and Number of Occurrences	Summary of Reported Sample Results and Corrective Actions Taken
High Chlorine Level <ul style="list-style-type: none"> • Aurora DWS (1) • Newmarket DWS (1) • Schomberg DWS (7) • York DWS (1) 	<ul style="list-style-type: none"> • High chlorine residual events resulted from temporary, minor equipment or process errors • Corrective actions for high chlorine levels include collecting grab samples and recalibrating analyzers
Low Chlorine Level <ul style="list-style-type: none"> • Georgina DWS (1) • Stouffville DWS (2) 	<ul style="list-style-type: none"> • Low chlorine events were caused by temporary, minor equipment errors • Corrective actions included collecting grab samples and restoring normal operation of facility by backflushing until chlorine residuals compliant
Filtration Performance <ul style="list-style-type: none"> • Keswick DWS (2) • Georgina DWS (1) 	<ul style="list-style-type: none"> • In one instance, coagulant was not added ahead of filtration due to an operational error • Corrective actions included isolating plant from system and backflushing; water without coagulant did not leave the plant • In two instances, water turbidity results suggested poor filter performance. Flow halted upon alarm and prevented water from entering distribution system • Corrective actions included collecting grab samples and restoring normal operation of facility by backflushing until turbidity readings decreased

Parameter, Drinking Water System (DWS) and Number of Occurrences	Summary of Reported Sample Results and Corrective Actions Taken
High Fluoride Level <ul style="list-style-type: none"> • Georgina DWS (2) • Keswick DWS (3) 	<ul style="list-style-type: none"> • Fluoride is continuously monitored at Georgina and Keswick Water Treatment Plants, where it is applied within optimal range recommended by the Medical Officer of Health • When alarms trigger for fluoride readings above operational limits, the facility immediately stops directing water to the distribution system • If required, an operator may backflush system to prevent the treated water from leaving facility and restore correct fluoride dose
Low System Pressure <ul style="list-style-type: none"> • York DWS (1) 	<ul style="list-style-type: none"> • A low-pressure incident occurred in Richmond Hill due to a watermain break. Break was repaired, and the watermain was disinfected and flushed. Microbiological sampling results confirmed no contamination

2020 CALENDAR YEAR MINISTRY INSPECTIONS

In 2020, all drinking water system inspections scored 100%

In the 2020 calendar year, all Ministry inspections scored 100%. There were 10 inspections completed for the Region's drinking water systems. All worker health and safety protocols related to COVID-19 were adhered-to during inspections. Attachment 2 outlines the 2020 calendar year inspection results. There were no non-compliance findings in 2020; Ministry staff included one administrative best management practice recommendation to improve documentation practices, which staff have implemented.

CHIEF DRINKING WATER INSPECTOR 2019-2020 RATINGS

York Region received top scores in the Greater Toronto Area for the Ontario Chief Drinking Water Inspector's 2019-2020 Annual Report

Ontario's Chief Drinking Water Inspector releases an annual report, which rates all regulated drinking water systems in Ontario. Reporting timelines are based on the Ministry's previous fiscal year from April 1, 2019 to March 31, 2020. York Region achieved top scores for inspections and for samples meeting provincial water quality standards. In the 2019-2020 Chief Drinking Water Inspector's Report, York Region's combined average score was 99.99%. The City of Toronto and Peel Region, which supply the majority of York Region's drinking water, also received high scores. Table 3 outlines the scores for GTA municipalities.

Table 3
Ministry of the Environment, Conservation and Parks
2019-2020 Chief Drinking Water Inspector's Annual Report Scores

Municipality	Inspection Rating (%)	Water Quality Tests Meeting Standards (%)	Overall Score (%)
	2019-2020	2019-2020	2019-2020
York Region*	100.00	99.98	99.99
Durham Region*	100.00	99.85	99.92
City of Toronto*	100.00	99.81	99.90
Peel Region*	97.95	99.96	98.96
Provincial Average	98.42	99.85	99.13

*Average of scores for all drinking water systems within the municipality

York Region achieved an overall inspection rating of 100% in the Chief Drinking Water Inspector's Report. Details on 2019 inspections and sample results are found in the 2019 Drinking Water Systems report to Council on [March 12, 2020](#).

York Region achieved an overall sample compliance rating of 99.98% in the Chief Drinking Water Inspector's Report for laboratory analyzed samples meeting the requirements of O.Reg.169/03: Ontario Drinking Water Quality Standards. This is based on laboratory sampling conducted from April 1, 2019 to March 31, 2020. Details on 2019 adverse water quality incidents are found in the 2019 Drinking Water Systems report to Council on [March 12, 2020](#).

Historically, York Region scores very well in the Chief Drinking Water Inspector's Report, scoring above the Provincial average, with combined inspection and test result averages ranging between 99.17 (2017/2018) and 99.99 (2019/2020) over the previous five years.

WATER VOLUME AND CAPACITY

All drinking water systems operated within permitted water volume and capacity limits, except for one system on one day

In 2020, York Region's drinking water systems operated within their monthly average withdrawal and maximum daily withdrawal limits, with a single exception. On July 4, 2020, the combined total flow from three wells in Nobleton exceeded the permitted limit of 4,460 cubic metres per day by 12 cubic metres. Process controls were unexpectedly triggered with a minor delay due to telecommunication issues between facilities, which have now been

adjusted. The Nobleton Drinking Water System continues to meet the water needs of the community, with an average daily water demand from the three wells operating below their permitted capacity.

York Region continues to maintain compliance with:

- The *Safe Drinking Water Act, 2002* and its regulations
- Terms and conditions of the Region's Permits to Take Water and supply agreements with the City of Toronto and Peel Region
- Permitted Intra-Basin Transfer volumes for water taken from (and returned to) Lake Ontario for communities in the Lake Huron watershed

York Region continues to ensure sufficient drinking water capacity for the Region's growing population. Attachment 3 illustrates important data about the amount of water taken from each water source. This data informs decision making regarding long-term, reliable water sourcing. Maximum permitted volumes support forecasted population growth to 2031. Long-term water demands will be refined in the updated Water and Wastewater Master Plan, which is currently underway.

5. Financial

Effective and comprehensive asset management is critical to delivering reliable and sustainable water services

York Region delivers high quality drinking water in a safe and cost-effective manner. In the approved 2020 Capital and Operating Budget, Environmental Services presented the 2020 to 2022 budget and operating outlook. In addition to funding to maintain assets that are wholly owned and maintained by York Region, many projects are cost-shared with the Regional Municipality of Peel and the City of Toronto. These investments support long-term drinking water safety and supply. Effective asset and infrastructure management is critical to the Region's ability to deliver services and sustain our growing communities. The approved 2021 Capital and Operating Budget, presented to Council on [March 4, 2021](#), shares information on how water and wastewater assets are funded.

In October 2015, Council approved 2016-2021 water rates. The plan was implemented commencing April 2016, and the Region was on track to achieve full cost recovery pricing by 2021; however, previously approved water rate increases for 2020 and 2021 have since been deferred due to impacts of the COVID-19 pandemic. As a result, full-cost pricing will not be achieved this year. One of the key features of full cost pricing is fully funding asset management work to ensure our system remains in a state of good repair and performs optimally. Staff will be bringing multi-year rate recommendations to Committee in late 2021.

York Region invested \$12.3 million in 2020 to maintain and improve drinking water systems

The Drinking Water Systems regulation requires water utility owners to “describe any major expenses incurred during the period covered by the report to install, repair or replace required equipment.”

In 2020, York Region invested \$12.3 million installing, repairing or replacing equipment used to treat, store and deliver safe drinking water. This is a small cost compared to water asset replacement cost of \$2.3 billion; this investment demonstrates the importance of routine maintenance to maximize asset performance and minimize costs. These rate-supported costs are funded through the Environmental Services water budget, as approved annually by Council. These expenses do not include operational costs or salaries and are summarized in Attachment 4.

Drinking tap water is the financially and environmentally responsible choice

Tap water is affordable compared to bottled water, and our municipal water is highly regulated and constantly monitored. Bottled water sales continue to grow, and recent statistics show bottled water has surpassed the consumption of other commercially available beverages. The cost of bottled water is significant compared to tap water. For example, spending \$1 on bottled water can buy the equivalent of over 600 bottles worth of tap water. Bottled water also generates waste, plastic that is difficult to recycle and additional costs from packaging and transportation. Drinking tap water is the financially and environmentally responsible thing to do.

6. Local Impact

York Region and its nine local municipalities work together to distribute high quality drinking water

Water quality standards are maintained through collaboration between York Region and the nine local municipalities. Although ownership and operation of the water systems is two-tiered, the Region and the local municipalities coordinate operation of highly efficient and integrated systems to provide safe and uninterrupted water supply to our shared customers.

7. Conclusion

York Region’s drinking water systems must comply with strict provincial regulations to keep drinking water safe. In 2020, all laboratory samples met compliance limits and no non-compliances were identified through Ministry inspections, confirming the excellent performance of York Region’s drinking water systems. The ongoing excellence of our drinking water systems is supported through continual improvement initiatives including data management work that was recently recognized for management innovation by the Ontario Public Works Association.

This report and attachments satisfy the Council reporting requirements in Ontario Regulation 170/03 – Drinking Water Systems and support Council in meeting statutory standard of care requirements under the *Safe Drinking Water Act, 2002*. The drinking water quality and systems data, posted on york.ca/opendata and on york.ca/drinkingwater, satisfy the public-facing water quality and systems information reporting requirements under the Act. It demonstrates the Region's commitment to operational excellence through continual improvement, while also fulfilling our obligation to communicate performance to Council, stakeholders and the public. Council is able to demonstrate due diligence required for decision-making under their statutory standard of care by reviewing and considering the information contained in this report when exercising decision-making authority.

For more information on this report, please contact David Szeptycki, Director of Strategy and Innovation, at 1-877-464-9675 ext. 75723, or Beth Weir, Director of Operations, Maintenance and Monitoring, at 1-877-464-9675 ext. 75340. Accessible formats or communication supports are available upon request.

Recommended by:

Per:


Erin Mahoney, M. Eng.

Commissioner of Environmental Services

Approved for Submission:


Bruce Macgregor

Chief Administrative Officer

March 19, 2021
Attachments (4)
12417067

2020 SUMMARY OF ADVERSE WATER QUALITY INCIDENTS AND CORRECTIVE ACTIONS

The Ministry of Environment, Conservation and Parks and the York Region Medical Officer of Health were satisfied with corrective actions taken for all events in the summary below and had no further direction.

Ansnoeveldt Drinking Water System

Incident Description	Date	Test Result	Corrective Action
Sodium > 20.0 mg/L	Apr 15	41.9 mg/L	Operator attended site. Resample taken.

Aurora Sub-System (York Drinking Water System)

Incident Description	Date	Test Result	Corrective Action
Combined Chlorine Residual > 4.0 mg/L (Regulatory Relief Sites)	Jul 05	5.00 mg/L	Reported as due diligence. Operator attended site. Facility returned to normal operation. Compliant grab sample taken.

Ballantrae-Musselman's Lake Drinking Water System

There were no adverse water quality incidents for this drinking water system

Georgina Drinking Water System

Incident Description	Date	Test Result	Corrective Action
Filter Performance	Dec 17	>0.1 NTU	Filter performance monitored continuously, alarms halted flow through affected equipment. Operator attended site, facility restored to normal operation.
Fluoride > 1.5 mg/L	Jul 08	5.00 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
	Dec 04	2.00 mg/L	Flow halted upon alarm and prevented water from entering the distribution system. Operator attended site. Facility returned to normal operation. Compliant grab sample taken.
Free Chlorine Residual < 0.05 mg/L	Sep 06	0.00 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
Sodium > 20.0 mg/L	Apr 01	32.5 mg/L	Operator attended site. Resample taken.

Holland Landing Sub-System (York Drinking Water System)

There were no adverse water quality incidents for this drinking water system

Keswick Sub-System (York Drinking Water System)

Incident Description	Date	Test Result	Corrective Action
Filter Performance	Mar 23	2.99 NTU	Filter performance monitored continuously, alarms halted flow through affected equipment. Operator attended site, facility restored to normal operation.
	Aug 09	No coagulant	Operator attended site, restored facility to normal operation.
Fluoride > 1.5 mg/L	Feb 27	1.56 mg/L	Flow halted upon alarm and prevented water from entering the distribution system. Operator attended site. Facility returned to normal operation. Compliant grab sample taken.
	Mar 20	1.96 mg/L	Flow halted upon alarm and prevented water from entering the distribution system. Operator attended site. Facility returned to normal operation. Compliant grab sample taken.
	May 21	1.68 mg/L	Reported as due diligence. Operator attended site. Facility returned to normal operation. Compliant grab sample taken.

King City Sub-System (York Drinking Water System)

There were no adverse water quality incidents for this drinking water system

Kleinburg Sub-System (York Drinking Water System)

There were no adverse water quality incidents for this drinking water system

Mount Albert Drinking Water System

There were no adverse water quality incidents for this drinking water system

Newmarket Sub-System (York Drinking Water System)

Incident Description	Date	Test Result	Corrective Action
Combined Chlorine Residual > 4.0 mg/L (Regulatory Relief Sites)	Dec 29	4.06 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.

Nobleton Drinking Water System

There were no adverse water quality incidents for this drinking water system

Schomberg Drinking Water System

Incident Description	Date	Test Result	Corrective Action
Combined Chlorine Residual > 3.0 mg/L	Mar 06	3.07 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
	Mar 21	3.05 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
	Oct 24	3.27 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
	Nov 16	3.42 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
	Nov 25	3.05 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
	Nov 28	3.00 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
	Dec 18	3.18 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
Sodium > 20.0 mg/L	Apr 15	20.2 mg/L	Operator attended site. Resample taken.
	Apr 15	20.9 mg/L	Operator attended site. Resample taken.

Sharon/Queensville Sub-System (York Drinking Water System)

There were no adverse water quality incidents for this drinking water system

Stouffville Sub-System (York Drinking Water System)

Incident Description	Date	Test Result	Corrective Action
Free Chlorine Residual < 0.05 mg/L	May 22	0.04 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.
	Aug 26	0.08 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.

York Drinking Water System: Markham, Richmond Hill, Vaughan

Incident Description	Date	Test Result	Corrective Action
System Pressure < 20 psi	Jan 03	0 PSI	Watermain break was repaired, disinfected, and flushed. Microbiological samples confirmed no contamination.
Combined Chlorine Residual > 3.0 mg/L	Apr 13	3.53 mg/L	Operator attended site, facility restored to normal operation. Compliant grab sample taken.

2020 SUMMARY OF INSPECTION FINDINGS AND CORRECTIVE ACTIONS

System Name and Inspection Date	Inspection Score (%)	Summary of Findings and Corrective Actions
Municipality: Aurora		
Aurora DWS September 25, 2020	100	There were no non-compliance findings or best management practice recommendations from this inspection.
Municipality: East Gwillimbury		
Holland Landing DWS July 27, 2020	100	One best management practice recommendation: a due-diligence Adverse Water Quality Incident was accidentally reported under the York Drinking Water System instead of the Holland Landing subsystem. Staff were reminded to verify the correct system/subsystem name when reporting Adverse Water Quality Incidents.
Mount Albert DWS June 24, 2020	100	There were no non-compliance findings or best management practice recommendations from this inspection.
Municipality: King		
Ansnoeveldt DWS August 4, 2020	100	There were no non-compliance findings or best management practice recommendations from this inspection.
Nobleton DWS May 6, 2020	100	There were no non-compliance findings or best management practice recommendations from this inspection.
Schomberg DWS August 11, 2020	100	There were no non-compliance findings or best management practice recommendations from this inspection.
Municipality: Newmarket		
Newmarket DWS July 28, 2020	100	There were no non-compliance findings or best management practice recommendations from this inspection.
Municipality: Georgina		
Keswick DWS January 15, 2020	100	There were no non-compliance findings or best management practice recommendations from this inspection.

System Name and Inspection Date	Inspection Score (%)	Summary of Findings and Corrective Actions
Municipality: Whitchurch-Stouffville		
Ballantrae-Musselman's Lake DWS July 21, 2020	100	There were no non-compliance findings or best management practice recommendations from this inspection.
Municipality: Markham, Richmond Hill, Vaughan		
York DWS January 20, 2020	100	There were no non-compliance findings or best management practice recommendations from this inspection.

eDOCS #12543658

2020 PERFORMANCE DATA SUMMARIES FOR YORK REGION'S DRINKING WATER SYSTEMS (DWS)

2020 Water Quality & Capacity Summary | Ansnorveldt DWS

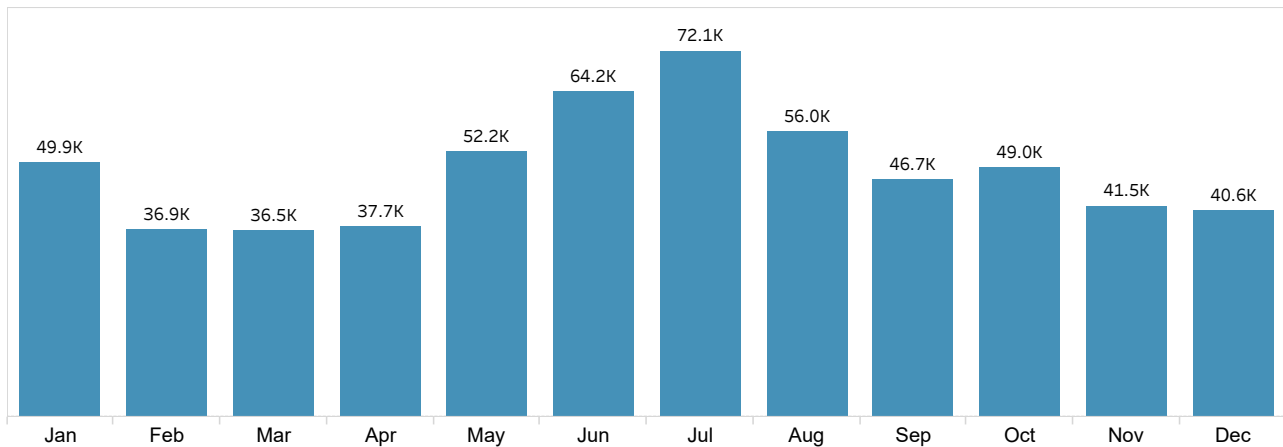
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Ansnorveldt DWS.

Chlorine	Fluoride	Sodium	Lead
1.59 mg/L	0.23 mg/L	41 mg/L	Not Detected (<0.0005 mg/L)

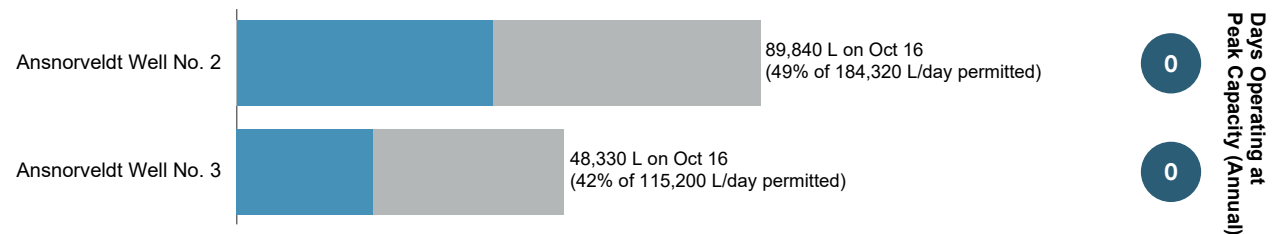
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Ansnorveldt DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Aurora DWS

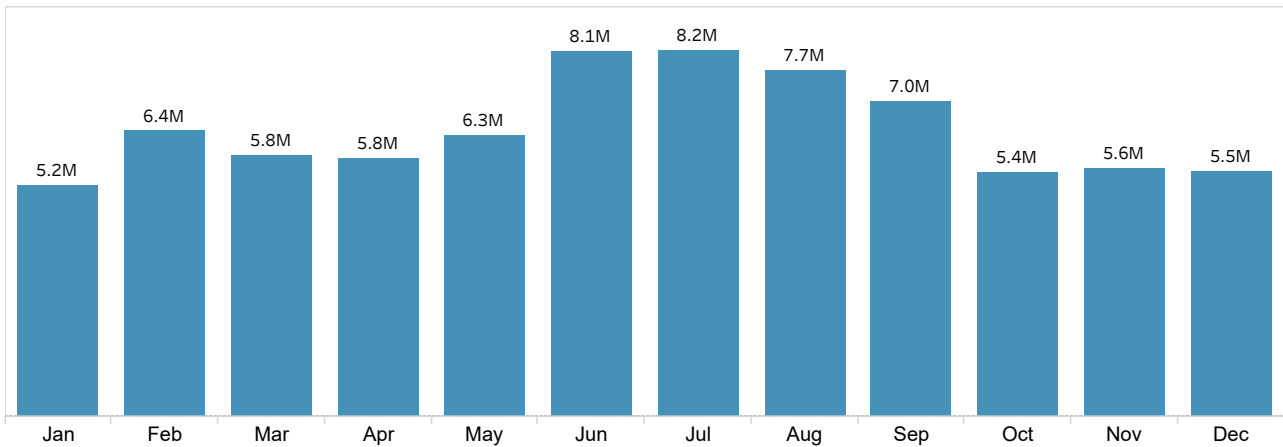
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Aurora DWS.

Chlorine	Fluoride	Sodium	Lead
2.61 mg/L	0.34 mg/L	17 mg/L	Not Detected (<0.0005 mg/L)

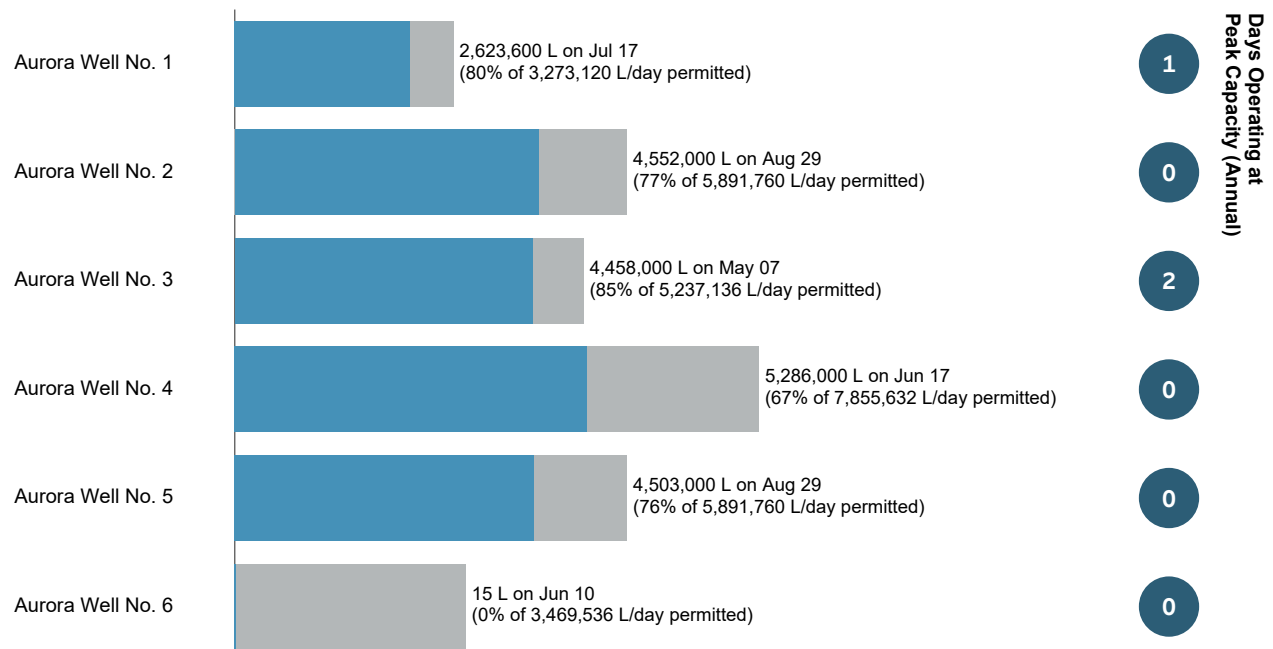
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Aurora DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Ballantrae/Musselman's Lake DWS

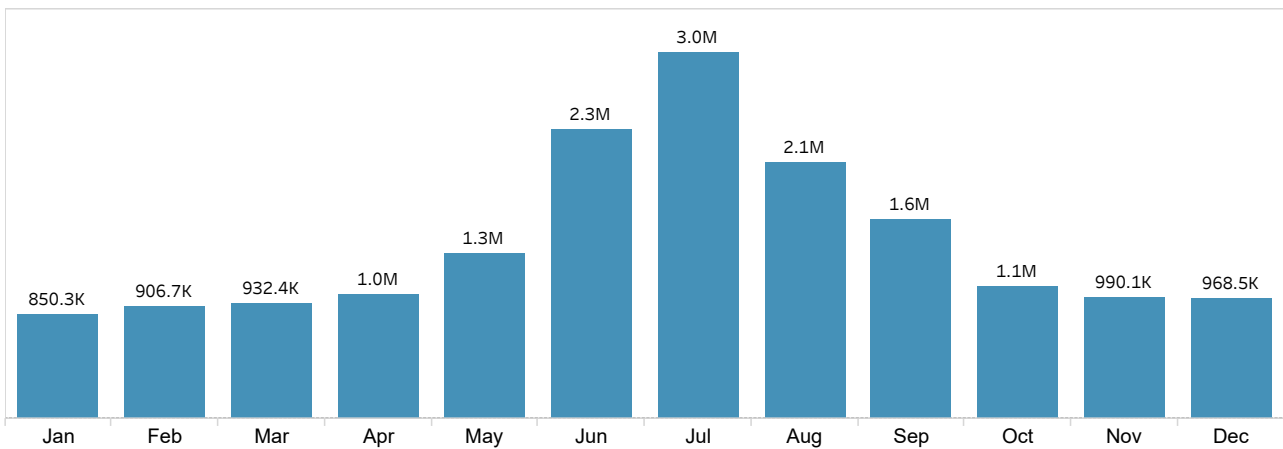
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Ballantrae/Musselman's Lake DWS.

Chlorine	Fluoride	Sodium	Lead
1.63 mg/L	0.07 mg/L	13 mg/L	Not Detected (<0.0005 mg/L)

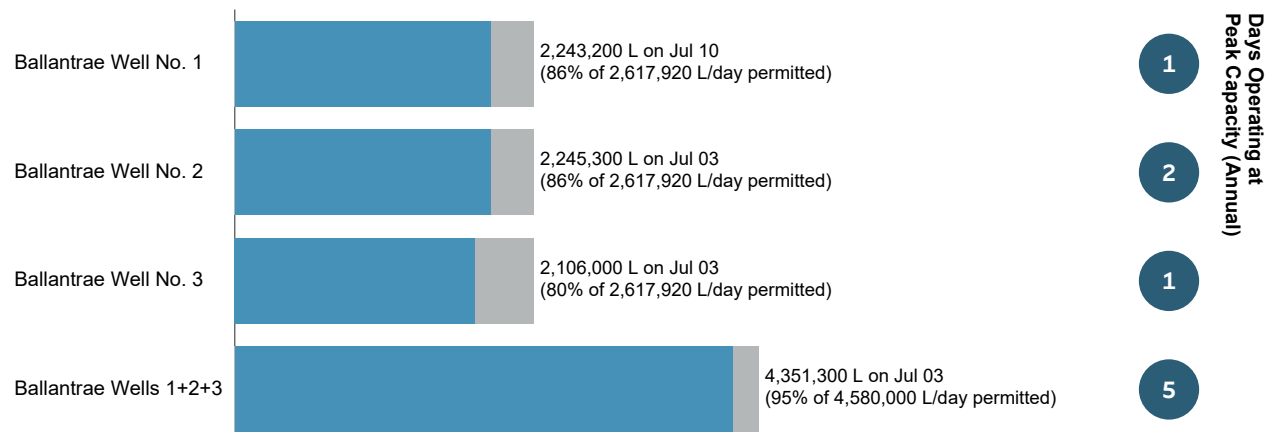
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Ballantrae/Musselman's Lake DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Georgina DWS

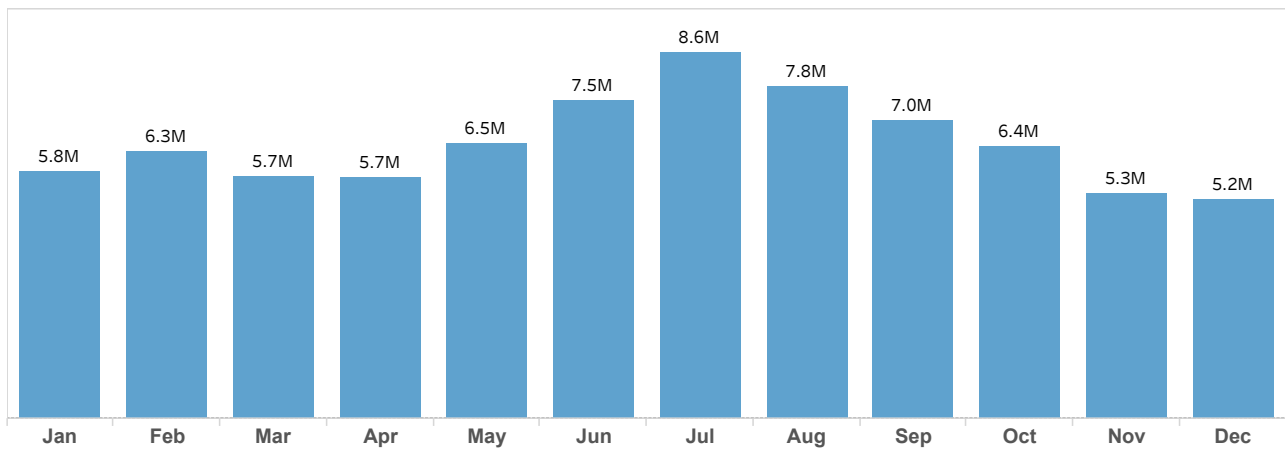
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Georgina DWS.

Chlorine	Fluoride	Sodium	Lead
1.63 mg/L	0.68 mg/L	32 mg/L	Not Detected (<0.0005 mg/L)

System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Georgina DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Holland Landing DWS

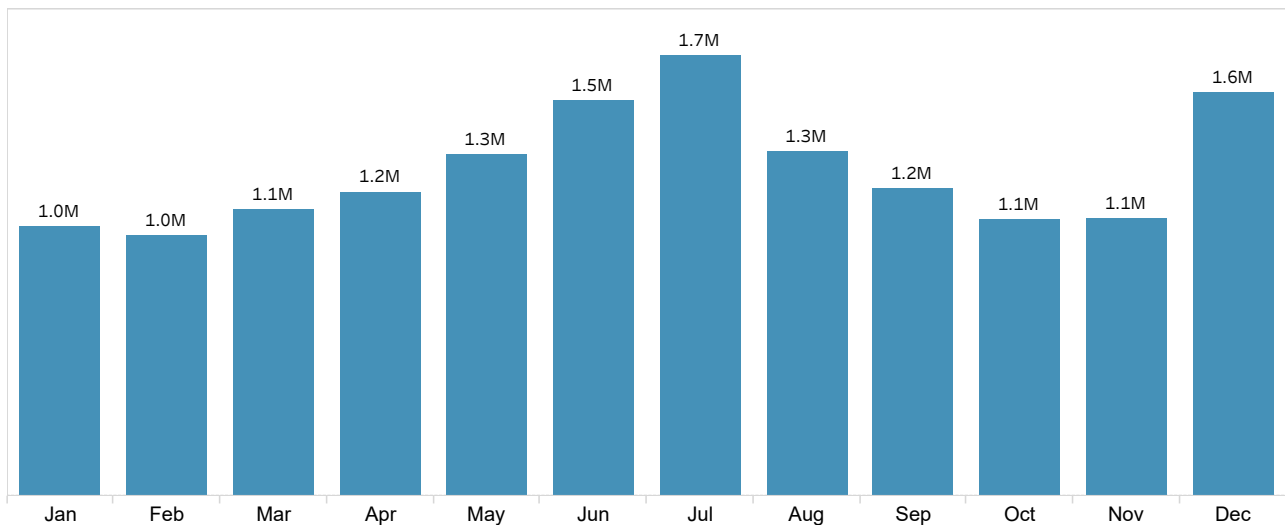
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Holland Landing DWS.

Chlorine	Fluoride	Sodium	Lead
2.54 mg/L	0.20 mg/L	21 mg/L	0.0006 mg/L

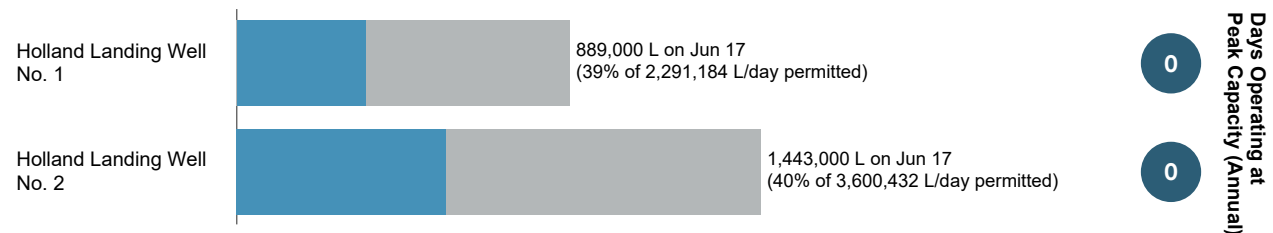
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Holland Landing DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Keswick DWS

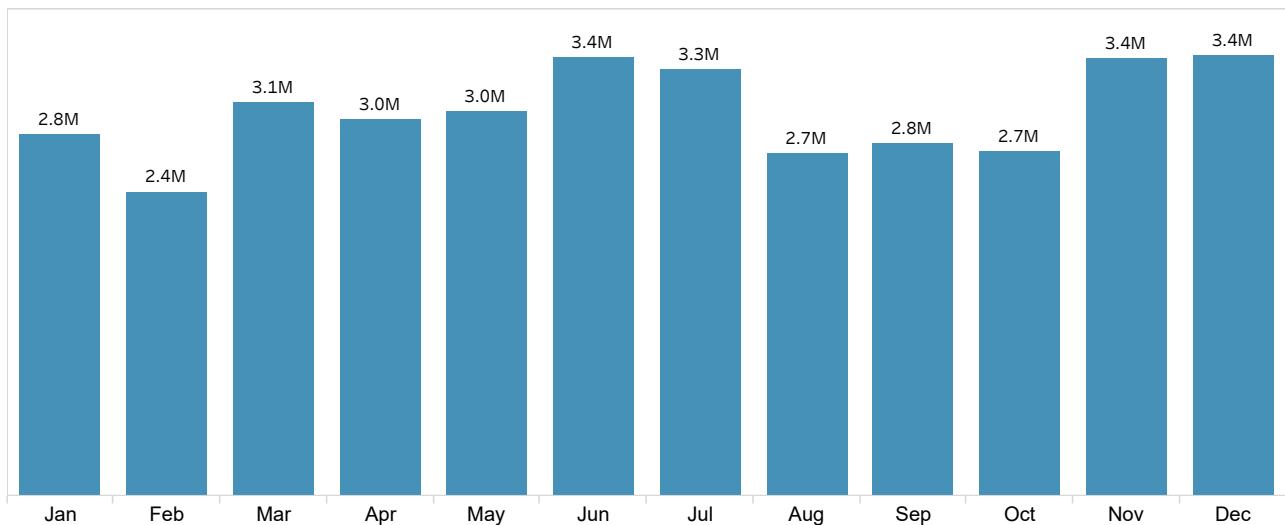
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Keswick DWS.

Chlorine	Fluoride	Sodium	Lead
1.39 mg/L	0.62 mg/L	36 mg/L	Not Detected (<0.0005 mg/L)

System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Keswick DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | King City DWS

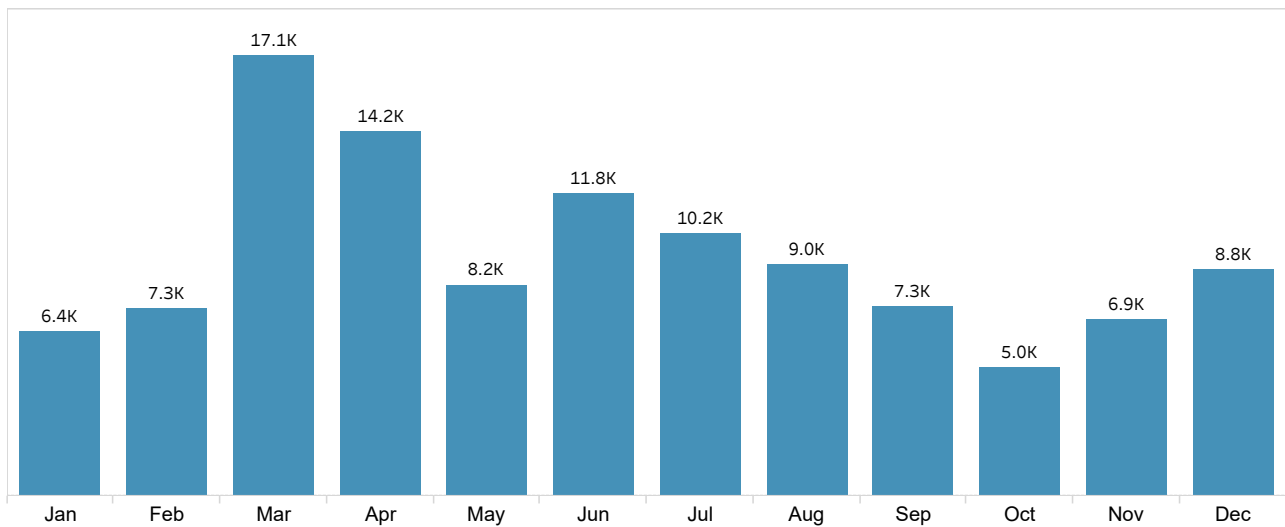
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the King City DWS.

Chlorine	Fluoride	Sodium	Lead
1.91 mg/L	0.55 mg/L	23 mg/L	Not Detected (<0.0005 mg/L)

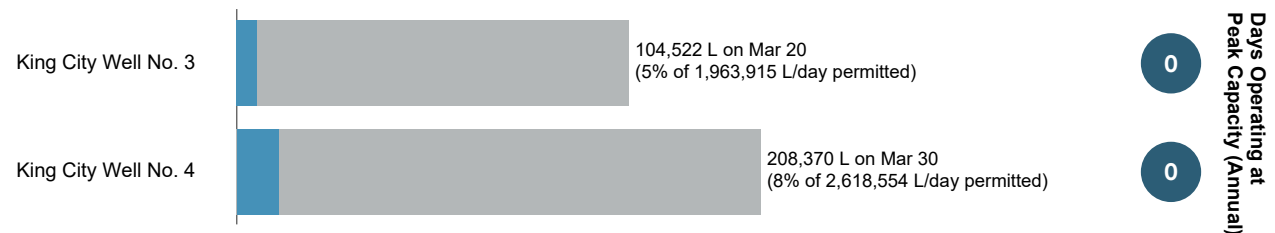
System Monthly Average Flow

The following chart shows the average flow of water withdrawn from wells (but not directed to users) in litres per day (L/day) each month in the King City DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Kleinburg DWS

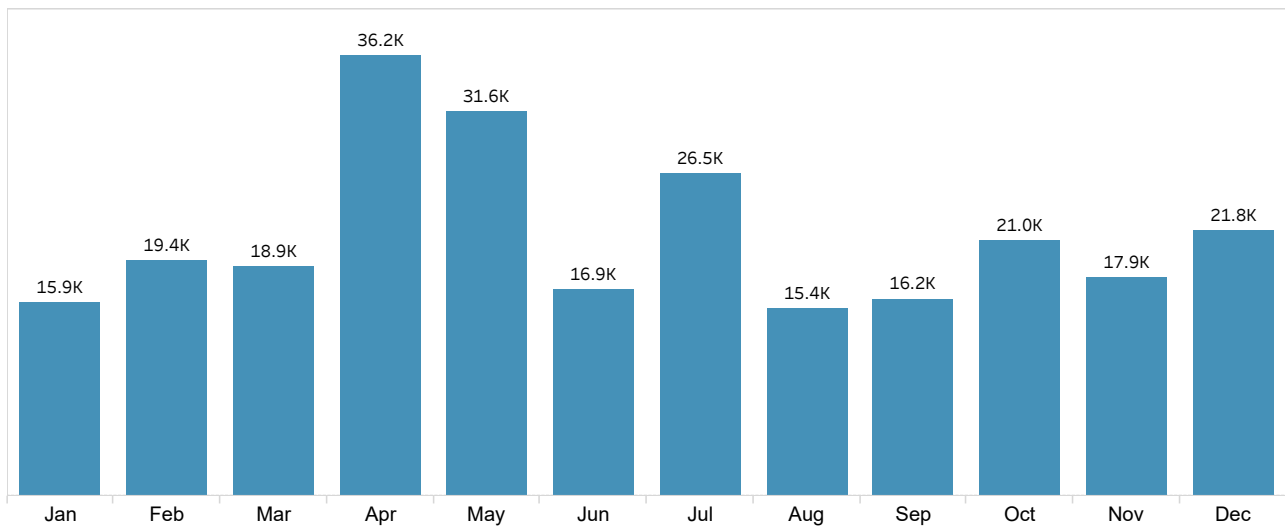
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Kleinburg DWS.

Chlorine	Fluoride	Sodium	Lead
1.84 mg/L	0.54 mg/L	23 mg/L	Not Detected (<0.0005 mg/L)

System Monthly Average Flow

The following chart shows the average flow of water withdrawn from wells (but not directed to users) in litres per day (L/day) each month in the Kleinburg DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Mount Albert DWS

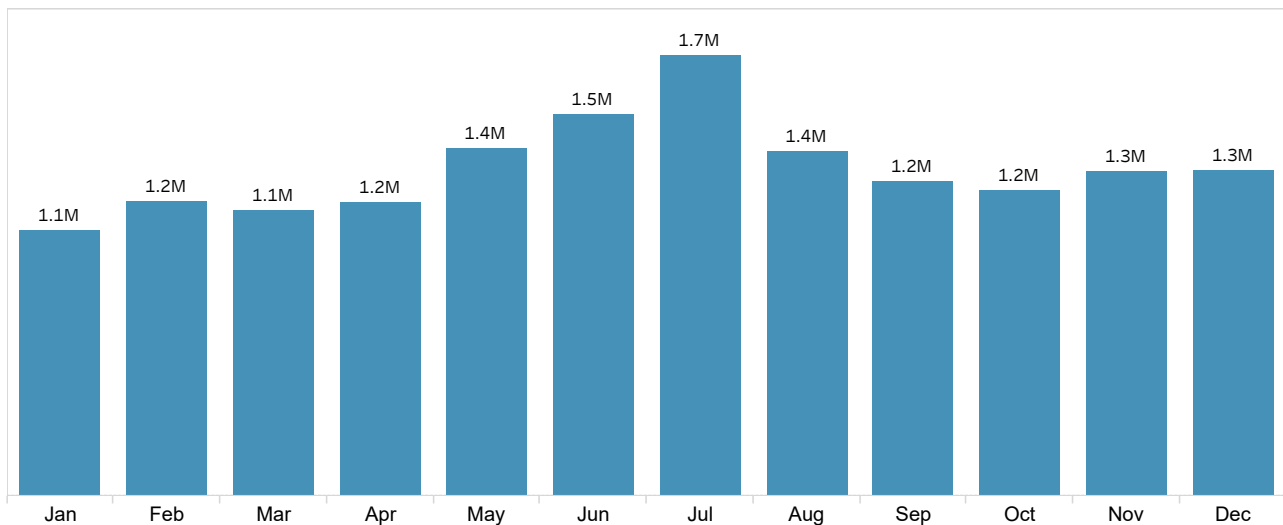
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Mount Albert DWS.

Chlorine	Fluoride	Sodium	Lead
1.55 mg/L	0.06 mg/L	12 mg/L	Not Detected (<0.0005 mg/L)

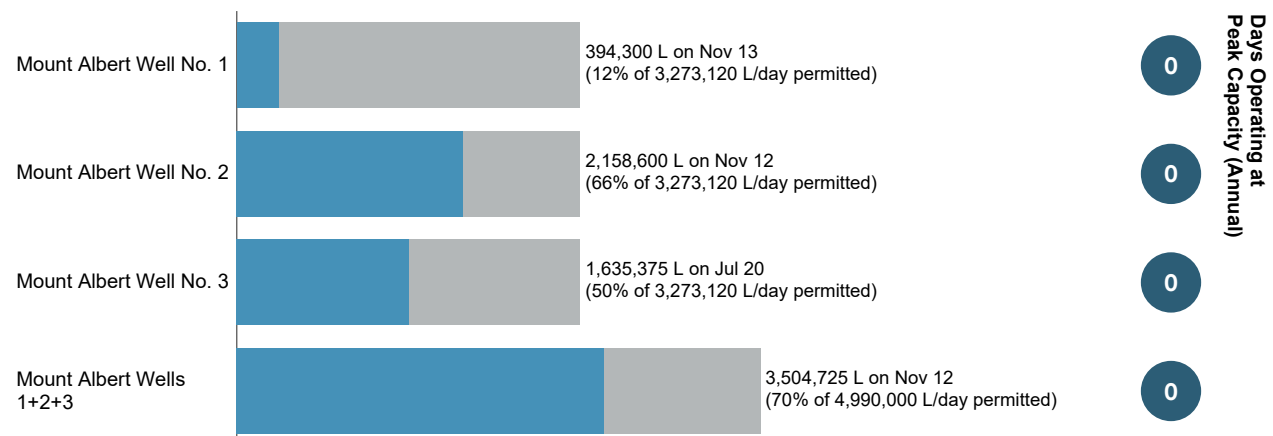
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Mount Albert DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Newmarket DWS

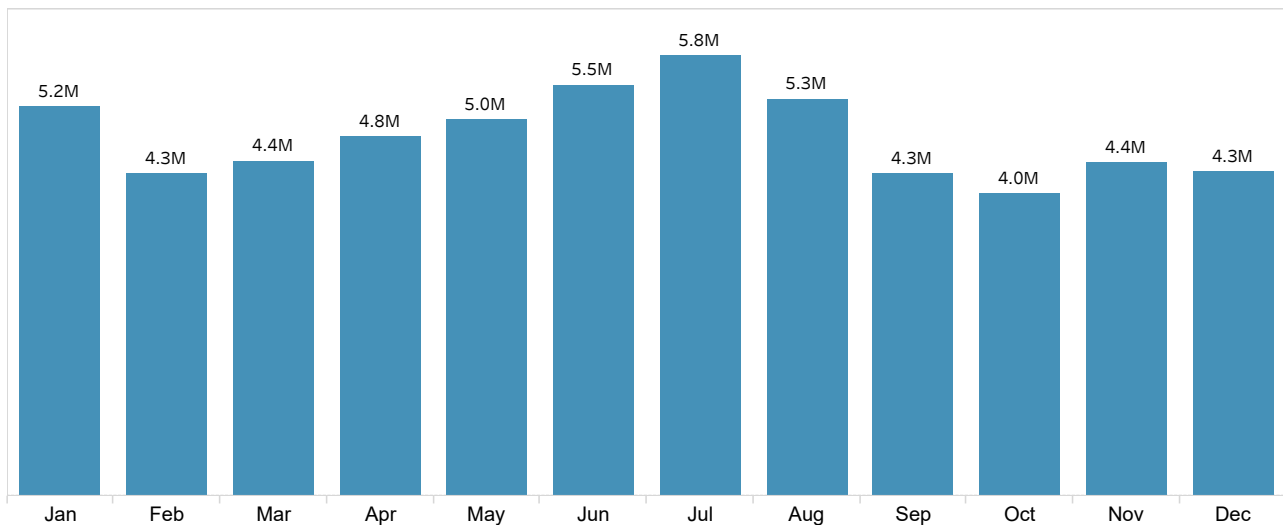
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Newmarket DWS.

Chlorine	Fluoride	Sodium	Lead
2.53 mg/L	0.29 mg/L	19 mg/L	Not Detected (<0.0005 mg/L)

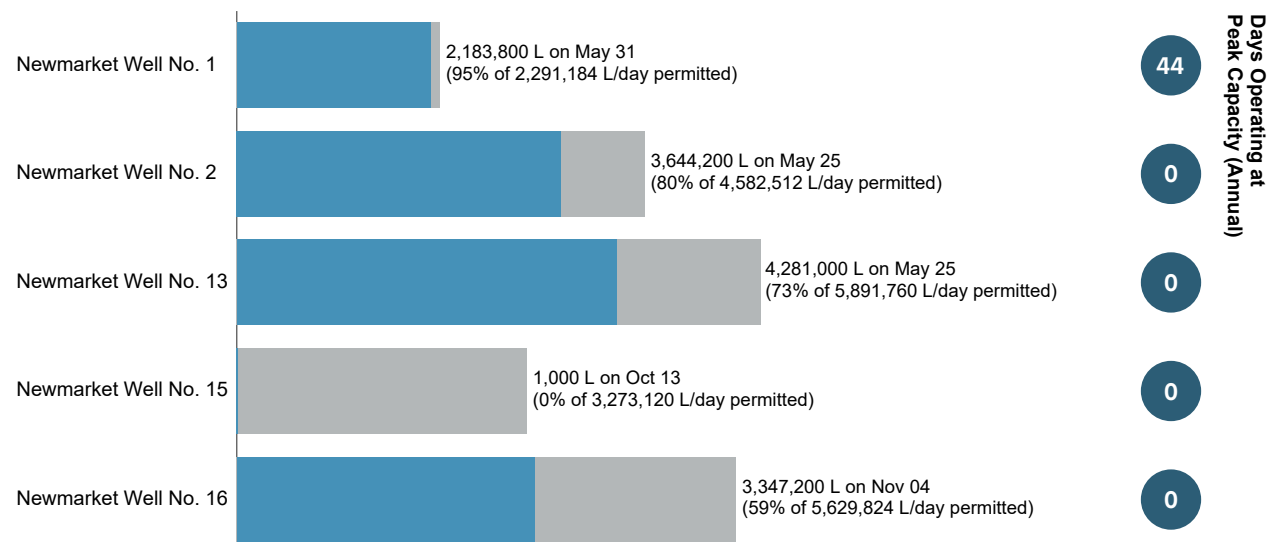
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Newmarket DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Nobleton DWS

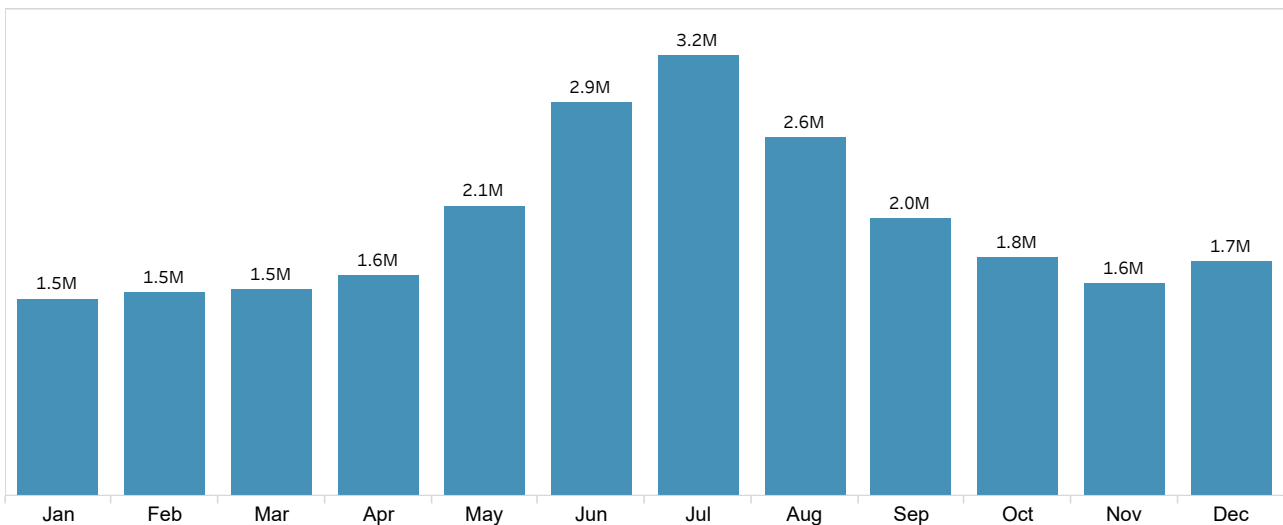
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Nobleton DWS.

Chlorine	Fluoride	Sodium	Lead
1.55 mg/L	0.10 mg/L	19 mg/L	Not Detected (<0.0005 mg/L)

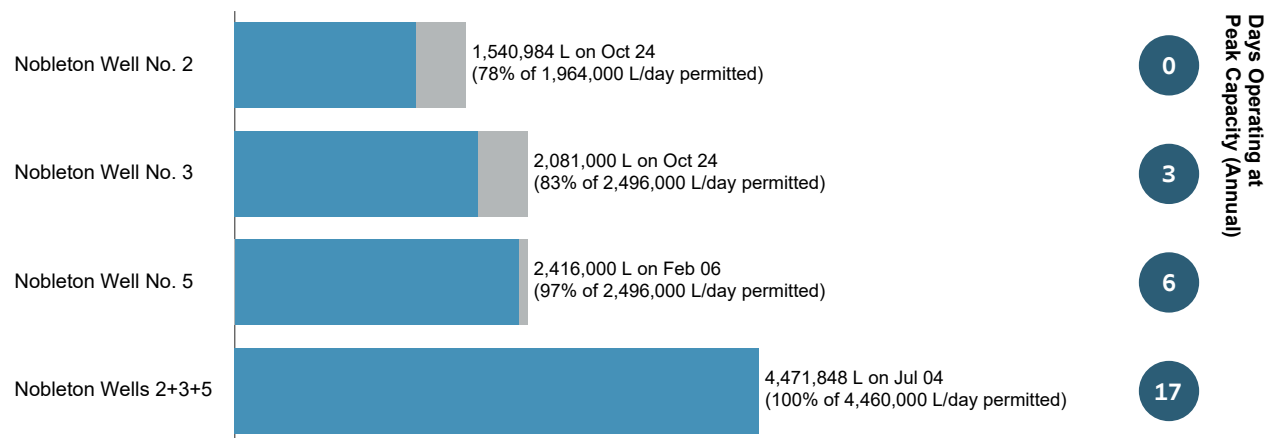
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Nobleton DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Schomberg DWS

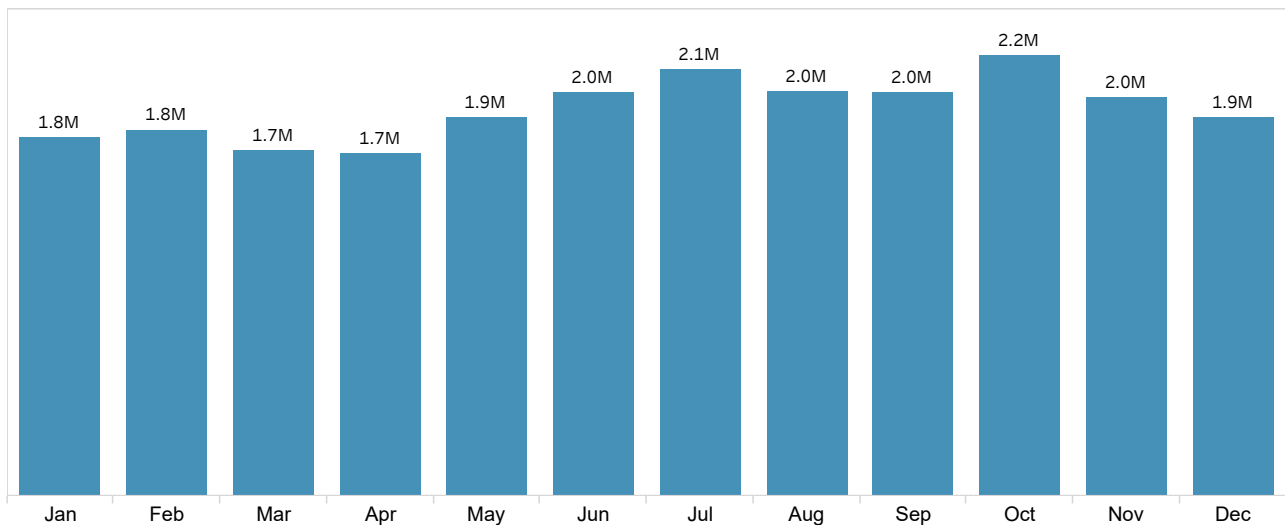
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Schomberg DWS.

Chlorine	Fluoride	Sodium	Lead
2.42 mg/L	0.13 mg/L	20 mg/L	Not Detected (<0.0005 mg/L)

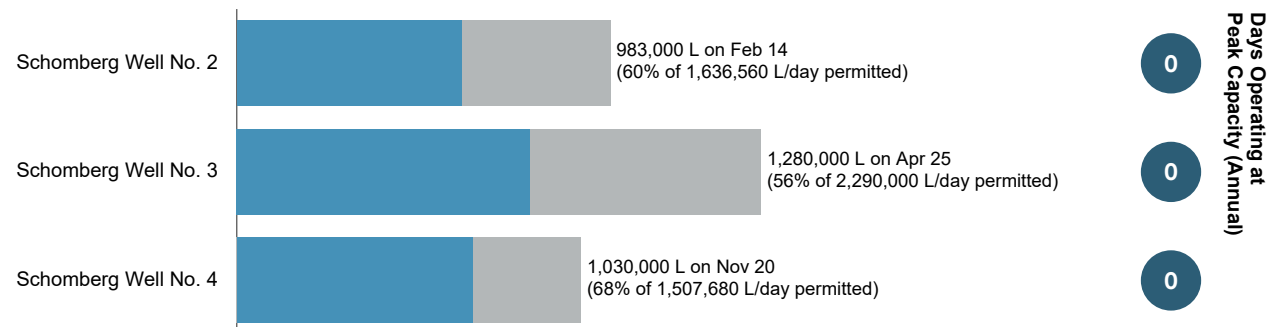
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Schomberg DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Sharon/Queensville DWS

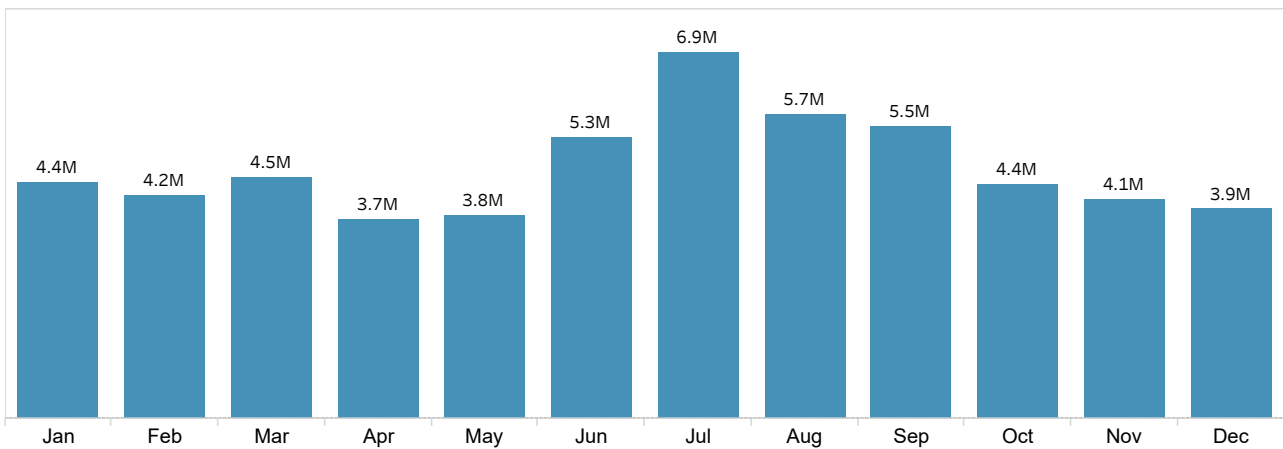
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Sharon/Queensville DWS.

Chlorine	Fluoride	Sodium	Lead
2.46 mg/L	0.18 mg/L	20 mg/L	Not Detected (<0.0005 mg/L)

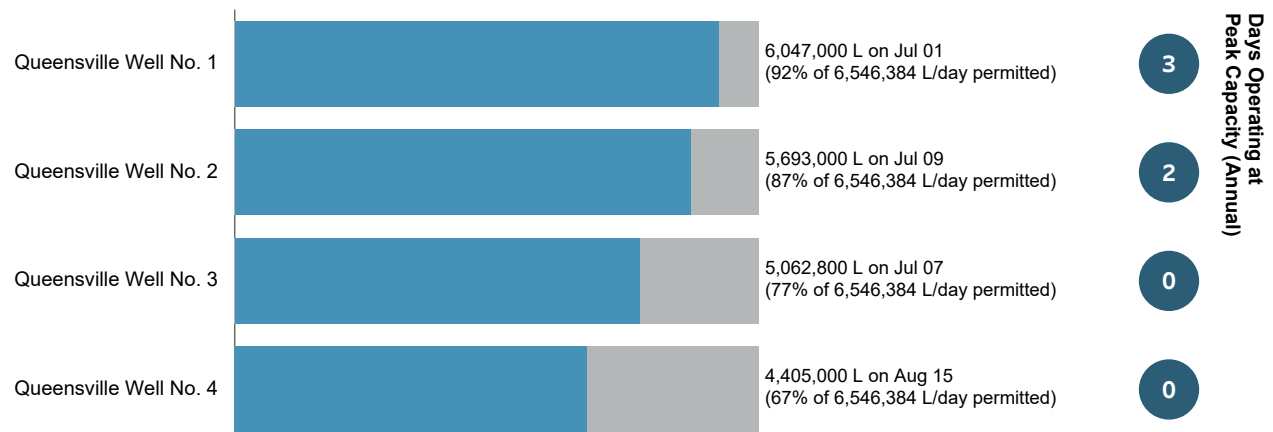
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Sharon/Queensville DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | Stouffville DWS

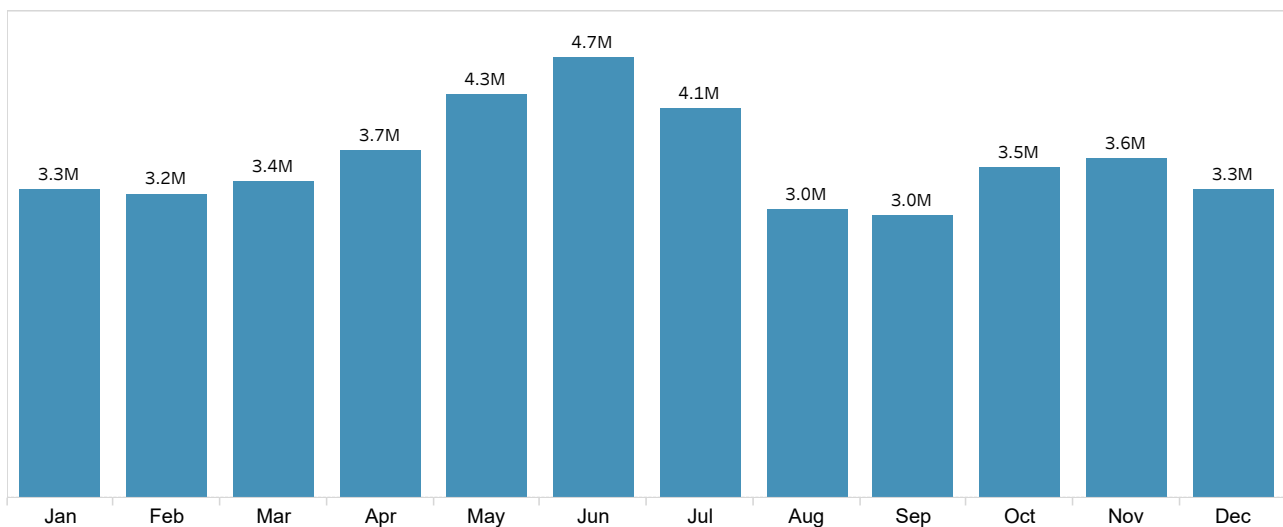
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from treatment and distribution facilities in the Stouffville DWS.

Chlorine	Fluoride	Sodium	Lead
1.52 mg/L	0.11 mg/L	47 mg/L	Not Detected (<0.0005 mg/L)

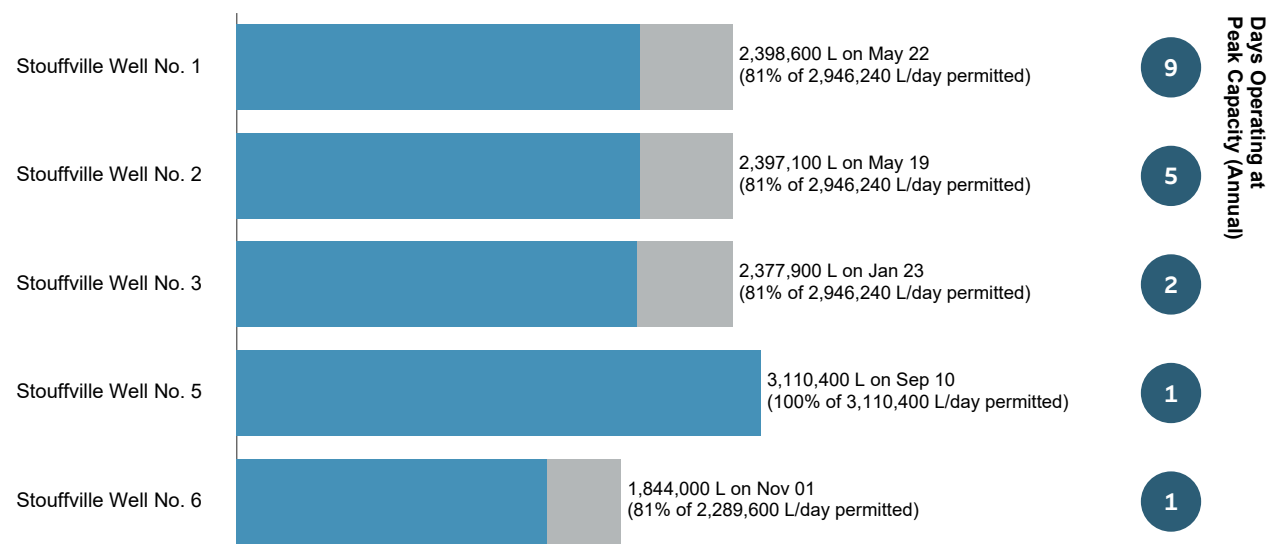
System Monthly Average Flow

The following chart shows the average flow of water produced (treated) in litres per day (L/day) each month in the Stouffville DWS.



Permitted and Actual Maximum Daily Withdrawal

The following chart shows the maximum volume of water withdrawn in a single day from each water supply facility (blue bar) compared to the maximum withdrawal permitted by the Ministry of the Environment, Conservation and Parks (grey bar). Also shown to the right is the number of days where the water supply facilities were operating at peak capacity (greater than 80% of the permitted withdrawal).



2020 Water Quality & Capacity Summary | York DWS

Vaughan | Richmond Hill | Markham

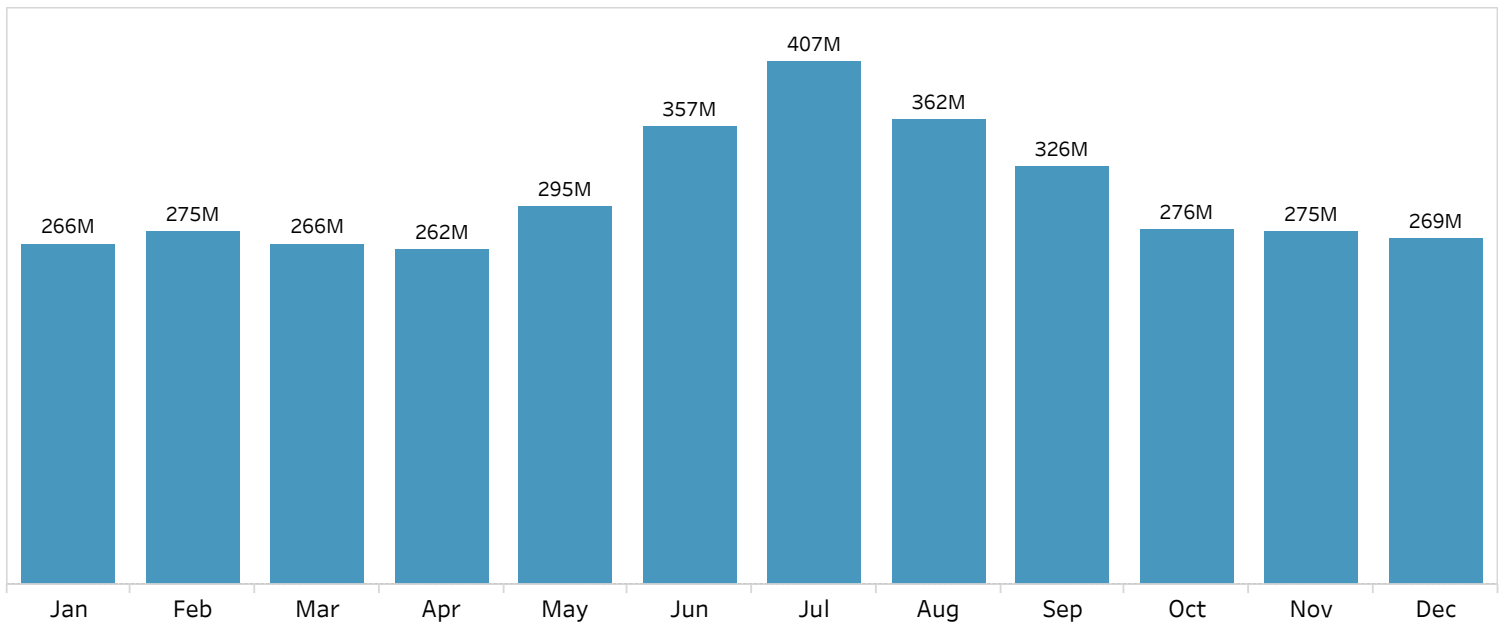
Top Requested Water Quality Parameters

Drinking water is monitored for a wide range of chemical parameters through a combination of continuous monitoring by online analyzers and routine grab samples by operators. The following annual average concentrations in milligrams per litre (mg/L) were reported from distribution facilities in the York DWS.

Chlorine	Fluoride	Sodium	Lead
1.68 mg/L	0.59 mg/L	19 mg/L	0.0005 mg/L

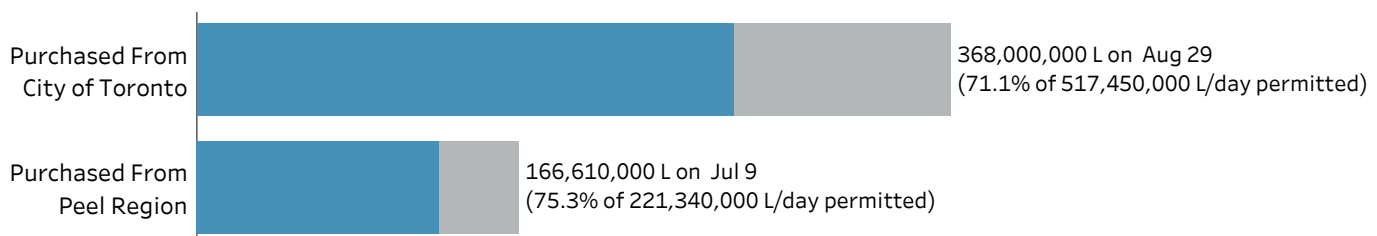
System Monthly Average Flow

The following chart shows the monthly average consumption in million litres per day of purchased Lake Ontario water.



Permitted and Actual Maximum Daily Flow

The City of Toronto and Peel Region supply water to York Region under water supply agreements. The following chart shows the maximum volume of water purchased from each municipality in a single day (blue bar) compared to the maximum flow permitted under the applicable water supply agreement (grey bar).



2020 SUMMARY OF EXPENSES TO INSTALL, REPAIR OR REPLACE REQUIRED EQUIPMENT

This summary fulfills reporting requirement under *Ontario Regulation 170/03 – Drinking Water Systems* to summarize any major expenses incurred to install, repair or replace required equipment. Operating costs are not reflected in these totals.

Drinking Water System	Description of Monetary Expenses	Total
Municipality: Aurora		
Aurora Drinking Water Sub-System	New well installation, pumping station repairs, general maintenance and repairs.	\$430,857
Municipality: East Gwillimbury		
Holland Landing Drinking Water Sub-System	General maintenance and repairs.	\$23,457
Mount Albert Drinking Water System	Standby power generator replacement and upgrades, general maintenance and repairs.	\$605,970
Sharon-Queensville Drinking Sub-Water System	General maintenance and repairs.	\$30,408
Municipality: King		
Ansnoerveldt Drinking Water System	General maintenance and repairs.	\$6,450
King City Drinking Water Sub-System	Elevated tank repairs and upgrades, SCADA upgrades, general maintenance and repairs.	\$922,913
Nobleton Drinking Water System	General maintenance and repairs.	\$19,817
Schomberg Drinking Water System	General maintenance and repairs.	\$30,750
Municipality: Newmarket		
Newmarket Drinking Water Sub-System	Elevated tank re-coating and upgrades, general maintenance and repairs.	\$839,973

Drinking Water System	Description of Monetary Expenses	Total
Municipality: Georgina		
Georgina Drinking Water System	General maintenance and repairs.	\$51,502
Keswick Drinking Water Sub-System	General maintenance and repairs.	\$14,367
Municipality: Whitchurch-Stouffville		
Ballantrae-Musselman's Lake Drinking Water System	General maintenance and repairs.	\$25,840
Stouffville Drinking Water Sub-System	Elevated tank re-coating and upgrades, general maintenance and repairs.	\$891,957
Municipality: Markham, Richmond Hill, Vaughan		
Kleinburg Drinking Water Sub-System	General maintenance and repairs.	\$16,795
York Drinking Water System	Standby power generator replacement and SCADA upgrades, watermain and valve chamber rehabilitation and replacement, general maintenance and repairs.	\$8,379,232
Total:		\$12,290,288

eDOCS #12602116

On April 22, 2021 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Clerks of the local municipalities and the Ontario Chief Drinking Water Inspector (Ministry of the Environment, Conservation and Parks) for information.

The original staff report is attached for your information.

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

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Environmental Services
April 8, 2021

Report of the Commissioner of Environmental Services

2020 Integrated Management System Update Report for Water, Wastewater and Waste Management

1. Recommendation

The Regional Clerk circulate this report to the Clerks of the local municipalities and the Ontario Chief Drinking Water Inspector (Ministry of the Environment, Conservation and Parks) for information.

2. Summary

Providing information on the efficacy of Environmental Services' Integrated Management System supports Council in meeting statutory standard of care requirements under the *Safe Drinking Water Act, 2002* and demonstrates operational due diligence.

Key Points:

- Environmental Services' Integrated Management System is mature, well-established and provides a structured approach to risk mitigation and continual improvement
- Due to COVID-19 and in accordance with Public Health guidance, internal audits shifted to virtual delivery. These audits performed at water, wastewater and waste management facilities provided continued insight into delivery of our services and resulted in improved operational performance and regulatory due diligence
- Accomplishments achieved in 2020 through the Integrated Management System include successful third-party audits (resulting in one minor non-conformity) and successful re-registration to International Organization for Standardization's Quality Management Standard (ISO 9001:2015)

3. Background

Council has a legal obligation to ensure safe drinking water is provided to residents under the *Safe Drinking Water Act, 2002*

Councillors have an important role in ensuring that York Region's drinking water systems provide safe, high-quality drinking water. *Safe Drinking Water Act, 2002* establishes a legal duty on individuals with decision-making authority over municipal drinking water systems, imposing a statutory standard of care. It requires Councillors to exercise a level of care, diligence and skill with regard to municipal drinking water system oversight that a reasonably prudent person would be expected to exercise. Councillors are expected to act with a view to ensuring the protection and safety of users of the municipal drinking water system. York Region Council fulfills this duty in part through ongoing financial support for drinking water systems and supporting continual improvement. Drinking water system performance is outlined in the 2020 Drinking Water Systems Report (also on this agenda), which includes Ministry of the Environment, Conservation and Parks inspection results.

Table 1 summarizes roles and responsibilities, as defined in the Integrated Management System. Council and the Chief Administrative Officer, identified as Corporate Top Management, are required to provide oversight to ensure suitability and effectiveness of the Integrated Management System. Operational Top Management, which includes the Commissioner, Directors and Managers in Environmental Services, fulfills its role in the management system by making strategic and operational decisions and preparing this annual report to Council on our leading Integrated Management System.

Table 1
Roles and Responsibilities for Environmental Services' Integrated Management System (IMS)

Who	Roles and Responsibilities for IMS
Corporate Top Management	
<ul style="list-style-type: none"> • Council • Chief Administrative Officer 	<ul style="list-style-type: none"> • Exercise standard of care • Overall direction for Environmental Services' IMS • Approval of resources and budget
Operational Top Management	
<ul style="list-style-type: none"> • Commissioner • Directors • Managers 	<ul style="list-style-type: none"> • Strategic direction for Integrated Management System • High-level operational decision-making • Drinking Water Quality Management Standard representative

Who	Roles and Responsibilities for IMS
Water, Wastewater and Waste Management Operations	
<ul style="list-style-type: none"> • Water and Wastewater Operators • Waste Management Coordinators • Technical Support Staff • Integrated Management System Coordinators 	<ul style="list-style-type: none"> • Front line operations • Water and wastewater quality sampling • Maintenance, inspections and asset management • Documentation, data capture and validation • Internal audits and regulatory reporting • Operational training requirements

Integrated Management System assists Council with meeting standard of care

Environmental Services' Integrated Management System provides a consistent framework for minimizing operational impacts on the environment and protecting the safety of residents by complying with applicable legal requirements. York Region was the first organization in North America to apply International Organization for Standardization's Environmental Management Standard (ISO 14001) to a wastewater distribution system in 2000. York Region's Integrated Management System continues to evolve through a focused approach of continual improvement to program and service delivery.

The Integrated Management System assists Council by providing confidence that water, wastewater and waste management services are delivered in accordance with planned policies and procedures. Service delivery standards are outlined and confirmed through audits. Audits help identify and mitigate operational risks, deliver feedback for continual improvement, offer transparency and gauge operational resilience. Audit outcomes demonstrate to top management that the system is achieving intended results and support standard of care obligations.

Table 2 summarizes standards applied to Environmental Services' operational areas. York Region's adherence to International Organization for Standardization (ISO) standards is voluntary, while compliance with the Drinking Water Quality Management Standard (DWQMS) is a legal requirement under the *Safe Drinking Water Act, 2002* and the Municipal Drinking Water Licensing Program. By subscribing to multiple standards, the system effectively mitigates environmental and quality risks, while supporting the Region's service delivery and compliance with regulatory requirements.

Table 2
Integrated Management System Framework

Operations	Management Standard	Registered Since
Wastewater	ISO 14001 Environmental Management Standard	2000
Water	ISO 9001 Quality Management Standard	2001
	Drinking Water Quality Management Standard	2009
Waste Management	ISO 14001 Environmental Management Standard	2010
	ISO 9001 Quality Management Standard	2018

Integrated Management System is a framework to manage risk, protect public health and the environment

The Integrated Management System Policy (Figure 1) is a requirement of our registration and provides the foundation for management system commitments. It sets the framework for water, wastewater and waste management quality and environmental objectives. It is displayed at all registered water, wastewater and waste management facilities.

Figure 1 Integrated Management System Policy



Auditing confirms system effectiveness by evaluating conformance with each management system standard

An effective audit program is a critical component of the Integrated Management System. Audit programs monitor compliance with regulatory requirements, conformance with internal requirements and strengthen system performance by identifying continual improvement opportunities.

Facilities and programs are audited via three main types of audits:

- Internal proactive audits
 - Conducted annually by trained auditors within Environmental Services to confirm conformance to management system requirements and to evaluate compliance with regulatory requirements

- ISO external audits
 - Completed annually by a third-party registration body to confirm conformance to ISO 9001 and ISO 14001
- Regulatory DWQMS audit
 - Completed annually by a third-party registration body to confirm conformance to the DWQMS, on behalf of the Ministry of the Environment, Conservation and Parks

4. Analysis

Comprehensive audit program continues to evolve and confirms high level of compliance

Environmental Services' audit program drives regulatory compliance and continual improvement through the Integrated Management System. Audits demonstrate system health and due diligence by ensuring that staff are continually challenging the status quo and looking for opportunities to strengthen delivery of programs and services. To ensure the health and safety of staff and comply with public health measures, internal proactive and third-party audits were conducted virtually in 2020. The virtual audit process continued to evaluate conformance to system requirements through interviews, virtual tours and document reviews. In 2020, Environmental Services conducted 45 internal proactive audits. Each year, audit findings identify internal process improvements and system enhancements. Table 3 summarizes the number of audit findings by audit type, from 2018 to 2020.

Table 3

Number of Audit Findings for Water, Wastewater and Waste Management

Audit Type	2018	2019	2020
Internal Proactive Audit	74	60	48
ISO External Audit	8	0	1
Regulatory DWQMS Audit	0	0	0

A decrease in number of audit findings demonstrates system maturity and successful implementation of continual improvement initiatives. The virtual audit methods used in 2020 successfully met all requirements and objectives and allowed for a thorough review of processes and procedures. Audit processes, technology and data management practices continue to evolve, which allows for refinement of audit delivery, documentation review and data analysis. Best practices learned from virtual audits, such as improved documentation reviews and site visit scheduling will be incorporated into future audit delivery.

Audit findings highlight key priorities and continual improvement initiatives

Internal proactive audits provide an opportunity to evaluate existing processes and identify continual improvement opportunities. Key areas of focus for 2020 included assessing operational controls to mitigate environmental risks and evaluating effectiveness of newly implemented operational processes (i.e. when a new facility is commissioned). Table 4 identifies audit findings from 2020 and includes corrective actions to: update documents to reflect process changes; and, implement process enhancements to drive efficiencies, improvement of asset tracking and confirmation of staff training requirements. Each year, audit findings identify immediate corrective actions and inform key areas of focus for the subsequent year. Environmental Services' Integrated Management System has provided a systematic approach to addressing audit findings for the past 20 years. This practice minimizes risk to the Region and ensures public safety.

Table 4
Number of Internal Audit Findings by Category (2020)

Category	Number of Audit Findings
Documentation	19
Process Improvements	13
Asset Tracking and Calibration	9
Training	5
Miscellaneous	2

Third-party audits resulted in one minor non-conformity and successful re-registration to ISO 9001 Standard

Third-party audits are intended to confirm the Integrated Management System aligns with requirements of ISO and DWQMS standards. They also demonstrate the Region's ability to sustain services that are compliant with applicable regulations and Regional service level targets. In 2020, three external audits were conducted, which resulted in one minor non-conformity related to chemical labelling. This non-conformity did not impact drinking water quality or safety. A corrective action plan was implemented to address the root cause of the issue. Auditor feedback received during these audits and final results of external audits indicate that our operations are performing very well and the Integrated Management System is effectively mitigating known risks.

Operational Top Management confirms adequacy, suitability and effectiveness of the Integrated Management System

Annual management review meetings are required by all three management standards. Operational Top Management uses this opportunity to assess efficacy of the Integrated Management System. The review focuses on system and regulatory performance, audit results, resources, operational risks and opportunities. A collaborative review is critical and helps identify opportunities to improve efficiency and drive results. Through discussion at management review, systemic risks are reviewed and priorities for the upcoming year are established. Operational Top Management met in Q1 2021 to review system performance for 2020 and confirm the adequacy, suitability and effectiveness of the Integrated Management System.

Continual improvement initiatives drive efficiencies in performance

Environmental Services made several enhancements to systems and processes in 2020 to drive efficiencies in water, wastewater and waste management services and mitigate environmental risk. Some of these include:

- Used data to support decision making by improving system performance dashboards and reporting communications through the corporate Customer Relationship Management system
- Streamlined reporting of objectives and targets with emerging risks and opportunities to efficiently track progress on initiatives that mitigate system risk
- Consolidated Integrated Management System training requirements and implemented centralized tracking of training completion
- Prepared for individual producer responsibility at waste depots, including tracking risks associated with transition, adjusting operations and procurement contracts

Together, these initiatives support efficiency, cost savings, risk mitigation and enhanced system performance, which strengthen service delivery in water, wastewater and waste management operations.

Emergency preparedness tools in the Integrated Management System supported COVID-19 response

During initial stages of the COVID-19 pandemic, Environmental Services staff met regularly with the Ministry of the Environment, Conservation and Parks, Canadian Water Network, Regional Public Works Commissioners of Ontario and local municipalities to share best practices to maintain safe delivery of services. To proactively comply with public health measures, operations staff were assigned start locations at facilities throughout the Region to minimize in-person interactions, while support staff worked from home. The Integrated

Management System supported Environmental Services' operational response to COVID-19 by providing a systematic framework and tools for emergency response.

The Integrated Management System has a strong foundation in emergency preparedness and response through emergency procedures, emergency training and testing and conducting lessons learned exercises following an incident. While the COVID-19 pandemic proved a different type of operational emergency, Environmental Services staff continued to meet regulatory and standard requirements through use of interim procedures, non-conformity reporting, virtual audits, and root cause analysis investigations. Annual emergency testing requirements were adapted to align with the department's COVID-19 pandemic response. Improvements identified throughout the emergency response will be incorporated into system documentation and process improvements in 2021.

5. Financial

Integrated Management System helps mitigate risk, comply with regulatory requirements and support continual improvement

Total actual program costs to operate the Integrated Management System in 2020 were \$630,000, representing less than 1% of Environmental Services' gross operating costs. Program costs, including staffing and external audit services, are funded 80% through water and wastewater user rates and 20% from the tax levy designated for waste management activities.

Council's support of the Integrated Management System generates a value-added return on investment. Environmental Services' high scores during regulator inspections are in part attributed to the activities and rigour of the Integrated Management System. The system provides substantial risk mitigation and due diligence, which assists Council in meeting standard of care obligations prescribed in the *Safe Drinking Water Act, 2002*.

6. Local Impact

York Region and local municipal partners benefit from a collaborative approach to service delivery

Environmental Services' Integrated Management System provides benefits to local municipalities as it supports a systematic approach to mitigating full-system risks and environmental impacts. Local municipalities benefit from a systems approach, which drives continual improvement and high-performance that meets regulatory requirements in the shared service delivery model for water, wastewater and waste management operations. All local municipalities maintain a quality management system to meet requirements of the DWQMS. Environmental Services staff meets regularly with municipal and provincial

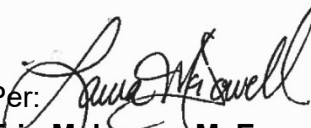
partners to address challenges, share best practices, evaluate operating procedures, and develop common approaches for efficient and effective service delivery.

7. Conclusion

Providing a summary of Environmental Services' performance and enhancements in the context of the Integrated Management System supports Council with meeting standard of care requirements under the *Safe Drinking Water Act, 2002*. Work delivered via the Integrated Management System, including internal and external audits, demonstrates York Region's commitment to ongoing improvement and resiliency of its programs and services. Successful external audits in 2020, including re-certification to ISO 9001, confirm the Integrated Management System is well-established, mature and systematically reduces operational risk. Continual improvement initiatives support system efficiencies and accomplish improved risk mitigation. On an ongoing basis, management confirms adequacy and effectiveness of the Integrated Management System to strengthen the delivery of York Region's water, wastewater and waste management services.

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

Recommended by:

Per: 
Erin Mahoney, M. Eng.

Commissioner of Environmental Services

Approved for Submission:



Bruce Macgregor
 Chief Administrative Officer

March 19, 2021
 11868701

On April 22, 2021 Regional Council made the following decision:

1. Existing speed limits on Regional roads listed in Table 1 of this report be revised as detailed.
2. The Regional Clerk circulate this report to the Clerks of the Towns of Newmarket and Whitchurch-Stouffville, Cities of Markham and Vaughan and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaws.

The original staff report is attached 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.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Transportation Services
April 8, 2021

Report of the Commissioner of Transportation Services

2021 Speed Limit Revisions

1. Recommendations

1. Existing speed limits on Regional roads listed in Table 1 of this report be revised as detailed.
2. The Regional Clerk circulate this report to the Clerks of the Towns of Newmarket and Whitchurch-Stouffville, Cities of Markham and Vaughan and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaws.

2. Summary

This report seeks Council approval to implement recommended speed limit revisions detailed in Table 1. The revisions reflect changing land use and increased urbanization, promote speed limit consistency and improve traffic operations.

Key Points:

- Lowering speed limits is required to protect travellers as the Region continues to intensify
- Speed limit revisions are recommended based on principles defined in the Regional speed limit policy
- Staff propose speed limit revisions detailed in Table 1

3. Background

Speed limit revisions are recommended based on principles defined in the Regional speed limit policy

In 2011, Council approved and adopted a policy for [Establishing Speed Limits on Regional Roads](#) that provides guidelines in setting speed limits on Regional roads to assist in ensuring a consistent approach. The guidelines reference industry standards that help the policy remain current as industry-accepted best practices evolve. The *Highway Traffic Act* gives a

municipal council the authority, by bylaw, to revise speed limits under 100 km/h in its jurisdiction.

The Province has introduced lower rates of speed and neighbourhood speed limits to complement growth

On May 30, 2017, the Province of Ontario passed Bill 65, the *Safer School Zone Act* that permits municipalities to enact neighbourhood speed limit reductions. The current default speed limit is 50 km/h, unless otherwise posted. The *Highway Traffic Act* now allows a municipality to pass a bylaw to set a speed limit less than 50 km/h for roads within a designated area.

Several municipalities in Ontario have initiated programs to systematically lower speed limits in priority areas including, but not limited to:

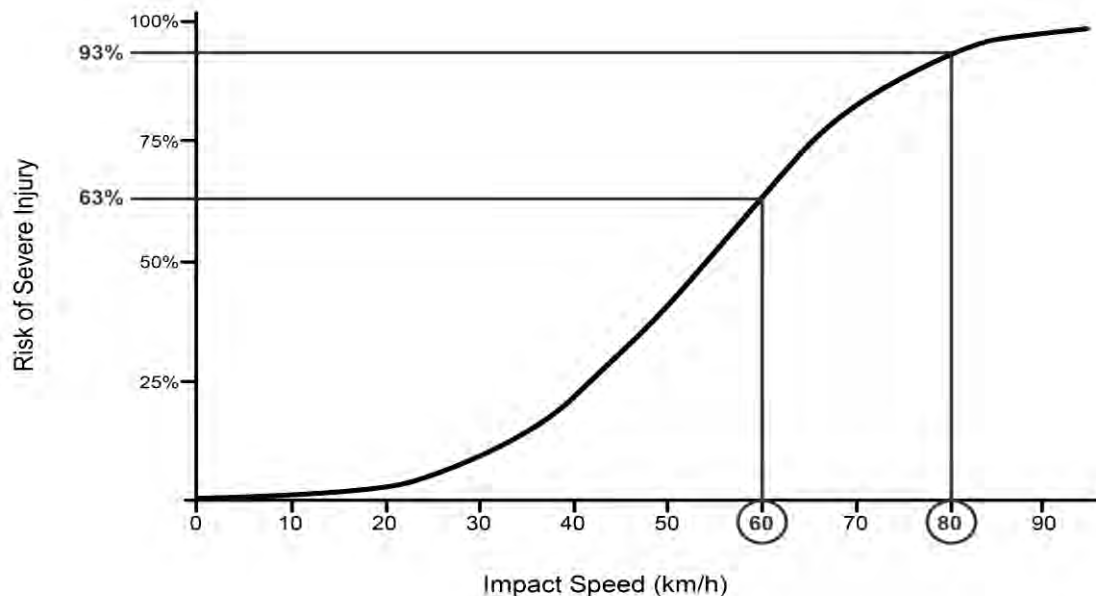
- In 2015, the City of Toronto implemented a 30 km/h speed limit policy on local roads and has also reduced nearly 250 kilometres of major arterial roadways from 60 km/h to 50 km/h based on criteria including a petition, road environment, school and cycling environment and pedestrian and traffic environment.
- In 2017, the City of Ottawa implemented a policy for posting 30 km/h speed limits on existing local roadways taking into account a number of criteria that needs to be met, including high pedestrian presence, limited transit service, traffic volumes and maximum roadway width.
- In 2019, the City of Mississauga began lowering speed limits in 11 different neighbourhoods as part of its Neighbourhood Area Speed Limit Project. In 2021, the City will expand the project to reduce speed limits in all of Mississauga's 150 neighbourhoods. This initiative includes lowering speed limits in front of elementary schools to 30 km/h, except when schools are located on major roads, where the speed limit will mostly remain 40 km/h.

Lowering speed limits is required to protect travellers as the Region continues to intensify

Between 2011 and 2016, the Region's population has grown by 7.5% to 1,109,650 residents. Growth is occurring in existing established communities increasing the built environment density or in greenfield areas using walkable communities planning principles. Since 2011, apartment units have been the fastest growing structure type, increasing by 31% by 2016. From 1996 to 2016, the total number of daily walking or cycling trips has increased 5% annually. The Region is expected to continue to grow to approximately 2.02 million people and 990,000 jobs by 2051.

Physical environment is a key driver in determining the most appropriate travel speed for a roadway. Where a physical environment encourages walking and cycling, pedestrians and cyclists must co-exist with vehicles, resulting in pressure to reduce speed limits. While 24% of vehicle-only collisions resulted in injury or fatality, almost all pedestrian (94%) and cyclist (82%) collisions resulted in injury or death. Figure 2 shows the relationship between the probability of a severe pedestrian injury and vehicle collision speed. As vehicle speed increases, pedestrian severe injury rates rise drastically in a pedestrian/vehicle collision.

Figure 1
Pedestrian Severe Injury Rate in Relation to Vehicle Travel Speed



Source: Adapted from TAC Geometric Guide for Canadian Roads, June 2017

4. Analysis

Setting speed limits consistently across the road network and complementing urbanizing land use encourages compliance and improves traffic operations

The Region's road network is a dynamic system. Staff monitor and periodically review the Regional road network to ensure speed limits are updated in accordance with the Region's speed limit policy and are set at appropriate levels for the road.

Justifications for speed limit revisions are:

- Changing land use – Urbanization resulting from new development and infrastructure can include changing land uses and traffic patterns along a road corridor. When communities are built adjacent to Regional roads, operating conditions of these roads must change to reflect increases in volumes, intersections, driveway connections, turning movements, pedestrians, cyclists and transit activities.
- Promoting consistent speed limits – Speed limits that change frequently within short distances on the same road can result in driver confusion and low compliance. Limiting the number of speed zone changes encourages driver compliance.
- Improving traffic operations – Speed limits that match driver expectations for a given roadway improve traffic operations and increase compliance. An appropriate speed limit increases the amount of time a driver has to react to potential hazards. Speed limits are determined in accordance with existing roadway elements and characteristics.

Speed limit revisions on several Regional road sections have been identified

Proposed speed limit revisions on Regional roads are detailed in Table 1. Maps of these locations are included as Attachments 1 through 6.

Benefits of reduced operating speeds outweigh the marginal travel time increases that would result from the recommended speed limit revisions.

Table 1
Speed Limit Revisions

Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
1 Mulock Drive (Y.R. 74) / Vivian Road (Y.R. 74) from Leslie Street (Y.R. 12) to Woodbine Avenue (Y.R. 8) Attachment 1	Towns of Newmarket and Whitchurch-Stouffville	70 km/h	60 km/h	Improved traffic operation and consistent speed limit
2 Ninth Line (Y.R. 69) from 63 metres north of Reeves Way Boulevard to 180 metres south of Reeves Way Boulevard Attachment 2	Town of Whitchurch-Stouffville and City of Markham	70 km/h	60km/h	Changing land use

Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
3 Major Mackenzie Drive East (Y.R. 25) from Ninth Line (Y.R. 69) to York/Durham Line (Y.R. 30) Attachment 3	City of Markham	80 km/h	70 km/h	Improved traffic operation and changing land use
4 Langstaff Road (Y.R. 72) from Highway 50 (Y.R. 24) to Highway 27 (Y.R. 27) Attachment 4	City of Vaughan	80 km/h	60 km/h	Improved traffic operation and changing land use
5 Major Mackenzie Drive West (Y.R. 25) from Highway 50 (Y.R. 24) to 715 metres west of Barons Street Attachment 5	City of Vaughan	70 km/h	60 km/h	Improved traffic operation and changing land use
6 Major Mackenzie Drive West (Y.R. 25) from Pine Valley Drive (Y.R. 57) to Islington Avenue (Y.R. 17) Attachment 5	City of Vaughan	70 km/h	60 km/h	Improved traffic operation and changing land use
7 King-Vaughan Road (Y.R. 14) from Pine Valley Drive to 400 metres east of Weston Road (Y.R. 56) Attachment 6	City of Vaughan	70 km/h	60 km/h	Improved traffic operation

Citizens are notified of new speed limits through on-street signs and a range of communication tactics

When speed limits are changed on Regional roads, a NEW sign is placed above each speed limit sign at the beginning of the speed zone. The NEW sign remains in place for approximately 60-90 days. Citizens are informed through a range of other communication tactics that include media alerts, social media and information posted on York.ca.

5. Financial

Costs associated with the manufacture and installation of new speed limit signs are included in the proposed 2021 Transportation Services Operating Budget.

6. Local Impact

The proposed speed limit revisions detailed in Table 1 will help reflect changes in land use, traffic operations and promote safety for all travellers. Lower speeds create a more comfortable environment for pedestrians and cyclists that encourages walking and cycling. Local municipal staff support the proposed speed limit revisions.

7. Conclusion

Lower speed limits are required to protect travellers as the Region continues to intensify.

Staff recommends implementing speed limit revisions on Regional roads described in this report. Setting speed limits consistently and complementing urbanizing land use across the road network encourages compliance and improves traffic operations. Bylaw amendments are required before speed limit revisions may be implemented. Pending Council approval, the Regional Solicitor will prepare the necessary bylaws and forward applicable copies to the Towns of Newmarket and Whitchurch-Stouffville, Cities of Markham and Vaughan and Chief of York Regional Police.

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

Recommended by:



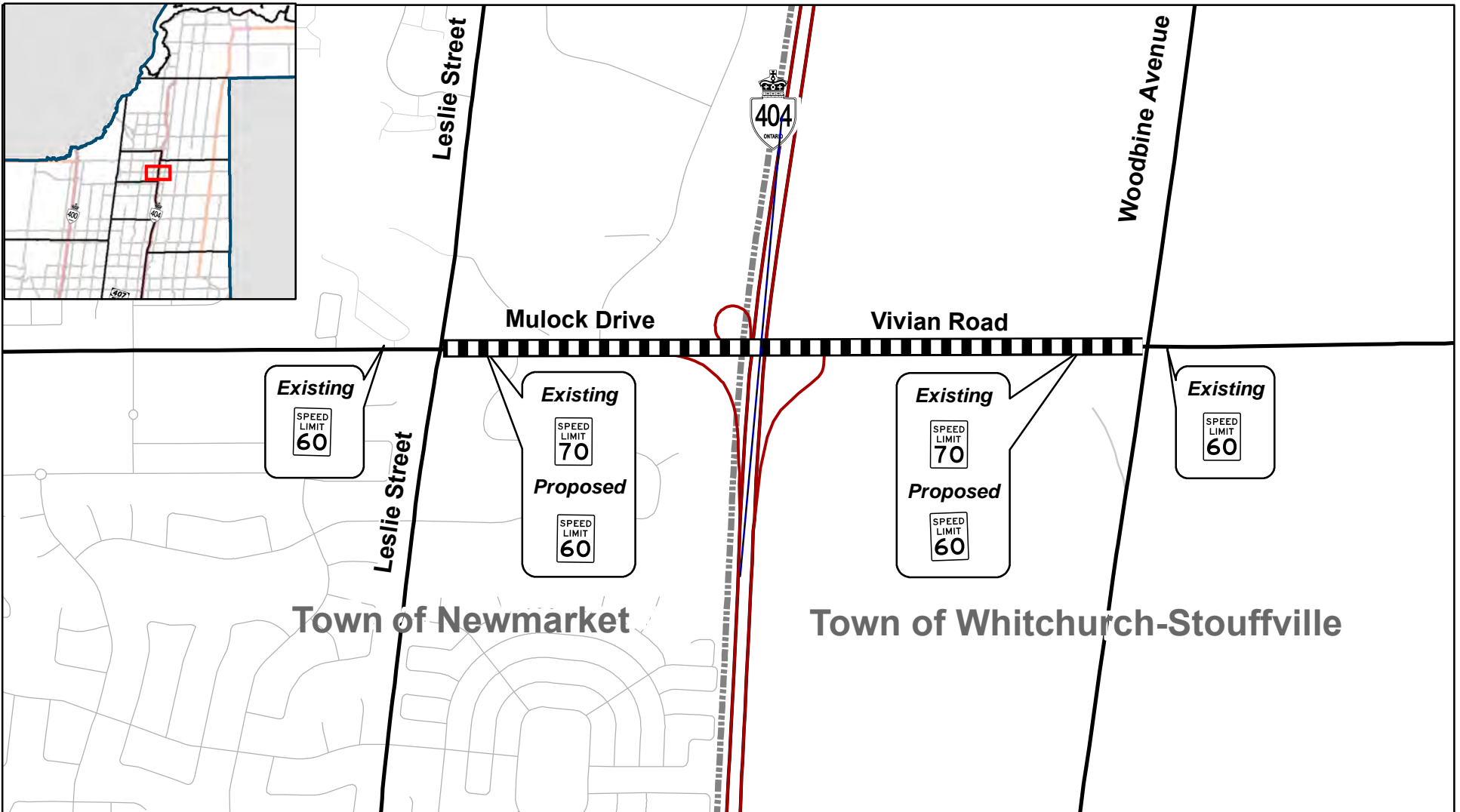
Paul Jankowski
Commissioner of Transportation Services

Approved for Submission:



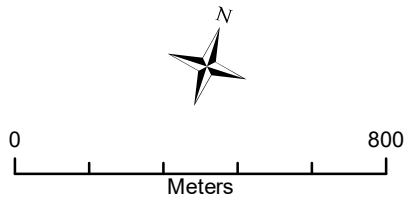
Bruce Macgregor
Chief Administrative Officer



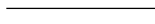


March 19, 2021
Attachments (6)
12135998



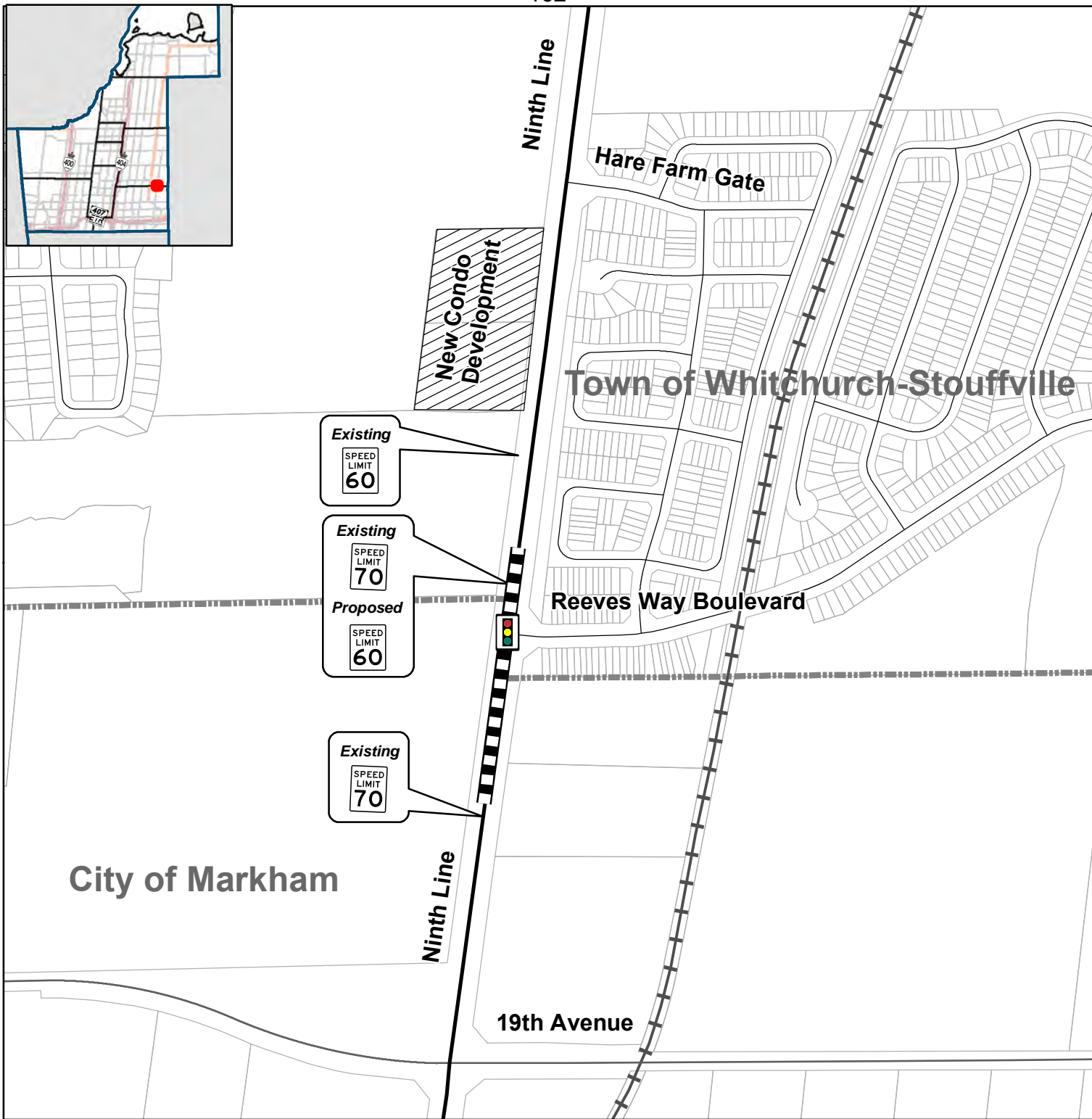
Location Map
Mullock Drive (Y.R. 74) / Vivian Road (Y.R. 74)
Towns of Newmarket and Whitchurch-Stouffville
 2020 Speed Limit Revisions
 April 8, 2021

Produced by:
 Roads and Traffic Operations
 Transportation Services
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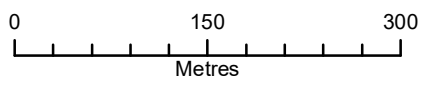


- Legend**
-  70 to 60 km/h
 -  Regional Road
 -  Local Road
 -  Municipal Boundary
 -  Highway










Location Map
Ninth Line (Y.R. 69)
Town of Whitchurch-Stouffville and City of Markham
 2020 Speed Limit Revisions
 April 8, 2021

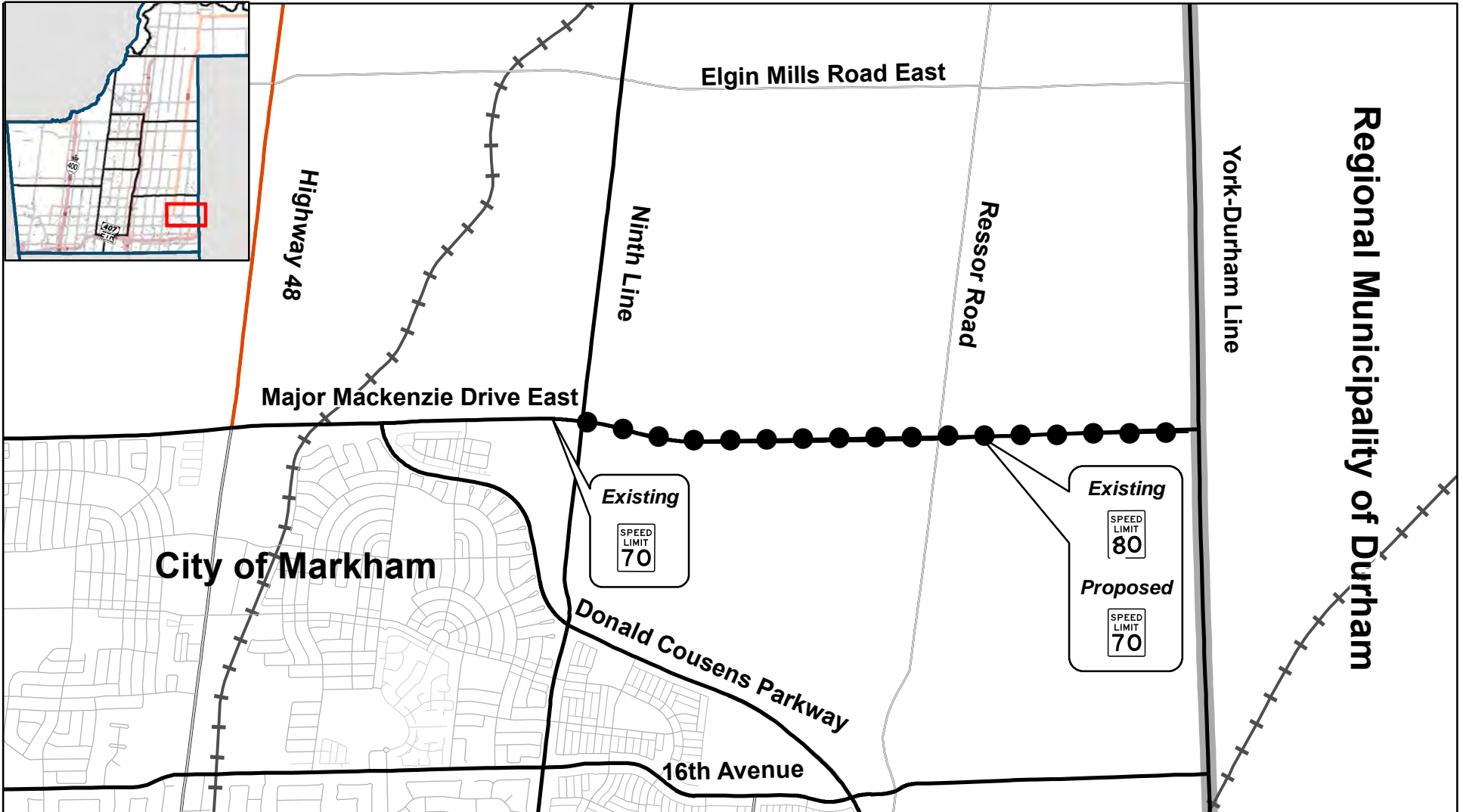


Legend

-  70 to 60 km/h
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-  Local Road
-  Railway Track
-  Municipal Boundary

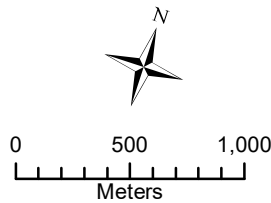


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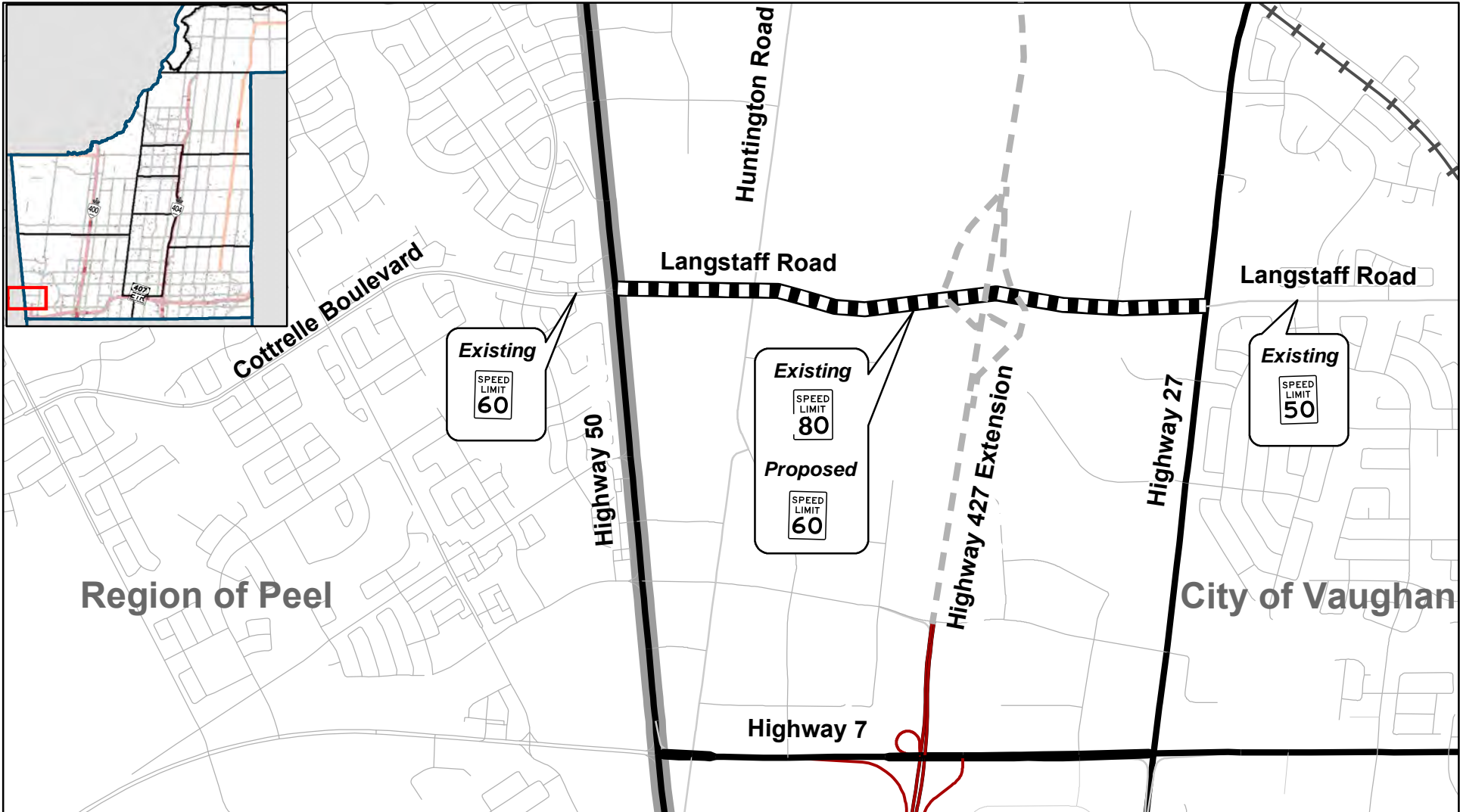
Location Map
Major Mackenzie Drive East (Y.R. 25)
City of Markham
 2021 Speed Limit Revisions
 April 8, 2021

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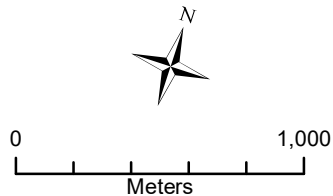
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- 80 to 70 km/h
 - Regional Road
 - Local Road
 - Provincial Road
 - Regional Boundary
 - Railway Track





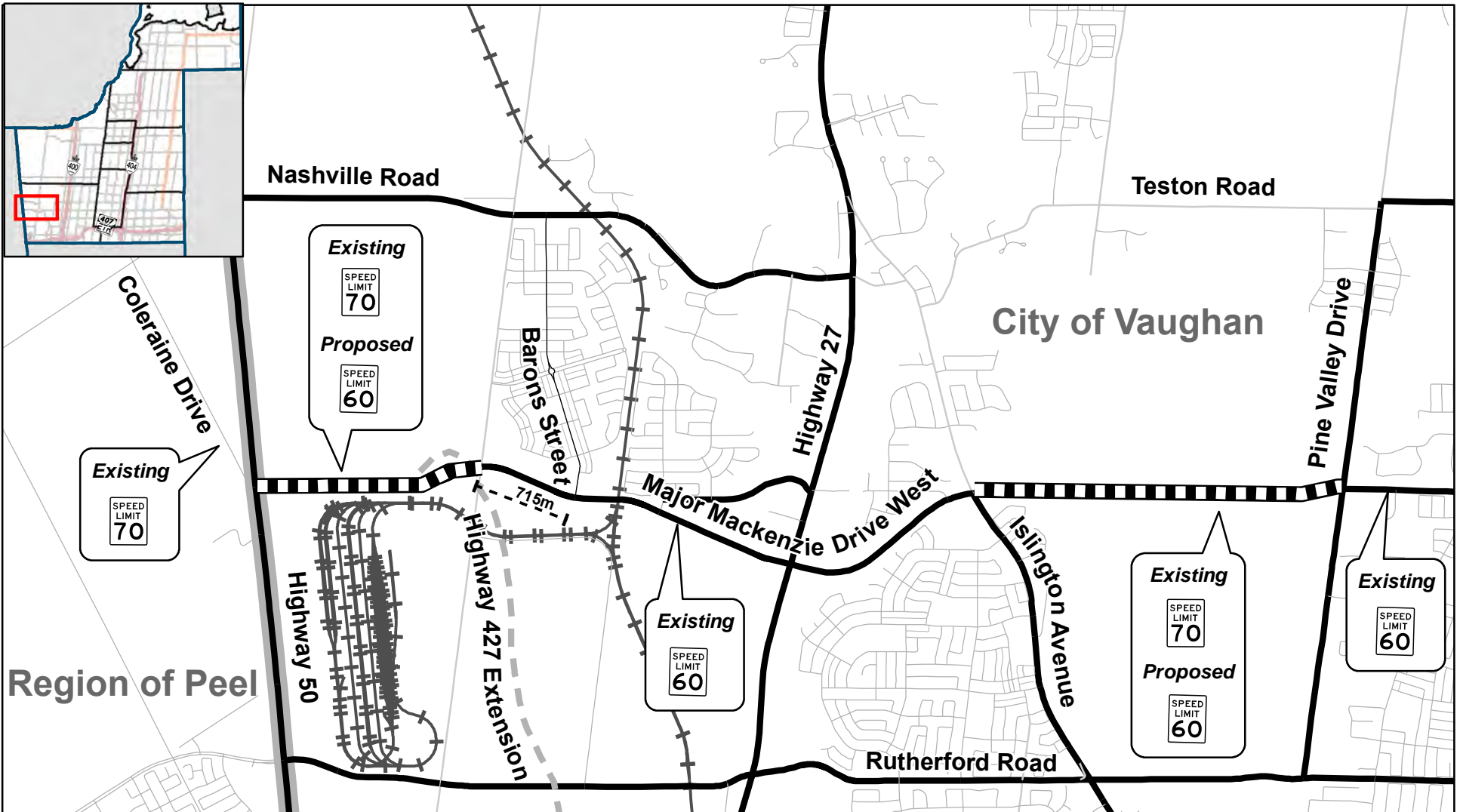
Location Map
Langstaff Road (Y.R. 72)
City of Vaughan
 2021 Speed Limit Revisions
 April 8, 2021

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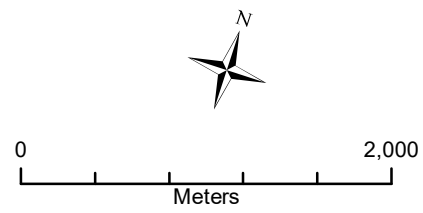
Legend	
	80 to 60 km/h
	Regional Road
	Local Road
	Highway 427 Extension
	Railway Track
	Regional Boundary





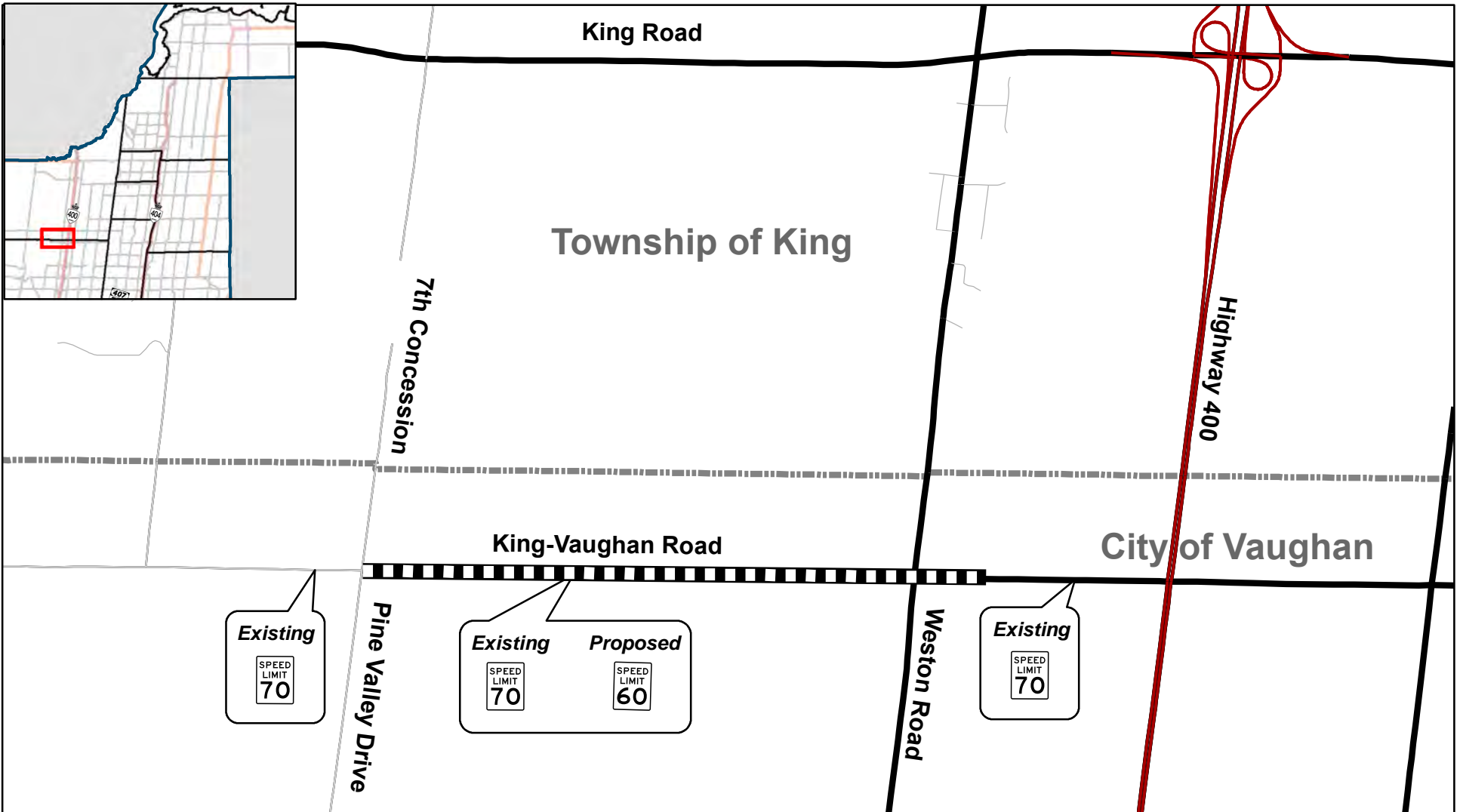
Location Map
Major Mackenzie Drive West (Y.R. 25)
City of Vaughan
 2021 Speed Limit Revisions
 April 8, 2021

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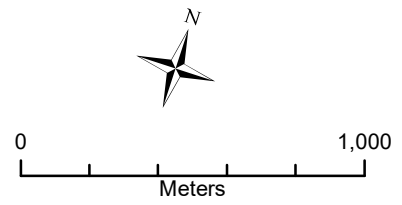
Legend

- 70 to 60 km/h
- Regional Boundary
- Highway
- Highway 427 Extension
- Regional Road
- Railway Track
- Local Road








Location Map
King-Vaughan Road (Y.R. 14)
City of Vaughan
 2021 Speed Limit Revisions
 April 8, 2021

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 Transportation Services
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Legend

	70 to 60 km/h
	Regional Road
	Local Road
	Municipal Boundary
	Highway



On April 22, 2021 Regional Council made the following decision:

1. Council approve the Pedestrian Crossover Policy (Attachment 1) for use on Regional roads.
2. Council authorize the enactment of a bylaw to apply pedestrian crossovers on Regional roads at those locations listed in Table 1.
3. In response to the Town of East Gwillimbury Council resolution, a pedestrian crossover be installed on Yonge Street at Holland Landing Community Centre as it satisfies the proposed policy.
4. In response to the Town of East Gwillimbury Council resolution, a pedestrian crossover not be installed on Mount Albert Road near Countryman Road as it does not satisfy the proposed policy.
5. Council delegate authority to the Commissioner of Transportation Services to implement pedestrian crossovers under the Region's jurisdiction that satisfy the proposed policy and the Regional Clerk be authorized to amend the pedestrian crossover bylaw schedule accordingly.
6. The Regional Solicitor prepare the necessary bylaws.
7. The Regional Clerk circulate this report to the Clerks of the local municipalities, York Regional Police, York Region Public Health and York Region school boards.

The original staff report is attached 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.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Transportation Services
April 8, 2021

Report of the Commissioner of Transportation Services

Pedestrian Crossover Policy Regional Roads

1. Recommendations

1. Council approve the Pedestrian Crossover Policy (Attachment 1) for use on Regional roads.
2. Council authorize the enactment of a bylaw to apply pedestrian crossovers on Regional roads at those locations listed in Table 1.
3. In response to the Town of East Gwillimbury Council resolution, a pedestrian crossover be installed on Yonge Street at Holland Landing Community Centre as it satisfies the proposed policy.
4. In response to the Town of East Gwillimbury Council resolution, a pedestrian crossover not be installed on Mount Albert Road near Countryman Road as it does not satisfy the proposed policy.
5. Council delegate authority to the Commissioner of Transportation Services to implement pedestrian crossovers under the Region's jurisdiction that satisfy the proposed policy and the Regional Clerk be authorized to amend the pedestrian crossover bylaw schedule accordingly.
6. The Regional Solicitor prepare the necessary bylaws.
7. The Regional Clerk circulate this report to the Clerks of the local municipalities, York Regional Police, York Region Public Health and York Region school boards.

2. Summary

This report seeks Council approval of a new Pedestrian Crossover Policy (Policy) for use on Regional roads (Attachment 1) and responds to the Town of East Gwillimbury Council resolution to install pedestrian crossovers on Yonge Street at the Holland Landing Community Centre and on Mount Albert Road near Countryman Road.

Key Points:

- The Province defined new Level 2 pedestrian crossings to enhance pedestrian connectivity (per Ontario Regulation 402/15)
- A pedestrian crossover provides protected crossing opportunities and safety benefits for citizens
- Staff is proposing a new pedestrian crossover policy to provide a consistent method for determining appropriate locations and types of pedestrian crossings to be used on the Regional road network
- Staff has identified three locations for the installation of pedestrian crossings that currently satisfy the proposed Policy criteria
- In response to the Town of East Gwillimbury Council resolution, Yonge Street at Holland Landing Community Centre satisfies the proposed Policy and Mount Albert Road near Countryman Road does not satisfy the proposed Policy
- Multiple communications strategies will be used to educate travellers' understanding of pedestrian crossings

3. Background

Pedestrian signals are currently the only controlled devices used to facilitate protected pedestrian crossing on Regional roads

There are no pedestrian crossings currently installed on Regional roads. The Region has been exclusively installing pedestrian signals to facilitate protected pedestrian mid-block crossing on Regional roads. In 2015, Council adopted the Region's [Traffic and Pedestrian Signal Policy](#), which directly references the Provincial guideline to evaluate the need for pedestrian signals based on pedestrian volume and crossing delay to satisfy installation of a traffic signal. Figure 1 shows a typical pedestrian signal installed on Regional roads.

Figure 1
Pedestrian Signal



Mulock Drive in front of Newmarket High School, Town of Newmarket

The Province enacted Ontario Regulation 402/15 defining new Level 2 pedestrian crossovers to enhance pedestrian connectivity

On January 1, 2016, Bill 31, *Transportation Statute Law Amendment Act (Making Ontario's Roads Safer)* was proclaimed by the Province and came into effect. [Ontario Regulation 402/15](#) was also enacted under the *Highway Traffic Act*.

The Ministry of Transportation of Ontario provides criteria for implementing pedestrian crossovers

The Ministry of Transportation of Ontario provides criteria for implementing pedestrian crossovers in [Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments](#). The criteria provide a technically sound and consistent method of determining appropriate locations for the installation of pedestrian crossovers.

The Town of East Gwillimbury is requesting two pedestrian crossovers to facilitate safe pedestrian passage

On November 17, 2020, Council of the Town of East Gwillimbury passed a resolution (Attachment 2) requesting the Region approve installation of two pedestrian crossovers to facilitate safe pedestrian passage at the following locations:

- On Yonge Street in Holland Landing to facilitate pedestrians crossing on Yonge Street to access the Holland Landing Community Centre
- On Mount Albert Road near Countryman Road for trail connectivity and for residents to access the sidewalk and park amenities

Pedestrian crossovers have been identified as a tool to improve pedestrian safety

The [Pedestrian and Cyclist Safety Study](#) completed in 2019 identifies pedestrian crossovers as a tool to improve pedestrian safety at mid-block locations. Pedestrian crossovers clearly assign the right-of-way between pedestrians and motorists at otherwise uncontrolled crossings, providing pedestrians with protected crossing opportunities by requiring motorists to stop when pedestrians are present in the crosswalk. Industry studies show expected safety benefits of approximately 30% reduction in overall collisions and 70% in pedestrian collisions.

The *Municipal Act, 2001* permits delegation of certain powers and duties of Council, subject to conditions

Section 23.1 of the *Municipal Act, 2001* permits municipalities to delegate their powers and duties subject to certain restrictions, depending on the nature and scope of the delegation. A delegation may be made to members of Council, committees, individuals appointed by Council or staff and may be subject to conditions that Council considers appropriate. In 2018, under this provision, Council delegated authority to the Commissioner of Transportation Services to implement All-Way Stop Control at intersections under the Region's jurisdiction

where warranted or where required to improve traffic operations and traveller safety, thereby eliminating the need for Council approval in each case. Council has since delegated authority to the Commissioner to implement and remove right turn on red restrictions and U-turn restrictions, as appropriate. In each case, the Regional Clerk was authorized to amend the schedule to the respective bylaws to maintain an official record of the Commissioner's decisions.

4. Analysis

Level 2 pedestrian crossovers include enhanced features to provide protected crossing opportunities and safety benefits for citizens

Traditional pedestrian signals are the best option on high speed, high traffic volume roads. Pedestrian crossovers are ideal for locations where some pedestrian demand exists but is not high enough to warrant traditional pedestrian signal installations. Pedestrian crossovers provide protected crossing opportunities and safety benefits and cost significantly less to install and maintain. All drivers and cyclists are legally required to stop to allow pedestrians to completely cross at a pedestrian crossover like a pedestrian signal. However, they are intended for use on low traffic volume, low speed, single- or multi-lane roadways (maximum four lanes). Attachment 3 lists the Provincial pedestrian crossover criteria and other considerations. Attachment 4 compares the pedestrian crossover criteria to a pedestrian signal.

The original Level 1 pedestrian crossover introduced by the Province is still applicable and currently in operation in some municipalities. Many municipalities are retrofitting or installing Level 2 pedestrian crossovers because of the new enhanced features that include pedestrian crossover signs, roadway pavement markings and may include rectangular rapid flashing beacons activated by pedestrian push buttons. These features will help increase awareness and compliance.

There are four types of pedestrian crossovers widely used across the province and in local municipalities within the Region

The *Highway Traffic Act* Regulation 402/15 includes four types of pedestrian crossovers with a range of requirements for signs, pavement markings and may include overhead signs and rectangular rapid flashing beacons. All four types of pedestrian crossovers are widely used across the province and in local area municipalities:

- Level 1, Type A (Attachment 5), also known as the first edition pedestrian crossover, consists of an old-style overhead 'X' sign with flashing amber beacons and 'X' pavement markings. Motorists sometimes perceive it to be a warning device.
- Level 2, Type B (Attachment 6), consists of rectangular extremely bright rapid flashing beacons, overhead and side-mounted new regulatory signs depicting a person walking, advance warning signs and enhanced pavement markings. Level 2, Type B pedestrian crossovers provide the highest level of awareness and are typically installed on low volume arterial or high-volume collector roads with speed limits up to 60 km/h and maximum of four lanes.
- Level 2, Type C (Attachment 7), consists of rectangular extremely bright rapid flashing beacons and side-mounted new regulatory signs depicting a person walking, advance warning signs and enhanced pavement markings but no overhead sign. Level 2, Type C pedestrian crossovers provide a medium level of motorist warning and are typically installed on lower volume collector roads or lower volume multi-lane roundabouts.
- Level 2, Type D (Attachment 8), consists of side-mounted new regulatory signs depicting a person walking, enhanced pavement markings and an advance pedestrian crossing warning sign. Level 2, Type D pedestrian crossovers provide a low level of motorist warning and are typically installed on local roads, single lane roundabouts or channelized right turn lanes.

Based on Regional road characteristics and traffic volume levels, Level 2, Type B pedestrian crossovers are the preferred type for most applications on Regional roads. This type of pedestrian crossover consists of overhead signs, enhanced pedestrian pavement markings, regulatory signs, and actuated double-sided rectangular rapid flashing beacons with pedestrian push buttons.

Staff has undertaken a peer review, research and analysis to determine pedestrian crossover applicability on Regional roads

Staff has conducted surveys and research among peer municipalities across the Province and consulted with local municipal partners on their pedestrian crossover use. Many responses indicate pedestrian crossovers are valued in their community as they provide pedestrian safety benefits at otherwise uncontrolled crossing locations. All peer and local municipalities who have installed pedestrian crossovers are using provincial criteria when determining eligible locations.

The proposed Policy mirrors provincial criteria and will provide staff a consistent method of determining appropriate locations and types of pedestrian crossovers for installation within the Regional road network. Staff has undertaken a comprehensive network screening of all Regional roads to determine applicability of pedestrian crossovers using the proposed Policy criteria, which considers pedestrian and traffic volumes, crossing distance (maximum four lanes) and a speed limit of 60 km/hr or less.

Three locations currently satisfy the proposed Policy for installation of a pedestrian crossover

Based on the proposed Policy and the assessment results outlined in Attachment 9, staff has determined three locations (Table 1) that currently satisfy criteria for installation of a pedestrian crossover.

Table 1
Proposed Pedestrian Crossover Locations

Location	Municipality	Installation Year
Yonge Street at Holland Landing Community Centre	Town of East Gwillimbury	2021
Ninth Line at Elm Street	Town of Whitchurch-Stouffville	2022
Baseline Road, approximately 640 metres west of Dalton Road	Town of Georgina	2022

A Town of East Gwillimbury Council resolution requests installation of pedestrian crossovers on Mount Albert Road near Countryman Road and Yonge Street at Holland Landing Community Centre

Based on staff's comprehensive review of all Regional roads, Yonge Street at Holland Landing Community Centre satisfies the proposed Policy. Staff proposes to install the Region's first pedestrian crossover at this location, illustrated in Figure 2.

Figure 2
**Yonge Street adjacent to Holland Landing Community Centre
in the Town of East Gwillimbury**



Pedestrian volumes on Mount Albert Road near Countryman Road are not sufficient to currently satisfy proposed Policy criteria as the community is still being developed. Should Council decide to advance installation of this unwarranted pedestrian crossover, no significant impact to commuter traffic is expected. Traffic is not required to stop unless a pedestrian is present.

Various communication strategies will be used to educate travellers about pedestrian crossovers

A range of communication tactics will be used to educate and inform travellers about the installation of pedestrian crossovers, including:

- On-street signs
- Newsletter
- Media alerts
- Social media
- Website (york.ca) content

Recognizing travellers may not be familiar with pedestrian crossovers, communication strategies will emphasize increasing public awareness of pedestrian crossovers, providing safety tips for pedestrians on how to navigate through a pedestrian crossover safely and educating drivers on the rules and legislative requirements of pedestrian crossovers and associated penalties for endangering pedestrians.

5. Financial

Pedestrian crossover installation costs are funded through the Transportation Services Capital Budget. A pedestrian crossover costs between \$30,000 to \$65,000 to install.

6. Local Impact

Staff continues to collaborate with municipal partners to determine opportunities for pedestrian crossovers on Regional roads. Municipal partners using pedestrian crossovers report they are well-liked within the community and that education is important to increase pedestrian protection.

Local municipal staff has been consulted on the proposed Policy and have indicated their support. Local municipal staff support the recommended pedestrian crossovers in Table 1.

7. Conclusion

Staff recommends Council approve the proposed Pedestrian Crossover Policy to assist staff in determining appropriate locations to install pedestrian crossovers. Pedestrian crossovers provide protected crossing opportunities and numerous safety benefits. Pedestrian crossovers are intended for locations where some pedestrian demand exists, but the demand does not justify installation of traditional traffic and pedestrian signals.

Town of East Gwillimbury Council has requested the Region approve installation of a pedestrian crossover on Yonge Street at the Holland Landing Community Centre and on Mount Albert Road near Countryman Road to facilitate safe pedestrian passage. In response, staff has applied the proposed Policy to all Regional roads and determined three locations across the Regional road network satisfy the criteria for installation of a pedestrian crossover, including Yonge Street adjacent to Holland Landing Community Centre. Mount Albert Road near Countryman Road does not currently satisfy the criteria for installation of a pedestrian crossover.

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

Recommended by:



Paul Jankowski

Commissioner of Transportation Services

Approved for Submission:



Bruce Macgregor

Chief Administrative Officer

March 19, 2021

Attachments (9)

12147527



Pedestrian Crossover Policy

Approved By: Council or Chief Administrative Officer
 Approved On: Date this version of the policy was approved

Policy Statement

A policy for the installation of pedestrian crossovers on the Regional road network.

Application

This policy will be used by staff in determining acceptable locations for the installation of pedestrian crossovers on the Regional road network.

Purpose

The intent of this policy is to provide a consistent method of determining appropriate locations and types of pedestrian crossovers on the Regional road network.

Definitions:

Pedestrian Crossover: Any portion of a roadway distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway, as prescribed and illustrated in Ontario Regulation 402/15.

Pedestrian Crossover Criteria: The set of criteria used under this policy to determine the relative need for and appropriateness of pedestrian crossovers on Regional roads.

Local Municipality: Municipalities located within York Region: Town of Aurora, Town of East Gwillimbury, Town of Georgina, Township of King, City of Markham, Town of Newmarket, City of Richmond Hill, City of Vaughan and Town of Whitchurch-Stouffville.

Description

On January 1, 2016, the Ministry of Transportation Ontario passed the final reading of *Bill 31 – Transportation Statute Law Amendment Act (Making Ontario's Roads Safer)* and issued a new regulation (402/15) under the *Highway Traffic Act*. Under section 140 of the *Highway Traffic Act*, drivers, including cyclists, approaching a pedestrian crossover are required to stop when a pedestrian is crossing the roadway within the crossover.

A pedestrian crossover is an alternative traffic control device to provide protected crossing opportunities and safety benefits. Pedestrian crossovers are ideal for locations where some pedestrian demand exists, but the demand is not high enough to warrant traditional pedestrian signal installations.

Pedestrian crossovers are intended for use on low traffic volume, low speed, single or multi-lane roadways (up to a maximum of four lanes).

Criteria for Installation of Pedestrian Crossovers

Requests to install a pedestrian crossover on Regional Roads will be assessed using the Ministry of Transportation Ontario's pedestrian crossover criteria, including the related considerations in Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments, as amended from time to time. These criteria provide a consistent method of determining appropriate locations for the installation of pedestrian crossovers.

Where the Region determines the Pedestrian Crossover Criteria are satisfied, the Region will be responsible for the installation, operation and maintenance costs of pedestrian crossovers on Regional roads.

Responsibilities

Commissioner of Transportation Services

- Delegated authority to approve requests to install pedestrian crossovers under the Region's jurisdiction that satisfy the installation criteria as set out in this policy
- Report to Council on requests for pedestrian crossovers from local municipalities that do not meet the installation criteria as set out in this policy

Transportation Services Department

- Assess the need for the installation of pedestrian crossovers on the Regional road network based on the Pedestrian Crossover Criteria, as found in the Ontario Traffic Manual Book 15

Pedestrian Crossover Policy

- Consult with local municipal staff in the assessment of requests for the installation of pedestrian crossovers

Reference

Legislative and other authorities

- [Ontario Regulation 402/15](#)
- [Ontario Traffic Manual Book 15](#)

Contact

Director, Roads and Traffic Operations, Transportation Services Department, ext. 75220

Approval

Council Date: <input type="text"/>	Committee Date: <input type="text"/>
Council Minute Item: <input type="text"/>	Committee Minute Item: <input type="text"/>

#12397932

Accessible formats or communication supports are available upon request



Town of
East Gwillimbury

Fernando Lamanna, B.A., Dipl. M. M., CMO

Municipal Clerk
Legal & Council Support Services
Tel: 905-478-3821 Fax: 905-478-2808
flamanna@eastgwillimbury.ca

November 20, 2020

Chris Raynor, Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 6Z1

[SENT VIA EMAIL]

Dear C. Raynor:

**RE: Pedestrian Crossover Installations: Yonge Street at Holland Landing
Community Centre and Mount Albert Road at Countryman Road**

For your information and records, at its electronic meeting held on November 17, 2020 the Council of the Town of East Gwillimbury enacted as follows:

BE IT RESOLVED THAT Community Infrastructure & Environmental Services Report CIES2020-21, dated November 17, 2020, regarding the "Pedestrian Crossover Installations: Yonge Street at Holland Landing Community Centre and Mount Albert Road at Countryman Road", be received; and

THAT Council support the design and installation of a warranted pedestrian crossover on Yonge Street at the Holland Landing Community Centre as included in the Region's proposed 2021 draft budget; and

THAT Council request the Region of York to approve and advance the installation of an unwarranted pedestrian crossover on Mount Albert Road at Countryman Road in 2021 based on full funding from the Sharon Village Land Owners Group.

If you have any further questions feel free to contact the undersigned.

Yours truly,

Fernando Lamanna, B.A., Dipl. M. M., CMO
Municipal Clerk

Enclosed: Report CIES2020-21: Pedestrian Crossover Installations: Yonge Street at
Holland Landing Community Centre and Mount Albert Road at Countryman Road

cc: Mike Molinari, General Manager of Community Infrastructure & Environmental Services

"Our town, Our future"

19000 Leslie Street, Sharon, Ontario L0G 1V0 Tel: 905-478-4282 Fax: 905-478-2808
www.eastgwillimbury.ca



Town of East Gwillimbury

COMMUNITY INFRASTRUCTURE & ENVIRONMENTAL SERVICES REPORT CIES2020-21

To: Council

Date: November 17, 2020

Subject: Pedestrian Crossover Installations: Yonge Street at Holland Landing
Community Centre and Mount Albert Road at Countryman Road

Origin: Community Infrastructure & Environmental Services
Capital Programs and Traffic Engineering Branch and Development
Engineering Branch

RECOMMENDATIONS

1. **THAT** Community Infrastructure & Environmental Services Report CIES-2020-21, dated November 17, 2020, regarding the “Pedestrian Crossover Installations: Yonge Street at Holland Landing Community Centre and Mount Albert Road at Countryman Road” be received; and
2. **THAT** Council support the design and installation of a warranted pedestrian crossover on Yonge Street at the Holland Landing Community Centre as included in the Region’s proposed 2021 draft budget; and
3. **THAT** Council request the Region of York to approve and advance the installation of an unwarranted pedestrian crossover on Mount Albert Road at Countryman Road in 2021 based on full funding from the Sharon Village Land Owners Group.

PURPOSE

The purpose of this report is to formally request Regional support and approval for the installation of pedestrian crossovers on Regional roads at two locations within the Town. See Appendix 1 attached.

BACKGROUND

Staff are seeking Council support to request Regional approval for the construction of two pedestrian crossovers, one on Yonge Street in Holland Landing to facilitate pedestrians crossing Yonge Street to access the Holland Landing Community Centre and the other on Mount Albert Road in the vicinity of Countryman Road for trail connectivity and for residents living on the north side of Mount Albert road to cross Mount Albert Road to access amenities and the pedestrian network on the south side of Mount Albert Road.

Pedestrians crossing Yonge Street in the vicinity of the Holland Landing Community Centre has been the subject of a number of resident and Councilor inquiries. The area has seen an increase in activity, specifically since the onset of COVID-19, where adults and children alike are crossing Yonge Street to use the outdoor amenities that the area has to offer. The main concerns from the inquiries relate to residents feeling unsafe as they attempt to cross Yonge Street being a regional road and the main thoroughfare through Holland Landing.

In addition to the crossing on Yonge Street, a pedestrian crossover is being sought on Mount Albert Road in the vicinity of Countryman Road. The Sharon Village development is made up of 7 developments, 6 located along Murrell Boulevard from Manor Hampton Street to Mount Albert Road and 1 north of Mount Albert Road accessed via Countryman Road.

Pedestrians travelling from the Wycliffe Thornridge development via Countryman Road are required to cross Mount Albert Road to access the sidewalk, trail network and park amenities south of Mount Albert Road. Providing a pedestrian crossover at this location would facilitate safe crossing of Mount Albert Road for area residents and support the trail.

ANALYSIS

Council and staff have received significant community feedback with respect to pedestrian safety while crossing Yonge Street at the Holland Landing Community Centre as well as Mount Albert Road at Countryman Road in Sharon. In response to these community concerns, staff have met with Regional staff to discuss opportunities for improved pedestrian safety.

Proposed Pedestrian Crossover- Yonge St. at the Holland Landing Community Centre

Discussions with the Region on the Yonge Street location have been positive. Staff have communicated the inquiries the Town has received as they occur and have also highlighted the increase in pedestrian volume using the sidewalks in the area. Further to this, CPRC is designing and building a Pedestrian Bridge system connecting Holland Landing at Doane Road with Oriole Drive, further increasing pedestrian activity as the Holland Landing Community Centre is a major destination for area residents.

The Region has advised that, subject to budget approval, they are planning to fund and install a Level 2 Type B pedestrian crossover (See Appendix 2) at this location as part of their 2021 capital works program. The type of crossover the Region deems to be most appropriate and minor refinements to the location will be completed through the Region's design process. As this crossing is being installed as a warranted pedestrian crossover, the Region would fund the project in its entirety but are looking for support from Town Council to proceed with the work.

Proposed Pedestrian Crossing- Mount Albert Road at Countryman Road

Discussions with the Region regarding installation of a pedestrian crossing on Mount Albert Road in the vicinity of Countryman Road were generally positive however as this area is still subject to significant future development, determining the best crossing solution for the long term is a challenge. The specific type of pedestrian crossover to be installed at this location is yet to be determined and is subject to further evaluation by York Region. Appendix 3 details two potential crossover types with the ultimate solution to be dictated by site conditions as part of the Region's review and approval process.

The Region has advised that the preferred location for the future pedestrian crossing is approximately 50 meters west of the Countryman Road intersection as shown on Appendix 1 attached. Proposed works include the installation of the pedestrian crossover as well as a multi-use path extending 50m west of Countryman Road on the north side of Mount Albert Road connecting to the pedestrian crossover location. In discussion with CPRC, this location aligns well with both the sidewalk and trail connection on the south side of Mount Albert Road and is considered to be the most future-proof location as it facilitates adequate spacing between future traffic signals anticipated on Mount Albert Road at the Revera retirement community entrance and Murrell Boulevard.

Construction of the pedestrian crossover on Mount Albert Road is the responsibility of the Sharon Village Landowners Group (SVLG) in accordance with previous

development agreements and a commitment from the SVLG to provide safe passage for pedestrians across Mount Albert Road.

As the design warrants for the pedestrian crossing have not been met, the Region requires a formal request from the Town to have the crossing installed as well as funding to install the crossing along with a one-time 10 year maintenance fee in accordance with the Region's Traffic and Pedestrian Signal Policy. This maintenance fee is estimated at \$78,000 and is proposed to be included as part of the overall construction costs associated with the project with full funding by the SVLG.

Upon approval from York Region, Town staff will work with the SVLG in conjunction with York Region to finalize the pedestrian crossover design including type and facilitate construction of the pedestrian crossover on Mount Albert Road.

Next Steps

Subject to approval of this report, the final layout and treatment at both crossing locations will be determined by the Region through the design process. Subject to approval by Regional Council, both pedestrian crossings will be constructed and will be owned and operated by York Region.

FINANCIAL IMPLICATIONS

As the construction costs and maintenance fees associated with both crossing locations are proposed to be borne by others there are no financial implications to the Town associated with these projects.

The cost of the warranted Level 2 Type B pedestrian crossover on Yonge Street at the Holland Landing Community Centre is estimated at \$100,000 and funded by the Region.

The cost of the pedestrian crossover on Mount Albert Road at Countryman Road is estimated at \$200,000 to be funded by the SVLG. This estimate includes the additional trail extension and the mandatory 10-year maintenance costs as per the Region's policy as a result of being technically unwarranted.

NEED FOR PUBLIC CONSULTATION

Subject to approval of this report, notice for two pedestrian crossover projects will be provided to residents via an information page on the Town website, Council Highlights, social media, Notice Board on the Town's web page and East Gwillimbury Express Town page.

ALIGNMENT TO STRATEGIC PLAN

The recommendations of this report align with the following Strategic Priorities:



**Responsible
Growth &
Environmental
Protection**

Ensure that communities are built in a respectful manner, with resident and business quality of life protected



**Build
Complete
Communities**

Effectively manage new and existing assets to deliver exceptional services to residents while ensuring a sustainable community

CONCLUSION

Construction of the pedestrian crossovers on Yonge Street in Holland Landing and on Mount Albert Road in Sharon would provide enhanced pedestrian safety while crossing busy Regional roads as well as provide improved network connectivity. To facilitate construction of these pedestrian crossovers, specific Regional approval is required.

Staff ask that Council request Regional support to proceed with design and ultimate construction of pedestrian crossovers at the noted locations.

APPENDICES

Appendix 1 - Location Map

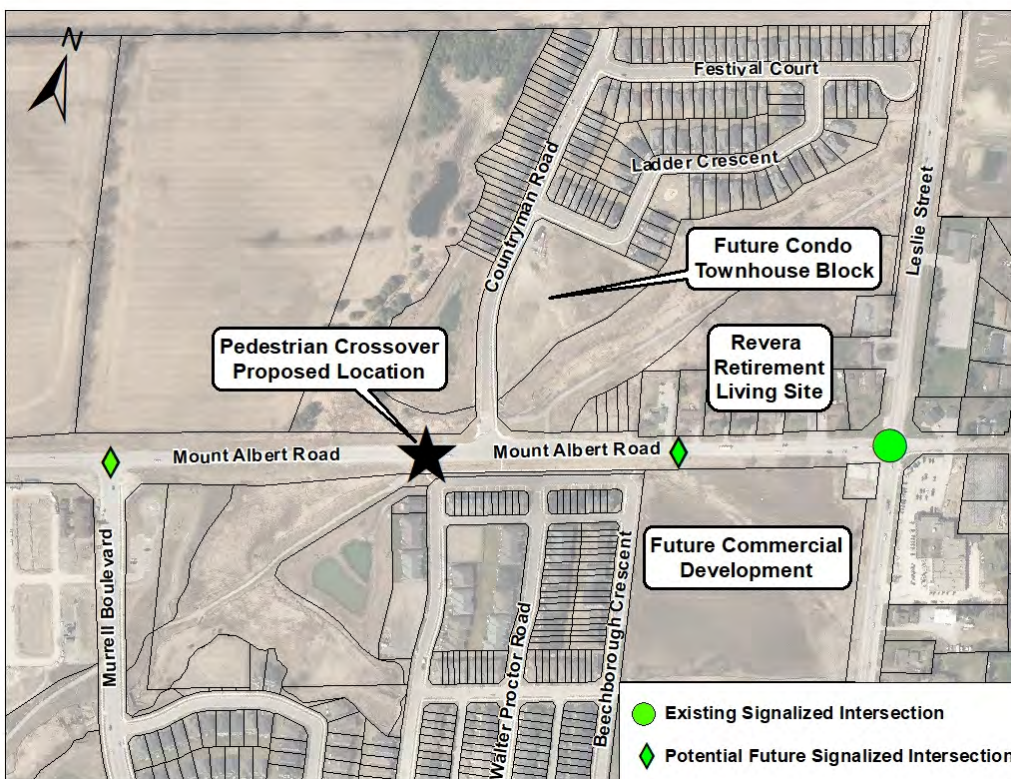
Appendix 2 - Proposed Level 2 Type B Crossover – Yonge Street Location

Appendix 3 - Potential Crossover Types – Mount Albert Road Location

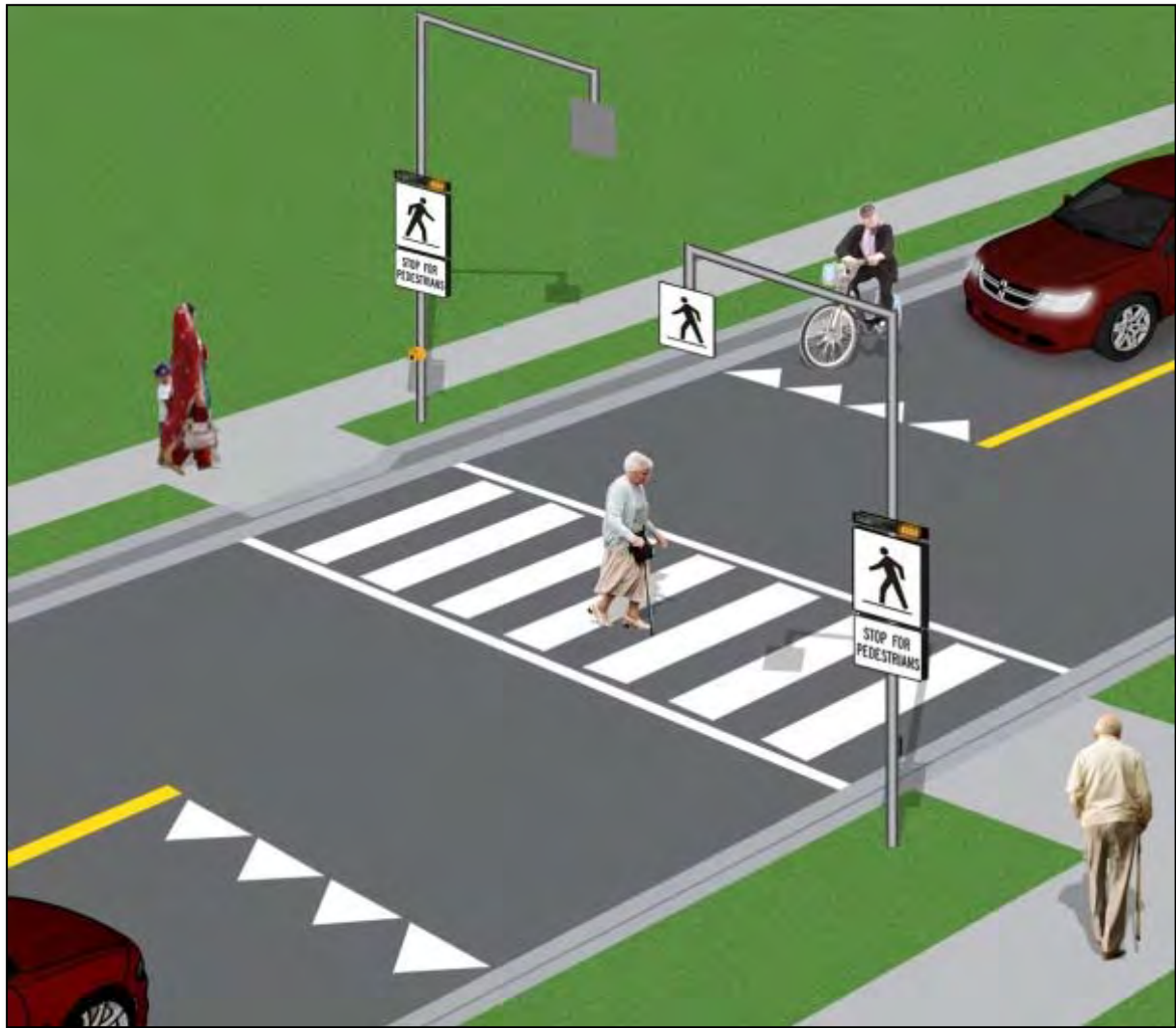
Appendix 4 - Mount Albert Road Layout Options

<p>Prepared by:</p> <p style="text-align: center;"><i>Original Signed By</i></p> <p>Kevin Brake, C.Tech. Development Manager</p>	<p>Prepared by:</p> <p style="text-align: center;"><i>Original Signed By</i></p> <p>Denny Boskovski, C.E.T. Asset Management & Capital Projects Manager</p>
<p>Reviewed and Recommended by:</p> <p style="text-align: center;"><i>Original Signed By</i></p> <p>Paul Neuman, C.E.T. Director of Engineering, CIES</p>	<p>Reviewed and Recommended by:</p> <p style="text-align: center;"><i>Original Signed By</i></p> <p>Mike Molinari, P. Eng., General Manager, CIES</p>
<p>Approved for Submission by:</p> <p style="text-align: center;"><i>Original Signed By</i></p> <p>Thomas R. Webster Chief Administrative Officer</p>	<p> </p> <p> </p> <p> </p>

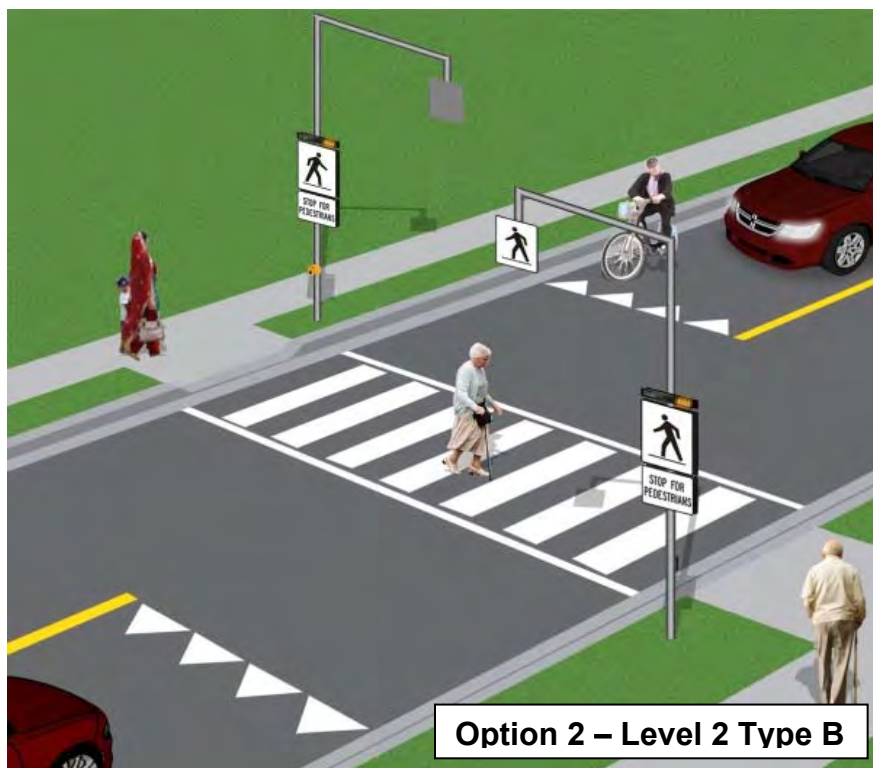
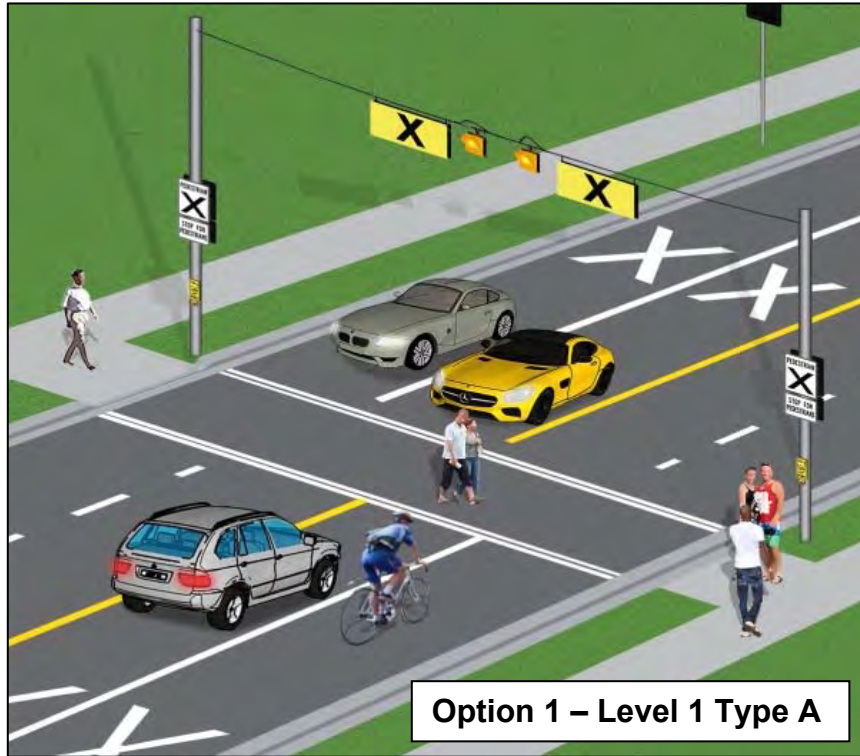
Appendix 1 – Location Map



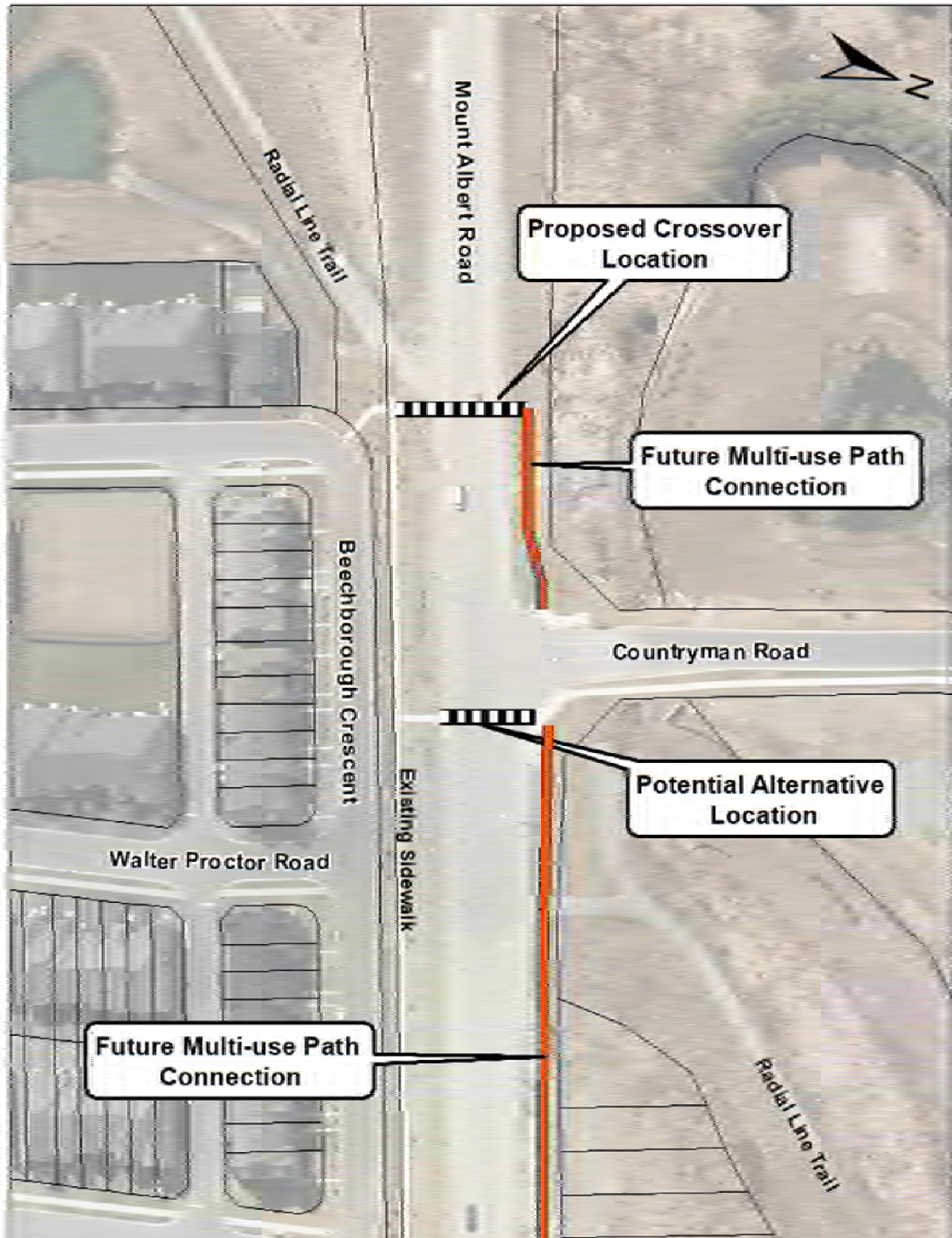
Appendix 2 – Proposed Level 2 Type B Crossover – Yonge Street Location



Appendix 3 - Potential Crossover Types – Mount Albert Road Location



Appendix 4 – Mount Albert Road Layout Options



Provincial Pedestrian Crossover Criteria

The Ministry of Transportation of Ontario's pedestrian crossover criteria (Ontario Traffic Manual Book 15) outlines several conditions that must be fulfilled for a pedestrian crossover to be implemented. The provincial criteria are to be directly referenced to determine when and where it is appropriate to install a pedestrian crossover on Regional roads.

The following conditions must be fulfilled for a pedestrian crossover to be implemented:

- 100 or more pedestrians or equivalent adults and 750 or more vehicular volume observed crossing over an eight-hour period
- 65 or more pedestrians or equivalent adults and 395 or more vehicular volume observed crossing over a four-hour period
- Maximum vehicular volume of 35,000 daily
- Posted speed limit of 60 km/h or less
- Maximum four lanes, two-way traffic or three lanes, one-way traffic

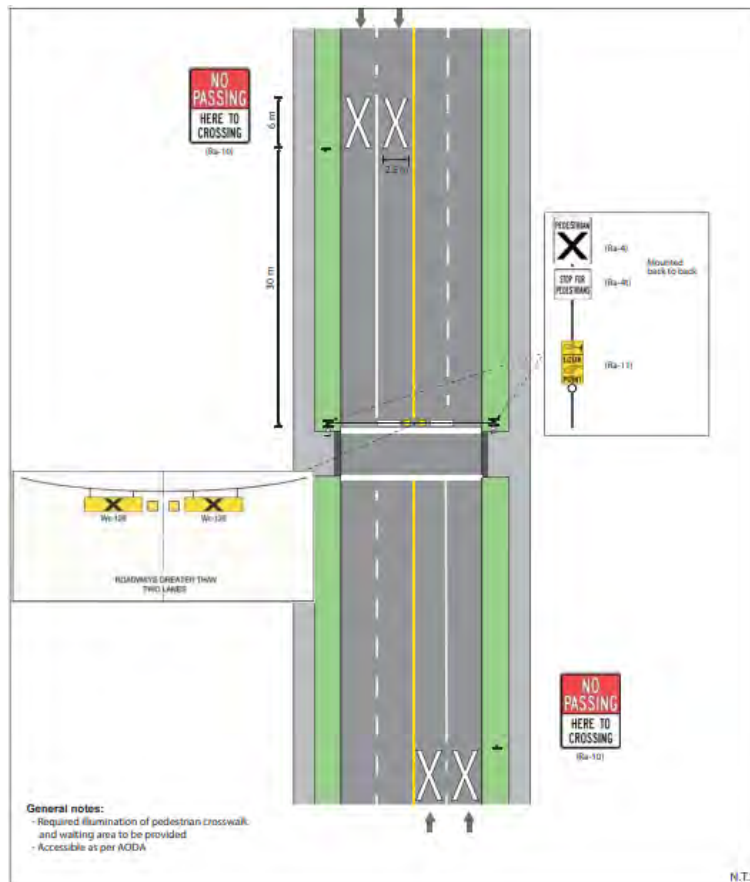
Other Considerations:

- Pedestrian desire lines and pedestrian facilities on both sides of the road that are maintained in the winter
- No other controlled crossing within 200 metres of the subject location or the subject location is a roundabout or has a right turn channel
- Appropriate sight distance for all travellers
- Adequate illumination is provided at the crossing location matching provincial standards for such treatments
- Accessibility for Ontarians with Disabilities Act (AODA) compliant curb cut and sidewalk depressions at the crossing

Table 1
Comparison of Pedestrian Signal and Pedestrian Crossover Criteria

Criteria	Pedestrian Signal	Pedestrian Crossover
Pedestrian volumes	Minimum 200 equivalent pedestrians in eight peak hours	Minimum 100 equivalent pedestrians in eight peak hours or 65 equivalent pedestrians in four peak hours
Traffic volumes	Applicable on all Regional roads	More than 750 vehicles in eight peak hours or 395 vehicles in four peak hours, but Less than 15,000 daily vehicles on any four-lane road with a posted speed of 60 km/h or lower or any three-lane road with a posted speed of 60 km/h or lower Less than 35,000 daily vehicles on any three-lane road with a posted speed of 50 km/h or lower or any two-lane road with posted speed of 60 km/h or lower
Pedestrian crossing delay	10 seconds or more	Not considered
Speed limit	80 km/h or lower	60 km/h or lower
Crossing distance width	Applicable on all Regional roads	Maximum four lanes, two-way traffic or three lanes, one-way traffic
Sight Distance	Appropriate	Appropriate
Illumination	Adequate	Adequate
Accessibility for Ontarians with Disabilities Act (AODA)	In compliance	In compliance
Adjacent Controlled Crossing Spacing	200 metres	200 metres
Cost	\$200,000	\$30,000 to \$65,000

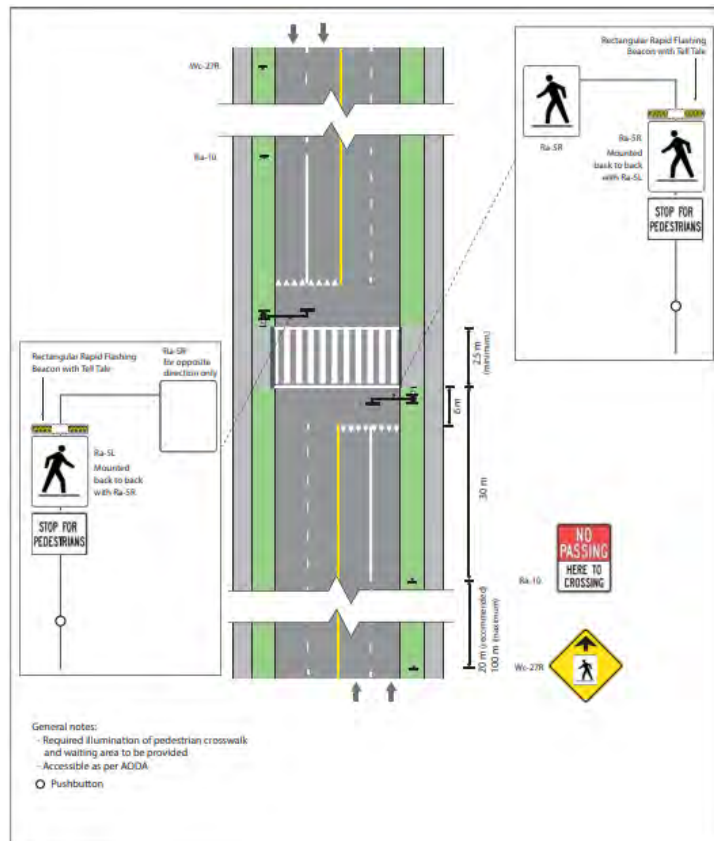
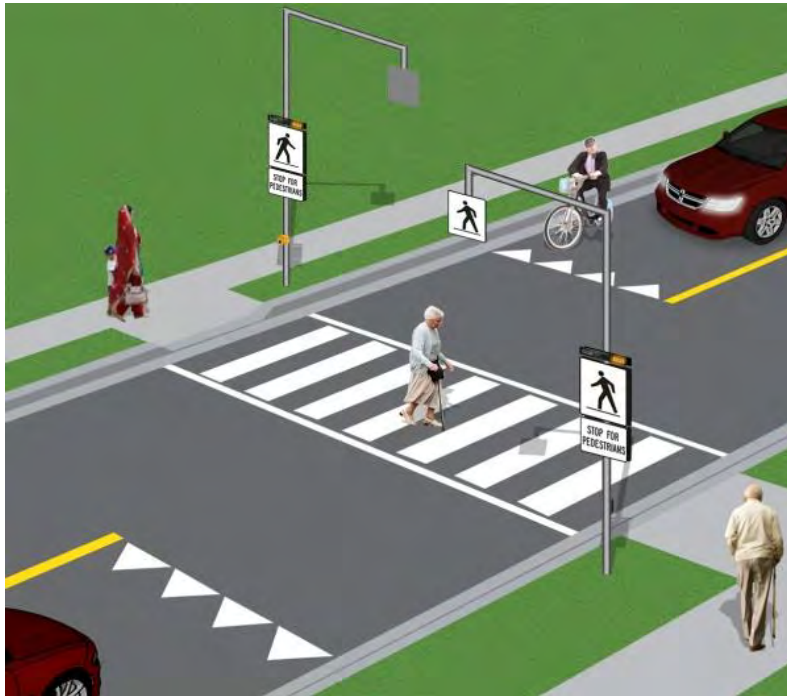
Figure 1
Level 1, Type 1 Pedestrian Crossover





Orchard Heights Boulevard west of Yonge Street, Town of Aurora

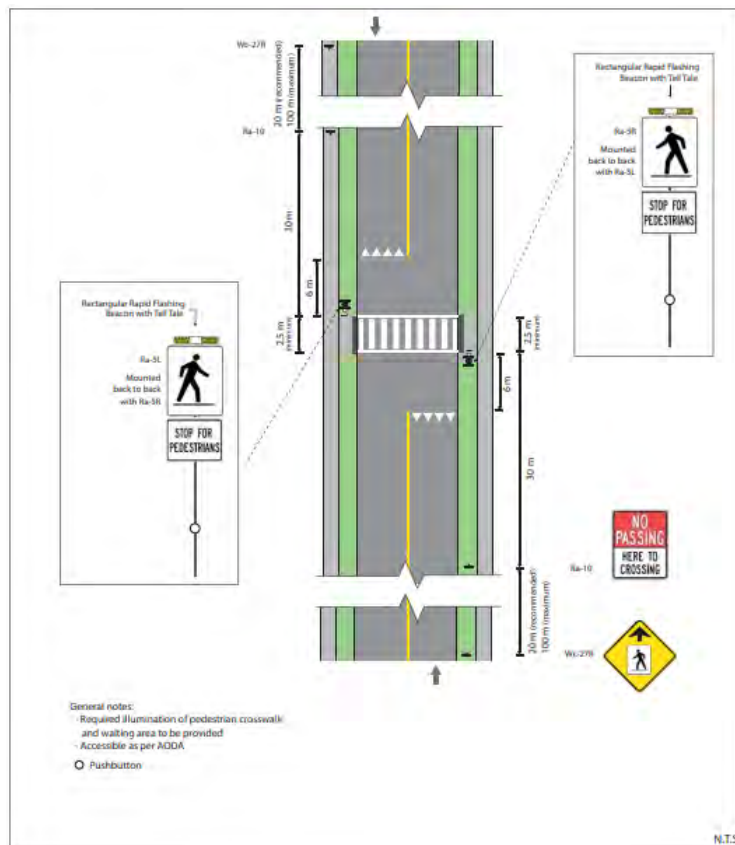
Figure 1
Level 2, Type B Pedestrian Crossover





Bernard Avenue east of Yonge Street, City of Richmond Hill

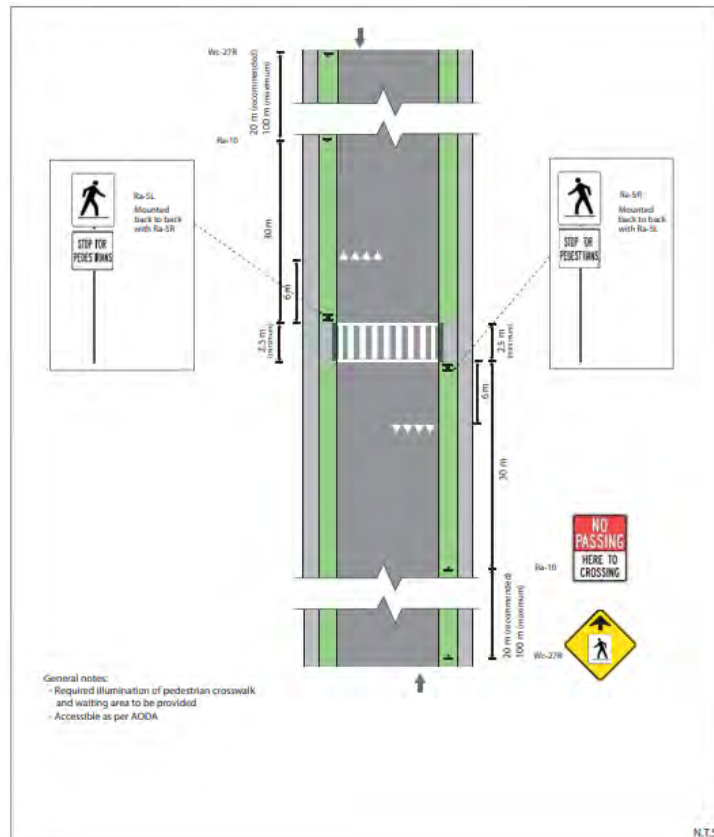
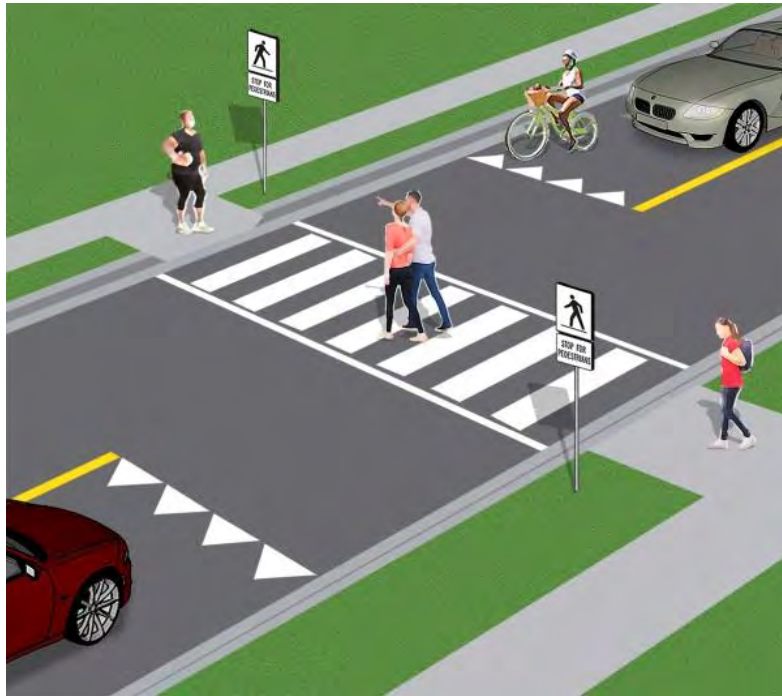
Figure 1
Level 2, Type C Pedestrian Crossover





Shaftsbury Avenue and Casa Grande Street, City of Richmond Hill

Figure 1
Level 2, Type D Pedestrian Crossover





Centre Street at Mill Street, Town of East Gwillimbury

Table 1
Pedestrian Crossover Analyses

Criteria	Threshold Value	Observed Value		
		Yonge Street at Holland Land Community Centre, Town of East Gwillimbury	Ninth Line at Elm Street, Town of Whitchurch-Stouffville	Baseline Road approximately 640 metres west of Dalton Road, Town of Georgina
8-hour equivalent adult pedestrian volumes	100	143	141	103
8-hour traffic volumes	750	3,477	5,725	5,259
4-hour equivalent adult pedestrian volumes	65	106	68	74
4-hour traffic volumes	395	1,833	2,616	2,285
Daily traffic volume	35,000 or less	6,100	12,800	8,100
Speed limit	60 km/h or lower	50 km/h	50 km/h	50 km/h
Crossing distance	4 lanes or less	2 lanes	3 lanes	2 lanes
Distance to nearest traffic control device	200 metres	330 metres	250 metres	640 metres
Existing sidewalks	Required	Yes	Yes	Yes
Appropriate sight distance	Required	Yes	Yes	Yes
Adequate illumination	Required	Yes	Yes	Yes
AODA Compliant	Required	Yes	Yes	Yes

On April 22, 2021 Regional Council made the following decision:

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

The original staff report is attached for your information.

Please contact Salim Alibhai, Director, Capital Planning and Delivery, at 1-877-464-9675 ext. 75229 if you have any questions with respect to this matter.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Transportation Services
April 8, 2021

Report of the Commissioner of Transportation Services

Transportation Services Capital Infrastructure Status Update

1. Recommendation

The Regional Clerk circulate this report to the local municipalities.

2. Summary

This annual report provides Council with an update on 2020 accomplishments and projects that will be delivered in 2021 under the Transportation Services Capital Program to service the Region's growing communities.

Key Points:

- Despite reduced traffic volumes due to the COVID-19 pandemic, the Regional transportation network continues to serve more than 543,000 commuters every day, including 15,000 who use York Region Transit services for some of or all their trip, providing travellers with safe and efficient access to work, home, schools and other destinations across the Region.
- In 2020, Regional Council invested \$272 million throughout the Region in roads and transit infrastructure, including advancement of construction on several major projects, bus purchases for fleet renewal and expansion programs, and continuation of pre-construction activities such as environmental assessment studies and detailed design projects.
- In 2021, \$355 million will be invested in roads and transit infrastructure programs for growth and asset management. Construction is planned at nearly 100 locations and pre-construction work will continue to prepare projects for delivery in future years.
- With the evolving COVID-19 pandemic, staff are actively monitoring and assessing trends to better understand the impacts of the pandemic on delivering transportation services including transit service levels and bus fleet procurement based on ridership needs.

3. Background

Travel by all transportation modes was significantly reduced during the early part of the COVID-19 pandemic but has since rebounded

On a typical weekday prior to the COVID-19 pandemic, about 600,000 commuters used their personal vehicles for travel on the Regional road network. Approximately 35,000 daily commuters used York Region Transit services and GO Rail served about 14,000 daily commuters.

In early 2020, there was a steep decline in private vehicle travel and conventional transit ridership. By September 2020, when schools reopened, road traffic was close to 85% of pre-pandemic levels. However, there was a noticeable shift in traffic patterns as daytime volumes became more uniform. Transit ridership has been slower to recover, which is the pattern seen in transit systems across Ontario, including GO Transit.

Lower volumes of traffic early in the year allowed capital projects in some areas to be accelerated with less disruption.

Council is investing \$3.3 billion, the highest total to date, through the Transportation Services Growth and Asset Management Programs over the next 10 years to better serve the Region's growing communities

Transportation Services is responsible for delivering approximately 42% of the Regional 10-Year Capital Plan. The 2021 10-Year Roads and Transit Capital Program (Program), with a budget of \$3.3 billion, is comprised of a Growth Program valued at approximately \$1.82 billion, and an Asset Management Program valued at approximately \$1.44 billion.

This record investment, including an additional \$176 million from the Roads Capital Acceleration Reserve, reflects this Council's support of building road and transit system improvements and maintaining transportation assets to provide an efficient transportation network and enhance the traveller experience for daily commuters, including those who use York Region's transit services.

The Growth Program focuses on expanding the capacity of the Regional road and transit network to offer travellers a range of services and options

The Growth Program focuses on building system improvements to increase the capacity of the Regional road and transit network, including:

- Reconstructing and widening of roads and bridges
- Building new links in the Regional road network, including midblock crossings over provincial highways
- Upgrading intersection to improve traffic operations
- Installing active transportation facilities

- Building or expanding transit terminals and operations and maintenance facilities
- Expanding the transit bus fleet, including electric buses

The Growth Program also supports improvements to enhance the traveller experience, including:

- Streetscaping on key corridors
- Green infrastructure, such as street tree and landscape plantings, irrigation systems and other supporting technologies
- Transit traveller amenities including shelters, electronic signs to provide real-time information, waste/recycling receptacles and bike racks
- Technology on buses to improve pedestrian safety

The Asset Management Program focuses on rehabilitation and replacement of the Region's \$5.8 billion in existing transportation assets

Transportation Services manages more than \$5.8 billion in roads and transit infrastructure, including Regional roads, cycling lanes, bridges, traffic signal controlled intersections, transit terminals, fleet vehicles and maintenance facilities. The Region's investment in the Asset Management Program is increasing significantly, with \$1.44 billion planned to be invested over the next 10 years. This reflects the Region's priority to extend the life of Regionally-managed assets and reduce life-cycle costs.

The Asset Management Program focuses on rehabilitation and replacement of existing transportation assets, including:

- Pavement repair, preservation and rehabilitation
- Bridge and culvert rehabilitation or replacement
- Roadside safety device improvements
- Intersection improvements, including reconstruction of traffic control signals and upgrades to meet *Accessibility for Ontarians with Disabilities Act (AODA)* requirements
- Transit terminal, station and bus stop maintenance, repair and rehabilitation
- Transit fleet midlife overhaul
- Transit fleet retirement and replacement

4. Analysis

Regional transportation projects have been deemed essential and work continued throughout the COVID-19 pandemic

Since the beginning of the COVID-19 pandemic, construction projects that support the operations of, or provide new capacity in, municipal infrastructure have been deemed essential work. While the Region continues to deliver capital projects, the health and safety of staff, contractors and residents is a priority and new guidelines have been implemented. Contractors are required to follow the provincial government's guidance on the health and safety of construction workers during COVID-19 and increased sanitation and physical distancing are being practiced on all Regional construction sites.

Staff continue to monitor traffic volumes and construction progress to balance moving people and goods throughout the road network and implementing infrastructure improvement in our communities. As the COVID-19 pandemic reduced traffic volumes on Regional Roads, extended lane closures were permitted on some construction projects allowing contractors to work extended hours, resulting in some advancement in construction schedules. Delivery plans were adjusted to take advantage of this as much as possible and most projects finished on schedule, despite the challenges of the COVID-19 pandemic.

In 2020, work was advanced on many infrastructure projects to provide residents with a better and more efficient Regional transportation network

With an investment of \$272 million in 2020, better and more efficient access to work, home, schools and other destinations across the Region was provided to residents through a number of roads and transit projects, including road widenings, intersection improvements, addition of cycling lanes and an enhanced suite of transit services. A list of 2020 accomplishments is included as Attachment 1.

Throughout the pandemic, staff continued to manage Transit service levels based on ridership needs. This included the ongoing assessment of fleet procurements included in the capital program. In 2020, the procurement of nine buses was deferred based on ridership uncertainties resulting from the pandemic.

In 2021, construction is planned at nearly 100 locations across the Region

In 2021, Transportation Services will continue to build and maintain infrastructure to ensure its transportation network is safe, reliable and responsive to needs. While there has been a noticeable shift in traffic patterns, traffic volumes have returned to approximately 85% of pre-pandemic levels, reinforcing the ongoing need to connect travellers to freeways and transit options.

With an investment of \$252 million in the Growth Program, construction will continue on 14 major capital infrastructure projects and work will commence on five new projects. The projects include:

- Road widenings, such as the continued expansion of Major Mackenzie Drive from Highway 427 to Pine Valley Drive and from Highway 400 to Jane Street
- Major intersection improvements to add lanes or eliminate jogs, such as the improvements planned for Teston Road from Pine Valley Drive to Weston Road
- Rail bridge replacements on Highway 27 at the Canadian Pacific Railway tracks and Keele Street at the CN Rail tracks
- Road/rail grade separations, such as the Rutherford Road/GO Barrie Rail grade separation
- A new bus terminal opposite the new Cortellucci Vaughan Hospital

Under the Asset Management Program, \$103 million will be invested in roads and transit infrastructure and fleet. Construction is planned at more than 80 locations throughout the Region to keep road and transit assets in a state of good repair including:

- Road rehabilitation, such as 14th Avenue in the City of Markham and Bayview Avenue/Prospect Street in the Town of Newmarket
- Bridge and culvert rehabilitation or replacement, such as The Queensway culvert replacement in the Town of Georgina and the McCowan Road culvert replacement in the Town of Whitchurch-Stouffville
- Intersection improvements, such as new traffic signals at The Queensway South and Richmond Park Drive in the Town of Georgina
- The purchase of six electric buses under the Fleet Retirement and Replacement Program

Attachment 2 shows the locations of current road projects, apart from some asset management projects. Projects to be undertaken under the program in 2021 are summarized in Attachment 3.

Due to decreased ridership and the uncertainties resulting from the pandemic, the procurement of 51 buses planned for 2021 has been deferred and will be re-assessed during the 2022 budget process. Staff are looking into a joint cooperative procurement with TTC and possibly other transit agencies on electric bus purchases.

Pre-construction activities are being undertaken to prepare projects for construction in future years

On average, it takes eight to ten years to deliver major capital infrastructure projects. Before construction can commence, environmental assessment studies need to be undertaken, projects designed, permits and approvals/agreements from regulatory authorities obtained, property acquired and utilities relocated. Staff are already working on pre-construction activities for numerous growth and asset management projects in preparation for

construction in future years. The pre-construction work being undertaken in 2021 on 27 growth projects is summarized in Attachment 3 and locations are shown in Attachment 4.

Recognizing travel patterns and behaviour have changed in response to public health and economic recovery measures put into place to adapt to the evolving COVID-19 pandemic, staff are actively monitoring and assessing these trends to better understand the impacts of the pandemic on delivering transportation services. The findings will be incorporated into the planning of the future transportation network and the Region's Transportation Master Plan Update.

5. Financial

\$355 million will be invested in roads and transit programs in 2021

Council approved a Regional investment of more than \$355 million in 2021 for transportation growth and asset management projects. The Growth Program is funded predominantly from development charges, while the Asset Management Program is funded from the asset management reserve.

Reflecting uncertainty around the timing and extent of recovery in ridership, YRT has accelerated a shift to conventional Mobility On-Request service, which uses smaller vehicles, and has reduced planned bus purchases for the next several years. These efforts are aimed at operating cost-effectively while maintaining flexibility in meeting demand for transit services.

Table 1 shows the 2020 actuals and 2021 capital budget for Roads and Transit.

Table 1
Roads and Transit 2020 Actuals and 2021 Capital Budget

Program	2020 Actuals* (millions)	2021 Budget (millions)
Roads	\$201.6	\$275.3
Transit	70.2	79.6
Total	\$271.8	\$354.9

*2020 Actuals are unaudited

As the Region makes increased capital investments in the Growth Program, there will be a corresponding need to increase operating budget to routinely maintain new infrastructure. Options to minimize impacts to operating budget are carefully considered during the design phase.

An additional \$118 million is also being invested in rapid transit infrastructure in 2021

In 2021, \$118 million is being invested in rapid transit infrastructure and \$355 million in other transportation infrastructure. Investment in rapid transit infrastructure is funded by the Region and Metrolinx.

The planning, design and construction of Regional roads and transit infrastructure is undertaken by Transportation Services while investment in the Region's rapid transit network and related infrastructure is led by York Region Rapid Transit Corporation.

Total investment in the Region's transportation infrastructure is shown in Table 2 (2020 actuals and 2021 budget).

Table 2
Transportation Infrastructure 2020 Actuals and 2021 Capital Budget

Program	2020 Actuals (millions)	2021 Budget (millions)
Transportation Services	\$271.8*	\$354.9
York Region Rapid Transit Corporation**	139.0**	118.0**
Total	\$410.8	\$472.9

*2020 Actuals are unaudited

**YRRTC Actuals and Budget include York Region and Metrolinx funding

6. Local Impact

Staff continue to work closely with local municipal staff to ensure concerns are addressed and local municipal infrastructure requirements such as watermains, sewers, streetlights, sidewalks, streetscaping and multi-use paths are included in Regional projects where possible. In 2021, over \$12 million in local municipal infrastructure is included in Regional projects. This work is funded by the local municipalities and has been rolled into Regional projects to gain efficiencies and provide local municipalities with cost or time savings and reduce the overall impact to travellers.

While the COVID-19 pandemic brought about major changes, some of which may have long-lasting impacts, transit remains a cornerstone of sustainable growth. Rehabilitation programs support continued delivery of safe and reliable transit service and amenities to travellers in the Region. Transportation Services will continue to adjust service levels to meet demand and operate efficiently.

Travellers in the Region's growing communities need safe, reliable and efficient services. This is a priority for the Region and construction is being managed to proactively minimize disruptions to travellers while building and maintaining a world-class transportation network. The Region has comprehensive communication plans to keep residents, businesses and other stakeholders informed.

7. Conclusion

The Region continues to make significant investments in the expansion and maintenance of Regional road and transit system improvements, with several large projects underway that will be advanced or fully delivered during 2021. The shift in travel patterns due to COVID-19 is being monitored and the long-term impact is unknown at this time. This will be a key consideration as Transportation Services continues to look for ways to provide travellers with a range of travel options to maximize road network capacity, while ensuring the Region's assets are properly maintained in ways that are financially sustainable.

For more information on this report, please contact Salim Alibhai, Director, Capital Planning and Delivery, at 1-877-464-9675 ext. 75229. 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

March 23, 2021
Attachments (4)
12089844

Transportation Services Capital Infrastructure Status Update Summary of 2020 Accomplishments

Committee of the Whole
Transportation Services
April 8, 2021

GROWTH PROGRAM

Roads - Construction - 4 Projects Completed

Project	Municipality	Total Project Cost
Bayview Avenue Lake-to-Lake Cycling Route, Bloomington Road to Vandorf Sideroad	Town of Aurora	\$1.5M
Leslie Street Widening, Don Hillock Drive to Broughton Lane	Town of Aurora	\$35.1M
Leslie Street Intersection Improvements, at West/East Commerce Valley Drive, at Green Lane/Summerdale Drive, at John Street, at West/East Wilmot Street, and at West/East Beaver Creek Road	City of Markham/City of Richmond Hill	\$5.5M
Major Mackenzie Drive Widening, Highway 50 to Canadian Pacific Railway	City of Vaughan	\$11.9M

Roads – Environmental Assessments – 3 Studies Completed

Project Location	Municipality
16th Avenue, Woodbine Avenue to York-Durham Line	City of Markham
Kennedy Road, Steeles Avenue to Major Mackenzie Drive	City of Markham
McCowan Road, Steeles Avenue to Major Mackenzie Drive	City of Markham

Transit – Construction – 2 Projects Completed

Project	Municipality	Total Project Cost
Newmarket Bus Terminal	Town of Newmarket	\$15.4M
Transit Shelter, Concrete Platform and Bus Stop Sign Expansion	Various	\$1.2M

Transit – Fleet Procurement

Project	Total Project Cost
Transit Fleet Expansion - Purchase of 3 Mobility Plus buses	\$0.6M

ASSET MANAGEMENT PROGRAM**Roads - Rehabilitation/Preservation - 14 Locations Completed**

Project Location	Municipality	Total Project Cost
Crack Sealing	Various Locations	\$550K
Grind and Pave	Various Locations	\$2.4M
Road Rehabilitation – 125 lane kilometres		
Bayview Avenue, Steeles Avenue to 16th Avenue	City of Richmond Hill/ City of Markham	\$36.2M
Highway 7, Highway 27 to Islington Avenue	City of Vaughan	
Islington Avenue, Steeles Avenue to Highway 7	City of Vaughan	
King Road, 10th Concession to Highway 27	Township of King	
King Road, 8th Concession to Weston Road	Township of King	
Leslie Street, 19th Avenue to Stouffville Road	City of Richmond Hill	
Major Mackenzie Drive, Dufferin Street to Bathurst Street	City of Vaughan	
Woodbine Avenue, Mount Albert Road to Highway 404	Town of East Gwillimbury	
Road Preservation – 88 lane kilometres		
Davis Drive, Yonge Street to Highway 404	Town of Newmarket	\$3.0M
Mulock Drive, Yonge Street to Highway 404	Town of Newmarket	
Highway 7, Highway 404 to Warden Avenue	City of Markham	

Project Location	Municipality	Total Project Cost
Leslie Street, Bloomington Road to Vandorf Sideroad	City of Richmond Hill/ Town of Aurora	

Roads - Structure Rehabilitation/Replacement – 5 Locations Completed

Project Location	Municipality	Total Project Cost
Davis Drive Culvert, east of Woodbine Avenue	Town of East Gwillimbury	\$5.3M
East Humber River Bridge, Jane Street north of King Rd	Township of King	
Keele Street Rail Bridge, north of Teston Road	City of Vaughan	
Kennedy Road Bridge, north of Mount Albert Road	Town of East Gwillimbury	
Mulock Drive Culvert, east of Bayview Avenue	Town of Newmarket	

Roads - Intersection Improvements – 37 Locations Completed

Project Location	Municipality	Total Project Cost
16th Avenue and Berwick Crescent	City of Richmond Hill	\$2.8M
16th Avenue and Williamson Road	City of Markham	
Highway 7 and Wooten Way	City of Markham	
Leslie Street and Toporowski Avenue	City of Richmond Hill	
Keele Street and Dina Road	City of Vaughan	
Kennedy Road and 19th Avenue	City of Markham	
Kennedy Road and Ravenshoe Road	Town of East Gwillimbury/ Town of Georgina	
Markham Road and Denison Street	City of Markham	
McCowan Road and Aurora Road	Town of Whitchurch- Stouffville	
Pine Valley Drive and Davos Road	City of Vaughan	
Pine Valley Drive and Royal Garden Boulevard	City of Vaughan	

Project Location	Municipality	Total Project Cost
Teston Road and Torah Gate	City of Vaughan	
Warden Avenue and 19th Avenue	City of Markham	
Warden Avenue and Gibson Drive/Masseyfield Gate	City of Markham	
Woodbine Avenue and 19th Avenue	City of Markham	
Woodbine Avenue and Russell Dawson Road	City of Markham	
Woodbine Avenue and Victoria Square (south)	City of Markham	
Illumination	Various Locations	
Traffic Signal Modernization in conjunction with Road Rehabilitation Project		
Bayview Avenue and Proctor Avenue	City of Markham	Included in Cost of Road Rehabilitation
Bayview Avenue and Hunt Club Court/Laureleaf Road		
Bayview Avenue and John Street		
Bayview Avenue and Green Lane/Shouldice Hospital		
Bayview Avenue and Romfield Circuit South/Willowbrook Road		
Bayview Avenue and Dunsinane Drive		
Bayview Avenue and Romfield Circuit North/Sycamore Drive		
Bayview Avenue and Langstaff Road East		
Highway 7 and Islington Avenue	City of Vaughan	
Highway 7 and Parkfield Court/Woodstream Boulevard		
Highway 7 and Martin Grove Road		
Highway 7 and 5770 Highway 7/Plaza Access		
Major Mackenzie Drive West and Dufferin Street	City of Vaughan	
Major Mackenzie Drive West and Sir Benson Drive		
Major Mackenzie Drive West and Ilan Ramon Boulevard		
Ninth Line and Fincham Avenue	City of Markham	
Ninth Line and Tiers Gate / White's Hill Avenue		

Project Location	Municipality	Total Project Cost
Woodbine Avenue and Mount Albert Road	Town of East Gwillimbury	
Woodbine Avenue and Queensville Sideroad		

Transit – Ongoing Rehabilitation and Preventative Maintenance

Project Location	Total Project Cost
Transit Terminal Rehabilitation and Bus Shelter, Concrete Platform, and Bus Stop Sign Replacement	\$1.6M
Bus Operations, Maintenance and Storage Facility Rehabilitation – Various locations	\$1.5M
Transit Conventional Bus Major Structural Refurbishment & Mechanical Overhaul – Asset Life Extension (62 conventional buses) and Refresh (10 60' foot buses)	\$8.4M
Transit Fleet Retirement and Replacement – Purchase of 28 conventional buses	\$26.2M

EMERGENCY REPAIRS

Roads – Emergency Repair Work – 7 Locations Completed

Project	Municipality	Cost
15 th Sideroad Culvert Replacement, west of Dufferin Street	Township of King	\$475K
Humber River Beaver Dam Removal, south of Rutherford Road and east of Highway 27	City of Vaughan	
Jane Street Culvert Replacement, south of King Road	Township of King	
Ninth Line Beaver Dam Removal, south of Reeves Way	Town of Whitchurch-Stouffville	
Ravenshoe Road and Kennedy Road Culvert Asphalt Repair	Town of Georgina	
Ravenshoe Road and Kennedy Road Rip Rap Installation	Town of Georgina	
Woodbine Culvert Replacement, north of St. John's Sideroad	Town of Whitchurch-Stouffville	

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2021 Growth and Asset Management Construction Map

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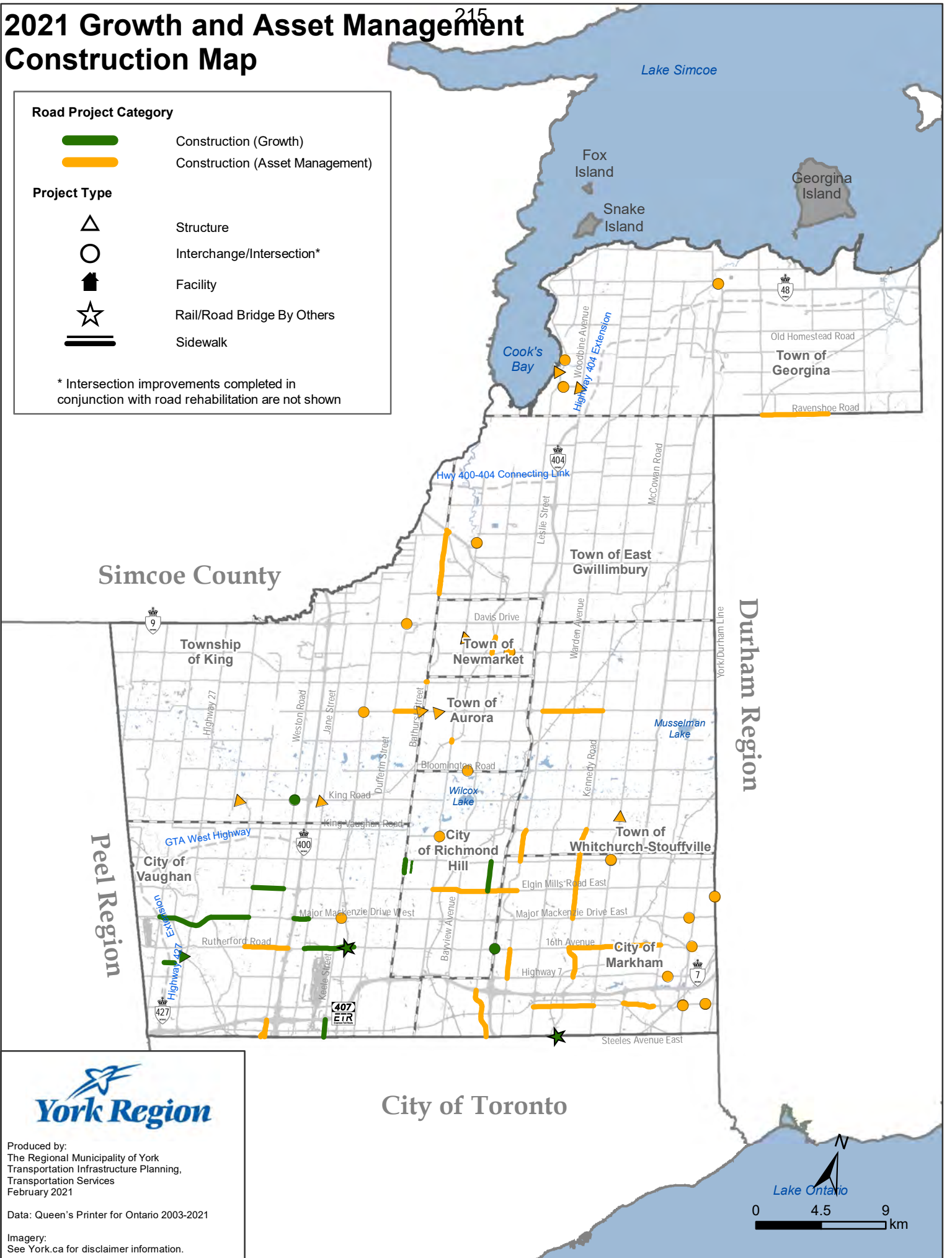
Road Project Category

- █ Construction (Growth)
- █ Construction (Asset Management)

Project Type

- △ Structure
- Interchange/Intersection*
- ▲ Facility
- ☆ Rail/Road Bridge By Others
- ▬▬ Sidewalk

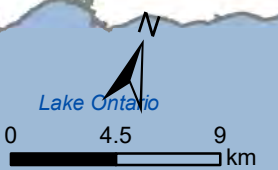
* Intersection improvements completed in conjunction with road rehabilitation are not shown




Produced by:
The Regional Municipality of York
Transportation Infrastructure Planning,
Transportation Services
February 2021

Data: Queen's Printer for Ontario 2003-2021

Imagery:
See York.ca for disclaimer information.



Transportation Services Capital Infrastructure Status Update Summary of Current Projects

Committee of the Whole
Transportation Services
April 8, 2021

GROWTH PROGRAM – CONSTRUCTION

Roads – Construction – 15 Projects

Project Location	Municipality	Total Project Cost	Construction Completion
Continuing Construction – 13 Contracts			
16 th Avenue, Highway 404 Interchange (Delivered by MTO) **Total cost/completion of 16 th Avenue, Leslie Street to Woodbine Avenue project	City of Markham/City of Richmond Hill	\$57.0M**	2025**
Bathurst Street Sidewalk, Gamble Road to Shaftsbury Avenue	City of Richmond Hill	\$550K	2021
Central District Snow Management Facility	Town of Newmarket	\$5.5M	2021
Highway 27 Canadian Pacific Railway Bridge Replacement	City of Vaughan	\$30.9M	2022
Keele Street Widening, Steeles Avenue to Highway 407	City of Vaughan	\$44.4M	2023
King Road at Weston Road Intersection Improvements	Township of King	\$8.6M	2021
Leslie Street Widening, Elgin Mills Road to 19th Avenue	City of Richmond Hill	\$23.2M	2021
Major Mackenzie Drive Widening, Highway 400 to Jane Street	City of Vaughan	\$40.2M	2022
Major Mackenzie Drive Widening, CP Rail to Islington Avenue	City of Vaughan	\$110.0M	2021
Major Mackenzie Drive Widening, Islington Avenue to Pine Valley Drive	City of Vaughan	\$53.3M	2021
Mid-Block Crossing at Highway 427, North of Langstaff Road (Delivered by Link427/City of Vaughan)*Region's budgeted portion	City of Vaughan	\$4.7M*	2021
Rutherford Road Grade Separation, Westburne Drive to Peter Rupert (Delivered by Metrolinx)*Region's budgeted portion	City of Vaughan	\$18.3M*	2022

Project Location	Municipality	Total Project Cost	Construction Completion
Steeles Avenue Grade Separation (City of Toronto led project) *Region's budgeted portion	City of Markham/City of Toronto	\$12.0M*	2022
New Construction – 2 Contracts			
Rutherford Road Widening, Jane Street to Westburne Drive	City of Vaughan	\$59.7M	2023
Teston Road Widening, Pine Valley Drive to Weston Road	City of Vaughan	\$30.2M	2023

Transit – Construction – 4 Projects

Project Name	Municipality	Total Project Cost	Construction Completion
Continuing Construction – 1 Project			
Expansion and Renovation of North Operations, Maintenance and Storage Facility – 18110 Yonge St.	Town of Newmarket/ Town of East Gwillimbury	\$24.0M	2021
New Construction – 3 Projects			
55 Orlando Garage Expansion	City of Richmond Hill	\$58.5M	2022
Major Mackenzie West Terminal, opposite Mackenzie Vaughan Hospital	City of Vaughan	\$16.0M	2022
Transit Shelter, Concrete Platform and Bus Stop Sign Expansion	Various	\$1.2M	2021

ASSET MANAGEMENT PROGRAM – CONSTRUCTION

Roads – Rehabilitation/Preservation – 22 Locations

Project Location	Municipality	Total Project Cost
Yonge Street, north of Industrial Parkway - Sink Hole Mitigation (continued from 2020)	Town of Aurora	\$7.4M
Crack Sealing	Various Locations	\$600K
Grind and Pave	Various Locations	\$2.5M
Road Rehabilitation – 160 lane kilometres		
14 th Avenue, Warden Avenue to McCowan Road	City of Markham	\$42.6M
14 th Avenue, Markham Road to Ninth Line	City of Markham	
16 th Avenue, Kennedy Road to Main Street	City of Markham	
18 th Sideroad, West of Bathurst Street	Township of King	
Don Mills/Leslie Street, Steeles Avenue to Highway 407	City of Markham	
Elgin Mills Road, Yonge Street to Victoria Square	City of Richmond Hill / City of Markham	
Kennedy Road, Highway 7 to 16th Avenue	City of Markham	
Prospect Street, Mulock Drive to Gorham Street	Town of Newmarket	
Rutherford Road, Pine Valley Drive to Highway 400	City of Vaughan	
Old Weston Road, Steeles Avenue to Weston Road	City of Vaughan	
Wellington Street, Dufferin Street to Bathurst Street	Township of King	
Weston Road, Steeles Avenue to Highway 407	City of Vaughan	
Road Preservation – 80 lane kilometres		
16th Avenue, Main Street to Ninth Line	City of Markham	\$4.8M
Aurora Road, Highway 404 to Kennedy Road	Town of Whitchurch-Stouffville	
Bathurst Street, Green Lane to Holland Landing Road	Township of King	
Kennedy Road, Major Mackenzie Drive to Stouffville Road	City of Markham / Town of Whitchurch-Stouffville	

Project Location	Municipality	Total Project Cost
Ravenshoe Road, Park Road to Concession 5	Town of Georgina	
Woodbine Avenue, 19th Avenue to Stouffville Road	City of Markham / Town of Whitchurch-Stouffville	
Woodbine Avenue, Highway 7 to 16th Avenue	City of Markham	

Roads – Structure Rehabilitation – 8 Locations

Project Location	Municipality	Total Project Cost
Bathurst Street Culvert, north of Wellington Street	Town of Aurora	\$13.2M
Glenwoods Avenue Culvert, east of The Queensway	Town of Georgina	
King Horne Bridge, King Road east of Highway 400	Township of King	
King Road Culvert, east of 8 th Concession	Township of King	
McCowan Road Culvert, north of Stouffville Road	Town of Whitchurch-Stouffville	
The Queensway Culvert, north of Glenwoods Avenue	Town of Georgina	
Wellington Street Retaining Wall, east of Bathurst Street	Town of Aurora	
Yonge Street Culvert, north of Eagle Street	Town of Newmarket	

Roads – Intersection Improvements – 50 Locations

Project Location	Municipality	Total Project Cost
Major Mackenzie Drive, at Vaughan City Hall	City of Vaughan	\$2.3M
14th Avenue and Reesor Road	City of Markham	\$3.0M
14th Avenue, west of 11th Concession	City of Markham	
16th Avenue, east of Little Rouge Creek bridge	City of Markham	
Bloomington Road and Worthington/Steeplechase Avenue	City of Richmond Hill	
Davis Drive and Dufferin Street	Township of King	
Glenwoods Avenue and Our Lady of the Lake School	Town of Georgina	
High Street and Middle Street	Town of Georgina	

Project Location	Municipality	Total Project Cost
Highway 7 and Bur Oak Avenue	City of Markham	
Highway 7 and Millway Avenue	City of Vaughan	
Keele Street and 17th Sideroad	Township of King	
Major Mackenzie Drive, west of Reesor Road	City of Markham	
McCowan Road and 19th Avenue	City of Markham	
Mulock Drive and College Manor/Fernbank Road	Town of Newmarket	
The Queensway South & Richmond Park Drive	Town of Georgina	
Yonge Street and Holland Landing Community Centre	Town of East Gwillimbury	
Yonge Street and Jefferson Sideroad	City of Richmond Hill	
York Durham Line and Concession Road 8	City of Markham	
Illumination at Various Locations	Various Locations	
Traffic Signal Modernization in conjunction with Road Rehabilitation Project		
14th Avenue at Crown Steel Drive/ Gough Road	City of Markham	
14th Avenue at Birchmount Road		
14th Avenue at McDowell Gate		
14th Avenue at Chatelaine Drive/ Havelock Gate		
14th Avenue at Roxbury Street/ Boxwood Crescent		
16th Avenue at William Berczy Boulevard / Longwater Chase	City of Markham	
16th Avenue at The Bridle Walk/ Shorthill Drive		
16th Avenue at Stonebridge Drive/ Saratoga Road		
16th Avenue at Roy Rainey Avenue/ Cairns Drive		
16th Avenue at Mingay Avenue/ Stone Mason Drive		
Bayview Avenue at Mulock Drive	Town of Newmarket	
Don Mills Road at Simonston Boulevard North	City of Markham	
Elgin Mills Road at Edward Avenue	City of Richmond Hill/City of Markham	
Elgin Mills Road at Rose Branch Drive/ Neal Drive		

Project Location	Municipality	Total Project Cost
Elgin Mills Road at Bayview Avenue		
Elgin Mills Road at Shirley Drive		
Elgin Mills Road at Redstone Road		
Elgin Mills Road at John Birchall Road		
Elgin Mills Road at Woodbine Avenue		
Elgin Mills Road at Duke of York Street/ Prince Regent Street		
Kennedy Road at Austin Drive	City of Markham	
Kennedy Road at Carlton Road		
Kennedy Road at The Bridle Trail		
Kennedy Road at Birchview Lane		
Rutherford Road at Via Campanile/ Babak Boulevard	City of Vaughan	
Rutherford Road at St Clare Boulevard/ Velmar Drive		
Rutherford Road at Fossil Hill Road		
Rutherford Road at Weston Road		
Rutherford Road at Vellore Woods Boulevard		
Wellington Street West at Dufferin Street	Township of King	Included in Cost of Road Rehabilitation
Weston Road at Aviva Park Drive/ Century Place	City of Vaughan	

Transit – Ongoing Rehabilitation and Preventative Maintenance

Project Name	Total Project Cost
Transit Terminal Rehabilitation and Bus Shelter, Concrete Platform, and Bus Stop Sign Replacement	\$1.8M
Bus Operations, Maintenance and Storage Facility Rehabilitation – Various locations	\$1.9M
Transit Conventional Bus Major Structural Refurbishment & Mechanical Overhaul – Asset Life Extension (46 conventional buses)	\$7.6M

Project Name	Total Project Cost
Transit Fleet Retirement and Replacement – Purchase of 6 conventional electric buses	\$8.0M

GROWTH PROGRAM – PRE-CONSTRUCTION

Roads – Environmental Assessments – 5 Studies

Project Location	Municipality
Continuing Environmental Assessments – 2 Studies	
Langstaff Road, Weston Road to Highway 7	City of Vaughan
Teston Road, Highway 400 to Bathurst Street (Individual Environmental Assessment)	City of Vaughan
New Environmental Assessments – 3 Studies	
Elgin Mills Road, from Yonge Street to Bayview Avenue (Railway Grade Separation)	City of Richmond Hill
Kennedy Road, Major Mackenzie Drive to Elgin Mills Road	City of Markham
Warden Avenue, Major Mackenzie Drive to Elgin Mills Road	City of Markham

Roads – Detailed Design – 21 Projects

Project Location	Municipality
Continuing Detailed Design – 10 Projects	
16 th Avenue, Leslie Street to Woodbine Avenue	City of Richmond Hill/City of Markham
Bathurst Street, north of Highway 7 to Major Mackenzie Drive	City of Vaughan/City of Richmond Hill
Dufferin Street, Apple Blossom Drive to Marc Santi Boulevard	City of Vaughan
King Road, Bond Crescent to Yonge Street	City of Richmond Hill

Project Location	Municipality
Mid-Block Crossing, Highway 404 north of 16th Avenue	City of Richmond Hill/ City of Markham
Ninth Line, Steeles Avenue to Box Grove By-Pass	City of Markham
Rutherford Road, Peter Rupert Avenue to Bathurst Street	City of Vaughan
Steeles Avenue, Tapscott Road to Donald Cousens Parkway (City of Toronto led project)	City of Markham/City of Toronto
Yonge Street, Davis Drive to Green Lane	Town of Newmarket/ Town of East Gwillimbury
Yonge Street/Highway 11, Green Lane to Bradford Boundary	Town of East Gwillimbury
New Detailed Design – 11 Projects	
16 th Avenue, Woodbine Avenue to Warden Avenue	City of Markham
Bayview Avenue, North of Highway 7 to 16 th Avenue	City of Richmond Hill
Dufferin Street, Major Mackenzie Drive to Teston Road	City of Vaughan
Langstaff Road, Keele Street to Dufferin Street	City of Vaughan
Kennedy Road, 14 th Avenue to Highway 7	City of Markham
Major Mackenzie Drive, Jane Street to Keele Street	City of Vaughan
McCowan Road, 14 th Avenue to Highway 7	City of Markham
Red Cedar Avenue/Cedar Avenue Extension, Langstaff Road to High Tech Road	City of Richmond Hill/City of Markham
Stouffville Road, Bayview Avenue to Highway 404	City of Richmond Hill
Weston Road, Highway 407 to north of Highway 7	City of Vaughan
Weston Road, North and South of Rutherford Road	City of Vaughan

Transit – Design – 1 Ongoing Project

Project Location	Municipality
55 Orlando Garage Expansion	City of Richmond Hill

12493614

2021 Growth and Asset Management Pre-Construction Map

225

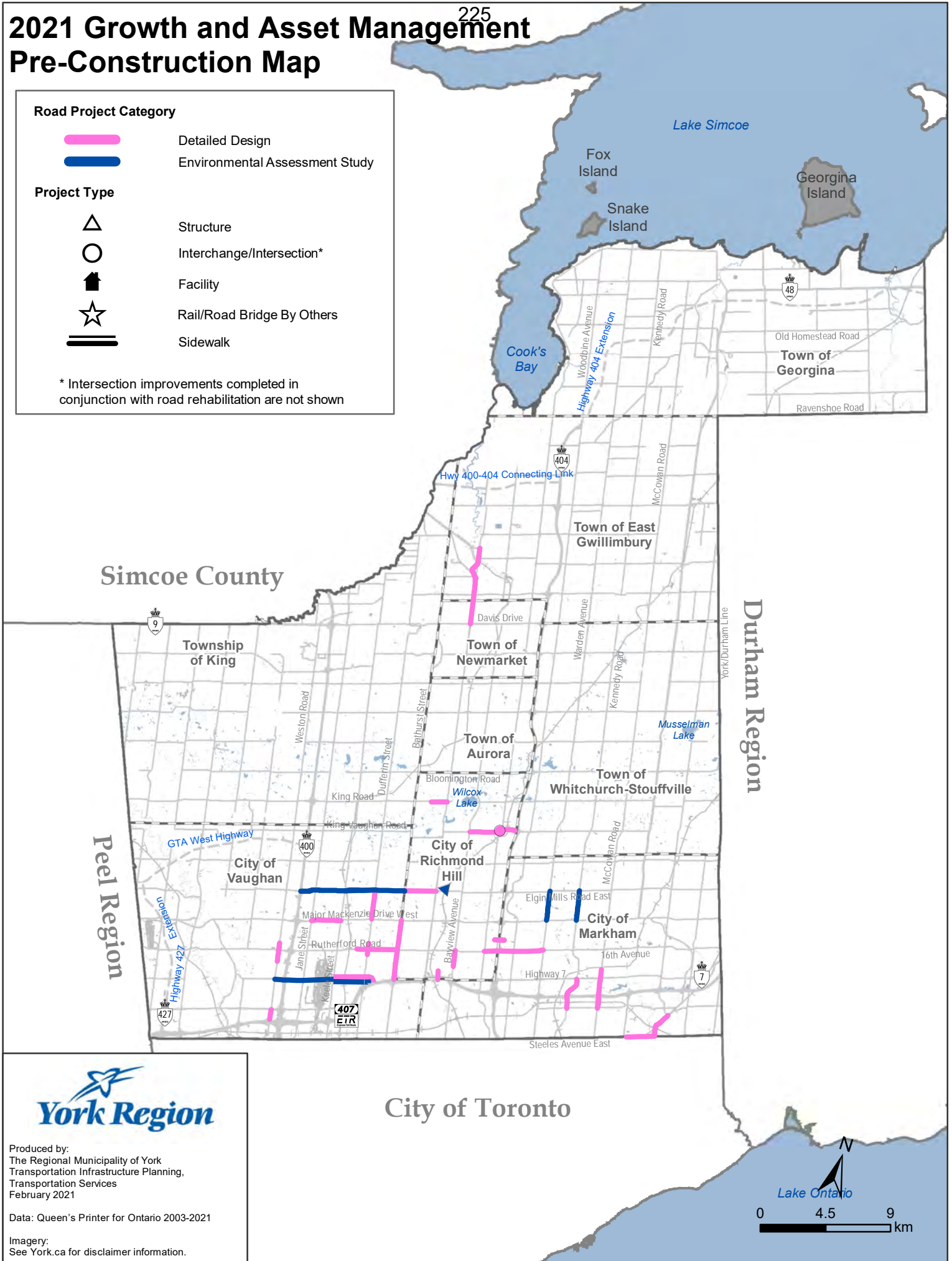
Road Project Category

- Detailed Design
- Environmental Assessment Study

Project Type

- Structure
- Interchange/Intersection*
- Facility
- Rail/Road Bridge By Others
- Sidewalk

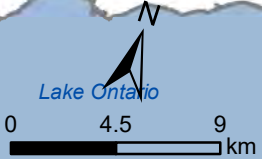
* Intersection improvements completed in conjunction with road rehabilitation are not shown



Produced by:
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Transportation Infrastructure Planning,
Transportation Services
February 2021

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PORT COLBORNE

Corporate Services Department
Clerk's Division

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

T 905.835.2900 ext 106 F 905.834.5746

E amber.lapointe@portcolborne.ca

April 26, 2021

Honourable Patty Hajdu
Federal Minister of Health
705 Red River Road, Suite 3
Thunder Bay, ON P7B 1J3

Sent via E-mail: Patty.Hajdu@parl.gc.ca

Dear Honourable Minister:

Re: Resolution – Cannabis Licensing and Enforcement

Please be advised that, at its meeting of April 12, 2021, the Council of The Corporation of the City of Port Colborne resolved as follows:

That correspondence from the Township of Brock regarding Cannabis Licensing and Enforcement, be supported.

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

Sincerely,

Amber LaPointe
City Clerk

ec: Health Canada
Honourable Christine Elliott, Minister of Health
Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs
Honourable Marie-Claude Bibeau, Minister of Agriculture and Agri-Food
Vance Badaway, MP Niagara Centre
Jeff Burch, MPP Niagara Centre
Board Members, Niagara Police Services Board
Association of Municipalities of Ontario (AMO)
Ontario Municipalities



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

March 2, 2021

The Honourable Patty Hajdu
Minister of Health Canada
Via email: Patty.Hajdu@parl.gc.ca

Health Canada
Ottawa, Ontario
via email: hcinfo.infosc@canada.ca

Dear Honourable Madam:

Re: Cannabis Licencing and Enforcement

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

Resolution Number 22-2

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

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

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

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

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

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

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

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

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

MOTION CARRIED

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

Yours truly,

THE TOWNSHIP OF BROCK



Becky Jamieson
Municipal Clerk

BJ:dh

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



A People Place, A Change of Pace
SHELburne
ONTARIO, CANADA

April 27, 2021

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

Dear Premier Ford:

On behalf of my Council, I am urging your government to *immediately* implement and fund the necessary policies to provide adequate paid sick day benefits for Ontario's workers.

It is a widely accepted fact that workplaces are a significant source of COVID-19 transmission throughout our province. Sadly however, too many Ontarians are still going to work when they are sick for fear that they will lose pay should they stay at home. This is entirely counterproductive to our collective efforts to contain this deadly virus and is contributing to the high case counts that we continue to see throughout Ontario.

The federal Canada Recovery Sickness Benefit is not nearly sufficient to rely upon as our only line of defense on this front. While it offers some help, this program is temporary, not fully accessible to all workers, and the delays involved in applying fail to adequately cover the crucial first few days of an illness. We can do better Mr. Premier.

I am confident that a "Team Ontario" approach to this issue will find the kind of tailored solution needed to meet the needs of workers within our province. A universal Ontario paid sick day policy must ensure accessible and timely supports to allow workers to stay home when they are sick, get tested, self-isolate and follow all necessary COVID-19 control measures without fear of income-loss and financial hardship. We owe this to our workers who have given so much over this past year.

It's time for action Mr. Premier.

Respectfully yours,

A handwritten signature in blue ink, appearing to read "Wade Mills".

Wade Mills

Mayor, Town of Shelburne



April 28, 2021

Minister Stephen Lecce
 Minister of Education
 Sent via email to: minister.edu@ontario.ca

Re: Bus Stops on Dead End Roads

Dear Minister:

At the last regular Council meeting of the Township of Scugog held April 26, 2021, the above captioned matter was discussed and I wish to advise that the following resolution was passed:

That Dead-End Road delegations be received: from parents, [video](#), site www.durhamdeadendroadkids.ca and attached correspondence and;

Whereas Dead-End Road kids (cul-de-sacs, private roads) busing being moved from long-time residential to highspeed (some 80km) common stop pickups; percentage of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point-turns, or back up; kids expected to walk 1-2km twice daily (caregivers 4x) in morning dark, on narrow road shoulders, with no "bus stop ahead" warning signage;

Whereas Parents report employment/housing at risk. Must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities not helped like double amputee who needs stop moved 160ft; parents told it's their "responsibility to get kids to bus safely";

Whereas Parents being told busing policy is schoolboard's, but they say it's STS's, who say it's Governance Committee or Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer policy"; and trustee, governance say cannot change policies, so parents appealing to police, press, & councils re dangers then; oncoming car killed 12-yr-old Cormac and injured sister while waiting at newly relocated bus stop at the base of a hill;

Whereas STS have advised road improvements are responsibility of municipalities, yet municipalities don't own needed land, nor have \$ millions to create 77m bus turnarounds, meanwhile;

Whereas Ontario Transportation Funding is \$1 billion; Jan 27/20 Ministry said they'd improve student transportation, review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing "Student Transportation Advisory Group" to hear STS sector expertise, experience and ideas;

Now therefore be it resolved that the Municipality of Scugog requests:

THAT exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

THAT exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

THAT "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stop to main roadway;

THAT STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

THAT Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

THAT Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

THAT Province have GPS tracking software to notify parents when children picked up/dropped off, and

THAT this motion be distributed to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham MPP Lindsey Park, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, Durham Region, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).

Should you require any further information in regard to this matter, please do not hesitate to contact Carol Coleman, Director of Public Works and Infrastructure Services at 905-985-7346 ext.149.

Yours truly,



Becky Jamieson
Director of Corporate Services/Municipal Clerk

Attachments

cc: Carol Coleman, Director of Public Works and Infrastructure Services
Premier of Ontario, Honourable Doug Ford premier@ontario.ca
Honorable Caroline Mulroney, Minister of Transport minister.mto@ontario.ca
Durham MPP Lindsey Park lindsey.park@pc.ola.org
Haliburton-Kawartha Lakes-Brock MPP Laurie Scott laurie.scott@pc.ola.org
All Durham MPP's -
Rod Phillips, MPP Ajax Rod.phillips@pc.ola.org
Lorne Coe, MPP Whitby Lorne.coe@pc.ola.org
Jennifer French, MPP Oshawa Jfrench-QP@ndp.on.ca
Lindsey Park, MPP, Durham Lindsey.park@pc.ola.org
Laurie Scott, MPP Haliburton-Kawartha Lakes-Brock
Laurie.scott@pc.ola.org
Peter Bethlenfalvy, MPP Pickering-Uxbridge
Peter.bethlenfalvy@pc.ola.org
Ralph Walton, Regional Clerk, Durham Region clerks@durham.ca
All Ontario Municipalities
Rural Ontario Municipal Association (ROMA) roma@roma.on.ca
Ontario Good Roads Association (OGRA) info@ogra.org
Association of Municipalities of Ontario (AMO) amo@amo.on.ca

Sent on behalf of Todd Coles, City Clerk

Ms. Lisa Lyons, Director of Legislative Services and Town Clerk
The Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, Ontario L3Y 4X7

Dear Ms. Lyons:

RE: CONDEMNING THE RISE OF ANTI-ASIAN RACISM

Attached for your information is **Item 28, Report No. 16**, of the Committee of the Whole regarding the above-noted matter, which was adopted without amendment by the Council of the City of Vaughan at its meeting of April 20, 2021.

I draw your attention to the Resolution recommendation, as follows:

5. *That this Member's Resolution be forwarded to York Region, all York Region area municipalities, Vaughan's Members of Provincial Parliament and Members of Parliament.*

To assist us in responding to inquiries, please quote the item and report number.

Sincerely,

Todd Coles
City Clerk
905-832-8504 | clerks@vaughan.ca

City of Vaughan | Office of the City Clerk
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca



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CITY OF VAUGHAN
EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 20, 2021

Item 28, Report No. 16, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 20, 2021, upon a unanimous recorded vote.

28. CONDEMNING THE RISE OF ANTI-ASIAN RACISM

The Committee of the Whole recommends approval of the recommendations contained in the resolution of Councillor Yeung Racco, dated April 13, 2021:

Member's Resolution

Submitted by: Councillor Sandra Yeung Racco

Whereas, since the emergence of the global COVID-19 pandemic, media outlets have reported a disturbing rise in racist behaviour toward Asian communities in Canada and around the world. In July 2020, Vaughan Council responded by unanimously endorsing Councillor Yeung Racco's Member's Resolution denouncing the initial rise in anti-Asian racism at the onset of the global pandemic; and

Whereas, new reports have found that nearly 30 per cent of incidents are assaults, representing a 50 per cent increase in assaults early 2020. Disturbingly, women continue to be disproportionately impacted by anti-racism, reporting 60 per cent of all incidents; and

Whereas, verbal harassment – in the form of name-calling, racial slurs, threats and swearing – are the most common type of discrimination, representing 65 per cent of reported incidents; and

Whereas, Vaughan is proudly home to an active, engaged and thriving Asian-Canadian community made up of successful entrepreneurs, committed professionals employed by the City of Vaughan, concerned citizens, dedicated city-builders, compassionate family members, and a growing number of registered seniors and cultural groups, who continue to make positive, significant and lasting contributions to the development of the city; and

Whereas, in February 2020, Ward 4 Councillor Sandra Yeung Racco and Mayor Maurizio Bevilacqua joined Catherine Hou, president of the Chinese Cuisine & Hospitality Association of Canada, to visit KUU Sushi, a local restaurant taking part in the Asialicious Asian Restaurant Food Festival, to show support for Asian-Canadian small businesses in Vaughan; and

Whereas, the City's Cultural Heritage Events program is an opportunity to further enrich, engage and educate all people about the contributions made by individuals of Asian heritage; and

CITY OF VAUGHAN
EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 20, 2021

Item 28, CW(2) Report 16 - Page 2

Whereas, each year, Council hosts Lunar New Year festivities that include a traditional lion dance, eye-dotting ceremony and other celebrated cultural performances. In 2021, the first-ever virtual Lunar New Year event took place, inviting people from around the world to watch the celebration online; and

Whereas, the Vaughan Mayor's Lunar Gala, inspired by the Chinese Moon Festival, is a celebration of Asian culture with entertainment, activities and traditional foods, that brings people together to raise funds for important community causes; and

Whereas, the City of Vaughan continues to engage in a number of economic and trade missions to Asia to explore and access opportunities that benefit emerging markets within the local business community; and

Whereas, the City of Vaughan established a Friendship City partnership with Yangzhou, China in 1995, entered into a Twin City arrangement with Baguio, Philippines in 1997, and is currently discussing an international partnership with Sanjo, Japan, in follow up to an initial Friendship City agreement in 1993. These formal relationships further demonstrate how Vaughan cherishes its relationships with the global Asian community.

It is therefore recommended:

1. That the City of Vaughan once again unequivocally denounce all forms of racism, bigotry and discrimination – and especially racism targeted at Asian-Canadians; and
2. The City's Economic and Cultural Development department continues its support of Asian-Canadian entrepreneurs and businesses by working in collaboration with organizations such as the Markham, Richmond Hill & Vaughan Chinese Business Association (MRVCBA) and the Association of Chinese Canadian Entrepreneurs (ACCE); and
3. The City's Corporate and Strategic Communications department promote the passage of this resolution on the appropriate corporate communications channels, including issuing a news release to local, national and cultural media outlets; and
4. That this resolution and attachments be forwarded to the City's Diversity and Inclusion Task Force to be shared with members for further discussion and potential next steps about public education efforts; and
5. That this Member's Resolution be forwarded to York Region, all York Region area municipalities, Vaughan's Members of Provincial Parliament and Members of Parliament.

MEMBER'S RESOLUTION

Committee of the Whole (2) Report

DATE: Tuesday, April 13, 2021

TITLE: CONDEMNING THE RISE OF ANTI-ASIAN RACISM

FROM:

Councillor Sandra Yeung Racco

Whereas, since the emergence of the global COVID-19 pandemic, media outlets have reported a disturbing rise in racist behaviour toward Asian communities in Canada and around the world. In July 2020, Vaughan Council responded by unanimously endorsing Councillor Yeung Racco's Member's Resolution denouncing the initial rise in anti-Asian racism at the onset of the global pandemic; and

Whereas, new reports have found that nearly 30 per cent of incidents are assaults, representing a 50 per cent increase in assaults early 2020. Disturbingly, women continue to be disproportionately impacted by anti-racism, reporting 60 per cent of all incidents; and

Whereas, verbal harassment – in the form of name-calling, racial slurs, threats and swearing – are the most common type of discrimination, representing 65 per cent of reported incidents; and

Whereas, Vaughan is proudly home to an active, engaged and thriving Asian-Canadian community made up of successful entrepreneurs, committed professionals employed by the City of Vaughan, concerned citizens, dedicated city-builders, compassionate family members, and a growing number of registered seniors and cultural groups, who continue to make positive, significant and lasting contributions to the development of the city; and

Whereas, in February 2020, Ward 4 Councillor Sandra Yeung Racco and Mayor Maurizio Bevilacqua joined Catherine Hou, president of the Chinese Cuisine & Hospitality Association of Canada, to visit KUU Sushi, a local restaurant taking part in the Asialicious

Asian Restaurant Food Festival, to show support for Asian-Canadian small businesses in Vaughan; and

Whereas, the City's Cultural Heritage Events program is an opportunity to further enrich, engage and educate all people about the contributions made by individuals of Asian heritage; and

Whereas, each year, Council hosts Lunar New Year festivities that include a traditional lion dance, eye-dotting ceremony and other celebrated cultural performances. In 2021, the first-ever virtual Lunar New Year event took place, inviting people from around the world to watch the celebration online; and

Whereas, the Vaughan Mayor's Lunar Gala, inspired by the Chinese Moon Festival, is a celebration of Asian culture with entertainment, activities and traditional foods, that brings people together to raise funds for important community causes; and

Whereas, the City of Vaughan continues to engage in a number of economic and trade missions to Asia to explore and access opportunities that benefit emerging markets within the local business community; and

Whereas, the City of Vaughan established a Friendship City partnership with Yangzhou, China in 1995, entered into a Twin City arrangement with Baguio, Philippines in 1997, and is currently discussing an international partnership with Sanjo, Japan, in follow up to an initial Friendship City agreement in 1993. These formal relationships further demonstrate how Vaughan cherishes its relationships with the global Asian community.

It is therefore recommended:

1. That the City of Vaughan once again unequivocally denounce all forms of racism, bigotry and discrimination – and especially racism targeted at Asian-Canadians; and
2. The City's Economic and Cultural Development department continues its support of Asian-Canadian entrepreneurs and businesses by working in collaboration with organizations such as the Markham, Richmond Hill & Vaughan Chinese Business Association (MRVCBA) and the Association of Chinese Canadian Entrepreneurs (ACCE); and
3. The City's Corporate and Strategic Communications department promote the passage of this resolution on the appropriate corporate communications channels, including issuing a news release to local, national and cultural media outlets; and

4. That this resolution and attachments be forwarded to the City's Diversity and Inclusion Task Force to be shared with members for further discussion and potential next steps about public education efforts; and
5. That this Member's Resolution be forwarded to York Region, all York Region area municipalities, Vaughan's Members of Provincial Parliament and Members of Parliament.

Attachments

1. COVID-19 Anti-Asian Racism in Canada – A National Picture
2. Extract of Member's Resolution from July 15, 2020

COVID-19 ANTI-ASIAN RACISM IN CANADA A NATIONAL PICTURE



600+ INCIDENTS OF ANTI-ASIAN RACISM REPORTED TO ELIMIN8HATE.ORG & COVIDRACISM.CA, SINCE THE ONSET OF COVID-19

NEARLY **30%**
OF INCIDENTS ARE



ASSAULT

[Targeted Coughing, Spitting, Physical Violence]

REPRESENTING A **50% INCREASE**
IN ASSAULTS SINCE EARLY 2020

WOMEN

CONTINUE TO BE

**DISPROPORTIONATELY
IMPACTED**

REPORTING
OF ALL INCIDENTS **60%**

VERBAL HARASSMENT

[Name-calling, Racial slurs, Threats, Swearing]

**IS THE MOST COMMON
TYPE OF DISCRIMINATION**

INCLUDED IN
OF ALL REPORTS **65%**

HIGHEST REPORTED INCIDENTS BY:

RACIAL CATEGORY

83%	EAST ASIAN
7%	SOUTHEAST ASIAN
2%	SOUTH ASIAN
1.5%	MIXED RACE/BIRACIAL
1%	INDIGENOUS

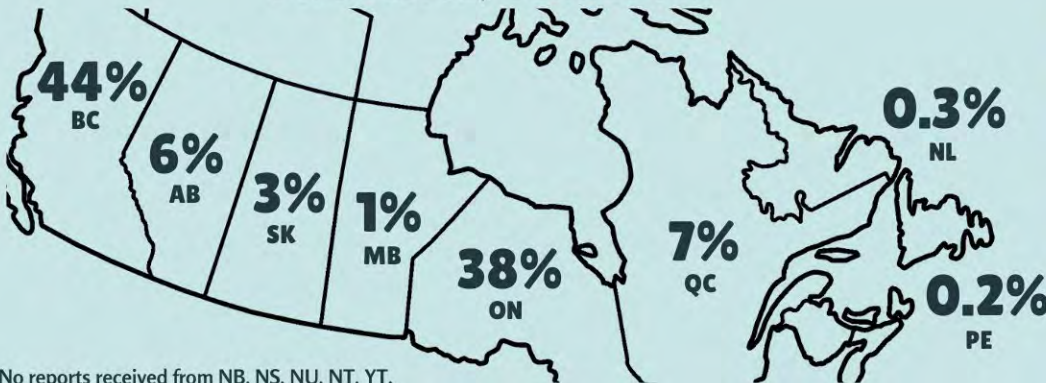
LOCATION

45%	PUBLIC SPACES <small>STREET, SIDEWALK, PARK</small>
14%	GROCERY STORE
8%	PUBLIC TRANSIT
7%	OTHER BUSINESSES <small>NON-GROCERY STORES, OFFICES</small>
5%	PRIVATE RESIDENCES

AGE

45%	19 – 35 YEARS
33%	36 – 54 YEARS
10%	55 YEARS & OVER
8%	18 YEARS & UNDER

PROVINCE/TERRITORY



CITY

28%	VANCOUVER
26%	TORONTO
5%	MONTREAL
3%	CALGARY
3%	OTTAWA

No reports received from NB, NS, NU, NT, YT.
Higher reporting incidence in BC and ON may coincide with the location of the organizations collecting data.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020

Item 6, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 15, 2020.

6. RACISM DIRECTED TOWARDS ASIAN-CANADIAN COMMUNITY

The Committee of the Whole recommends approval of the recommendations contained in the following resolution of Councillor Yeung Racco dated July 13, 2020:

Member's Resolution

Submitted by Councillor Racco

Whereas, since the emergence of the global COVID-19 pandemic, media outlets have reported a disturbing rise in racist behaviour toward Asian communities; and

Whereas, the City of Vaughan unequivocally denounces all forms of racism, bigotry and discrimination; and

Whereas, Vaughan is home to an active, engaged and thriving Asian-Canadian community made up of successful professionals, concerned citizens, dedicated city-builders and compassionate family members; and

Whereas, the City's Cultural Heritage Events program is an opportunity to further enrich, engage and educate all people about the contributions made by individuals of Asian heritage; and

Whereas, each year, Council hosts Lunar New Year festivities that include a traditional lion dance, eye-dotting ceremony and other celebrated cultural performances; and

Whereas, the Vaughan Mayor's Lunar Gala, inspired by the Chinese Moon Festival, is a celebration of Asian culture with entertainment, activities and traditional foods, that bring people together to raise funds for community causes, including the new Cortellucci Vaughan Hospital; and

Whereas, in 1995, the City established a Friendship City partnership with Yangzhou, China, and in 1997, entered into a Twin City arrangement with Baguio, Philippines; and

Whereas, in March of 2019, the City was formally invited to take part in the annual Smart City Summit and Expo in Taipei, Taiwan. This international conference brings together thought leaders from local governments, along with recognized professionals from public-and private-sector organizations. Vaughan's participation in the global conference presented opportunities to share existing best practices, learn about emerging and innovative trends in city-building and actively engage economic development leads; and

Whereas, to further the City's commitment to advancing a culture of co-operation and inclusion, earlier this year, Mayor Bevilacqua formally signed the Vaughan

CITY OF VAUGHAN**EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 15, 2020****Item 6, CW Report 34 – Page 2**

Inclusion Charter in support of the Inclusion Charter for York Region, which is a community initiative to create a fair and equal environment for all; and

Whereas, to help advance a mandate of diversity and inclusion, Council unanimously voted to create a Diversity and Citizen Engagement Task Force and endorsed Mayor Bevilacqua's Member's Resolution to establish a new employment opportunity in the form of a full-time permanent employment (FTE) opportunity – Diversity & Inclusion Officer.

It is therefore recommended:

- 1) That City Council unanimously and vigorously denounce acts of hatred, discrimination, and violence directed against people of various Asian origins; and
- 2) That, once meetings formally begin, this Member's Resolution is forwarded to members of the City's new Diversity and Citizen Engagement Task Force to inform their work; and
- 3) That this Member's Resolution be forwarded to York Region, all York Region area municipalities, Vaughan's Members of Provincial Parliament and Members of Parliament.



MEMBER'S RESOLUTION

Meeting/Date	COMMITTEE OF THE WHOLE (1) – JULY 13, 2020
Title:	RACISM DIRECTED TOWARDS ASIAN-CANADIAN COMMUNITY
Submitted by:	Ward 4 Councillor Sandra Yeung Racco

Whereas, since the emergence of the global COVID-19 pandemic, media outlets have reported a disturbing rise in racist behaviour toward Asian communities; and

Whereas, the City of Vaughan unequivocally denounces all forms of racism, bigotry and discrimination; and

Whereas, Vaughan is home to an active, engaged and thriving Asian-Canadian community made up of successful professionals, concerned citizens, dedicated city-builders and compassionate family members; and

Whereas, the City's Cultural Heritage Events program is an opportunity to further enrich, engage and educate all people about the contributions made by individuals of Asian heritage; and

Whereas, each year, Council hosts Lunar New Year festivities that include a traditional lion dance, eye-dotting ceremony and other celebrated cultural performances; and

Whereas, the Vaughan Mayor's Lunar Gala, inspired by the Chinese Moon Festival, is a celebration of Asian culture with entertainment, activities and traditional foods, that bring people together to raise funds for community causes, including the new Cortellucci Vaughan Hospital; and

Whereas, in 1995, the City established a Friendship City partnership with Yangzhou, China, and in 1997, entered into a Twin City arrangement with Baguio, Philippines; and

Whereas, in March of 2019, the City was formally invited to take part in the annual Smart City Summit and Expo in Taipei, Taiwan. This international conference brings together thought leaders from local governments, along with recognized professionals from public-and private-sector organizations. Vaughan's participation in the global conference presented opportunities to share existing best practices, learn about emerging and innovative trends in city-building and actively engage economic development leads; and

Whereas, to further the City's commitment to advancing a culture of co-operation and inclusion, earlier this year, Mayor Bevilacqua formally signed the Vaughan Inclusion Charter in support of the Inclusion Charter for York Region, which is a community initiative to create a fair and equal environment for all; and

Whereas, to help advance a mandate of diversity and inclusion, Council unanimously voted to create a Diversity and Citizen Engagement Task Force and endorsed Mayor Bevilacqua's Member's Resolution to establish a new employment opportunity in the form of a full-time permanent employment (FTE) opportunity – Diversity & Inclusion Officer.

It is therefore recommended:

- 1) That City Council unanimously and vigorously denounce acts of hatred, discrimination, and violence directed against people of various Asian origins; and
- 2) That, once meetings formally begin, this Member's Resolution is forwarded to members of the City's new Diversity and Citizen Engagement Task Force to inform their work; and
- 3) That this Member's Resolution be forwarded to York Region, all York Region area municipalities, Vaughan's Members of Provincial Parliament and Members of Parliament.

Respectfully submitted,

Sandra Yeung Racco,
Ward 4 Councillor

Good morning Mayor Taylor,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for residents in northern York Region municipalities who would like to ask questions and learn more about the Yonge North Subway Extension. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

Our Virtual Open House will be live on May 5 from 6:30-8:00 PM.

The Yonge North Subway Extension will lead to faster, easier travel between York Region and Toronto – no matter how you get around.

We'll share the latest plans for the project and discuss the new travel options that will open up through the new subway extension, as well as the travel time savings and offsets to traffic congestion that will come from having more convenient ways to get around.

Residents can register for the event, submit and vote on questions now through our [dedicated page](#).

I'd encourage you to share this invite to your constituents as you see fit.

Have a look at our [Facebook](#), [Twitter](#), and [Instagram](#) posts here to share.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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