



# Town of Newmarket Council Information Package

## Index of Attachments

Date: May 22, 2020

	<b>Pages</b>
<b>General Correspondence Items</b>	
1. <b>Support for the Resolution of the Town of Midland regarding a Financial Aid Plan</b>	1
Township of Montague April 27, 2020	
2. <b>Resolution regarding High Speed Internet Connectivity in Rural Ontario</b>	21
Township of Armour April 29, 2020	
3. <b>Regional Council Decision - Transportation Services Capital Infrastructure Status Update</b>	25
York Region April 30, 2020	
4. <b>Regional Council Decision - Proposed Temporary Delegation of Authority for Amendments to Traffic Bylaws</b>	51
York Region April 30, 2020	
5. <b>Regional Council Decision - 2019 Greening Strategy Achievements</b>	57
York Region April 30, 2020	
6. <b>Regional Council Decision - Motion - Adoption of International Holocaust Remembrance Alliance (IHRA) Definition of Antisemitism</b>	73

	York Region April 30, 2020	
7.	<b>Regional Council Decision - Vector-Borne Disease Program 2019 - 2020 Annual Update</b>	77
	York Region April 30, 2020	
8.	<b>Regional Council Decision - York Region's 2020 to 2023 Multi-Year Accessibility Plan</b>	91
	York Region April 30, 2020	
9.	<b>Regional Council Decision - 2019 Development Charge Reserve Fund Statement</b>	119
	York Region April 30, 2020	
10.	<b>Regional Council Decision - Social Service Response to COVID-19 Global Pandemic</b>	135
	York Region April 30, 2020	
11.	<b>Regional Council Decisions - Supporting Residents and Businesses Impacted by COVID-19</b>	163
	York Region April 30, 2020	
12.	<b>Regional Council Decision - Five Year Review of the SM4RT Living Waste Management Master Plan</b>	191
	York Region April 30, 2020	
13.	<b>Resolution regarding Regional Council Composition Review Decision</b>	259
	Town of Aurora May 1, 2020	
14.	<b>Resolution regarding Request to Regulate and Enforce Odour and Lighting Nuisances related to the Cultivation of Cannabis Plants</b>	261



	City of Hamilton May 1, 2020	
15.	<b>Support for the Resolution of the Town of Ajax regarding Conservation Authorities</b>	269
	Township of Brock May 5, 2020	
16.	<b>Resolution regarding Commercial Rent Assistance Program</b>	273
	Town of Grimsby May 6, 2020	
17.	<b>Resolution regarding Framework for Reopening our Province - Residential Construction in Rural Areas</b>	277
	Township of North Frontenac May 13, 2020	
18.	<b>Resolution regarding Provincial Funding for Rehabilitation Facilities</b>	279
	City of Cambridge May 13, 2020	
19.	<b>Resolution regarding Universal Basic Income</b>	281
	City of Kitchener May 15, 2020	
20.	<b>Support for the Township of Armour Resolution regarding High Speed Internet Connectivity in Rural Ontario</b>	283
	Town of Fort Erie May 20, 2020	
<b>Proclamation, Lighting Requests and Community Flag Raising</b>		
1.	<b>World Sickle Cell Day</b>	285
	Proclamation - June 19 Lighting - June 19 (red)	
2.	<b>Pollinator Week</b>	289
	Proclamation - June 22 to 28 Lighting - June 22 (yellow)	

## Information Reports

The following Information Reports were distributed during this period:

- INFO-2020-14: Discouraging the Unauthorized Demolition of Designated Heritage Buildings
- INFO-2020-15: Planning Act Timelines and Public Planning Meetings
- INFO-2020-16: Q4 Preliminary Report - Budget
- INFO-2020-17: Community Services - Customer Services Department Q1 Results
- INFO-2020-18: Lifesaving Society Burlington Cup Award



April 27<sup>th</sup>, 2020

The Right Honourable Justin Trudeau via email  
Prime Minister of Canada  
Langevin Block  
Ottawa, Ontario, K1A 0A2

Re: Federal Assistance for Municipalities

Dear Prime Minister:

Municipalities across Canada are working hard to respond to the ongoing international crisis. On a day-to-day level, Canadians depend on municipal services including fire and emergency services, essential road maintenance, garbage and recycling, bylaw enforcement, and building permits. However, municipalities need help from our federal partners to deliver these services while also supporting their residents.

At the Regular Meeting of April 21<sup>st</sup>, 2020, the Council of the Township of Montague passed the following motion:

MOVED BY: J. Carroll  
SECONDED BY: I. Streight

RESOLUTION NO: 88-2020  
DATE: April 21, 2020

That the Township of Montague supports the proposal in principle from the Town of Midland, for the federal government to provide grant funding municipalities to forgive tax payments.

And that the motion be sent to all municipalities across Ontario; local MPs and MPPs and AMO

CARRIED

Please find the attached letter from the Town of Midland detailing a potential funding arrangement. The Township of Montague supports this, or the proposed funding arrangement recommended by the Federation of Canadian Municipalities through the Gas Tax Fund, also attached.

Thank you,

Jasmin Ralph  
Clerk Administrator

Cc: Association of Municipalities of Ontario  
Cc: All Ontario Municipalities





**March 23, 2020**

By Fax to: 613.941.6900 & Twitter @CanadianPM, @JustinTrudeau

The Right Honourable Justin Trudeau  
Prime Minister of Canada  
Langevin Block,  
Ottawa, Ontario, K1A 0A2

Dear Prime Minister:

**Re: Direct Payment of Federal Funds to Municipalities to Waive Property Taxes for the Year 2020 - Financial help to alleviate the suffering from COVID-19 Pandemic**

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It is trite to repeat the human and financial toll of the COVID-19 Pandemic. Similarly, the commitment of the federal, provincial and municipal governments toward alleviating the suffering of Canadians does not require repeating.

We, at the Town of Midland, in the Province of Ontario, are proposing what we believe to be a simple but effective solution to facilitate the delivery of our common and shared commitment to the financial and psychological well-being of all Canadians.

**Proposal:**

**1. Residential Properties (primary residence only)**

- a. Waive 100% of the 2020 property taxes for all residential properties currently assessed at or below \$ 500,000.00 by each governing provincial property assessment body; and
- b. Waive 50% of the 2020 property taxes for all residential properties currently assessed below \$ 1,000,000.00; and
- c. Waive 25% of the 2020 property taxes for all residential properties currently assessed above \$1,000,000.00.

**2. Industrial, Commercial and Farm Properties**

- a. Waive 100% of the 2020 property taxes for all; industrial, commercial and farm properties currently assessed at under \$ 10,000,000.00; and
- b. Waive 50% of the property taxes for the year 2020 for all industrial, commercial and farm properties currently assessed between \$10,000,000.00 and \$ 50,000,000.00; and
- c. Waive 25% of the property taxes for the year 2020 for all industrial, commercial and farm properties assessed above \$50,000,000.00.

### 3. Federal Transfer Payment to Canadian Municipalities

- a. In lieu of the annual municipal property taxes, the Federal Government transfers funds to municipalities across Canada, as a one-time grant.

#### Advantages of the Proposal:

1. Quick and timely relief;
2. Direct relief to all Canadian homeowners and the business community;
3. Directly protects Canadians who although may be solvent, are unable to easily meet the financial pressures beyond their personal capacity due to COVID-19;
4. No additional resources required to assess individual need and delivery of the relief;
5. Negligible overhead costs for the disbursement of the relief. In fact, it may cut-down on some of the work for municipal staff; and
6. The financial stimulus received from the federal government will come into circulation immediately and will stay in the community.

There are a multitude of other direct and indirect financial and non-financial benefits that will result from the implementation of this proposal. The biggest non-financial impact is that Canadians will see an immediate financial relief respecting the pressures to make their property tax payments and be better positioned to address other essential needs. In turn, removing this added stress will provide some relief to the already strained financial and health systems.

As you are aware, Canadians are entering this time of crisis with a very high amount of house-hold debt and a great deal of financial fragility. Taking this simple step should alleviate some of those pressures. At the same time, it will keep your municipal governments, and school boards primed for continued productivity and forward momentum to address the fallout from COVID-19.

Thanking you in anticipation of a favourable response.

Sincerely,

**The Corporation of the Town of Midland**



Stewart Strathearn,  
Mayor  
[ssrathearn@midland.ca](mailto:ssrathearn@midland.ca)



Amanpreet Singh Sidhu,  
Chief Administrative Officer  
[asidhu@midland.ca](mailto:asidhu@midland.ca)

- c: Town of Midland Council  
Association of Municipalities of Ontario  
Province of Ontario



# Protecting vital municipal services

Urgent federal recommendations to  
address the financial crisis in our cities  
and communities due to COVID-19

**April 23, 2020**

# Contents

This is a crisis  
**1**

Local leaders  
on the  
front lines  
**2**

Anatomy of our  
financial crisis  
**4**

Fiscal impacts  
of COVID-19  
**6**

Summary of  
recommendations  
**8**

Proposed  
funding model  
**10**

Eyes on  
the future  
**12**





# This is a crisis

## A message from FCM's president

In a matter of weeks, the COVID-19 pandemic has turned life upside down. We now face a public health and economic challenge unlike anything we've seen in our lifetime. As municipalities across the country work to support frontline action and ready essential response services, the financial impact to our operations has created a crisis—and threatens to put the Canadians we serve at further risk.

Across Canada, cities and communities are seeing their finances drift toward collapse. This crisis exposes the cracks in an outdated model that is fundamentally misaligned with the modern reality of the role of local governments. Revenues are plummeting. Unanticipated costs are rising. With few fiscal tools available—and no legal ability to run operating deficits—local leaders face stark choices. Protecting essential services now requires support from other orders of government.

**Today, FCM is making that urgent request on behalf of cities and communities across the country. We are calling for emergency operating funding for municipalities—to keep essential services running and Canadians safe and protected.**

Canadians are depending on the vital services their local leaders provide, from ensuring tap water is clean to sending paramedics to help the sick to safely sheltering our most vulnerable residents. Cutting back services in the middle of a pandemic would put Canadians at further risk. Instead, municipal leaders must continue to help lead the way, supporting people and businesses through this public health and economic storm. To ensure this work continues with the urgency required—on the ground, where Canadians live—direct emergency federal funding is the only option.

Our federal-municipal partnership has delivered remarkable results. Deepening that partnership now will protect Canadians through this pandemic. And when the time comes, local leaders will be ready to help lead Canada's recovery, so this country can prosper and thrive once again.

**Bill Karsten**  
FCM President

# Local leaders on the front lines

Our cities and communities are the front lines of the COVID-19 pandemic. These are the places where Canadians go to work, buy homes, start families, launch businesses, and build the future of this country. As the governments closest to daily life, municipal leaders are mobilizing urgently to keep Canadians safe, and to help people and businesses weather the economic storm.

**Municipalities of all sizes are taking extraordinary measures to support Canadians—including our most vulnerable—through this unprecedented public health and economic challenge.** They're turning arenas into shelters for the homeless. They're setting up portable hygiene stations. They're deferring property taxes and utility bills for struggling families.

Municipalities are also working day and night to keep essential services running. Bus drivers, paramedics, firefighters, social workers and countless other frontline staff are putting themselves at risk every day to keep Canadians safe and to provide the services people rely on.

In the face of this challenge, essential workers and local leaders are stepping up together as champions for their communities, and this country.

**As the national voice for local governments, FCM is fully engaged in this nationwide crisis.** We're bringing together communities across the country to help protect people and businesses. Through regular touchpoints with our members—from FCM's Big City Mayors' Caucus and Rural Forum to our provincial-territorial municipal association partners and others—we're convening local expertise, sharing resources and coordinating frontline response efforts.

We're also working directly with federal departments, agencies and decision-makers to help inform Canada's pandemic response. That includes regular scheduled calls with the deputy prime minister and key ministers. This unprecedented engagement is bringing local realities to new federal initiatives—from the Canada Emergency Response Benefit to the Canada Emergency Wage Subsidy—to ensure they meet the needs of Canadians on the ground.

## Municipalities in action

The **City of Edmonton, AB** has waived transit fares on all routes and has deployed larger buses to encourage physical distancing, while ensuring essential workers have a safe and reliable way to get to work.

The public library in the **Town of Halton Hills, ON** is using 3D printers to make face shield parts for frontline health care workers. It's also left its Wi-Fi on—despite being closed—so residents without Internet access can apply for provincial and federal resources.

The municipality of **Canton De Gore, QC** has set up a home delivery service for seniors and vulnerable residents—staffed by volunteers—to bring groceries and prescriptions to people confined to their homes.

For more examples of municipal action during the pandemic, go to [fcm.ca/COVID19](https://fcm.ca/COVID19).

## Vital municipal services at a glance

COVID-19 is shining a spotlight on the vital role municipalities play in daily life. Now more than ever, Canadians are depending on their local leaders to keep essential services running—to keep people safe and secure through this pandemic. That includes:

- ▶ Local police, ambulance and fire services
- ▶ Maintenance of roads, bridges and other essential infrastructure
- ▶ Safe public transit for essential workers
- ▶ Clean water and wastewater services
- ▶ Garbage collection and recycling
- ▶ Local social services and housing for vulnerable residents
- ▶ Local public health agencies
- ▶ Sustainability and environmental initiatives



Paramedics are on the frontlines providing life-saving services including emergency and non-emergency pre-hospital care to residents. *Photo: City of Toronto*

When the time comes, municipalities will also be ready to lead Canada's recovery, along with our federal partners. Local leaders are already delivering frontline results for Canadians. And they are exceptionally well-placed to deliver stimulus funding quickly—to create jobs and get the economy going. Deepening the federal-municipal partnership even further will help Canada thrive and prosper once again.

# Anatomy of our financial crisis

At the best of times, Canada's municipal governments manage a razor-thin fiscal balance to deliver for residents. On the revenue side, they have scant ground to till beyond property taxes and user fees. On the expense side, operating and capital, they must be tremendously cost-efficient with every dollar available. With no legal standing to carry operating deficits, they diligently maintain reserves to carry our communities through cyclical shifts and disruptions.

But these are *historically challenging times*. Municipalities are incurring deep losses due to COVID-19—a combination of foregone revenues (from property taxes and user/utility fees) and unanticipated costs (including public safety measures and support for vulnerable populations). This is not limited to a cash flow challenge; this is a crisis of non-recoverable losses. To continue delivering essential services, many are drawing down limited reserves that were not designed for a crisis of this scale or duration.

Today's crisis exposes cracks in the fundamentally outdated fiscal framework in which municipalities are still forced to operate. And as we now approach a tipping point, our next steps will reverberate

through the lives of Canadians. Insolvency is not an option. Bridge loans cannot address this crisis of permanent losses. Cutting essential services is not an acceptable option, not when Canadians need us most. This is why we are turning to our federal partners for emergency operating funding—to sustain municipal operations and essential services through these extraordinary times.



Municipal waste collection operators are keeping municipalities clean and green, while delivering essential services so residents can stay at home.

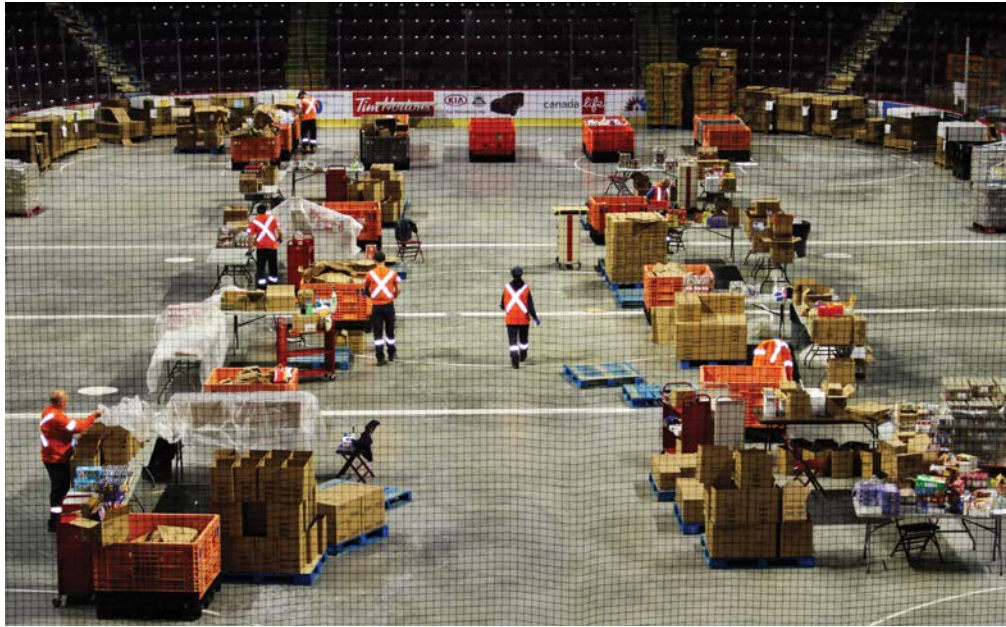
*Photo: City of Toronto*

***This action will protect essential services Canadians rely on.*** No one should have to worry if their tap water is clean, whether their garbage will stay on the curb, or when a fire truck or ambulance will arrive.





To keep drivers and riders safe, the City of Selkirk, MB, installed Plexiglas shields and closed off alternating rows inside the buses to encourage physical distancing. *Photo: City of Selkirk*



The City of Windsor's WFCU Centre, home of the Windsor Spitfires Junior-A hockey club, has been transformed into a make-shift foodbank to help those in need during the pandemic. *Photo: City of Windsor*

***This action will protect the most vulnerable among us.*** We must continue deploying extraordinary measures to protect people who face enormous challenges staying safe—in our shelters, on our streets.

***This action will support Canada's economic recovery.*** Municipalities will need to hit the ground running to turn stimulus funds into outcomes—and not be cancelling even *existing* capital projects.

Like never before, our municipal-federal partnership has been building better lives for Canadians. Our partnership is grounded in our respective strengths—local leaders are delivery experts closest to people's real needs, the federal government has the fiscal heft to drive nationwide progress. Today, right now, this partnership is the key to carrying Canadians through this pandemic into better days ahead.

## Protecting property taxpayers

Covering municipal losses through a one-time property tax levy is not a viable alternative to federal emergency funding given the significant impact it would have on households trying to weather the economic downturn. Bridging municipalities' 2020 fiscal shortfalls without cutting services—assuming six months of physical distancing—would require dramatic residential property tax levies:

Toronto	56%
Calgary	23%
Vancouver	22%
Montreal	18%
Mississauga	17%

# Fiscal impacts of COVID-19

The fiscal impacts of COVID-19 have been swift and dramatic. Non-recoverable municipal losses driven by falling revenues and rising costs have led to an unprecedented financial crisis. To absorb this staggering hit in the near term, we are calling for a federal operating infusion of \$10–15 billion over the next six months. This crisis may compound as physical distancing measures continue, and depending on the timing and pace of future economic recovery.

FCM continues to develop insight on the scale of losses that municipalities may face on the road ahead. The extent and nature of losses vary widely by community, depending on multiple factors:

- ▶ Municipalities with **public transit systems** face significant revenue losses at the fare box—estimated at \$400 million per month nationwide. This accounts for 30–50 percent of monthly net losses for these municipalities. In Metro Vancouver, Translink is losing \$75 million monthly. The Toronto Transit Commission reports a \$23.5 million weekly burn rate—with an 85 percent revenue drop in April alone. Critically, transit is an essential service for frontline workers in this pandemic, but with limited ability to reduce operating expenditures, many transit systems are already scaling back service to ensure solvency.
- ▶ Municipalities are deferring **property taxes, utility and other fees** to support struggling residents in the near-term—another major revenue hit. Even after these deferral programs end, there remains a significant risk of property tax delinquency. With even a 10 percent increase in property tax and utility bill delinquencies, the cities of Vancouver and Toronto estimate revenue losses in 2020 of \$130 million and \$684 million, respectively.
- ▶ Municipalities reliant on **hard-hit industries** face compounding pressures. In tourism-driven Banff, Alberta, 85 percent of workers have been laid off. Tourism Calgary has temporarily laid off more than half of its staff, and the city could lose the \$540 million economic impact of the Calgary Stampede. Agriculture: meat plants in High River, Alberta, and in Montreal have closed temporarily, impacting a third of Canada's beef processing capacity and most pork exports. Natural resources: Western Canadian Select is trading at negative prices, and sawmill closures have put thousands out of work, jeopardizing pulp mill jobs in northern and remote communities.



Like many municipalities, the City of Yorkton has converted one of their public rinks into a temporary site run by public health to help alleviate the impact on local hospitals and emergency rooms. *Photo: City of Yorkton*

- ▶ The loss of **user fees from parking and community, culture, and recreation facilities** is another source of foregone revenue. Many municipalities have already temporarily laid off staff at these facilities to reduce costs. The City of Mississauga estimates lost revenue from recreation facilities to reach \$23.3 million by the end of June. The City of Toronto is losing almost \$17 million monthly from foregone parking fees alone. Smaller communities, at relative scale, stand to take a significant hit as well. Prince George, B.C., estimates a monthly loss of \$15-20 per capita.
- ▶ Without emergency operating funding, municipalities will need to reduce planned **capital expenditures** in 2020 to make up for lost revenues. This will further slow economic activity across the country and increase future repair costs. And this scaling-back is enormously counter-productive to the coming need to drive Canada's economic recovery through new capital investment in municipal assets, including core infrastructure and housing.



The Gatineau Police Department controls movement at the entrance to the territory. *Photo: City of Gatineau*

- ▶ **Rural and small communities** face their own unique economic challenges. The agriculture sector has been hit hard. Some municipalities have begun laying off staff—despite having so few to begin with. With limited access to broadband Internet, many rural Canadians are unable to work from home. New Brunswick's Francophone municipalities are facing a total monthly loss of \$10.5 million. Even before the pandemic hit, eight percent of Atlantic Canada's workforce was already depending on Employment Insurance benefits.



# Summary of recommendations

With plummeting revenues, rising expenses and a legal proscription against running operating deficits, municipalities are at imminent risk of having to cut essential services to Canadians to remain solvent. The acceptable alternative is emergency operating funding for municipalities, provided by our stable, trusted, national partner: the Government of Canada.

This section summarizes FCM's urgent recommendation. This is based on the best available data on the projected financial impact of COVID-19—amounting to a near-term gap of \$10–15 billion for municipalities nationwide. It assumes that physical distancing directives substantially persist for six months, with direct municipal revenue impacts continuing through the end of 2020 and possibly into 2021 depending on the pace of economic recovery.

The core of our recommendation is an allocation-based formula to deliver a base level of support to all local governments. This is supplemented by targeted measures to meet distinct needs of municipalities as they continue to keep Canadians fully served and protected.

## Immediate action

1. **Deliver at least \$10 billion in targeted emergency operating funding to all local governments as direct allocations—with a new hybrid formula modelled on both the proven federal Gas Tax Fund (GTF) and a ridership-based allocation for municipalities that operate transit systems.**
  - ▶ Specifically, allocate at least \$7.6 billion of the fund using a GTF-style allocation formula for all local governments, and \$2.4 billion based 100% on transit ridership.
  - ▶ For municipalities that operate transit systems, provide a single blended transfer.
  - ▶ Immediately provide advance payments to municipalities facing urgent liquidity issues.
  - ▶ Leverage the administrative infrastructure of the federal Gas Tax Fund, where possible, to expedite the rollout of dedicated emergency operating grants.





Municipal road maintenance staff are working around the clock to keep roads safe and accessible for those delivering essential services. *Photo: City of Toronto*

- 2. Deliver additional emergency operating funding to individual local governments facing unique financial pressures related to COVID-19 that are not fully met by the hybrid formula above.** Our largest urban centres face distinct challenges supporting self-isolation, sanitation and good health among populations struggling with homelessness and mental health challenges. Smaller communities face unique challenges, starting with access to health care services that can support isolation requirements and urgent care. These and other unique cost drivers will continue to require targeted supports for the full duration of this crisis.



Selkirk, MB Mayor Larry Johansson stopped at a resident's window to admire children's drawings showing their appreciation for essential workers. *Photo: City of Selkirk*

## Medium-term action

- 3. Commit to revisit the need for additional operating funding within four months.**
  - ▶ Monitor trends in property tax delinquencies and consider additional supports for individuals and businesses that may not be able to pay property taxes after the expiry of short-term municipal deferral programs.
  - ▶ Depending on the duration and severity of the COVID-19 crisis, prepare for possible additional operating funding assistance in both 2020 and 2021.
- 4. Provide local governments with the ability to transfer unused allocations** to the federal Gas Tax Fund program for capital expenditures as part of Canada's COVID-19 economic recovery plan.

# Proposed funding model

This section presents additional guidance for the emergency operating funding outlined in recommendation #1. Our proposed model features two components: a base allocation for all municipalities, and a supplementary allocation for municipalities that own and operate transit systems. To function—efficiently and nationwide—its design must be straightforward, direct and flexible.

## **Base allocation** *(for all municipalities)*

- ▶ At least \$7.6 billion based on the federal Gas Tax Fund formula.
- ▶ Assumes average of \$35 per capita per month, and six months of physical distancing (starting March 2020).

## **Supplementary allocation** *(for municipalities that own and operate transit systems)*

- ▶ \$2.4 billion based entirely on 2019 transit ridership (population not included in formula).
- ▶ Based on Canadian Urban Transit Association needs assessment (\$400 million/month for six months) and validated through individual city estimates.

## **Design considerations**

- ▶ Municipalities should receive a single transfer that combines the base and supplementary allocation (except in the case of provincially-owned transit systems, such as BC Transit and Metrolinx).
- ▶ This single transfer should provide maximum flexibility to local governments to apply funds towards all operating impacts (foregone revenue and/or unanticipated costs) related to the COVID-19 pandemic.

- ▶ No provincial or municipal matching funds should be required.
- ▶ Requiring provincial matching could cause delays given the varied fiscal capacities of provincial/territorial governments. However, provinces and territories continue to have an important role to play in providing targeted supports for local governments including, but not limited to:
  - ▷ direct support for COVID-19 emergency response and support for vulnerable populations;
  - ▷ expansion or backstop of property tax deferral programs (especially long-term deferment programs that will delay taxes beyond a single fiscal year);
  - ▷ block operating grants for local governments.
- ▶ Given significant downside risks—including the likelihood of future pandemic waves that require physical distancing, and the potential for property tax delinquencies—it is likely that the full allocation under an emergency operating grant will be fully utilized by local governments.



The Vulnerable Person's Registry is a critical program where the elderly and people with special needs are contacted daily, making sure that they are safe and their needs are being met. *Photo: Regional Municipality of Wood Buffalo*

- ▶ Any limited unused funding could be reserved for additional COVID-19-related operating shortfalls in 2020 or 2021, or transferred to the federal Gas Tax Fund to be used for incremental capital expenditures as part of Canada's COVID-19 recovery plan.

## Potential impact *(all numbers rounded and approximate):*

Municipality	Preliminary net losses*	Base allocation (GTF formula)	Supplementary allocation (transit)	Total allocation
City of Toronto	\$1.690B	\$575M	\$575M	\$1.150B
Metro Vancouver**	\$900M	\$510M	\$290M	\$795M
City of Calgary	\$400M	\$255M	\$115M	\$370M

\* preliminary estimates assuming full year impact of six months of physical distancing

\*\* extrapolation of data provided by City of Vancouver (local government not including transit) and TransLink (transit)

# Eyes on the future

Right now our focus is on tackling the public health and economic crisis in our cities and communities—and ensuring local leaders can continue to deliver the essential services Canadians rely on. But we're also keeping an eye on the future—for when Canada is ready to move from response to recovery.

Across the country, municipalities have already begun taking steps to help drive the massive nation-building effort that will be required when the pandemic ends—from getting local businesses back on their feet to implementing job-creating stimulus projects. FCM is supporting this work by collecting and analyzing on-the-ground data that will inform recommendations for Canada's recovery. From housing, to infrastructure, to green, sustainable and resilient projects, cities and communities have a long track-record of delivering results efficiently and effectively. Municipalities will be essential partners in rebuilding the economy we want for the future.

But as with any crisis, it will be just as important to learn lessons from this pandemic. We will honour and celebrate how Canadians and their governments came together in common cause. We will also need to take a critical look at the foundational cracks that have been more harshly exposed in how we approach the role of local governments. In clear view are the outdated tools and authorities granted to municipal leaders, and how they simply do not match the modern role cities and communities play in supporting Canadians and driving our economy. When the time is right, FCM and local leaders will be ready to have that conversation.

In the immediate, we will continue working flat-out, as partners on the front lines, to keep Canadians as safe as possible, and ready our economy for the comeback we're confident we can collectively drive. We're all in this together.





[FCM.ca](http://FCM.ca)




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**DISTRICT OF PARRY SOUND**


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April 29, 2020

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

Re: Support Resolution - High Speed Internet Connectivity in Rural Ontario

At its meeting held on April 28, 2020, the Council of the Township of Armour passed Resolution #6 supporting our Councillor Rod Ward's letter regarding the need to make substantial investments in high-speed internet connectivity in the rural areas of Ontario.

A copy of Council's Resolution #6 dated April 28, 2020 and Councillor Ward's letter is attached for your consideration.

Sincerely,

Charlene Watt  
 Deputy Clerk

Cc: MPP Norm Miller, MP Scott Aitchison and Ontario Municipalities

Enclosures



# CORPORATION OF THE TOWNSHIP OF ARMOUR

## RESOLUTION

**Date:** April 28, 2020

**Motion #** 6.

That the Council of the Township of Armour supports the letter, dated April 15, 2020 from Councillor Rod Ward, on the need to make substantial investments in high-speed internet connectivity in rural areas. Furthermore, that this resolution and the letter be circulated to Scott Aitchison, MP for Parry Sound-Muskoka, Norm Miller, MPP for Parry Sound-Muskoka and all Ontario municipalities requesting their support.

**Moved by:**

Blakelock, Rod	<input type="checkbox"/>
Brandt, Jerry	<input checked="" type="checkbox"/>
MacPhail, Bob	<input type="checkbox"/>
Ward, Rod	<input type="checkbox"/>
Whitwell, Wendy	<input type="checkbox"/>

**Seconded by:**

Blakelock, Rod	<input checked="" type="checkbox"/>
Brandt, Jerry	<input type="checkbox"/>
MacPhail, Bob	<input type="checkbox"/>
Ward, Rod	<input type="checkbox"/>
Whitwell, Wendy	<input type="checkbox"/>

Carried / Defeated

**Declaration of Pecuniary Interest by:**

---

**Recorded vote requested by:**

---

<u>Recorded Vote:</u>	For	Opposed
Blakelock, Rod	<input type="checkbox"/>	<input type="checkbox"/>
Brandt, Jerry	<input type="checkbox"/>	<input type="checkbox"/>
MacPhail, Bob	<input type="checkbox"/>	<input type="checkbox"/>
Ward, Rod	<input type="checkbox"/>	<input type="checkbox"/>
Whitwell, Wendy	<input type="checkbox"/>	<input type="checkbox"/>



April 15, 2020

To whom it may concern,

The COVID-19 pandemic in Ontario has highlighted both our positive responses to a crisis, and some definite shortcomings in infrastructure, systems and services which need to be addressed on a long-term basis. Setting priority on solving these issues will be a challenge, given the differing agendas and the strained budgets. Solving fundamental issues should focus on the most basic needs as a starting point. One of the clear needs in a rural community such as the Almaguin Highlands, highlighted further by recent events, is the need for proper high-speed internet connectivity. Healthcare and education are both going down a path where appropriate connectivity is assumed. Like many models that move outward from metropolitan areas, this assumption is lost on rural areas. For the vast majority of households in our community, true high-speed connectivity simply does not exist. For the vast majority of future strategies in healthcare and education, there is an assumption that it does exist.

Even in areas in the Almaguin Highlands which have 'high-speed' internet, the overall infrastructure is still limited. It is certainly not designed to deal with a sudden huge peak in demand. Whereas the capacity in large urban centres is built to handle the added throughput, there are clear limitations here. The best way to explain it is a comparison to hydro. Imagine if everyone went home at the same time and turned their lights on, but because there wasn't enough hydro capacity overall, all lights were 50% dimmer than normal and some appliances simply didn't work. We no longer have to imagine what happens with internet speed during peak usage. Suddenly during the COVID pandemic, people are working from home who have never worked from home. Kids are trying to do courses on-line. People who are not working are turning on-line to stay connected. Video-conferencing, which was a totally foreign concept to many, is now part of daily routine. Any idea how much internet bandwidth video uses? It's no wonder we hit a wall.

The future of healthcare sees patients being monitored and cared for in their own homes, through the use of technology. The future of education sees students doing much of their learning on-line. The future of business and commerce sees the ability to function outside the 'bricks and mortar' of an office location. Malls disappear and on-line shopping is the norm. For some, that future has already arrived. Our area has already been drastically affected by cutbacks in the area of healthcare and education through gradual decreases in budgets and services. Technology offers us the ability to level the playing field to a great extent. High-speed connectivity cannot be seen as a luxury or a nice-to-have, any more than hydro should be seen that way. In order to solve some other problems (i.e. skyrocketing budgets in healthcare and education) the wise investment is in providing connectivity for every resident in the province.



Rod Ward  
Councillor  
Armour Township



## **Regional Council Decision - Transportation Services Capital Infrastructure Status Update**

On April 30, 2020 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

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The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
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Our Mission: **Working together to serve our thriving communities – today and tomorrow**



# The Regional Municipality of York

Committee of the Whole  
Transportation Services  
April 16, 2020

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 2019 accomplishments and projects that will be delivered in 2020 under the Transportation Services Capital Program to service the Region's growing communities.

Key Points:

- Communities continue to benefit from a Regional transportation network that serves more than 635,000 commuters every day, including 38,000 who use York Region's transit services for some of or all their trip.
- In 2019, Transportation Services invested \$256 million throughout the Region in roads and transit infrastructure. Construction was advanced on a number of major projects, buses were purchased for the fleet renewal and fleet expansion programs and work continued on pre-construction activities such as environmental assessment studies and detailed design.
- As a result of the transportation improvements, residents are provided with better, more efficient access to work, home, schools and other destinations across the Region.
- In 2020, \$404 million will be invested in roads and transit infrastructure programs for growth and asset management. Construction is planned at over 80 locations and pre-construction work will continue to prepare projects for delivery in future years.

### 3. Background

#### **The Region is investing \$3.1 billion 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 44% of the Regional 10-Year Capital Plan. The 2020 10-Year Roads and Transit Capital Program (Program), with a budget of \$3.14 billion, is comprised of a Growth Program, valued at approximately \$1.76 billion, and an Asset Management Program, valued at approximately \$1.38 billion. The Growth Program includes \$251 million from the Roads Capital Acceleration Reserve (RCAR), approved by Council in December 2019, to help advance 14 growth-related road projects.

These investments reflect 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 the more than 635,000 daily commuters, including 38,000 who use York Region's transit services for some of or all their trip.

#### **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

## **Asset Management Program focuses on rehabilitation and replacement of the Region's \$5 billion in existing transportation assets**

Transportation Services manages more than \$5 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 \$1.38 billion being invested over the next 10 years. This reflects Transportation Services' 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**

### **In 2019, work was advanced on many infrastructure projects to provide residents with a better and more efficient Regional transportation network**

With an investment of \$256 million in 2019, 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 2019 accomplishments is included as Attachment 1.

### **In 2020, construction is planned at over 80 locations across the Region**

With an investment of \$277 million in the Growth Program, construction will continue on 11 major capital infrastructure projects and work will commence on 10 new projects. The projects include:

- Road widenings, such as the continued expansion of Major Mackenzie Drive from Highway 50 to Pine Valley Drive
- Major intersection improvements to add lanes, such as the improvements underway at the intersection of King Road and Weston Road

- A rail bridge replacement on Highway 27 at the Canadian Pacific Railway tracks
- Road/rail grade separations, such as the Rutherford Road/GO Barrie Rail grade separation
- Expansion of a bus garage in the Town of Newmarket
- A new bus terminal opposite the new Mackenzie Vaughan Hospital

Under the Asset Management Program, \$127 million will be invested in roads and transit infrastructure and fleet. Construction is planned at more than 60 locations throughout the Region to keep road and transit assets in a state of good repair including:

- Road rehabilitation, such as Bayview Avenue, from Steeles Avenue to 16<sup>th</sup> Avenue, and Woodbine Avenue, from Mount Albert Road to Highway 404
- Bridge rehabilitation, such as the East Humber River and King Horne bridges
- Intersection improvements, including at the entrance to Vaughan City Hall
- The purchase of 37 buses under the Fleet Retirement and Replacement Program

Attachment 2 shows the locations of current road projects, with the exception of some asset management projects. Projects to be undertaken under the program in 2020 are summarized in Attachment 3.

### **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 is, therefore, 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 2020 on 29 growth projects is summarized in Attachment 3 and locations are shown in Attachment 4.

### **Planning of projects is coordinated with other departments and agencies**

Coordinating with Environmental Services and other agency infrastructure programs, including the Ministry of Transportation of Ontario (MTO), Metrolinx, local municipalities, rail authorities, York Region Rapid Transit Corporation and York Telecom Network (YTN), is important when planning construction projects within the Region. Effective coordination may result in financial benefits and help reduce disruption to travellers. Examples include:

- Construction on Major Mackenzie Drive, from the Canadian Pacific Railway tracks to Highway 27, with MTO's proposed Highway 427 extension
- Widening and grade separation of Rutherford Road with Metrolinx's expansion of the Rutherford GO station



- Road and YRT bus terminal construction on Major Mackenzie Drive, from Highway 400 to Jane Street, to coincide with the construction of the Mackenzie Vaughan Hospital
- Proposed widening of 16th Avenue with MTO's Highway 404 widening project
- Construction of intersection improvements on Major Mackenzie Drive outside Vaughan City Hall for the City of Vaughan with the resurfacing of Major Mackenzie Drive
- Construction of transit improvements at three intersections with the City of Vaughan's improvements to Clark Avenue.
- Installation of water, wastewater and telecom infrastructure and planting street trees as part of road construction projects

## 5. Financial

### **\$404 million will be invested in roads and transit programs in 2020**

Council approved a Regional investment of more than \$404 million in 2020 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.

Table 1 shows the 2019 actuals and 2020 capital budget for Roads and Transit.

**Table 1**  
**Roads and Transit 2019 Actuals and 2020 Capital Budget**

Program	2019 Actuals* (millions)	2020 Budget (millions)
Roads	\$209.8	\$285.7
Transit	46.6	118.3
<b>Total</b>	<b>\$256.4</b>	<b>\$404.0</b>

\*2019 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.

As the Region begins to electrify the transit fleet, capital budget will have to be adjusted to accommodate additional investments in fleet and infrastructure. A report outlining these will be provided to Council for consideration later this year.

### **An additional \$209.5 million is also being invested in rapid transit infrastructure in 2020**

In 2020, \$209.5 million is being invested in rapid transit infrastructure and \$404 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 (2019 actuals and 2020 budget).

**Table 2**  
**Transportation Infrastructure 2019 Actuals and 2020 Capital Budget**

Program	2019 Actuals* (millions)	2020 Budget (millions)
Transportation Services	\$256.4	\$404.0
York Region Rapid Transit Corporation**	222.6	209.5
<b>Total</b>	<b>\$479.0</b>	<b>\$613.5</b>

\*2019 Actuals are unaudited

\*\*YRRTC Actuals and Budget include York Region and Metrolinx funding

## **6. Local Impact**

Staff continues 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 2020, over \$7.5 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.

Ongoing transit growth and rehabilitation programs support continued delivery of safe and reliable transit service and amenities to travellers in the Region. Transportation Services continually strives to maintain service levels and operate more 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 a number of large projects underway that will be advanced or fully delivered during 2020. As urbanization continues, traffic volumes rise and more transit options are added, Transportation Services will continue 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.

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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 19, 2020  
Attachments (4)  
10395763

## Transportation Services Capital Infrastructure Status Update Summary of 2019 Accomplishments

Committee of the Whole  
Transportation Services  
April 9, 2020

### GROWTH PROGRAM

#### Roads - Construction - 6 Projects Completed

Project	Municipality	Total Project Cost
Bathurst Street and Davis Drive Intersection Improvements	Town of Newmarket/ Township of King	\$7.4M
Highway 7 Intersection Improvements, at Main Street (Unionville) and at Kennedy Road	City of Markham	\$4.1M
Jane Street Intersection Improvements, at Pennsylvania Avenue/MacIntosh Boulevard and at Langstaff Road	City of Vaughan	\$3.5M
King Road and Highway 27 Intersection Improvements	Township of King	\$7.0M
Leslie Street and 19 <sup>th</sup> Avenue Intersection Improvements	Town of Richmond Hill	\$6.4M
St. John's Sideroad Widening, Bayview Avenue to Woodbine Avenue	Town of Aurora/Town of Whitchurch-Stouffville	\$47.0M

#### Roads – Environmental Assessments – 4 Studies Completed

Project Location	Municipality
16 <sup>th</sup> Avenue, Yonge Street to Woodbine Avenue	City of Richmond Hill/City of Markham
Leslie Street, 19th Avenue to Stouffville Road (Environmental Assessment Addendum)	City of Richmond Hill
Major Mackenzie Drive, Highway 400 to Jane Street	City of Vaughan
Red Cedar Avenue/Cedar Avenue Extension, Langstaff Road to High Tech Road	City of Richmond Hill/City of Markham

**Transit – Construction – 2 Projects Completed**

Project	Municipality	Total Project Cost
Transit Shelter, Concrete Platform, and Bus Stop Signage	Various	\$900K
Viva Purple Expansion – Highway 7	City of Markham	\$0.5M

**Transit – Fleet Procurement**

Project	Total Project Cost
Purchase of three 60' Viva buses and eight Mobility on Request Arboc buses	\$4.5M

**ASSET MANAGEMENT PROGRAM****Roads - Rehabilitation/Preservation - 16 Projects Completed**

Project Location	Municipality	Total Project Cost
Crack Sealing	Various Locations	\$160K
Grind and Pave	Various Locations	\$2.4M
<b>Road Rehabilitation – 97 lane kilometres</b>		
Bloomington Road, Highway 48 to Ninth Line (except for the intersection of Bloomington Road and Ninth Line)	Town of Whitchurch-Stouffville	\$21.5M
Carrville Road, Bathurst Street to Yonge Street	City of Richmond Hill	
Highway 27, Highway 407 to Langstaff Road	City of Vaughan	
Major Mackenzie Drive (Intersections Only), Bayview Avenue and Leslie Street	City of Richmond Hill	
Rutherford Road, Highway 27 to Islington Avenue	City of Vaughan	
Warden Avenue, 14 <sup>th</sup> Avenue to 16 <sup>th</sup> Avenue	City of Markham	

Project Location	Municipality	Total Project Cost
Weston Road, Major Mackenzie Drive to Teston Road	City of Vaughan	
<b>Road Preservation – 81 lane kilometres</b>		
16 <sup>th</sup> Avenue, Woodbine Avenue to Warden Avenue	City of Markham	\$4.3M
Islington Avenue, Langstaff Road to Major Mackenzie Drive	City of Vaughan	
Jane Street, Langstaff Road to Rutherford Road	City of Vaughan	
Major Mackenzie Drive, Yonge Street to Woodbine Avenue	Town of Richmond Hill/ City of Markham	
Mount Albert Road, 150 metre section west of Centre Street	Town of East Gwillimbury	
Ninth Line, Copper Creek Drive to Highway 407	City of Markham	
Warden Avenue, 16 <sup>th</sup> Avenue to Major Mackenzie Drive	City of Markham	

### **Roads - Structure Rehabilitation/Replacement – 4 Projects Completed**

Project Location	Municipality	Total Project Cost
Leslie Street Bridge Rehabilitation at CN Rail, 160m north of John Street	City of Markham	\$900K
Major Mackenzie Drive Culvert Rehabilitation, east of Highway 400	City of Vaughan/Ministry of Transportation	\$800K
Major Mackenzie Drive Culvert Replacement, east of McNaughton Road	City of Vaughan	\$9.6M
Mount Albert Road at Warden Avenue, Retaining Wall Rehabilitation	Town of East Gwillimbury	\$1.2M

### Roads - Intersection Improvements – 31 Projects Completed

Project Location	Municipality	Total Project Cost
Bathurst Street and Clearmeadow Boulevard	Town of Newmarket	\$195K
Davis Drive West and Dufferin Street	Township of King	\$112K
Davis Drive West and Jane Street	Township of King	\$168K
Highway 7 and Albert Street / Cosburn Road	City of Markham	\$285K
Keele Street and East Humber Drive	Township of King	\$10K
Keele Street and Langstaff Road	City of Vaughan	\$581K
Kennedy Road and Ravenshoe Road	Town of East Gwillimbury	\$84K
Kennedy Road and Vivian Road	Town of Whitchurch-Stouffville	\$10K
King Road and Parker Avenue	City of Richmond Hill	\$81K
McCowan Road and Wilfred Murison Avenue / James Parrott Avenue	City of Markham	\$211K
Teston Road and Mosque Gate	City of Vaughan	\$171K
Illumination (~15 locations)	Various Locations	\$259K
<b>Traffic Signal Rebuild in conjunction with Road Rehabilitation Project</b>		
Bayview Avenue and Vandorf Sideroad	Town of Aurora	Included in cost of Road Rehabilitation
Bloomington Road and Ninth Line	Town of Whitchurch-Stouffville	
Carrville Road and Avenue Road	City of Richmond Hill	
Highway 27 and Royal Gate Boulevard	City of Vaughan	
Highway 27 and Ashbridge Circle/Zenway Drive		
Highway 27 and Innovation Drive/Nickel Gate		
Highway 27 and Medallion Boulevard/Milani Boulevard		
Major Mackenzie Drive East and Bayview Avenue	City of Richmond Hill	
Major Mackenzie Drive West and Leslie Street		
Rutherford Road and Napa Valley Drive/Vaughan Mills Road	City of Vaughan	
Rutherford Road and Forest Fountain Drive		

Project Location	Municipality	Total Project Cost
Rutherford Road and Clarence Street		
Warden Avenue and Markham Town Square Plaza Entrance	City of Markham	
Warden Avenue and Apple Creek Boulevard/Glencove Drive		
Warden Avenue and Baycliffe Road/Carlton Road		
Warden Avenue and 14th Avenue/Alden Road		
Warden Avenue and Clegg Road		
Weston Road and Canada Drive	City of Vaughan	
Weston Road and Teston Road		

### **Transit – Ongoing Rehabilitation and Preventative Maintenance**

Project Location	Municipality	Total Project Cost
Transit Terminal Rehabilitation, Transit Shelters, Concrete Platforms, and Bus Stop Sign Replacement	Various	\$1.6M
Bus Operations, Maintenance and Storage Facilities Rehabilitation	Various	\$1.1M
Transit Conventional Bus Major Structural Refurbishment & Mechanical Overhaul – Asset Life Extension (37 conventional buses) and Refresh (17 60' buses)	n/a	\$9.7M
Transit Fleet Retirement and Replacement – Purchase of eight conventional 40' buses and seven Viva 60' buses	n/a	\$12.2M



## EMERGENCY REPAIRS

### Roads – Emergency Repair Work – 10 Projects Completed

Project	Municipality	Cost
Ninth Line Slope Repairs at Musselman's Lake	Town of Whitchurch-Stouffville	\$130K
Weston Road Slope Repairs & Guiderail Installation, north of Jane Street	City of Vaughan	\$140K
Islington Avenue Barrier Installations, south of Highway 407	City of Vaughan	\$20K
Kennedy Road Bridge Temporary Rehabilitation	Town of East Gwillimbury	\$60K
Kennedy Road Culvert Replacement (600m South of Queensville Side Road)	Town of East Gwillimbury	\$145K
King City GO Station Drilling, Delineation and Remedial Action Plan	Township of King	\$25K
King Road/Yonge Street Sinkhole Repair	City of Richmond Hill	\$20K
Ravenshoe Road Culvert Replacement (230m East of Hwy 48 )	Town of Georgina	\$145K
Yonge Street at Silverline Helicopters Subdrain Installation and Slope Repair	Town of East Gwillimbury	\$140K
Yonge Street Culvert Repair, at Elderberry Trail	Town of Aurora	\$55K

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# 2020 Growth and Asset Management Construction Programs Construction Map

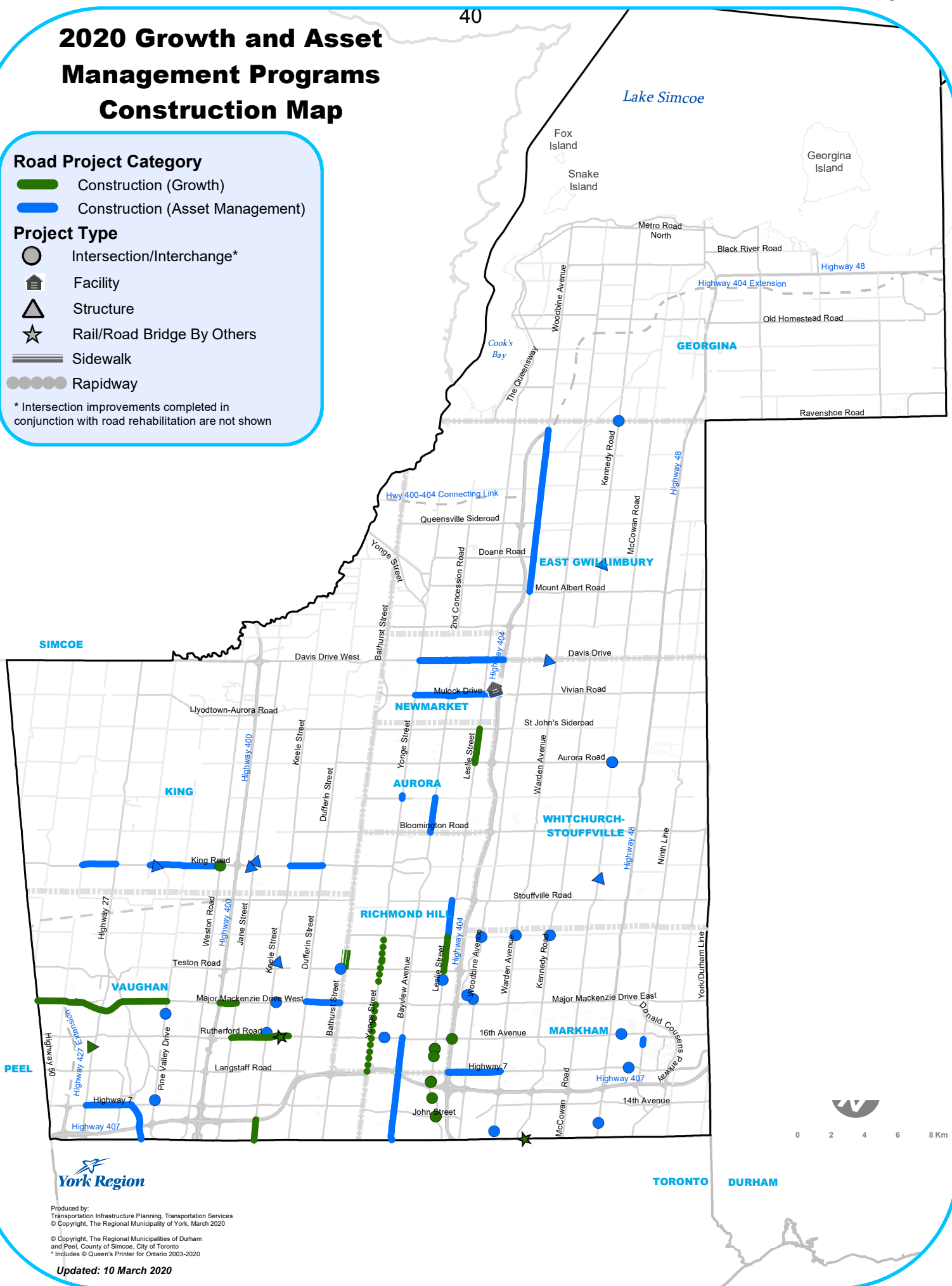
## Road Project Category

- █ Construction (Growth)
- █ Construction (Asset Management)

## Project Type

- Intersection/Interchange\*
- Facility
- Structure
- ★ Rail/Road Bridge By Others
- Sidewalk
- Rapidway

\* Intersection improvements completed in conjunction with road rehabilitation are not shown



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Updated: 10 March 2020

## Transportation Services Capital Infrastructure Status Update Summary of Current Projects

Committee of the Whole  
Transportation Services  
April 9, 2020

### GROWTH PROGRAM – CONSTRUCTION

#### Roads – Construction – 17 Projects

Project Location	Municipality	Total Project Cost	Construction Completion
<b>Continuing Construction – 10 Contracts</b>			
Bayview Avenue Lake-to-Lake Cycling Route, Bloomington Road to Vandorf Sideroad	Town of Aurora	\$1.5M	2020
Central District Snow Management Facility	Town of Newmarket	\$7.1M	2020
Highway 27 Canadian Pacific Railway Bridge Replacement	City of Vaughan	\$24.4M	2022
King Road at Weston Road Intersection Improvements	Township of King	\$6.4M	2020
Leslie Street Widening, Elgin Mills Road to 19th Avenue	City of Richmond Hill	\$20.8M	2021
Leslie Street Widening, Don Hillock Drive to Broughton Lane	Town of Aurora	\$29.8M	2020
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	\$6.8M	2020
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	\$57.4M	2021
Rutherford Road Grade Separation, Westburne Drive to Peter Rupert (Delivered by Metrolinx)*Region's budgeted portion	City of Vaughan	\$20.0M*	2022
<b>New Construction – 7 Contracts</b>			
16 <sup>th</sup> Avenue, Highway 404 Interchange (Delivered by MTO) **Total cost of 16 <sup>th</sup> Avenue, Leslie Street to Woodbine Avenue project	City of Markam/City of Richmond Hill	\$48.5M**	2022

Project Location	Municipality	Total Project Cost	Construction Completion
Bathurst Street Sidewalk, Gamble Road to Shaftsbury Avenue	City of Richmond Hill	\$700K	2020
Keele Street Widening, Steeles Avenue to Highway 407	City of Vaughan	\$42.5M	2022
Major Mackenzie Drive Widening, Highway 50 to Canadian Pacific Railway	City of Vaughan	\$10.5M	2020
Major Mackenzie Drive Widening, Highway 400 to Jane Street	City of Vaughan	\$28.8M	2022
Rutherford Road Widening, Jane Street to Westburne Drive	City of Vaughan	\$48.0M	2022
Steeles Avenue Grade Separation (City of Toronto led project) *Region's budgeted portion	City of Markham/City of Toronto	\$12.0M*	2021

### Transit – Construction – 4 Projects

Project Name	Municipality	Total Project Cost	Construction Completion
<b>Continuing Construction – 1 Project</b>			
Expansion and Renovation of North Operations, Maintenance and Storage Facility – 18110 Yonge St.	Town of Newmarket/ Town of East Gwillimbury	\$21.2M	2020
<b>New Construction – 3 Projects</b>			
Major Mackenzie West Terminal, opposite Mackenzie Vaughan Hospital	City of Vaughan	\$9.7M	2020
Newmarket Bus Terminal	Town of Newmarket	\$15.0M	2020
Transit Shelter, Concrete Platform and Bus Stop Sign Expansion	Various	\$1.0M	2020

### Transit – Fleet Procurement

Project Name	Total Cost
Transit Fleet Expansion - Purchase of 3 Mobility Plus buses and 2 support vehicles	\$900K

## ASSET MANAGEMENT PROGRAM – CONSTRUCTION

### Roads – Rehabilitation/Preservation – 17 Projects

Project Location	Municipality	Total Project Cost
Yonge Street, north of Industrial Parkway - Sink Hole Mitigation	Town of Aurora	\$10.4M
Crack Sealing	Various Locations	\$650K
Grind and Pave	Various Locations	\$2.1M
<b>Road Rehabilitation – 133 lane kilometres</b>		
Bayview Avenue, Bloomington Road to Vandorf Sideroad (continued from 2019)	Town of Aurora	\$32.4M
Bayview Avenue, Steeles Avenue to 16 <sup>th</sup> Avenue	City of Richmond Hill/ City of Markham	
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, 19 <sup>th</sup> Avenue to Stouffville Road	City of Richmond Hill	
Major Mackenzie Drive, Dufferin Street to Bathurst Street	City of Vaughan	
Ninth Line, Fincham Avenue to Tiers Gate (continued from 2019)	City of Markham	
Woodbine Avenue, Mount Albert Road to Highway 404	Town of East Gwillimbury	
<b>Road Preservation – 86 lane kilometres</b>		
Davis Drive, Yonge Street to Highway 404	Town of Newmarket	\$3.4M
Mulock Drive, Yonge Street to Highway 404	Town of Newmarket	
Highway 7, Highway 404 to Warden Avenue	City of Markham	
King Road, Keele Street to Dufferin Street	Township of King	

**Roads – Structure Rehabilitation – 7 Projects**

Project Location	Municipality	Total Project Cost
Davis Drive Culvert, 1.4km east of Woodbine Avenue	Town of East Gwillimbury	\$1.2M
East Humber River Bridge, Jane Street north of King Road	Township of King	\$1.6M
King Horne Bridge, King Road east of Highway 400 (completion in 2021)	Township of King	\$4.1M
Keele Street Rail Bridge, 310m north of Teston Road (continued from 2019)	City of Vaughan	\$2.3M
Kennedy Road Bridge, 1.6km north of Mount Albert Road	Town of East Gwillimbury	\$120K
King Road Culvert, 400m east of 8 <sup>th</sup> Concession	Township of King	\$600K
McCowan Road Culvert, 1.1km north of Stouffville Road	Town of Whitchurch-Stouffville	\$550K

**Roads – Intersection Improvements – 38 Projects**

Project Location	Municipality	Total Project Cost
16th Avenue and Berwick Crescent	City of Richmond Hill	\$200K
16th Avenue and Williamson Road	City of Markham	\$180K
Highway 7 and Wootten Way	City of Markham	\$330K
Keele Street and Dina Road	City of Vaughan	\$150K
Kennedy Road and 19th Avenue	City of Markham	\$120K
Kennedy Road and Ravenshoe Road	Town of East Gwillimbury/ Town of Georgina	\$80K
Leslie Street and Toporowski Avenue	City of Richmond Hill	\$220K
Major Mackenzie Drive, at Vaughan City Hall	City of Vaughan	\$2.1M
Markham Road and Denison Street	City of Markham	\$300K
McCowan Road and Aurora Road	Town of Whitchurch-Stouffville	\$170K
Pine Valley Drive and Davos Road	City of Vaughan	\$80K
Pine Valley Drive and Royal Garden Boulevard	City of Vaughan	\$50K
Teston Road and Torah Gate	City of Vaughan	\$50K

Project Location	Municipality	Total Project Cost
Warden Avenue and 19th Avenue	City of Markham	\$150K
Warden Avenue and Gibson Drive/Masseyfield Gate	City of Markham	\$320K
Woodbine Avenue and 19th Avenue	City of Markham	\$120K
Woodbine Avenue and Russell Dawson Road	City of Markham	\$180K
Woodbine Avenue and Victoria Square (south)	City of Markham	\$120K
Illumination	Various Locations	\$250K
<b>Traffic Signal Rebuild in conjunction with Road Rehabilitation Project</b>		
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		
Woodbine Avenue and Mount Albert Road	Town of East Gwillimbury	
Woodbine Avenue and Queensville Sideroad		

### Transit – Ongoing Rehabilitation and Preventative Maintenance

Project Name	Total Project Cost
Transit Terminal Rehabilitation and Bus Shelter, Concrete Platform, and Bus Stop Sign Replacement	\$1.4M
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)	\$10.7M
Transit Fleet Retirement and Replacement – Purchase of 37 conventional buses	\$37.7M

### GROWTH PROGRAM – PRE-CONSTRUCTION

#### Roads – Environmental Assessments – 6 Studies

Project Location	Municipality
<b>Continuing Environmental Assessments – 5 Studies</b>	
16th Avenue, Woodbine Avenue to York-Durham Line	City of Markham
Kennedy Road, Steeles Avenue to Major Mackenzie Drive	City of Markham
Langstaff Road, Weston Road to Highway 7	City of Vaughan
McCowan Road, Steeles Avenue to Major Mackenzie Drive	City of Markham
Teston Road, Keele Street to Bathurst Street (Individual Environmental Assessment)	City of Vaughan
<b>New Environmental Assessments – 1 Study</b>	
Warden Avenue, Major Mackenzie Drive to Elgin Mills Road	City of Markham



**Roads – Detailed Design – 23 Projects**

Project Location	Municipality
<b>Continuing Detailed Design – 11 Projects</b>	
19 <sup>th</sup> Avenue, Bayview Avenue to Leslie Street	City of Richmond Hill
Bathurst Street, north of Highway 7 to Elgin Mills Road	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
Major Mackenzie Drive, from Highway 400 to Jane Street	City of Vaughan
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
Teston Road, Pine Valley Drive to Weston Road	City of Vaughan
Yonge Street, Davis Drive to Green Lane	Town of Newmarket/ Town of East Gwillimbury
<b>New Detailed Design – 12 Projects</b>	
16 <sup>th</sup> Avenue, Leslie Street to Woodbine Avenue	City of Richmond Hill/City of Markham
Bathurst Street Sidewalk, Gamble Road to Shaftsbury Avenue	City of Richmond Hill
Bayview Avenue, North of Highway 7 to 16 <sup>th</sup> Avenue	City of Richmond Hill
Clark Avenue Intersection Improvements, at New Westminster Drive, Bathurst Street and Hilda Avenue	City of Vaughan
Dufferin Street, Major Mackenzie Drive to Teston Road	City of Vaughan
Langstaff Road, Keele Street to Dufferin Street	City of Vaughan

<b>Project Location</b>	<b>Municipality</b>
Major Mackenzie Drive, McNaughton Road to Keele Street	City of Vaughan
Mid-Block Crossing at Highway 427, North of Langstaff Road (City of Vaughan led project)	City of Vaughan
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
Wellington Street Grade Separation (Metrolinx led project)	Town of Aurora
Weston Road, Highway 407 to north of Highway 7	City of Vaughan

### **Transit – Design – 1 Ongoing Project**

<b>Project Location</b>	<b>Municipality</b>
55 Orlando Garage Expansion	City of Richmond Hill

10541025

# 2020 Growth Program Pre-Construction Map

49

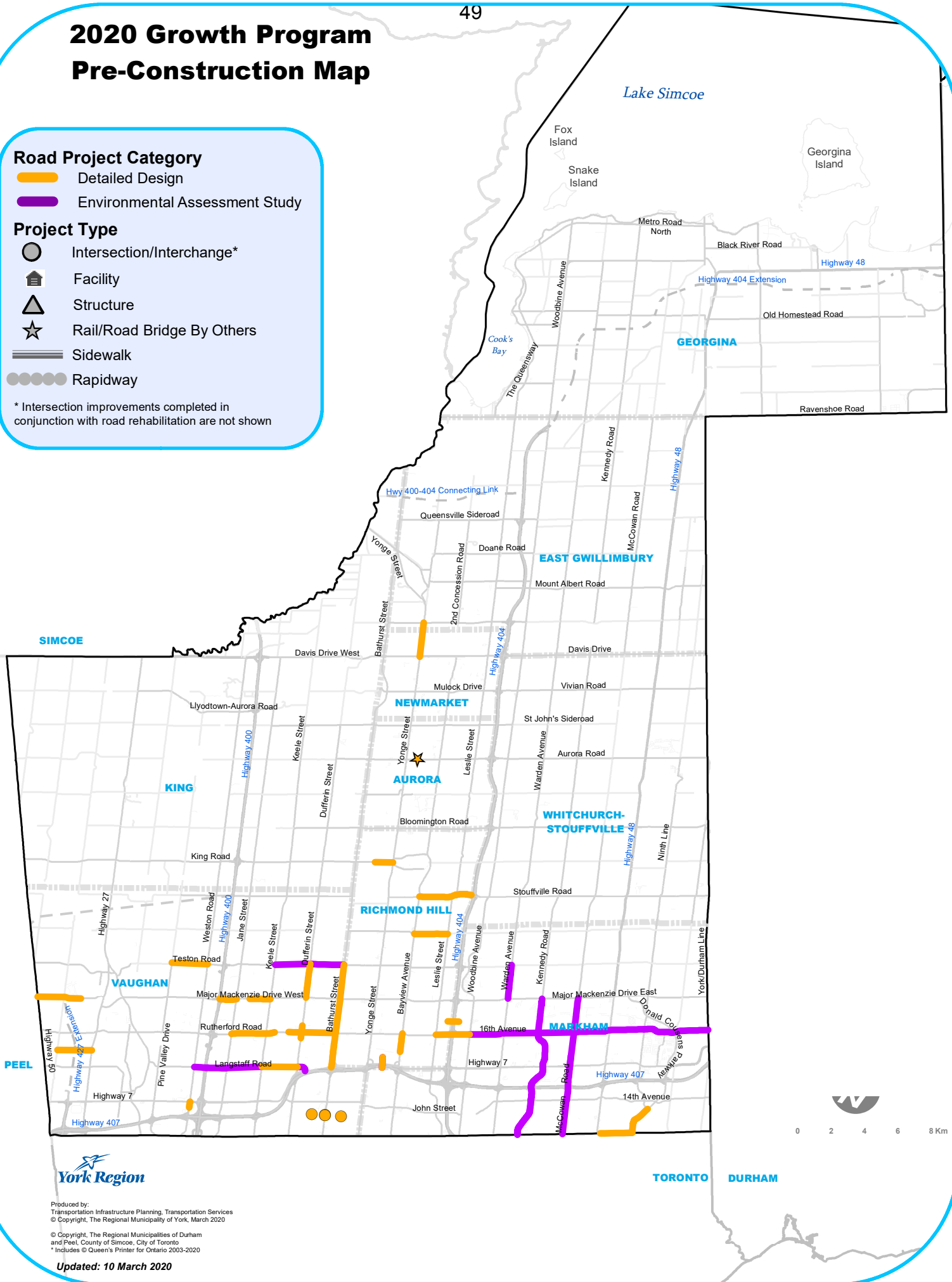
## Road Project Category

- Detailed Design
- Environmental Assessment Study

## Project Type

- Intersection/Interchange\*
- Facility
- Structure
- Rail/Road Bridge By Others
- Sidewalk
- Rapidway

\* Intersection improvements completed in conjunction with road rehabilitation are not shown



0 2 4 6 8 Km



Produced by:  
Transportation Infrastructure Planning, Transportation Services  
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Updated: 10 March 2020



## **Regional Council Decision - Proposed Temporary Delegation of Authority for Amendments to Traffic Bylaws**

On April 30, 2020 Regional Council made the following decision:

1. Council delegate authority to the Commissioner of Transportation Services to temporarily amend traffic bylaws, where required, in response to traffic operations and safety concerns arising during the COVID-19 pandemic and until such time as this authority is repealed by Council.
2. The Regional Solicitor prepare the necessary bylaw.
3. The Regional Clerk circulate this report to local municipalities and the Chief of York Regional Police.

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

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The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
O: 1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [www.york.ca](http://www.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 16, 2020

Report of the Commissioner of Transportation Services

## Proposed Temporary Delegation of Authority for Amendments to Traffic Bylaws

### 1. Recommendations

1. Council delegate authority to the Commissioner of Transportation Services to temporarily amend traffic bylaws, where required, in response to traffic operations and safety concerns arising during the COVID-19 pandemic and until such time as this authority is repealed by Council.
2. The Regional Solicitor prepare the necessary bylaw.
3. The Regional Clerk circulate this report to local municipalities and the Chief of York Regional Police.

### 2. Summary

This report requests Council delegate authority to the Commissioner of Transportation Services to temporarily amend traffic bylaws to address traffic operations and safety concerns, including driver behaviours.

Key Points:

- The *Municipal Act, 2001* authorizes Council to delegate its powers subject to certain conditions
- Delegated authority to temporarily amend traffic bylaws is necessary to address traffic operations and safety concerns on Regional roads arising from the pandemic
- Delegated authority may be invoked to amend various traffic regulations quickly and as required, including but not limited to parking and turn restrictions, speed limits and road closures

### 3. Background

#### **In response to the COVID-19 pandemic, the Province of Ontario has declared an emergency, ordered closures and implemented restrictive measures**

On March 17, 2020, the provincial government declared an emergency under the [Emergency Management and Civil Protection Act](#) and ordered specific closures.

#### **The *Municipal Act, 2001* provides powers to Council to delegate authority to amend traffic bylaws**

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 Regional staff and may be subject to conditions that Council considers appropriate.

Under this provision, Council previously delegated authority to the Commissioner of Transportation Services to amend several traffic bylaws, including load and U-turn restrictions, all-way stop controls and temporary speed limits in construction zones.

### 4. Analysis

#### **Traffic bylaws may be required to address driver behaviours to reduce risk and maintain public safety**

As a result of various responses to the pandemic, a number of changes in driver and traffic behaviours have been noted on certain Regional roads. For example, cars have been seen parked along certain Regional roadways in areas where such actions have not been previously observed. As such, the Region has been requested to temporarily implement parking restrictions and install on-street advisory signage in some areas to further provide safe traffic operations for all road users.

#### **Temporary delegated authority is required to enable quick amendment of traffic bylaws to address traffic operations and safety concerns arising during the pandemic**

Amendments to certain traffic bylaws require Council approval. Temporary delegated authority is requested for the Commissioner of Transportation Services to approve amendments to traffic bylaws, where required, in response to traffic operations and safety concerns on Regional roads arising during the pandemic. This delegated authority may be invoked to amend various traffic regulations, including but not limited to parking and turn restrictions, speed limits and road closures, as required, allowing staff to react quickly to address concerns. To ensure appropriate records are maintained, if such temporary delegation be enacted, the Commissioner of Transportation Services would formally advise the Regional Clerk of any decisions made under delegated authority.



It is intended this authority be invoked only during the pandemic. Staff recommend any temporary amendments to traffic bylaws be reported on back to Council and repealed by Council, where appropriate, once the pandemic is deemed over and they are no longer required.

## 5. Financial

Costs to implement changes due to temporary amendments of traffic bylaws would be an added pressure to the approved 2020 annual Transportation Services Operating Budget.

## 6. Local Impact

Local municipal staff would be consulted on a case-by-case basis when temporarily amending traffic bylaws under the Region's jurisdiction.

## 7. Conclusion

Temporary traffic regulations may be required to address traffic operations and safety concerns, including driver behaviours, to reduce risk and maintain public safety as a result of certain conditions which are or may be observed during the course of the current COVID-19 pandemic.

The *Municipal Act, 2001* authorizes Council to delegate authority to amend bylaws. Delegated authority for the Commissioner to temporarily amend traffic bylaws is recommended to address traffic operations and safety concerns on Regional roads arising from the pandemic. This delegated authority may be invoked to amend various traffic regulations, including but not limited to parking and turn restrictions, speed limits and road closures if absolutely required. This would allow staff to react as quickly as necessary to address concerns.

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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

April 14, 2020  
10705571



## Regional Council Decision - 2019 Greening Strategy Achievements

On April 30, 2020 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Clerks of the local municipalities, Environment and Climate Change Canada, Natural Resources Canada, Ontario Ministry of Natural Resources and Forestry, Ontario Ministry of Environment, Conservation and Parks, Lake Simcoe Conservation Authority and Toronto and Region Conservation Authority.

The original staff report is attached for your information.

Please contact Laura McDowell, Director of Environmental Promotion and Protection 1-877-464-9675 ext. 75077 or James Lane, Manager, Natural Heritage and Forestry 1-877-464-9675 ext. 75271 if you have any questions with respect to this matter.

Regards,

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

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



# The Regional Municipality of York

Committee of the Whole  
Environmental Services  
April 16, 2020

Report of the Commissioner of Environmental Services

## 2019 Greening Strategy Achievements

### 1. Recommendations

The Regional Clerk circulate this report to the Clerks of the local municipalities, Environment and Climate Change Canada, Natural Resources Canada, Ontario Ministry of Natural Resources and Forestry, Ontario Ministry of Environment, Conservation and Parks, Lake Simcoe Conservation Authority and Toronto and Region Conservation Authority.

### 2. Summary

This report provides Council with an update on activities, partnerships and significant 2019 Greening Strategy achievements.

Key Points:

- Since 2001 the Greening Strategy has delivered on-the-ground actions that contribute to the Regional Official Plan goal of a sustainable natural environment, including increasing woodland cover to 25% by 2031
- In addition, York Region's Forest Management Plan identifies a target to increase overall canopy cover to 35% by 2031
- 2019 achievements include planting 102,332 trees and shrubs, securing nine hectares of environmentally significant lands, and inspiring residents to take action through 292 Region and partner events
- Strategy is delivered through successful partnerships with local municipalities, conservation authorities and non-government organizations, leveraging an additional \$890,000 in funding during 2019
- \$10 million in funding was secured (over eight years) through Infrastructure Canada's Disaster Mitigation and Adaptation Fund to support urban tree planting and new woodland creation across the Region

### 3. Background

#### **Engaging communities and partners since 2001, Greening Strategy programs protect, restore and enhance the natural environment**

The Greening Strategy was developed to facilitate on-the-ground action in support of the Region's goal of a sustainable natural environment. The strategy supports healthy natural environments and sustainable communities for current and future generations through its four action areas: Stewardship and Education, Enhancement and Rehabilitation, Environmental Land Protection and Preservation, and Leadership, Innovation and Knowledge. The success of the program is built upon strong partnerships and engaging residents to take action. The Strategy continues to be an important delivery mechanism for increasing tree canopy and woodland cover in the Region.

#### **Achievements contribute to increasing tree canopy and woodland cover toward Council adopted targets**

The York Region Forest Management Plan, approved by council on [November 17, 2016](#) confirmed the Regional Official Plan objective to increase woodland cover to 25% by 2031, and established a Regional tree canopy cover target of 35% by 2031. Canopy cover includes all woodlands, individual trees and small treed areas (Figure 1). Woodlands are heavily treed areas that are at least 0.2 hectares in size. Woodland and canopy cover were last reported to Council on [March 23, 2017](#) as 23.2% and 31% respectively. An updated assessment of tree canopy and woodland cover is scheduled to be completed in 2020 and reported to Council in the 2021 State of the Forests report.

**Figure 1**

#### **Canopy Cover Measures the Contribution of All Trees and Shrubs**



## 4. Analysis

### 2019 Greening Strategy achievements continue to demonstrate the Region's leadership in protecting and enhancing the natural environment

Greening Strategy achievements are delivering results and building healthier sustainable communities through strong partnerships (Table 1). Efforts to preserve and protect the natural environment continue to provide a range of recreational, environmental and health benefits to the Region's residents, contributing to a high quality of life. The Regional Greening Strategy supports the 2019-2023 Strategic Plan priority to build sustainable communities and protect the environment. Attachment 1 showcases 2019 Greening Strategy achievements.

**Table 1**  
**Greening Strategy Action Areas, Goals, Annual Targets and Achievements**

Action Area	Goal	Target (Minimum)	2019 Achievement
Stewardship and Education	Educate residents about the value of green infrastructure and provide opportunities to connect with nature and inspire action	100 outreach events	292 outreach events
		Engage 50,000 residents	Over 50,000 residents engaged
Enhancement and Rehabilitation	Enhance and rehabilitate the natural environment on both public and private lands	Plant 70,000 trees and shrubs	102,332 trees and shrubs planted
Environmental Land Protection and Preservation	Protect core natural areas and restore linkages	Increasing area (hectares) of environmental lands secured	Nine hectares of environmental land secured
Leadership, Innovation and Knowledge	Share knowledge, demonstrate leadership and be innovative in the protection of the natural environment	Host four technical regional forums	14 forums hosted with agencies and local municipalities
		Present at two science and technology forums	Seven presentations at science and technology forums

## **Forest Management Plan short term actions targeting increased tree canopy and woodland cover are on track**

The York Region Forest Management Plan (2016) identified 34 short term actions to be implemented in 2017-2019 with a focus on increasing tree canopy and woodland cover. Twenty-one of these actions are being delivered through existing programs and 13 have been completed through new initiatives. Ten of the 13 new initiatives have been completed and only three actions remain in progress and are expected to be completed in 2020.

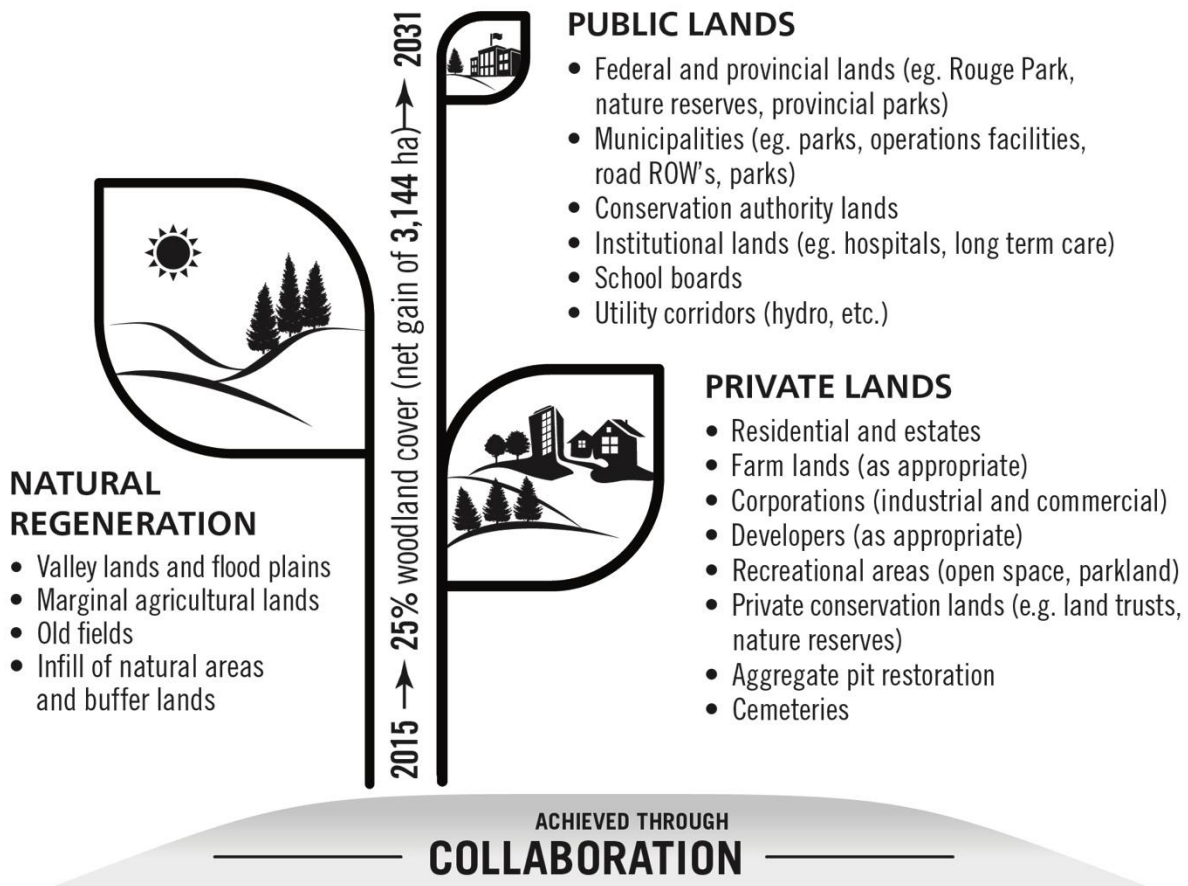
New initiatives included the development of a prioritized planting plan for York Region and preparation of the “It’s in our Nature” York Regional Forest 20 Year Forest Management Plan for 2019-2038. Through these actions, programs and partnerships have been refined to increase resident awareness regarding trees and forests, and increase uptake in planting programs. Attachment 2 summarizes the details and progress on the 34 short term actions. In 2020 work will begin on delivery of the 31 medium term actions identified in the plan. Medium term actions will build on the short term achievements and will include utilizing the results of the prioritized planting plan to inform future tree planting and exploring new tree planting partnerships targeting industrial and commercial land uses.

## **Progress towards tree canopy and woodland cover will be re-assessed in 2020**

Woodland cover was last assessed in 2015 at 23.2%. To achieve the Official Plan target of 25% woodland cover by 2031 a net gain of almost 200 hectares per year is required. Increases in woodland cover are achieved through natural expansion of existing woodlands and establishment of new woodlands through tree planting (Figure 2). Each year Greening Strategy initiatives create 25-50 hectares of new woodland through programs and leveraging partnerships. Tree canopy and woodland cover are currently being re-assessed with results being reported to Council in 2021.

Opportunities to close the gap and reach the 2031 target include natural forest regeneration and planting on public and private land. Tree planting efforts from our conservation authorities, local municipalities and private residents help to increase woodland cover. As an example, tree planting efforts in Rouge National Urban Park over the past decade will mature into quantifiable woodland cover. Natural regeneration and growth of these woodlands will contribute to achieving the Region’s target.



**Figure 2****Opportunities to Achieve 25% Woodland Cover by 2031****A total of 102,332 trees and shrubs were planted on public and private lands creating an additional 47 hectares of woodland cover**

York Region and its partners continued to deliver strong results in 2019 with 102,332 trees and shrubs planted through a number of initiatives (Figure 3). Partners are able to use the Region's contribution to leverage additional resources through other funding opportunities.

Planting efforts created 47 hectares of woodland cover, primarily located in the Regional Greenlands System. Over 67,000 trees were planted through Grow Your Legacy, a subsidized large-scale planting program delivered by conservation authorities. Collaboration between Regional departments resulted in the planting of 14,180 trees on Regional property through a combination of programs including Adopt-A-Stream, York Regional Forest planting, large-scale private land reforestation and naturalizing of Regional non-forest properties. These actions exemplify the Region's commitment to increase tree canopy and woodland cover.

**Figure 3**  
**2019 Tree and Shrub Planting Accomplishments**



### **Land securement protected nine hectares of environmentally significant lands in 2019**

In 2019 a nine hectare property was secured in the Town of Whitchurch-Stouffville to expand an existing York Regional Forest, the Davis Drive Tract. Acquisition of this property provides opportunities to increase woodland cover through tree planting and promotes outdoor recreation opportunities through an expanded trail system. With this acquisition a total of 1,376 hectares of land have been secured through the Greening Strategy since 2001.

Funding provided through Infrastructure Canada's Disaster Mitigation and Adoption Fund will be used to acquire and reforest an additional 100 hectares of land over the next eight years. Managed as York Regional Forest these lands will allow the expansion of existing trail networks, promoting healthy active lifestyles for Region residents.

### **Communities moved to action through strong partnerships, creating 292 environmental outreach and education opportunities for 13,061 participants**

Communities coming together can inspire residents to take personal actions to protect and preserve the natural environment. The Greening Strategy engages residents through education and outreach programs including interpretive forest walks, presence at local festivals/events, and a variety of environmental outreach activities delivered by partners. In 2019, over 50,000 residents were engaged through a variety of media and activities, including 13,061 residents participating in 292 outreach events. More than half of these events were delivered by partners; feedback from participants indicates a strong interest in learning more about the natural environment.

## **York Region is recognized as a global leader in protecting the natural environment**

The Region's Green Infrastructure Asset Management Plan (2017) was recognized on the global stage as a silver award winner at the Green World Awards for environmental best practices. This award is presented in 2019 by the Green World Organization, which is an international, independent, non-profit, non-political, environment group, dedicated to recognizing, rewarding and promoting environmental best practices around the world.

In 2019, York Region was approved for \$10 million in funding through Infrastructure Canada's Disaster Mitigation and Adaptation Fund to implement a natural infrastructure project. The project will result in over 400,000 trees and shrubs being planted across the Region, including the establishment of 100 hectares of new woodland. The goal of the project aims to mitigate the risk of flooding and lessen the impact of extreme heat events in urban areas.

## **5. Financial**

Through partnerships, the Greening Strategy leverages significant resources and funds for each action area. In 2019, \$1,840,000 was allocated to the Greening Strategy, including a \$825,000 contribution to the Land Securement reserve. The remaining \$1,015,000 supports a number of programs and partnerships including large scale reforestation, backyard tree planting, outdoor education and land securement partnership agreements. The Region's investment in the Greening Strategy leveraged an additional \$890,000 in funding for program delivery.

## **6. Local Impact**

Greening Strategy programs provide local municipalities and residents with opportunities to enhance the natural environment. Sustainable communities are built and supported through greening initiatives that prioritize protection of Regional and local natural heritage systems.

Local municipalities have a long history of partnering with York Region on natural environmental projects and programs, and have benefited directly from the Greening Strategy. Local Municipalities are consulted or involved in the development and implementation of many programs and projects related to outreach, tree planting and environmental land protection and preservation initiatives. Local municipal staff are active on Greening Strategy working groups including the Land Securement Working Group, Invasive Species Working Group and Urban Forestry Forum. Collaborative forums provide an opportunity for information sharing, alignment and experience sharing.

## 7. Conclusion

A sustainable natural environment built through partnerships and community engagement is key to delivering Greening Strategy programs and projects. Success continues to be made towards increasing tree canopy and woodland cover with 102,332 trees and shrubs planted in 2019. Continuous improvement, leadership and innovation allow the Greening Strategy to adapt, and create stronger programs and partnerships. These achievements demonstrate the Region's leadership and the value of the Greening Strategy as a proactive strategy supporting a healthy sustainable Region.

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For more information on this report, please contact Laura McDowell, Director of Environmental Promotion and Protection 1-877-464-9675 ext. 75077 or James Lane, Manager, Natural Heritage and Forestry 1-877-464-9675 ext. 75271. Accessible formats or communication supports are available upon request.

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

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

March 27, 2020  
Attachments (2)  
eDOCS#10412925



# 2019 GREENING STRATEGY ACHIEVEMENTS

The Greening Strategy promotes on the ground action that supports healthy natural environments. It plants the seeds of inspiration for people of all ages to cultivate sustainable communities, now and for the future.

YORK REGION FORESTRY  
Healthy Trees, Healthy Communities





## ENHANCEMENT AND REHABILITATION

Trees and shrubs produce oxygen, remove pollutants, reduce floods, filter water, improve health, provide shade and offer many more valuable ecosystem services.



**PLANTED**  
**102,332 TREES AND SHRUBS**

**EXCEEDED TARGET OF 70,000 PLANTINGS**

102,332 trees were planted through more than **21 partnerships** and many programs including:

- 67,986** Grow Your Legacy program
- 14,180** York Regional property plantings
- 9,766** Green Action Partnership Fund
- 3,063** Adopt-A-Stream Crossing
- 7,337** Other programs

Plantings occurred on both public and private land. Enhancement is accomplished for all habitat types including woodlands, meadows, prairies, wetlands and streams.



**47 HECTARES**  
**OF WOODLAND COVER CREATED IN 2019**

## Targets

### WOODLAND COVER

Current

2031 Target

**23%**

**25%**

### CANOPY COVER

Current

2031 Target

**31%**

**35%**

## STEWARDSHIP AND EDUCATION

Our greatest gains are when residents are inspired to make a personal commitment to protect and preserve the natural environment.



**ENGAGED**  
**13,061 RESIDENTS**  
**AT 292 EVENTS**

**101 EVENTS HOSTED BY YORK REGION**

Residents learned about the importance of the natural environment and the benefits of trees at a variety of events hosted by York Region and partners. These events provide opportunity to further educate residents about protection and enhancement of the natural environment.



**NEW**  
**SENIORS PILOT PROGRAMS**  
**DELIVERED WITH PARTNERS**

Senior specific outdoor education programming was created to teach seniors about the benefits of connecting with nature and to highlight the York Regional Forest.

Continued development is supported through new funding from Ontario's Community Grant and partnerships with York Region Community and Health Services Department and the Oak Ridges Trail Association.



**REACHED MORE THAN**  
**50,000 RESIDENTS**  
**ANNUALLY**

**THROUGH A VARIETY OF MEDIA**

## PROGRAM, PARTNERSHIP A

2001	2002	2005	2007	2010	2012
<ul style="list-style-type: none"> <li>• Greening Strategy Adopted</li> <li>• Partnerships and Programs Begin</li> </ul>	<ul style="list-style-type: none"> <li>• Forest Walks and Events</li> </ul>	<ul style="list-style-type: none"> <li>• Significant Woodland Criteria</li> <li>• Forest Conservation Bylaw Update</li> </ul>	<ul style="list-style-type: none"> <li>• Backyard Tree Planting</li> </ul>	<ul style="list-style-type: none"> <li>• First York Regional Forest Accessible Trail</li> <li>• Emerald Ash Borer (EAB) Management</li> </ul>	<ul style="list-style-type: none"> <li>• Envirothon Education Competition</li> <li>• Greening Strategy Refinement</li> </ul>

## PROTECTION AND PRESERVATION

Protection of our Regional Greenland System is fundamental to achieving our canopy and woodland cover targets and an ecologically diverse natural environment.



**9 HECTARES PROTECTED**

In 2019, the Region secured a property in the Town of Whitchurch-Stouffville, linking natural areas in the Greenlands System and expanding the York Regional Forest. Since 2001, this program has protected more than **1,376 hectares** of environmentally significant land.

Through partnership agreements, partners work cooperatively with residents, municipalities and others to encourage environmental land protection and secure individual lands.



**\$10 MILLION**  
LEVERAGED OVER 8 YEARS THROUGH  
DISASTER MITIGATION AND ADAPTATION FUND

Natural Heritage and Forestry secured \$10 Million in federal funding to support land securement and tree planting to mitigate the impacts of extreme heat and flooding.

## LEADERSHIP AND INNOVATION

To support a diverse and healthy ecosystem, York Region shares knowledge, demonstrates leadership and promotes innovation with partners and local municipalities.

Exchanged information, shared accomplishments and continued innovation at **14 Regional forums** and **seven technical presentations** throughout the Region.



**SILVER AWARD FOR ENVIRONMENTAL BEST PRACTICES**

In 2019, The Region's Green Infrastructure Asset Management Plan received the Silver Green World Award for Environmental Best Practices. The Green World Organization is dedicated to recognizing, rewarding and promoting environmental best practices around the world.



**ESTIMATED 30 MILLION TREES IN YORK REGION**

## ND ACHIEVEMENT HISTORY

2013	2015	2016	2017	2018	2019
<ul style="list-style-type: none"> <li>One Millionth Tree Planted</li> </ul>	<ul style="list-style-type: none"> <li>Bill Fisch Forest Stewardship and Education Centre Opens</li> </ul>	<ul style="list-style-type: none"> <li>York Region Forest Management Plan</li> </ul>	<ul style="list-style-type: none"> <li>State of the Forests Report</li> <li>Monarch Friendly Region</li> </ul>	<ul style="list-style-type: none"> <li>Bill Fisch Forest Stewardship and Education Centre receives full Living Building Challenge Certification</li> </ul>	<ul style="list-style-type: none"> <li>It's in our Nature: Management Plan for the York Regional Forest 2019-2038 adopted</li> </ul>





**FORESTRY**

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accessyork@york.ca

[york.ca/forestry](http://york.ca/forestry)

edocs #10548659





# YORK REGION FOREST MANAGEMENT PLAN

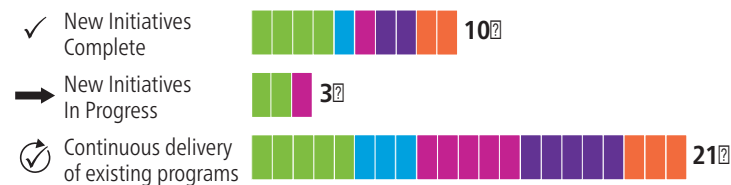
## Short Term Actions (2017 to 2019) | 2019 STATUS



### ACTION STATUS



### ACTION STATUS BY GOAL



## GOAL 1 | Canopy Cover and Woodland Cover

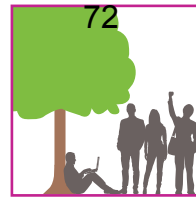
### STATUS

- Develop a prioritized planting plan by analyzing current planting opportunities. ➡
- Continue to assess tree planting opportunities on Regional-owned properties. ✔
- Prepare a summary report of urban forest studies, including results of integrated monitoring. ✔
- Continue to optimize existing tree planting partnerships (e.g. school boards). ✔
- Implement 'Grow Your Legacy' large-scale private land tree planting campaign. ✔
- Continue to actively support others in the development of urban Forest Management Plans. ✔
- Continue to collaborate with York Region departments, local municipalities, agencies and partners to share information and exchange ideas. ✔
- Monitor to ensure that the York Region Forest Management Plan is followed, reports on results are prepared and activities achieve desired results. ✔
- Complete the update of York Region's Street Tree and Forest Preservation and Compensation Guidelines. ✔
- Update York Region's Street Tree Planting Design Guidelines and share with local municipalities. ➡
- Assess the alignment of the Forest Management Plan with Provincial Plans and York Region's Official Plan. ✔

## GOAL 2 | Climate Change and Sustainability

### STATUS

- Continue to undertake assisted migration trial plantings to adapt to climate change. ✔
- Continue to collaborate with organizations including the Invasive Species Council, Canadian Food Inspection Agency and the Canadian Forest Service to quickly detect and respond to threats. ✔
- Continue to collaborate with partners to explore science-based biological control opportunities. ✔
- Look into innovative low-impact development practices that emphasize conservation and use of green infrastructure to manage storm water quantity and quality. ✔



### GOAL 3 | Awareness and Education

#### STATUS

- Produce and distribute a 'State of the Forest' report summarizing the results of urban forest studies. ✓
- Educate York Region residents about the ecosystem functions and services provided by trees and woodlands. →
- Continue to deliver York Region forest festivals and events and education programs. ✓
- Continue to expand partnerships with York Region Public Health. ✓
- Participate in and contribute to legislation and policy reviews that recognize connections of trees and public health. ✓
- Support and participate in local community events that promote the benefits of trees. ✓
- Update website to post educational materials; promote events and solicit public feedback. ✓

### GOAL 4 | Stewardship and Taking Action

#### STATUS

- Continue to explore environmental partnerships with the agricultural community to protect farmland and improve canopy cover. ✓
- Document use of agricultural easements and shared benefits, practices in collaboration with the Ontario Farmland Trust. ✓
- Continue to coordinate the Emerald Ash Borer Technical Working Group. ✓
- Continue to manage the York Regional Forest to meet the Forest Stewardship Council certification requirements. ✓
- NEW!** Prepare York Regional Forest 20 Year Forest Management Plan for 2019-2038 period. ✓
- Share best practices on urban tree planting and maintenance through forums and events. ✓
- Strengthen relationships among the Region, local municipalities, Ontario Woodlot Association, Forests Ontario and others to encourage good forestry practices on private land. ✓

### GOAL 5 | Governance, Innovation, Research and Development

#### STATUS

- Continue to review emerging science-based arboriculture practices and integrate into tree planting and maintenance specifications. ✓
- Continue to review science-based silvicultural practices to inform management of the York Regional Forest and implementation of the Forest Conservation Bylaw. ✓
- Complete a green infrastructure asset management plan for Regional assets, including street trees. ✓
- Promote green infrastructure asset management as a best practice to the province, municipalities and other organizations. ✓
- Continue to provide input to provincial and federal legislation through coordinated reviews within and between departments. ✓

**Regional Council Decision - Motion - Adoption of International Holocaust Remembrance Alliance (IHRA) Definition of Antisemitism**

On April 30, 2020 Regional Council adopted the following motion:

That the Regional Municipality of York adopt the International Holocaust Remembrance Alliance's (IHRA) working definition of antisemitism as adopted at the IHRA plenary on May 26, 2016 as follows:

“Antisemitism is a certain perception of Jews, which may be expressed as hatred toward Jews. Rhetorical and physical manifestations of antisemitism are directed toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities”;

And that this decision be forwarded to the local municipalities as well as the Chair of the province of Ontario's Standing Committee on Justice Policy.

The full motion is included for your information.

Regards,

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

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The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [york.ca](http://york.ca)

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Committee of the Whole recommends adoption of the following motion:

Whereas, the Regional Municipality of York is rooted in the values of democracy, equity and inclusivity; and

Whereas, in June 2018, the Inclusion Charter for York Region was endorsed as a community initiative, bringing together businesses, community organizations, municipalities, police services, hospitals, school boards, conservation authorities and agencies who share a vision to foster a welcoming and inclusive community; and

Whereas, we have a shared responsibility to stop antisemitism in all its forms through education and public consciousness as antisemitic demonstrations continue to threaten communities and undermine democracy; and

Whereas, the International Holocaust Remembrance Alliance (IHRA) is an intergovernmental organization founded in 1998 that consists of 34 countries, including Canada, each of whom recognizes that international coordination is needed to combat antisemitism; and

Whereas, six per cent of York Region residents identify themselves as Jewish, which is a higher representation than Canada and Ontario, and Vaughan is home to one of the largest Jewish populations outside of Israel, which includes many Holocaust survivors; and

Whereas, on February 27, 2020, Bill 168, the Combating Antisemitism Act which directly mentions IHRA, unanimously passed a second reading in the Ontario legislature with all-party support; and

Whereas, on January 28, 2020, Vaughan council unanimously endorsed Mayor Bevilacqua's motion to declare January 27 as International Holocaust Remembrance Day, which included the adoption of the IHRA definition of antisemitism; and

Whereas, York Regional Police dedicated a community room at District #4 headquarters to Holocaust Survivor Max Eisen, in recognition and appreciation of his remarkable efforts to eliminate racism and bigotry; and

Whereas, York Region is enriched by its thriving, active and engaged Jewish and Israeli communities.

It is therefore recommended:

That the Regional Municipality of York adopt the International Holocaust Remembrance Alliance's (IHRA) working definition of antisemitism as adopted at the IHRA plenary on May 26, 2016 as follows:

“Antisemitism is a certain perception of Jews, which may be expressed as hatred toward Jews. Rhetorical and physical manifestations of antisemitism are directed toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities”; And

That this decision be forwarded to the local municipalities as well as the Chair of the province of Ontario’s Standing Committee on Justice Policy.

**Regional Council Decision - Vector-Borne Disease Program 2019 - 2020 Annual Update**

On April 30, 3030 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Clerks of all 9 local municipalities

The original staff report is attached for your information.

Please contact Joe La Marca, Director, Health Protection at 1-877-464-9675 ext. 74025 if you have any questions with respect to this matter.

Regards,

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

---

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# The Regional Municipality of York

Committee of the Whole  
Community and Health Services  
April 16, 2020

Report of the Commissioner of Community and Health Services and Medical Officer of Health

## Vector-Borne Disease Program 2019/2020 Annual Update

### 1. Recommendations

The Regional Clerk circulate this report to the Clerks of all 9 local municipalities.

### 2. Summary

This report is prepared for Council in order for it to carry out its legislative duties and responsibilities as the board of health under the *Health Protection and Promotion Act*.

This report describes York Region Public Health's 2019 Vector-Borne Disease Program deliverables and planned activities for 2020 to reduce the risk of vector-borne diseases in York Region.

- 2019 surveillance shows lower West Nile virus activity
- 2019 surveillance shows continued Lyme disease activity, including increased blacklegged ticks in natural forested areas and identification of one new Lyme disease risk area in Georgina
- In 2019, York Region Public Health partnered with the Chippewas of Georgina Island to teach staff and volunteers from the community how to conduct active tick surveillance and use Lyme disease personal protection measures
- Vector-borne disease education and outreach is ongoing and heightened in response to increased risk levels in the community

### 3. Background

**York Region Public Health delivers a comprehensive and collaborative vector-borne diseases program, focusing on surveillance, mosquito control, public education and outreach, increased risk response and collaboration**

Vector-borne diseases are diseases transmitted to humans through the bite of an infected vector such as a mosquito or tick. In Ontario, vector-borne diseases of importance include West Nile virus, Lyme disease and Eastern Equine Encephalitis.

**Surveillance** is used to monitor the presence, location, time and intensity of vector-borne disease activity for vectors and humans, and influential ecological factors such as temperature and habitat suitability. These findings inform decision making to enhance prevention and response activities and reduce the risk in our communities.

**Mosquito control** uses techniques and management strategies to effectively decrease mosquito species that can spread West Nile virus.

**Public education and outreach** provides information to residents on current risk levels of vector-borne diseases in the community and how to reduce the risk of infection.

**Response to increased risk** occurs when surveillance findings indicate potential increased risk to human health. This is achieved through enhanced surveillance, amplified vector control when possible, timely notification of regional, municipal, school board and conservation authority representatives and increased communications to the public.

**Collaboration** with multiple stakeholders supports the Region's comprehensive, coordinated Vector-Borne Disease Program. Stakeholders include regional departments, local municipalities, conservation authorities, school boards, long-term care homes, community groups, health care providers, veterinarians and technicians, First Nations, local public health units, Public Health Ontario, Ministry of Health, additional provincial ministries and Health Canada.

## 4. Analysis

### **West Nile Virus surveillance of mosquitoes and humans is used to determine risk of infection in the Region**

West Nile virus is spread through the bite of an infected mosquito. It was first detected in North America in 1999. It emerged in York Region in 2002, and has since become established in Ontario.

West Nile virus surveillance data on human cases and mosquitoes that test positive for West Nile virus help determine the risk of contracting West Nile virus in the Region and inform prevention, control and response activities. Surveillance information is available for residents at [york.ca/westnile](http://york.ca/westnile).

### **2019 surveillance showed lower West Nile virus activity circulating in York Region**

The number of confirmed human cases and mosquito traps that test positive for West Nile virus varies from year to year, depending on temperature and its influence on mosquito breeding conditions. In 2019, one mosquito trap tested positive for West Nile virus and one human case was reported in York Region. Table 1 provides an overview of York Region West Nile virus surveillance findings from 2015 to 2019 and Ontario human cases.

Temperature and precipitation plays a role in the variation of the number of West Nile virus cases from year to year. Research shows that increased temperatures are the strongest predictor of increased infection in mosquitoes that can transmit West Nile virus. Higher

temperatures can decrease the time required for mosquito development if an adequate amount of standing water is available for mosquito breeding habitat.

In 2019, average seasonal temperatures were experienced, resulting in lower West Nile virus activity. This is in contrast to 2017 and 2018, where slightly above seasonal temperatures contributed to increased positive mosquito traps and human cases. York Region Public Health monitors surveillance findings and temperatures across Ontario to identify risk levels for West Nile virus activity and assist the timing of response activities.

**Table 1**

**West Nile Virus Surveillance Summary, 2014 to 2019, York Region and Ontario**

	2014	2015	2016	2017	2018	2019
Confirmed human cases	0	1	3	12	3	1
Positive mosquito traps	2	3	2	14	16	1
Ontario confirmed human cases	9	28	47	153	122	19

**Lyme disease surveillance of blacklegged ticks and humans is used to determine risk of infection in the Region**

Lyme disease is caused by the *Borellia burgdorferi* bacteria, which is spread through the bite of an infected blacklegged tick. Lyme disease is one of the most frequent vector-borne diseases in the temperate world.

The blacklegged tick has expanded its range northward from the United States into new regions of southern Canada. Its habitat will continue to expand in coming decades due to climate change and increasingly compatible environments. There are no control options for ticks: surveillance, awareness and personal protection are the primary methods of preventing Lyme disease.

York Region Public Health uses three surveillance techniques to help determine the level of risk in the community: passive tick surveillance, active tick surveillance and human case surveillance.

**Blacklegged ticks submitted through passive tick surveillance increased in 2019**

Passive tick surveillance involves residents submitting ticks removed from humans to York Region Public Health for identification by the Public Health Ontario Laboratory and testing of blacklegged ticks for *Borellia burgdorferi* by the National Microbiology Laboratory for surveillance purposes.

In 2019, York Region Public Health implemented preliminary tick identification, allowing for quicker identification of blacklegged ticks and estimating the amount of time a blacklegged tick had been feeding based on the tick's growth. This provides residents with important information to share with their physician for discussing potential treatment options and improves customer service standards.

There has been a steady increase in passive tick surveillance submissions due to expanding tick habitat as well as increased knowledge of Lyme disease by York Region residents. In 2019, 189 ticks were submitted to York Region Public Health's passive tick surveillance program. Eighty-one of these ticks were identified as blacklegged ticks and, ten locally acquired blacklegged ticks tested positive for *Borellia burgdorferi* (Table 2).

### **Blacklegged ticks found by York Region through active tick surveillance increased in 2019**

Active tick surveillance (tick dragging) involves collecting ticks from their habitat by dragging a flannel cloth over and around vegetation to find blacklegged ticks and help determine Lyme disease risk areas.

In 2019, York Region Public Health conducted tick dragging at 35 locations in the Region throughout the spring and fall in natural, forested public spaces such as parks, conservation areas and river valley systems (Attachment 1). Blacklegged ticks were found in multiple locations throughout York Region. Surveillance results are available for residents at [york.ca/lymedisease](http://york.ca/lymedisease) and identify potential Lyme disease risk areas in the Region.

Public Health Ontario's Lyme Disease Map 2019 (Attachment 2) illustrates estimated risk areas in Ontario based on data from previous seasons. Lyme disease risk zones are identified as wooded or brushy areas within a 20 km radius of a location where blacklegged ticks were found in successive spring and fall tick dragging sessions.

### **Public Health partnered with the Chippewas of Georgina Island First Nation to conduct active tick surveillance and discovered a new Lyme disease risk area in Georgina**

In 2019, York Region Public Health was invited by the Chippewas of Georgina Island First Nation to conduct active tick surveillance and teach community members how to tick drag and about methods of personal protection against tick bites. Along with the Chippewas of Georgina Island, York Region Public Health found blacklegged ticks in the spring and fall sessions, resulting in the Georgina Island First Nation and the Town of Georgina being identified as a new Lyme disease risk area. This new risk area will be reflected in the Public Health Ontario's Lyme Disease Map for 2020, resulting in all of York Region becoming an estimated Lyme disease risk area.

### **2019 surveillance shows continued human cases of Lyme disease activity in York Region and Ontario**

Human case surveillance is another method to help determine the level of risk of Lyme disease in the community. When a report of Lyme disease is received, a case investigation is

conducted which includes confirming the diagnosis, collecting epidemiological information, and identifying location(s) where contact with a Lyme disease-bearing blacklegged tick may have occurred.

Table 2 provides an overview of York Region Lyme disease surveillance findings from 2014 to 2019. The increased Lyme disease activity is anticipated to continue in York Region and Ontario due to expanding tick habitats related to climate change.

**Table 2**  
**Lyme Disease Surveillance Summary, 2014 to 2019, York Region and Ontario**

	2014	2015	2016	2017	2018	2019
Confirmed human cases	6	8	5	18	10	15
Local blacklegged ticks - passive tick surveillance	7	11	15	35	37	81
Local blacklegged ticks - active tick surveillance	2	4	0	10	28	41
Positive <i>Borellia burgdorferi</i> local blacklegged ticks	1	0	1	2	1	10
Ontario confirmed human cases	163	379	331	927	564	1133

### **York Region Public Health monitors emerging vector-borne diseases and potential related threats**

York Region Public Health works with multiple partners at local, provincial, federal and international levels to monitor vector-borne disease trends and threats that may emerge in Ontario or may be a risk to travellers.

In 2019, the Centers for Disease Control and Prevention in the United States received reports of 38 confirmed human cases of the mosquito-borne illness, eastern equine encephalitis virus, including 15 deaths. There were no human cases reported in Canada. While some people infected with eastern equine encephalitis virus do not develop symptoms, of those who do, approximately one third of those with encephalitis may die. Many of those who recover have ongoing neurological impairment. York Region Public Health will continue to monitor for eastern equine encephalitis virus through the existing mosquito surveillance program.

## **Larviciding and source reduction are the primary methods used to reduce the abundance of mosquitoes that can transmit West Nile virus**

The most efficient method of reducing mosquitoes that could potentially carry West Nile virus is through larviciding. The Ministry of the Environment, Conservation and Parks has authorized the use of larvicides to control mosquitoes under approved permits. In York Region, larvicides have been used for 17 years as the primary method of mosquito control.

The main mosquito vectors of West Nile virus in Ontario are the *Culex* species. These mosquitoes breed mostly in urban environments in natural or artificial containers of standing water including catch basins, ditches, sewage lagoons, and standing water around the home. Over 100,000 catch basins in the Region are treated with larvicides four times a season. Larviciding is available at no cost to residents who have a catch basin in their backyard, on request.

Targeted elimination of standing water is another effective means of reducing mosquito populations. Reports of standing water by residents are investigated by Public Health staff.

## **Vector-borne disease education and outreach is ongoing and heightened to respond to increased risk levels in the community**

Knowledge of risk of local vector-borne diseases and emerging blacklegged tick populations as well as personal protection messaging are critical to reducing the potential of locally acquired cases. In 2019, West Nile virus, Lyme disease and eastern equine encephalitis virus awareness was achieved through education and outreach strategies:

- Media releases and media interviews
- Information on Regional website: [york.ca/westnile](http://york.ca/westnile), [york.ca/lymedisease](http://york.ca/lymedisease)
- Education resources distributed throughout the community, including social media, advertisements, municipal recycling calendars, signs at trailheads and Fight the Bite! messaging provided to municipal and Regional offices, libraries, community and recreation centres, garden centres, golf courses, Sibbald Point Provincial Park and conservation areas, school boards and day care centres (Attachment 3)
- Timely communications to health care providers and animal health professionals

## **Public health response to increased risk in the community**

York Region Public Health is continually monitoring and responding to increased risks due to vector-borne diseases in the community. Discovery of positive mosquito traps or blacklegged ticks subsequently increases surveillance, timely communication, education activities, and collaboration with community partners (e.g. Public Health Ontario) to decrease the risk to human health.

## **Objectives for 2020 include continued focus on surveillance, mosquito control, education and outreach, increased risk response, and collaboration**

The vector and human case trends experienced in York Region are reflective of the environmental and ecological influences on vector-borne diseases. The 2020 York Region Vector-Borne Disease Program will continue with its comprehensive and collaborative approach to managing vector-borne diseases in our community. Focal areas for 2020 include:

- Continued surveillance of West Nile virus, Lyme disease and eastern equine encephalitis virus. York Region Public Health will monitor the presence, location, time and intensity of vector-borne disease activity to inform decision making to enhance prevention and response activities and reduce the risk in our communities
- As of January 1, 2020, the National Microbiology Lab will no longer be testing blacklegged ticks for *Borellia burgdorferi* bacteria from passive tick submissions. The purpose of testing is to conduct surveillance. Patients are managed based on tick exposure and potential transmission of tick-borne pathogens, and not on test results of the tick submission. Ticks found through active tick surveillance by Public Health Units will continue to be tested to monitor infectivity rates of local blacklegged tick populations and potential emerging pathogens
- [eTick](#) is a new public platform for image-based identification and population monitoring of ticks in Canada. Photos of ticks found on both animals and humans can be submitted for visual identification within 48 hours at no cost. Results are posted on an interactive map that is accessible by the public and is monitored by staff for activity in York Region and surrounding jurisdictions
- Mosquito control through larviciding and standing water investigations will continue at the same levels as 2019
- Coordinated education and outreach activities will continue to provide information about personal protection measures to residents
- Collaboration with community partners will continue to enhance public awareness, surveillance initiatives and vector control strategies

## **5. Financial**

Regional expenditures for the Vector-Borne Disease Program in 2019 totaled \$602,852 gross and \$172,852 net tax levy. The program was managed within the approved Regional budget for Public Health.

The Regional budget for this program for 2020 is \$544,606 gross, and \$163,382 net tax levy. The provincial allocations have not yet been confirmed.

## 6. Local Impact

York Region Public Health will continue to collaborate with local municipalities, conservation authorities and school boards through the Vector-Borne Disease Liaison Committee. This group meets throughout the year to discuss vector-borne disease resources, surveillance trends, program updates, increased risk response and notifications. Local municipalities also participate in West Nile virus control measures through enforcement of local by-laws regarding standing water.

## 7. Conclusion

York Region Public Health is responsible for the prevention of and response to vector-borne diseases of public health significance. The Vector-Borne Disease Program focuses on West Nile virus and Lyme disease, and is continually monitoring for and adaptable to emerging vector-borne diseases (e.g. eastern equine encephalitis virus).

West Nile virus and Lyme disease activity continues in York Region. In 2020, York Region Public Health will continue the mandated activities of the Vector-Borne Disease Program, including vector and disease surveillance, mosquito control, public education and outreach, increased risk response, and collaboration with partners. The program's comprehensive and collaborative approach effectively prevents and responds to the risk of vector-borne diseases in York Region to protect our communities.

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For more information on this report, please contact Joe La Marca, Director, Health Protection at 1-877-464-9675 ext. 74025. Accessible formats or communication supports are available upon request.

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

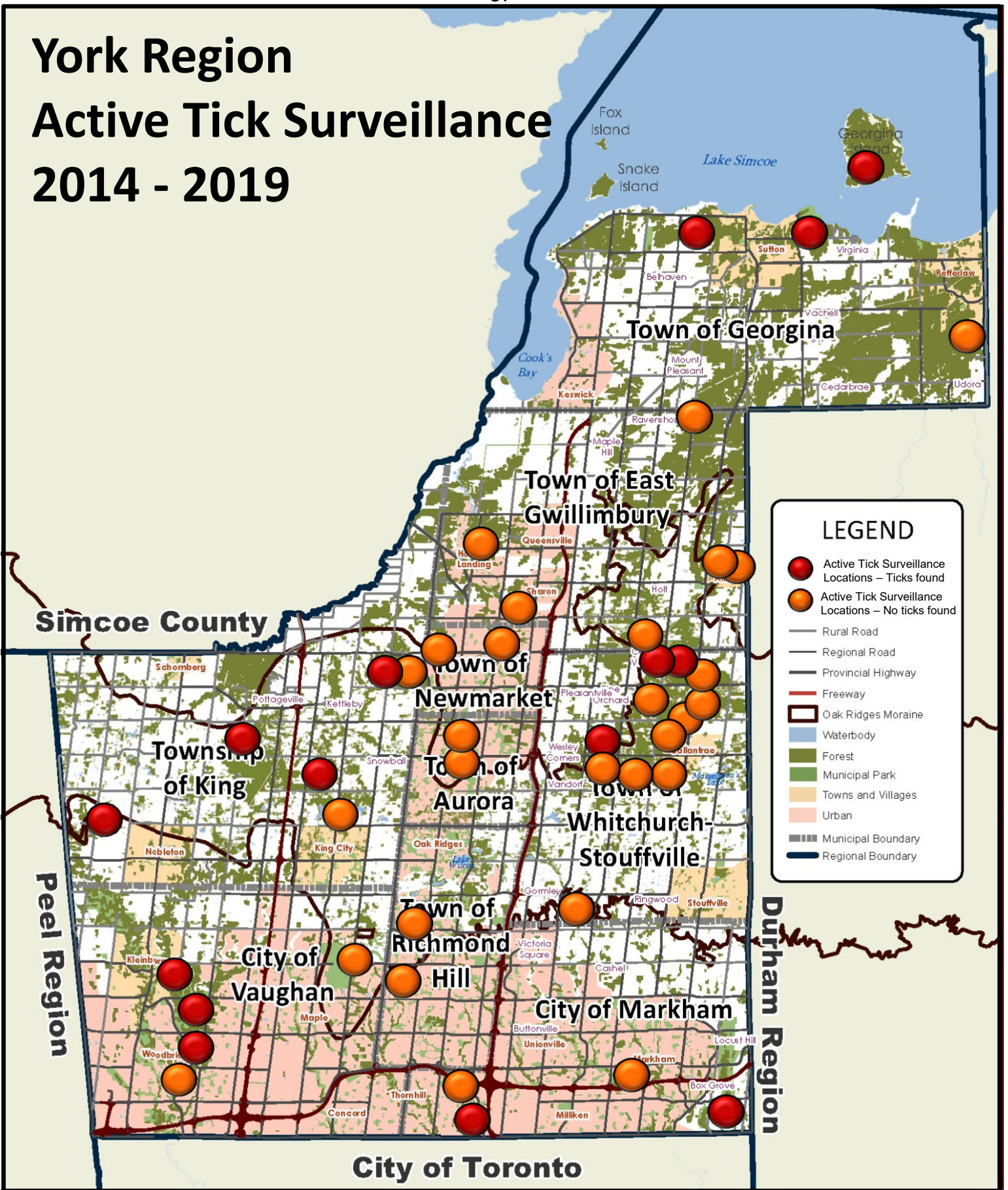
**Dr. Karim Kurji**  
Medical Officer of Health

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

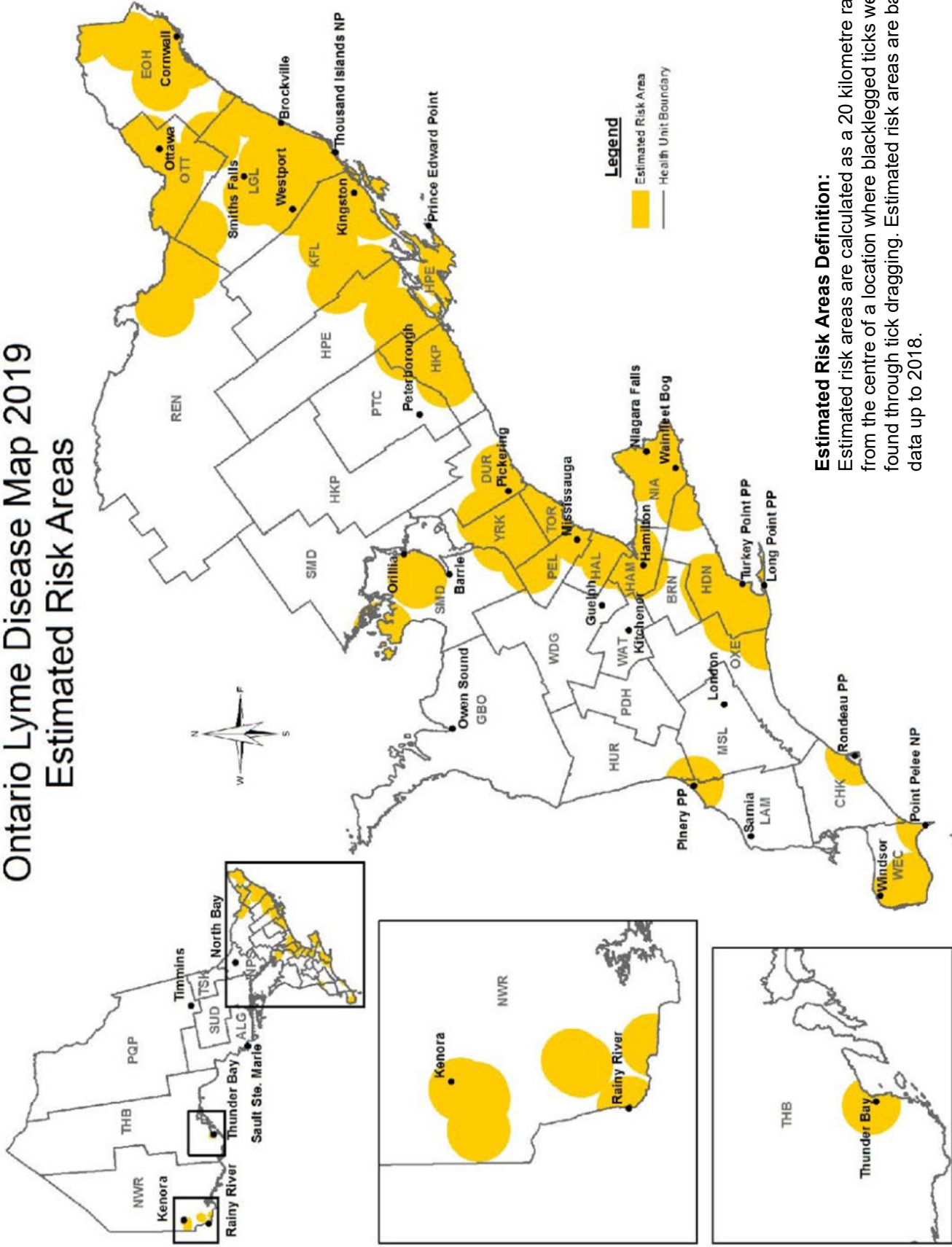
March 19, 2020  
Attachments (3)  
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# York Region Active Tick Surveillance 2014 - 2019



# Ontario Lyme Disease Map 2019 Estimated Risk Areas





# FIGHT THE BITE! AGAINST BLACKLEGGED TICKS AND LYME DISEASE

## What is Lyme disease?



Lyme disease is caused by a bacteria called *Borrelia burgdorferi* which is spread through the bite of an infected blacklegged tick.

Symptoms of Lyme disease may include:

- A skin rash
- Fatigue or weakness
- Headache
- Fever or chills
- Dizziness or confusion
- Muscle and joint pain
- Swollen lymph nodes

See your health provider if you develop symptoms of Lyme disease after a tick bite or after visiting a wooded or brushy area.

## What are blacklegged ticks?



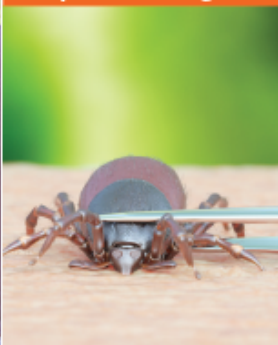
- Ticks are small bugs that feed off the blood of animals and humans
- Adult ticks are the size of a sesame seed and nymphs are the size of a poppy seed
- Ticks are found on tall grasses and bushes in wooded areas
- They can attach and feed up to five days

## Protect yourself in wooded or brushy areas

- Wear light-coloured, long-sleeved clothing and closed footwear
- Use insect repellents containing DEET or icaridin
- Walk in the middle of trails
- Shower when you get home
- Check yourself, your family and your pets for ticks
- Remove attached ticks as soon as possible



## Tips for removing ticks



- Use tweezers to grasp tick as close to skin as possible
- Pull straight out
- Do not put anything on the tick or try to burn it off
- Disinfect the area with alcohol or soap and water
- Wrap the tick in a moist paper towel and put in a sealed container
- Store in the fridge until you can take it to a York Region Public Health location

For more information on how you can protect yourself and your family from Lyme disease, call York Region Health Connection at 1-800-361-5653 or visit [york.ca/lymedisease](http://york.ca/lymedisease)



# FIGHT THE BITE! AGAINST WEST NILE VIRUS

## What is West Nile virus?



West Nile virus is spread to humans from the bite of an infected mosquito.

## How to protect yourself when outdoors

- Wear light-coloured, long-sleeved shirts and pants
- Use insect repellents containing DEET or icaridin
- Cover up at dusk and dawn when mosquitoes are most active



## How York Region protects you

York Region's West Nile Virus Program includes larviciding over 100,000 catch basins during the summer and using mosquito traps to capture and test for West Nile virus infected mosquitoes.



## Mosquito-proof your home

- Clean up areas of standing water around your home
- Ensure door and window screens are tight-fitting and in good repair
- Clean up pools / pool covers
- Turn over wading pools
- Empty out flower pots
- Clear eavestroughs, storm and roof gutters
- Clean bird baths weekly
- Empty water in old tires



For more information on West Nile virus, call York Region Health Connection at 1-800-361-5653 or visit [york.ca/westnile](http://york.ca/westnile)





**Regional Council Decision - York Region's 2020 to 2023 Multi-Year Accessibility Plan**

On April 30, 2020 Regional Council made the following decision:

1. Council approve the York Region 2020 to 2023 Multi-Year Accessibility Plan (Attachment 1).
2. The Regional Clerk circulate this report to the York Region Accessibility Advisory Committee, York Regional Police Services Board and local municipalities for their information.

The original staff report is attached for your information.

Please contact Joseph Silva, Director, Strategies and Partnerships, at 1-877-464-9675 ext. 74182 if you have any questions with respect to this matter.

Regards,

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

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# The Regional Municipality of York

Committee of the Whole  
Community and Health Services  
April 16, 2020

Report of the Commissioner of Community and Health Services

## York Region's 2020 to 2023 Multi-Year Accessibility Plan

### 1. Recommendations

1. Council approve the York Region 2020 to 2023 Multi-Year Accessibility Plan (Attachment 1).
2. The Regional Clerk circulate this report to the York Region Accessibility Advisory Committee, York Regional Police Services Board and local municipalities for their information.

### 2. Summary

This report recommends Council approve Attachment 1, the 2020 to 2023 Multi-Year Accessibility Plan (Plan) for York Region and York Regional Police. Under the *Accessibility for Ontarians with Disabilities Act, 2005* (the Act), York Region must review and update its multi-year accessibility plan at least once every five years.

#### Key Points:

- York Region and York Regional Police prepare one combined multi-year accessibility plan and work together to implement and report compliance with the Province's accessibility legislation. Council approves the Plan on behalf of both organizations
- A multi-year accessibility plan outlines strategies and actions to prevent and remove barriers for people with disabilities in programs, services and facilities offered and run by York Region and York Regional Police
- The most recent multi-year accessibility plan for York Region and York Regional Police was approved by Council in [November 2015](#)
- The proposed 2020 to 2023 Multi-Year Accessibility Plan (Attachment 1) updates and replaces the Plan approved by Council in 2015

### 3. Background

#### Ontario's law requires accessibility planning

The Province's vision is to make Ontario accessible by 2025. To support achievement of this objective, the Act is in place to prevent and remove barriers for people with disabilities. The Act sets out accessibility standards for private and public organizations in the areas of Information and Communications, Employment, Transportation, Design of Public Spaces and Customer Service which are combined to form the *Integrated Accessibility Standards Regulation* (Regulation). The [Act and its Regulation](#) also include compliance and reporting requirements.

The Regulation requires designated public sector organizations (including municipalities) and other large organizations with 50 or more employees to:

- Establish, implement, maintain and document a multi-year accessibility plan which outlines the organization's strategy to prevent and remove barriers for people with disabilities in its programs, services and facilities and meet requirements under the legislation
- Develop it in consultation with an accessibility advisory committee and people with disabilities
- Make it available to the public
- Prepare and post annual status reports
- Review and update it at least once every five years

#### Accessibility planning supports the Region's vision of strong, caring and safe communities

York Region is home to nearly 1.2 million people of all backgrounds. According to the 2017 Canadian Survey on Disabilities, approximately one in five York Region residents aged 15 and over (or 18%) has at least one type of disability. Accessibility means giving people of all abilities opportunities to participate in everyday life.

Creating a community that is welcoming, inclusive and accessible for everyone aligns with the goals set out in Regional strategies and policies including *Vision 2051, Regional Official Plan, 2019 to 2023 Strategic Plan - From Vision to Results*, and the Inclusion Charter for York Region.

#### York Region met legislated accessibility requirements in partnership with York Regional Police and with advice from the York Region Accessibility Advisory Committee

York Region and York Regional Police have jointly developed plans and implemented actions to achieve legislative compliance with the Act since 2010 when the first requirements under the Act became law. York Region is the compliance lead for both organizations, and so Council approves the Plan on behalf of both York Region and York Regional Police.



Since 2010, over 100 accessibility requirements have been implemented across all departments. Accessibility planning in both organizations is currently guided by the multi-year accessibility plan approved by Council in November 2015. This proposed 2020 Plan updates and replaces the 2015 Plan. This 2020 Plan includes actions over the next three years; the end date coincides with the term of York Region's current Strategic Plan. It will be updated in 2023 to align with the new term of Council. Annual status reports highlight accomplishments by York Region and York Regional Police in delivering on the Plan; they can be accessed at [york.ca/accessibility](http://york.ca/accessibility).

Accessibility planning and implementation at York Region and York Regional Police are guided and supported by a Council-appointed accessibility advisory committee, as required under the Act. Members of York Region's accessibility advisory committee come from different backgrounds, represent all nine local municipalities, and are [appointed](#) for a term concurrent with Council.

## 4. Analysis

### The Plan sets out actions to meet legislated requirements

The proposed Plan organizes objectives and actions under the five standards and the set of general requirements in the Regulation. These objectives and most actions were approved in the last Council approved Plan, and the proposed Plan builds on, and adds to, these actions. The following provides a description of each standard and the general requirements, with examples of actions:

- **Information and Communication** – Create, provide and receive information and communications in ways that are accessible to people with disabilities. Examples include providing accessible formats and communication supports upon request and ensuring feedback processes are accessible
- **Employment** – Incorporate accessibility practices across all stages of employment. Examples include providing accommodations during the recruitment, assessment and the selection processes and supporting employees with disabilities in the workplace
- **Transportation** – Make it easier to move around the Region by considering the accessibility needs of people with disabilities. Examples include providing safe storage and handling of mobility aids and automated electronic pre-boarding and on-board announcements for passengers on public transportation. These requirements are not applicable to York Regional Police who do not provide public transportation services
- **Design of Public Spaces** – Make regional public spaces more accessible. Examples include providing forest trails that are accessible to all users and accessible pedestrian signals for safer crossing at intersections
- **Customer Service** – Provide accessible customer service to people with disabilities. Examples include mandatory accessible customer service training for all employees and providing notice of temporary service disruptions

- **General Requirements** – Implement actions to enhance accessibility across the organization. Examples include using the corporate Accessibility Policy to guide the Region’s work, providing employee training on the Regulation and including accessibility criteria in purchases

Most actions in the Plan are already in effect and part of regular business practices.

### **The Plan includes strategy to comply with new requirements for websites and web content**

The Regulation requires compliance with Web Content Accessibility Guidelines 2.0. Web Content Accessibility Guidelines is an international standard for making websites and web content accessible to a broader range of users with disabilities. Levels set under the guidelines denote technical checkpoints in making websites progressively more accessible. New and significantly refreshed websites must currently conform to Level A, which includes:

- Text descriptions of images so users with vision disabilities can understand what the image represents
- Web content that can be changed into large print so a user can read the content with ease

Both York Region and York Regional Police are compliant with this requirement.

By January 1, 2021, York Region and York Regional Police are required to ensure all websites and web content conform to Web Content Accessibility Guidelines 2.0 Level AA which builds on the checkpoints of Level A, including:

- Headings and labels that help users navigate and find content with minimal barriers
- Colour-contrast of 3:1 on navigational graphics to help users with vision disabilities

The proposed Plan includes a strategy to achieve Level AA by January 1, 2021. York Region and York Regional Police have already assessed multiple websites and work plans have been developed to meet and maintain compliance. Progress will be reported in annual status reports.

### **Continuous quality improvement actions are included in the Plan to ensure programs, services and facilities continue to be accessible to everyone**

While not legally required to include continuous quality improvement in the Plan, York Region and York Regional Police have traditionally included related actions. The Plan includes reviewing compliance processes for requirements of the Act which have been implemented in the past to identify improvements in practices and processes and ensure our approach remains current. For example, York Region’s Accessible Customer Service Guidelines were recently reviewed and updated to help employees best serve customers with disabilities and the mandatory “Creating an Accessible York Region” training module was refreshed. Reviews of processes for procurement and emergency response plans for employees are currently underway.

Under the Plan, York Region and York Regional Police will continue to systematically review compliance processes and conduct accessibility reviews of facilities in consultation with the York Region Accessibility Advisory Committee. The review will identify alignments with Regional strategies, such as the Seniors Strategy which strives to help our aging population age in place. Updates on continuous quality improvement initiatives will be included in the annual status reports.

### **The Plan was developed in consultation with people with disabilities and members of the York Region Accessibility Advisory Committee**

The Act requires that the multi-year accessibility plan be developed, reviewed and updated in consultation with people with disabilities and an accessibility advisory committee. Development of the proposed Plan was informed by consultation with these groups through three public consultations, website posting (over 180 visits), social media (over 8500 interactions), an online survey and consultation with the York Region Accessibility Advisory Committee.

### **Accessibility legislation and standards are in a constant state of review and resulting amendments may require updates to the Plan**

Standards under the Act must be reviewed by the Province of Ontario five years after coming into force. Review of the Customer Service Standards was completed by the Province in 2016. The proposed Plan addresses this update.

Reviews for three other standards (Employment, Transportation, and Information and Communications) have also been completed, however amendments are pending. The mandated review of the Design of Public Spaces is anticipated in the near future.

The Act itself must be independently reviewed every three years. The most recent review was completed in 2019 by the Honourable David C. Onley. His report to the Minister of Accessibility and Seniors may result in changes to the Act and its Regulation in the future. In addition, two new regulatory standards are under development - Health Care and Education.

York Region and York Regional Police will monitor, review and respond to any amendments and will bring forward any required amendments to the Plan.

## **5. Financial**

Accessibility planning is integrated with the Region's business planning and budget process and actions are completed using existing staff resources and approved operating budgets.

## **6. Local Impact**

This proposed Plan supports creating inclusive communities, a common goal shared with all organizations that have endorsed the Inclusion Charter for York Region, including all of the Region's nine local municipalities. Under the Act, each local municipality is also required to

develop a multi-year accessibility plan outlining activities it will undertake to prevent and remove barriers to accessibility for its own programs, services and facilities.

As part of the implementation of the Plan, staff will continue to work together with local municipal counterparts to share information, best practices and resources. Collaborative efforts with and through local municipal accessibility advisory committees and the Municipal Diversity and Inclusion Group (comprised of local municipalities, York Regional Police, school boards, hospitals, local organizations and agencies) will also be undertaken.

## 7. Conclusion

The Plan meets York Region's legislated requirements for accessibility planning and affirms the Region's commitment to meet the accessibility needs of people with disabilities so that all people may have access to Regional programs, goods, services and facilities in a way that respects their dignity and independence. The Plan will be updated in 2023 to align with the next term of Council and meet the legislated requirement to be reviewed and updated at least every five years. Annual status reports outlining the progress of actions will also be prepared and posted.

For more information on this report, please contact Joseph Silva, Director, Strategies and Partnerships, at 1-877-464-9675 ext. 74182. Accessible formats or communication supports are available upon request.

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

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

March 19, 2020  
Attachment (1)  
10635471

# York Region 2020 to 2023 Multi-Year Accessibility Plan

Update to the York Region 2015 to 2021  
Multi-Year Accessibility Plan

Accessible formats or communication supports for this document are available upon request. Please email [AODA@york.ca](mailto:AODA@york.ca) or call 1 877 464 9675 ext. 72149 or TTY: 1 866 512 6228 (for deaf or hard of hearing)



  
**York Region**





Mayor  
Frank Scarpitti  
City of Markham



Regional Councillor  
Don Hamilton  
City of Markham



Regional Councillor  
Jack Heath  
City of Markham



Regional Councillor  
Joe Li  
City of Markham



Regional Councillor  
Jim Jones  
City of Markham



Mayor  
David Barrow  
City of Richmond Hill



Mayor  
Maurizio Bevilacqua  
City of Vaughan



Chairman & CEO  
Wayne Emmerson



Regional Councillor  
Joe DiPaola  
City of Richmond Hill



Regional Councillor  
Mario Ferri  
City of Vaughan

## A Message from York Region Chairman and CEO and Members of Regional Council

York Regional Council is committed to ensuring residents of all ages and abilities can enjoy the same opportunities as they live, work, play and invest in York Region.

The Accessibility for Ontarians with Disabilities Act, 2005 (AODA) sets out accessibility standards for organizations to implement with the goal of making Ontario accessible by 2025. York Region is committed to meeting — and, in certain circumstances, exceeding — these standards by removing and preventing barriers through sound and effective accessibility planning.

The 2020 to 2023 York Region Multi-Year Accessibility Plan (the Plan) highlights and guides the important work that The Regional Municipality of York (York Region) and York Regional Police are doing to create accessible programs, services, supports and facilities for everyone. Together, more than 850 initiatives have been implemented that promote accessibility since planning efforts to respond to provincial legislation began in 2003.

Through our focus on customer service excellence and with the support of the York Region Accessibility Advisory Committee, York Regional Council will continue to create welcoming and inclusive communities that value the diversity of our residents and allow every person to thrive, free of barriers and without discrimination.



Regional Councillor  
Carmine Perrelli  
City of Richmond Hill



Regional Councillor  
Gino Rosati  
City of Vaughan



Mayor  
John Taylor  
Town of Newmarket



Regional Councillor  
Linda Jackson  
City of Vaughan



Regional Councillor  
Tom Vegh  
Town of Newmarket



Mayor  
Margaret Quirk  
Town of Georgina



Regional Councillor  
Robert Grossi  
Town of Georgina



Mayor  
Tom Mrakas  
Town of Aurora



Mayor  
Virginia Hackson  
Town of East Gwillimbury



Mayor  
Steve Pellegrini  
Township of King



Mayor  
Iain Lovatt  
Town of Whitchurch-Stouffville

## Table of Contents

<b>MESSAGE FROM THE YORK REGION ACCESSIBILITY ADVISORY COMMITTEE.....</b>	<b>1</b>
<b>DISABILITY IN YORK REGION .....</b>	<b>2</b>
<b>ABOUT THE 2020 TO 2023 MULTI-YEAR ACCESSIBILITY PLAN .....</b>	<b>3</b>
York Region at a glance.....	3
The Plan must be reviewed and updated at least once every five years .....	4
York Region and York Regional Police plan together.....	4
How the Plan was developed for York Region and York Regional Police .....	6
<b>THE PLAN IN ACTION .....</b>	<b>6</b>
I. Continuing actions.....	6
A. General requirements .....	6
B. Information and communications standards .....	7
C. Employment standards.....	7
D. Transportation standards.....	8
E. Design of public spaces standards .....	11
F. Customer service standards.....	11
II. New actions.....	12
III. Additional actions.....	12
<b>ACTIONS TO MEET MONITORING, EVALUATION AND REPORTING REQUIREMENTS.....</b>	<b>13</b>
<b>HELPING ACHIEVE STRONG, SAFE AND CARING COMMUNITIES THROUGH ACCESSIBILITY PLANNING .....</b>	<b>13</b>
<b>LET US KNOW WHAT YOU THINK .....</b>	<b>14</b>



### York Region Accessibility Advisory Committee

**Front row (left to right):** Scott Wollin, David Hingsburger, Astley Dennis.

**Middle row (left to right):** Vito Spatafora, Laurie Fortnum, Town of Newmarket Deputy Mayor and Regional Councillor Tom Vegh (Chair), Lindsey Gold, Barry Martin, Joann Simmons (Vice-Chair), City of Markham Deputy Mayor and Regional Councillor Don Hamilton.

**Back row (left to right):** Angelo Tocco, Cheryl Davies, Kirsten Hill.

**Not pictured:** York Region Chairman and CEO Wayne Emmerson (Ex-officio), Sandy Palombo.



## Message from the York Region Accessibility Advisory Committee

Everyone is likely to be affected by disability at some point in their life – whether personally or indirectly through the experiences of family, friends or coworkers. For each person, their experience of disability is unique. A disability can be visible or invisible and can require different adaptations, such as mobility or sensory adaptation. One can be born with a disability, or acquire it through an accident or simply through the act of aging. Better access helps not just people with disability, but everyone. Making services, programs and facilities more accessible, and, ultimately, more inclusive, improves the quality of life of our entire community.

The York Region Accessibility Advisory Committee advises York Regional Council and York Regional Police about accessibility initiatives to create a barrier-free York Region.

Committee members are from all nine local municipalities and are made up of diverse backgrounds and abilities. This allows us to offer many perspectives to improve accessibility for York Region residents. Accessibility means ensuring that all people, including people with disabilities, have the freedom and opportunity to participate in their community.

This updated York Region Multi-Year Accessibility Plan builds on the accomplishments of York Region's previous accessibility plans and activities to implement the Accessibility for Ontarians with Disabilities Act (AODA). It also outlines the work ahead to help achieve the vision of creating an accessible Ontario by 2025.

Our Region is enriched by the contributions of people of all abilities. Our community is strengthened when everyone is included. It is our privilege to continue to advise Regional Council and York Regional Police on identifying and removing barriers, changing attitudes, and creating more awareness around both disability and the importance of accessibility in York Region.



# DISABILITY IN YORK REGION

Nearly **one in five** York Region residents has at least one disability. This represents

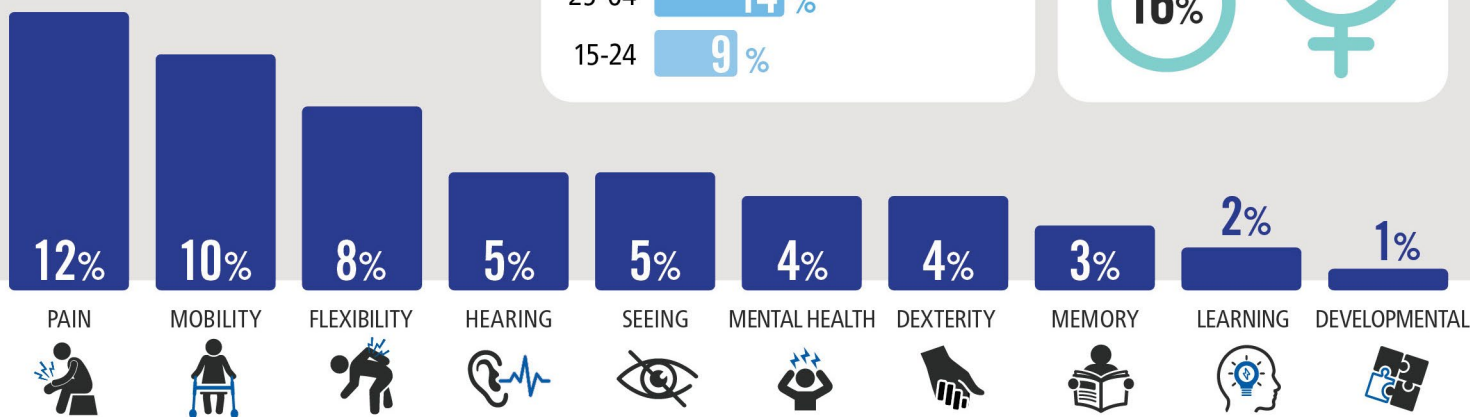
**162,600 people.\***



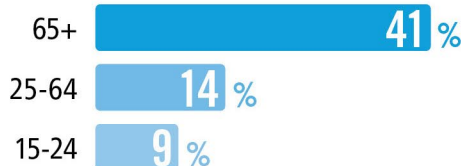
\*This data is sourced from the 2017 Canadian Survey on Disability (CSD), which covers Canadians living in private dwellings, aged 15 years and over, whose everyday activities are limited because of a long-term or health-related condition. Visit the [Canadian Survey on Disability, 2017: Concepts and Methods Guide](#) for important information when interpreting this data.

Percentage of residents with at least one disability:

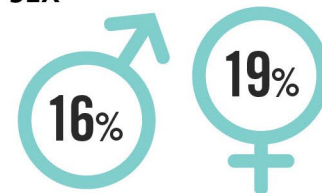
## DISABILITY TYPE



## AGE



## SEX



Due to cost, **33,000** York Region residents with disabilities were unable to afford aids or assistive devices,

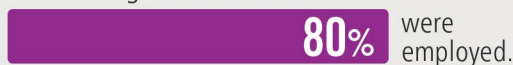


and **21,500** were unable to afford prescription medication.

Of adults aged 25-64 **with** disabilities:



Of adults aged 25-64 **without** disabilities:



Among seniors with disabilities,

**72%** had a mobility disability.



Among youth with disabilities, **62%** had a mental health related disability.



## About the 2020 to 2023 Multi-Year Accessibility Plan

### York Region at a glance

York Region is home to nearly 1.2 million people of all ages and backgrounds. It is one of Canada's fastest growing communities and the third largest municipality in Ontario. According to the 2017 Canadian Survey on Disability, approximately one in five residents aged 15 years and over (or 18%) has at least one type of disability.

York Region has nine local municipalities: 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. It is a diverse region which combines urban and rural areas and is in the northern part of the Greater Toronto Area.

The Region provides services and programs that are delivered across wide areas and require large-scale coordination. These include children's services, court services, economic development, forestry, housing services, long-term care, paramedic services, planning, public health, regional roads, social assistance, seniors services, transit, waste management and water.

York Regional Police provide police services to residents. Key priorities include working with partners in addressing community safety issues, delivering sustainable and effective police services to communities, and ensuring roads, schools and communities are safe through prevention and enforcement.

The Plan outlines the long-term strategies of both organizations to achieve legislated accessibility requirements and improve accessibility within programs, services and facilities. The 2020 Plan builds off the success of Council's direction with the previous 2015 Plan.

Each local municipality also has its own multi-year accessibility plan and accessibility advisory committee, as required by the AODA.



## The Plan must be reviewed and updated at least once every five years

The AODA became law in 2005. The overarching purpose of the AODA is to make Ontario accessible by 2025. Under the AODA, York Region and York Regional Police must establish, review and update a multi-year accessibility plan at least once every five years. The legislation also requires organizations to prepare annual status reports on actions taken to improve accessibility and to implement legislated requirements.

The AODA sets out accessibility standards for private and public organizations. The following provides a description of each standard and the general requirements, all of which are addressed in this Plan:

- **Information and Communications:** Create, provide and receive information and communications in ways that are accessible to people with disabilities
- **Employment:** Incorporate accessibility practices across all stages of employment
- **Transportation:** Make it easier to move around through accessible public transportation services
- **Design of Public Spaces:** Make public spaces more accessible
- **Customer Service:** Provide accessible customer service to people with disabilities
- **General Requirements:** Implement actions to enhance accessibility across the organization

## York Region and York Regional Police plan together

York Region and York Regional Police have developed a joint Plan and implemented actions to achieve compliance with the AODA since 2010 when the first requirements of the AODA became law. York Region is the compliance lead for both organizations.

Creating communities where every person can participate is important for people, businesses and community life. An accessible community allows everyone to develop to their full potential, participate freely in society and live with respect, dignity and freedom from discrimination. York Region and York Regional Police continue to plan so services are accessible and welcoming for everyone.

Accessibility planning supports the Region's vision of strong, caring and safe communities. The Plan outlines strategies and actions approved by Regional Council to prevent and remove barriers for people with disabilities in our programs, services and facilities. It details our approach for meeting the requirements of the AODA. Most actions in the Plan are already in effect and part of regular business practices.

Creating a community that is welcoming, inclusive and accessible for everyone aligns with goals set out in Regional strategies and policies, including *Vision 2051, Regional Official Plan, 2019 to 2023 Strategic Plan – From Vision to Results, Accessibility Policy* and York Regional Police Business Plan. To learn more, visit [york.ca](http://york.ca) and [yrp.ca](http://yrp.ca).

This Plan highlights actions to strengthen the accessibility of York Region and York Regional Police programs, services and facilities. It updates and builds on the 2015 to 2021 Multi-Year Accessibility Plan approved by Regional Council in 2015 and is designed to align with the term of Council and 2019 to 2023 Strategic Plan. It is integrated with the Region’s business planning and budget process with an update planned for 2023 when that new budget cycle begins. Annual status reports will continue to be posted at [york.ca/accessibility](http://york.ca/accessibility).

The following table illustrates how the Plan updates and builds on actions from the previous one since multi-year accessibility planning was first established in 2013.

**Table 1: Actions build from one Plan to the next**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>2013 to 2021 Plan</b>											
Multi-year accessibility planning established	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Accessibility policies	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Transportation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Training		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Accessible Purchases		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Employment		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Websites WCAG* Level A		✓	✓	✓	✓	✓	✓	✓			
<b>2015 to 2021 Plan</b>											
Plan updated			✓	✓	✓	✓	✓	✓	✓	✓	✓
Accessible information			✓	✓	✓	✓	✓	✓	✓	✓	✓
Design of public spaces				✓	✓	✓	✓	✓	✓	✓	✓
Customer service amendments				✓	✓	✓	✓	✓	✓	✓	✓
<b>2020 to 2023 Plan</b>											
Plan updated								✓	✓	✓	✓
Websites WCAG Level AA									✓	✓	✓

\*Web Content Accessibility Guidelines



## How the Plan was developed for York Region and York Regional Police

The AODA requires the Plan to be developed, reviewed and updated in consultation with persons with disabilities and an accessibility advisory committee. York Region and York Regional Police collect feedback about the Plan from people with disabilities, the community and the York Region Accessibility Advisory Committee. This requirement was met through the use of public meetings, social media and an online survey conducted during the Plan's development phase.

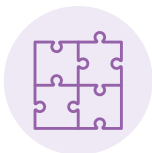
York Region Transit (YRT) consults annually with people with disabilities on the transportation-specific section of the Plan, as required by the AODA. Feedback collected from YRT consultations has also been used to inform the development of this Plan.

## The Plan in action

With this Plan, York Region and York Regional Police will continue to maintain compliance with the Province's accessibility standards. Both organizations will continue to assess services for barriers outside the legislation. To ensure access, the Plan goes beyond the requirements of the AODA to include actions not addressed by the AODA.

### I. Continuing actions

The following actions required by the AODA are already in place as a result of earlier plans. The actions in this Plan are aimed at ensuring that York Region and York Regional Police remain compliant with the AODA requirements already in effect.



#### A. GENERAL REQUIREMENTS

Continue to implement the general requirements of the AODA through the following actions designed to enhance accessibility across the organization:

- Continue to use the Accessibility Policy which governs how York Region and York Regional Police achieve and maintain compliance with the requirements of the AODA. Both organizations have a policy
- Implement a Multi-Year Accessibility Plan that outlines long-term strategies to achieve AODA requirements and improve accessibility within programs, services and facilities. Report annually on the status of the Plan
- Include accessibility criteria in purchases and acquisitions including self-service kiosks
- Train all employees, volunteers and agents on the AODA Integrated Accessibility Standards Regulation and the Human Rights Code as it pertains to people with disabilities



## B. INFORMATION AND COMMUNICATIONS STANDARDS

Continue to provide accessible information and communication to residents, visitors and employees through the following actions:

- Ensure processes for receiving and responding to feedback are accessible to people with disabilities
- Provide and arrange for the provision of accessible formats and communication supports upon request, in consultation with the requestor and taking into account the person's accessibility needs. This includes emergency plans and public safety information
- Ensure all existing York Region and York Regional Police websites and web content conform to the Web Content Accessibility Guidelines (WCAG) 2.0 Level AA in accordance with the timelines set out by the AODA Integrated Regulation



## C. EMPLOYMENT STANDARDS

Continue to ensure employment policies and practices are inclusive of people with disabilities with these established actions:

- Ensure all employees and successful applicants with disabilities are informed of available supports and accommodations
- Ensure applicants with disabilities are informed of available accommodations during the recruitment, assessment and the selection processes





- Consult with employees to provide and arrange for accessible formats and communication supports
- Provide employees, upon request, individualized workplace emergency response information
- Maintain a return to work process and provide individual documented accommodation plans for employees with disabilities when required
- Ensure the needs of the employees with disabilities are taken into account for the purposes of performance management, career development, advancement and redeployment



#### D. TRANSPORTATION STANDARDS

(Not applicable to York Regional Police, who do not provide public transportation service)

Continue to ensure York Region's conventional and specialized transportation services are accessible to people of all abilities with these established actions:

- Ensure information on the accessibility equipment and features of vehicles, routes and services is available upon request





- 
- Establish documented emergency preparedness and response policies that provide for the safety of people with disabilities
  - Ensure people with disabilities are able to board or deboard at the closest available safe location if the official transit stop is not accessible
  - Offer safe storage and handling of mobility aids
  - Provide alternate accessible arrangements to transport persons with disabilities to their destination if there is a service disruption
  - Offer specialized transportation to visitors who are eligible in the jurisdiction where they live
  - Coordinate specialized transportation services between adjacent municipalities with connections made from one transportation service to another
  - Provide same hours of operation for conventional and specialized transportation services
  - Ensure service delay information is provided to passengers using specialized transportation in a mutually agreed manner
  - Provide clearly marked priority seating for people with disabilities
  - Allow companions and dependents to travel on specialized services with a person with a disability, with notice and paid fare. A support person who accompanies a person with a disability is not charged a fare
  - Ensure transit operating contractors provide accessibility training for staff on how best to provide service to people with disabilities, the safe use of accessible equipment and features, emergency response procedures and addressing temporary barriers, in addition to the other AODA training requirements
  - Provide an eligibility application process for those wanting to use specialized transit. Riders can be deemed eligible for full specialized transportation services, the Family of Services or conventional transportation under three categories: Unconditional (no limit), Temporary (with a time limit) and Conditional (with some conditions for use)
  - Offer temporary specialized services for emergency needs or on compassionate grounds
  - Accept same day bookings for specialized services and provide same day service based on availability. Registrants can also book any number of trips within regular hours of service
  - Offer automated electronic pre-boarding and on-board announcements
  - Implement transportation specific accessibility performance measures (see Table 2)

**Table 2: Transportation Performance Measures**

AODA REQUIREMENT	REGIONAL ACTION
Process for managing, evaluating and taking action on customer feedback	<p>The process includes but is not limited to the following steps:</p> <ul style="list-style-type: none"> <li>• Customer feedback/complaints are received by York Region Transit (YRT) and Mobility On Request staff representatives, tracked in the complaint tracking system and forwarded to the appropriate functional area for investigation and resolution, and customer follow-up, where requested</li> <li>• Monthly reports summarize the number of complaints received and categorize them according to functional area. Customer feedback is used to identify opportunities for service improvement</li> </ul>
Demographic and ridership projections for specialized transportation services	YRT undertakes a demand analysis for Mobility On Request as part of the five year service plan. The five year service plan for Mobility On Request includes ridership projection as well as measures to reduce waiting times.
Steps to reduce waiting times	As part of the five year service plan for Mobility on Request, YRT identifies steps to reduce waiting times, including maintaining contractual obligations for on time service delivery and providing same day service.
Accessibility equipment failures	Measures to identify, prevent and address accessible equipment failure is documented in the operating contract between YRT and the operating contractors. These include pre-trip, in-trip and post-trip inspections and regularly scheduled maintenance of vehicles.
Development of accessible design criteria to be considered in the construction, renovation or replacement of bus stops and shelters	<p>YRT ensures that there is a staff representative at every York Region Accessibility Advisory Committee meeting. YRT continues to provide updates and solicit feedback on transit-related matters, including the design of bus stops and facilities, when required.</p> <p>YRT continues to upgrade stops and terminals using accessible design criteria to increase accessibility.</p>



## E. DESIGN OF PUBLIC SPACES STANDARDS

Continue to ensure new or redeveloped public spaces comply with specific accessibility design requirements for the following areas:

- Trails, beach access routes and forest trails
- Outdoor public eating areas
- Public play spaces and accessible parking
- Exterior paths of travel including sidewalks and accessible pedestrian signals
- Service counters, fixed queuing lines and waiting areas
- Implement emergency and preventative maintenance in public spaces as follows:
  - Review and update procedures for the preventative and emergency maintenance of the accessible elements required in the Design of Public Spaces Standards, such as curbs and ramps, handrails and tactile indicators on stairs
  - Review and update procedures for dealing with temporary disruptions when these accessible elements are not working



## F. CUSTOMER SERVICE STANDARDS

Continue to offer an excellent accessible customer experience to everyone through the following actions:

- Provide Accessible Customer Service training to all staff and volunteers, and to agents who provide service to the public on our behalf
- Accommodate the use of assistive devices, support persons and service animals
- Receive and respond to feedback regarding the manner in which goods or services are provided to people with disabilities
- Provide notice of temporary service disruptions to programs, services or facilities



## II. New actions

The Plan includes actions to achieve compliance with requirements of the AODA that have yet to come into effect. As of 2020, one requirement of the AODA is pending: all websites and web content (existing and new) will need to meet specific accessibility standards by January 1, 2021.

At the start of 2021, all websites and web content need to be Web Content Accessibility Guidelines (WCAG) Level AA compliant. WCAG is an international standard for making websites and web content accessible to a broader range of users with disabilities. WCAG 2.0 A and AA refer to a series of technical checkpoints to make websites more accessible, with Level AA building on the checkpoints of Level A.

For example, Level A includes:

- Text descriptions of images so users with vision disabilities can understand what the image represents
- Web content that can be changed into large print so a user can read the content with ease

Examples of Level AA include:

- Headings and labels that help users navigate and find content with minimal barriers
- Colour-contrast of 3:1 on navigational graphics to help users with vision disabilities

To achieve the standard by January 1, 2021, York Region and York Regional Police will:

- Implement a strategy to ensure all websites and web content conform to WCAG 2.0 Level AA
- Provide accessible formats of content published before 2012, upon request, as historic content does not need to be modified to meet current standards

## III. Additional actions

There are additional actions in the Plan. Although not a requirement of the AODA, York Region and York Regional Police implement continuous quality improvement actions aimed at ensuring programs, services and facilities continue to be accessible to everyone. This includes reviewing compliance processes for requirements of the AODA to identify improvements in practices and procedures which have been implemented in the past to ensure our approaches remain current.

The Plan includes the following additional actions:

- Develop detailed work plans to review activities that address AODA requirements which have been implemented in the past
- Conduct accessibility reviews of York Region and York Regional Police facilities with high public access
- Coordinate forum for local accessibility advisory committees and other York Region Accessibility Advisory Committee-led events

## Actions to meet monitoring, evaluation and reporting requirements

As legislated, York Region and York Regional Police will review and update this plan at least every five years. An annual status report outlining the progress of the actions in the plan will also be prepared. These documents are posted on the York Region and York Regional Police websites and can be made available in an accessible format or with communication supports upon request. Accessibility (compliance) reports will be submitted as required to the Government of Ontario, which regulates compliance for all Ontario organizations.

## Helping achieve strong, safe and caring communities through accessibility planning

Including accessibility in the Region's everyday work has become the way of doing business. With the 2020 to 2023 Multi-Year Accessibility Plan, York Region and York Regional Police will continue to strive for excellence to meet Ontario's requirements and enhance accessibility in our communities.

In addition to meeting legislated requirements, accessibility planning supports York Region's vision of strong, safe and caring communities. Creating communities where every person can participate fully is important for people, businesses and community life. Accessibility not only helps people with disabilities, it benefits everyone. Accessibility means giving people of all abilities opportunities to participate fully in everyday life.



## Let us know what you think

We welcome your feedback. Please let us know what you think about the York Region 2020 to 2023 Multi-Year Accessibility Plan and accessibility matters in general.

To view this plan online visit [york.ca/accessibility](http://york.ca/accessibility)

To request a copy of the plan in another format or to send us your comments or questions, please contact us at:

### The Regional Municipality of York

**Email:** [AODA@york.ca](mailto:AODA@york.ca)

**Mail:** Accessibility Unit  
The Regional Municipality of York  
17250 Yonge Street  
Newmarket, Ontario L3Y 6Z1

**Phone:** 1-877-464-9675 ext. 72149

**TTY:** 905-762-0401

**Fax:** 905-895-6616


### York Regional Police

**Email:** [accessibility@yrp.ca](mailto:accessibility@yrp.ca)

**Mail:** Diversity, Equity and Inclusion Bureau  
York Regional Police  
47 Don Hillock Drive  
Aurora, Ontario L4G 0S7

**Phone:** 1-866-876-5423 ext. 7643

**TTY:** 1-800-668-0398







THE REGIONAL MUNICIPALITY OF YORK

17250 Yonge Street  
Newmarket, Ontario L3Y 6Z1  
1 877-464 9675  
TTY: 1 866 512 6228







## **Regional Council Decision - 2019 Development Charge Reserve Fund Statement**

On April 30, 2020 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the local municipalities and the Building Industry and Land Development Association, York Region Chapter.

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

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



# The Regional Municipality of York

Committee of the Whole  
Finance and Administration  
April 16, 2020

Report of the Commissioner of Finance

## 2019 Development Charge Reserve Fund Statement

### 1. Recommendations

The Regional Clerk circulate this report to the local municipalities and the Building Industry and Land Development Association, York Region Chapter.

### 2. Summary

This report provides a year-end summary of development charge activity and reserve balances for 2019, as required under the *Development Charges Act, 1997, as amended* (the Act).

Key Points:

- As of December 31, 2019, development charge reserve balances total \$270.0 million
- Reserve balances declined by \$67.9 million from 2018 due to draws exceeding collections by \$78.6 million, partially offset by \$10.7 million of interest earned during the year
- The Treasurer's Reserve Fund Statement is in compliance with the *Development Charges Act, 1997, as amended*

### 3. Background

#### **Development charges are a major funding source for the Region's capital plan**

Development charges are imposed to recover growth-related capital costs from residential and non-residential developments. Since the majority of York Region's capital expenditures are due to growth, development charges are a key source of funding for its capital plan.

#### **Development charge reserves are governed by the Act**

The Act specifies how development charge reserves are established and reported upon.

Sections 33 and 43 of the Act require that:

- A municipality that has passed a development charge bylaw shall establish a separate reserve fund for each service to which the development charge relates and fund only eligible capital costs from the reserve fund
- The Treasurer of the municipality shall provide Council a financial statement relating to development charge bylaws and reserve funds established

The financial statement must identify all assets where capital costs were funded under a development charge bylaw. Municipalities are also required to identify all other sources of funding applied to each project funded with development charges and provide details on activities for each development charge reserve for the year.

#### 4. Analysis

**As of December 31, 2019, the development charge reserves had a balance of \$270.0 million**

As at December 31, 2019, the development charge reserves had a balance of \$270.0 million, a decline of \$67.9 million from 2018. The activity for the year is shown on Table 1.

**Table 1**

**Development Charge Activity in 2019 (in \$ millions)**

<b>Service</b>	<b>Opening Balance</b>	<b>Collections<sup>3</sup></b>	<b>Draws</b>	<b>Interest</b>	<b>Closing Balance<sup>1</sup></b>
Regional Roads	341.8	82.7	75.4	12.7	361.8
Water Supply <sup>4</sup>	(31.4)	34.7	78.4	(2.0)	(77.1)
Wastewater Servicing <sup>4</sup>	(77.4)	69.9	98.1	(3.8)	(109.4)
General Services <sup>2</sup>	<u>104.9</u>	<u>29.4</u>	<u>43.4</u>	<u>3.8</u>	<u>94.7</u>
<b>Total</b>	<b>337.9</b>	<b>216.7</b>	<b>295.3</b>	<b>10.7</b>	<b>270.0</b>

Note 1: Reserve balance includes opening balance plus collections, expenditures and interest accrual.

Note 2: General Services includes transit, subway, waste diversion, police, paramedic services, public health, senior services, social housing, public works, growth studies, court services and GO Transit.

Note 3: Development charge collections are reported net of development charge credits.

Note 4: Water Supply and Wastewater Servicing components of this reserve have deficits as a result of the need to build capacity in this infrastructure in advance of planned growth. These deficits will be reduced as the growth occurs in the future and the related development charges are received.

## **The Treasurer's Reserve Fund Statement is comprised of five schedules**

Attached to this report are five schedules (see Attachment 1) which make up the financial statement required by the Act:

- Schedule 1 summarizes the development charge reserves established under the authority of *the Act, 1997*, and the Development Charge Bylaw:
- Schedule 1 (A) provides a further breakdown of the General Services column on Schedule 1.
- Schedule 1 (B) provides details of the development charge credits shown on Schedule 1.
- Schedule 2 shows the 2019 general services capital project expenditure details.
- Schedule 3 shows the 2019 roads-related development charge expenditure details.
- Schedule 4 shows the 2019 water supply-related development charge expenditure details.
- Schedule 5 shows the 2019 wastewater servicing-related development charge expenditure details.

## **The Treasurer's Reserve Fund Statement is in compliance with the *Development Charges Act, 1997, as amended***

As of December 31, 2019, this reserve fund statement is in compliance with the *Development Charges Act, 1997, as amended*. The Region has not imposed, directly or indirectly, any additional levies or required construction of a service, except as may be permitted under the Act or another act.

## **5. Financial**

### **Development charge collections were below the 2019 forecast**

Development charge collections in 2019 were \$216.7 million (based on units of 4,965 and 192,230 sq. m.), which represented an amount \$123.4 million less than the forecast of \$340.1 million. This forecast was based on a unit forecast of 6,889 and a gross floor area forecast of 277,294 sq. m.

### **Development charges fund debt payments as well as growth infrastructure**

Development charges fund infrastructure in one of two ways; it pays for growth infrastructure directly, or it pays down debt that was issued in order to build growth infrastructure. In 2019, \$302.2 million was taken out of the Development Charge reserves; \$234.1 million was for debt servicing for Development Charge funded projects, while a further \$68.2 million was used to fund capital projects directly.

As at December 31, 2019, the Region had \$2.43 billion of debt outstanding that will be funded through future development charge collections out of a total debt of \$2.65 billion.

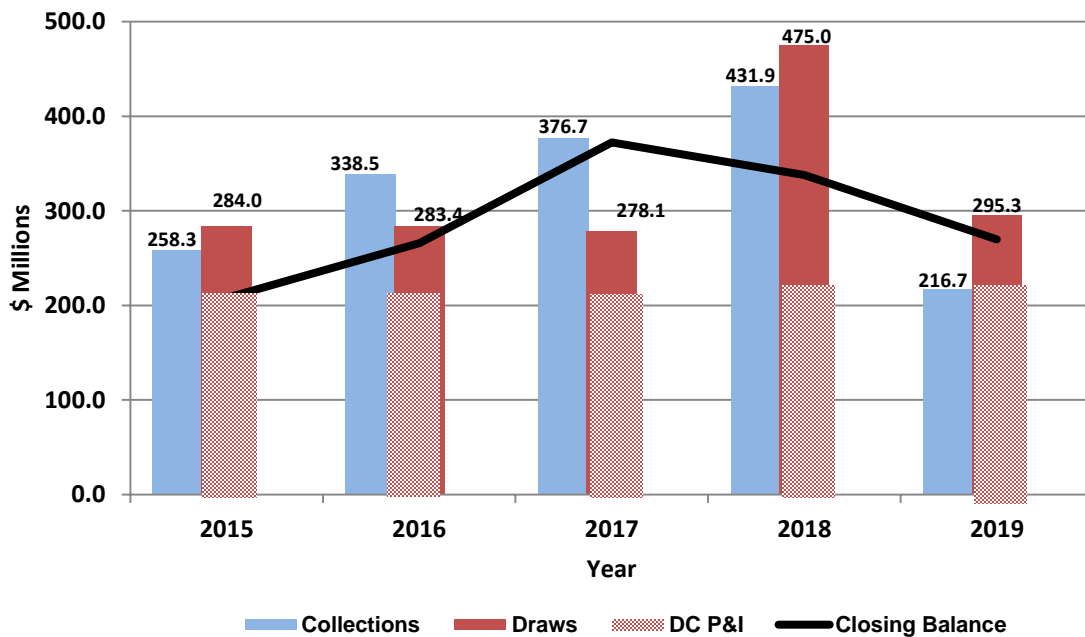
As per the Capital Financing and Debt Policy, it is the Region's practice to maintain a cash balance in the Development Charge Reserves equal to a range of 75 to 100 per cent of the projected annual principal and interest payments during the fiscal year for growth-related debt. In this way the Region manages the total balance in the Development Charge Reserves against uncertainties in the development charge collections and fluctuations in the level of outstanding debt from year-to-year.

Chart 1 compares development charge collections and draws during the past five years. This chart demonstrates that for four of the past five years, the closing balance of the reserves have always been above the principal and interest that has to be repaid

**Chart 1**

**York Region 2015 - 2019 Development Charge**

**Collections and Draws Comparison (in \$M)**



## 6. Local Impact

Development charges are an important revenue source for funding growth-related infrastructure, which benefits all municipalities in York Region.

## 7. Conclusion

The 2019 Development Charge Reserve Fund Statement presented in this report satisfies the Region's reporting obligations pursuant to the *Development Charges Act, 1997, as amended*.

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

Recommended by: **Laura Mirabella, FCPA, FCA**  
Commissioner of Finance and Regional Treasurer

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

March 6, 2020  
Attachments (1)  
eDocs #10462725

**Attachment 1**

**Regional Municipality of York  
Development Charge Reserve Fund Statement  
January 1, 2019 to December 31, 2019**

	General Services <sup>1</sup>	Regional Roads	Water Supply	Wastewater Servicing	2019 Total
Opening Balance at January 1, 2019	\$104,959,326	\$341,812,696	(\$31,410,736)	(\$77,416,812)	\$337,944,473
Development Charges Collected (Gross) <sup>2</sup>	29,274,967	82,707,795	34,702,289	70,485,443	217,170,494
Development Charge Credits Issued <sup>3</sup>				(501,187)	(501,187)
Development Charges Collected (Net)	\$29,274,967	\$82,707,795	\$34,702,289	\$69,984,256	\$216,669,307
Interest <sup>4</sup>	3,806,173	12,660,592	(2,015,460)	(3,814,580)	10,636,726
Revenue Sub -Total	\$33,081,140	\$95,368,387	\$32,686,829	\$66,169,676	\$227,306,032
Expenditures	\$43,249,388 <sup>5</sup>	\$75,445,908 <sup>6</sup>	\$78,423,709 <sup>7</sup>	\$98,174,380 <sup>8</sup>	\$295,293,386
Closing Balance at December 31, 2019	\$94,791,078	\$361,735,175	(\$77,147,616)	(\$109,421,516)	\$269,957,120

**NOTES :**

1. See Schedule 1(A) for breakdown.
2. Adjusted to reflect gross DC collections before the deduction of DC credits.
3. See Schedule 1(B) for breakdown.
4. Interest earned or internal borrowing cost.
5. See Schedule 2 for breakdown.
6. See Schedule 3 for breakdown.
7. See Schedule 4 for breakdown.
8. See Schedule 5 for breakdown.



**Regional Municipality of York  
General Services Details  
Development Charge Reserve Fund Statement  
January 1, 2019 to December 31, 2019**

	Opening Balance January 1, 2019	Development Charges Collected (Gross)	Development Charges Collected (Net)	Interest	Revenue Sub-Total	Expenditures	Closing Balance December 31, 2019
Growth Studies	\$8,502,257	\$9	\$9	\$293,614	\$293,623	\$2,055,189	\$6,740,691
Police	9,024,483	4,462,756	4,462,756	316,213	4,778,970	4,751,455	9,051,998
Paramedic Services	(2,678,268)	1,632,020	1,632,020	(78,853)	1,553,167	3,370,093	(4,495,195)
Public Health	9,784,670	458,412	458,412	364,363	822,775	22,675	10,584,769
Senior Services	19,626,892	(341)	(341)	719,704	719,363	0	20,346,255
Social Housing	5,994,835	787,030	787,030	224,983	1,012,013	408,999	6,597,849
Public Works	19,634,764	1,012,107	1,012,107	735,134	1,747,241	(49,907)	21,431,911
Subway	24,064,202	12,558,806	12,558,806	1,098,849	13,657,655	(60,540)	37,782,397
Transit Infrastructure	14,883,769	6,698,334	6,698,334	288,902	6,987,236	31,574,462	(9,703,457)
GO Transit	421,036	1,254,351	1,254,351	9,820	1,264,171	1,178,599	506,608
Court Services	(4,717,586)	195,741	195,741	(184,665)	11,076	(1,060)	(4,705,449)
Waste Diversion	418,272	215,742	215,742	18,109	233,851	(576)	652,699
<b>2019 Total</b>	<b>\$104,959,326</b>	<b>\$29,274,967</b>	<b>\$29,274,967</b>	<b>\$3,806,173</b>	<b>\$33,081,140</b>	<b>\$43,249,388</b>	<b>\$94,791,078</b>

NOTES :

**Regional Municipality of York  
Development Charge Credits Issued  
January 1, 2019 to December 31, 2019**

Municipality	Subdivision	Developer	Hard Services			
			Regional Roads	Water Supply	Wastewater Servicing	Total
Town of East Gwillimbury	19T-09E02 Phase 1B	Minto Communities Inc			\$501,187	\$501,187
<b>Total Development Charge Credits Issued <sup>1</sup></b>					<b>\$501,187</b>	<b>\$501,187</b>

**NOTE :**

1. To register for a plan of subdivision, developers are required to pay development charges for hard services (i.e., regional roads, water supply and wastewater servicing). Development charge credits issued are direct reductions against these applicable hard services. The remaining development charges are collected at the building permit stage. Net development charge collections consist of gross collections less credits.

129  
**Regional Municipality of York Development Charge Reserve**  
**Capital Program Expenditures**  
**January 1, 2019 to December 31, 2019**

Service Category	Project Number	Project Description	Development Charge Reserve Funding	Other Project Funding			2019 Total Project Funding
				Tax Levy Funding	User Rate Funding	Other <sup>1</sup>	
Growth Studies	90000	Business Management	387,820	5,121		41,555	434,496
	95000	Long Range Strategic Planning	1,044,603			123,357	1,167,959
	35000	Development Tracking System	622,767	12,710			635,476
			2,055,189	17,831		164,912	2,237,932
Police	26160	Debenture Payments <sup>2</sup>	4,431,832			6,390,446	10,822,278
	16540	Allocation of Financing Costs for 2019	(4,952)				(4,952)
	29010	Vehicles	436	3,162,583		913,000	4,076,019
	29042	Radio System	50,628	175,288		79,000	304,915
	29043	District 4 Renovation	43,840	28,427		212,000	284,267
	29020	Special Equipment Training	2,220	503,142		1,097,000	1,602,362
	29046	Substation Outlook	42,159	4,684			46,844
	29051	Community Safety Village Expansion	13,870	125,541		1,116,000	1,255,411
	29035	Closed Circuit System	62,780	217,364			280,144
	29014	Specialized Equipment	35,070	202,628			237,698
	29011	Business Intelligence	30,580	105,877			136,457
	29047	Forensic Lab Equipment	42,244	146,260			188,503
		MICAH Grant	(12,352)				(12,352)
		Sinking Fund Surplus	(107,871)				(107,871)
	29045	Land Bank Acquisition	2,448	272			2,720
	29037	Marine Patrol Boat	24,836	86,068			110,905
29026	Squad Car Dashboard Video	3,450	(3,451)			(1)	
29023	Technical Investigations	90,238	312,429			402,667	
		4,751,455	5,067,112		9,807,446	19,626,012	
Paramedic Services	16540	Allocation of Financing Costs for 2019	(1,182)				(1,182)
	54665	Paramedic Services Station 22 - Gormley	66,279	7,364			73,644
	54640	Paramedic Services Station 16 - Newmarket Northwest	97,711	227,992			325,703
	54675	Paramedic Services Station 29 - Thornhill Markham	68,826	33,139			101,965
	54420	Paramedic Services Station 13 - Holland Landing	18,751	9,028			27,780
	54601	Paramedic Services Station 27 - Markham Northwest	104,195	11,577			115,772
		MICAH Grant	(5,408)				(5,408)
	54638	Paramedic Services Station Land Acquisition Growth	2,378,715	590,967			2,969,682
	54650	Paramedic Services Station 25 - Markham Southeast	499,579	55,509			555,087
	54301	Paramedic Services Station New Vehicles	142,628	15,848			158,475
		3,370,093	951,423		0	4,321,517	
Public Health	H52002	Georgina Link Hub	24,275	7,222			31,497
		MICAH Grant	(1,600)				(1,600)
		22,675	7,222	0	0	29,897	
Social Housing	67675	Richmond Hill Hub	405,215	660,352		5,320,574	6,386,141
	67510	Social Housing Predevelopment	6,632	37,581			44,213
		MICAH Grant	(2,848)				(2,848)
		408,999	697,933	0	5,320,574	6,427,506	
Public Works		MICAH Grant	(2,784)				(2,784)
	99900	Fleet	(47,123)			14,000	(33,123)
		(49,907)				(49,907)	
Subway	16540	Allocation of Financing Costs for 2019	(25,916)				(25,916)
		MICAH Grant	(34,624)				(34,624)
			(60,540)	0	0	0	(60,540)
Waste Diversion		MICAH Grant	(576)				(576)
Court Services		MICAH Grant	(544)				(544)
	16540	Allocation of Financing Costs for 2019	(516)				(516)
			(1,060)				(1,060)
Transit Infrastructure	90000/38001	Debenture Payments <sup>2</sup>	21,470,512	12,354,121		54,218,149	88,042,782
	81582	Transit Garage North	998,141	6,131,440			7,129,581
	81585	Rapid Transit Bus Garage	9,556	248,709			258,264
	82150	Bus Loops & Stops Expansion	407,686	991,855			1,399,542
	82155	Major Mackenzie West Terminal	484,187	99,171			583,358
	84399	Mobility Plus Bus Expansion	114,491				114,491
		Sinking Fund Surplus	(45,479)				(45,479)
		MICAH Grant	(17,888)				(17,888)
	84799	VIVA Bus Expansion	2,607,544	534,075			3,141,619
	90992	Facilities and Terminals	5,195,873	3,047,226		5,188,078	13,431,176
	90999	Bus Rapid Transit and Light Rail Transit Studies	349,838	(51,368)			298,470
		31,574,462	23,355,228		59,406,227	114,381,396	
GO Transit	15800	GO Transit (Metrolinx)	1,178,599				1,178,599
Regional Roads		See Schedule 3 for Details	75,445,908	8,957,870		45,221,036	129,624,814
Water Supply		See Schedule 4 for Details	78,423,709	(39,107)		13,876	78,398,479
Wastewater Servicing		See Schedule 5 for Details	98,174,380	0		1,134,444	99,308,824
<b>Total Capital Programs</b>			<b>\$295,293,386</b>	<b>\$39,015,512</b>	<b>\$0</b>	<b>\$121,068,515</b>	<b>\$455,422,893</b>

**NOTES :**

1. Other consists of proceeds from debenture issues, third party recoveries, other capital reserves, provincial/federal grants, fees and charges.
2. Debenture payments include both principal and interest.
3. The development charge reserve funding for Business Management was used to fund Development Charge Background Study-related work.

**Regional Municipality of York Development Charge Reserves**  
**Regional Roads Capital Program Expenditures**  
**January 1, 2019 to December 31, 2019**

Project Number	Project Description	Development Charge Reserve Funding	Tax Levy Funding	Other Project Funding <sup>1</sup>	2019 Total Project Funding
85580	Rutherford Road - Dufferin Street to Bathurst Street	\$13,832,727	\$1,520,487		\$15,353,214
85650	Major Mackenzie Drive - Canadian Pacific Railway to Highway 27	4,395,445	2,236,802	6,740,000	13,372,247
39970	Miscellaneous Development Charge Credit Payments to Developers <sup>2</sup>	3,188,222	354,247		3,542,469
88192	Markham Road and Whistling Cessation	1,241,525	55,000	2,670,000	3,966,525
85560	Rutherford Road - Keele Street to Dufferin Street	1,232,528			1,232,528
82680	Mid Block Crossing - Highway 404 North of Highway 7	1,160,054		7,448,843	8,608,898
83450	Major Mackenzie Drive - Highway 27 To Highway 50	1,099,946	122,437		1,222,383
81010	King Road at Weston Road	966,053	366,994	2,286,000	3,619,048
85660	Major Mackenzie Drive - Pine Valley Drive to Weston Road	790,571	87,841	(16,216)	862,196
81968	Mid Block Crossing - Highway 404 North of 16th Avenue	610,977		4,189,229	4,800,207
81030	Leslie Street at 19th Avenue	582,714	277,312	1,920,000	2,780,026
99550	McCowan Road - Steeles Avenue to 14th Avenue	544,506	58,865		603,371
86880	Pedestrian Cycling Municipal Partnership Program	496,476	55,362		551,839
81932	Quality Standards 2017 Purple	471,674	802,195	6,750,650	8,024,519
81915	Leslie Street - Elgin Mills Road to 19th Avenue	376,242	121,471	717,000	1,214,713
82685	Highway 404 Northbound offramp Extension at Highway 7	352,243		(233,018)	119,225
99240	Kennedy Road - Steeles Avenue to 14th Avenue	339,402	351,371		690,773
84200	Doane Road - Highway 404 to Yonge Street	326,416	36,639		363,054
85620	2nd Concession - Green Lane to Doane Road	326,102	35,775		361,877
80230	Portable Snow Melting Facilities	321,098			321,098
84045	Lake to Lake Cycling - Markham	310,936	37,016	(154,035)	193,917
39910	Miscellaneous Design Surveys Future Projects	301,117	90,346	542,000	933,464
83920	Traffic Safety Program Improvements	295,640			295,640
85710	Yonge Street - Davis Drive to Green Lane	276,377	95,716	856,456	1,228,549
80121	Development Transportation Demand Mangement	270,880	29,890	60,000	360,771
81969	Elgin Mills Road - Yonge Street to Bathurst Street	242,781	26,976		269,757
83830	ODA Traffic Signals Improvement	241,587	26,516		268,103
91000	Debenture Payments	40,244,785			40,244,785
16540	Allocation of Financing Costs for 2019	(38,527)			(38,527)
	MICAH Grant	(194,304)			(194,304)
	Sinking Fund Surplus	(60,064)			(60,064)
72600	Tree Funding	927,148	534,519	208,853	1,670,521
	Various Programs (78) <sup>3</sup>	(27,370)	1,634,091	11,235,274	12,841,995
<b>Total Regional Roads Capital Programs</b>		<b>\$75,445,908</b>	<b>\$8,957,870</b>	<b>\$45,221,036</b>	<b>\$129,624,814</b>

**NOTES :**

1. Other project funding consists of proceeds from debenture issues, third party recoveries, other capital reserves, provincial/federal grants, fees and charges.
2. Miscellaneous Development Charge Credit Payments to Developers consists of the payout of the development charge credit for work undertaken by developers such as intersection improvements.
3. Consists of 78 minor road projects using development charge reserve funding.

**Regional Municipality of York Development Charge Reserves  
Water Supply Capital Program Expenditures  
January 1, 2019 to December 31, 2019**

Project Number	Project Description	Development Charge Reserve Funding	User Rate Funding	Other Project Funding <sup>1</sup>	2019 Total Project Funding
72390	Water for Tomorrow Program	\$878,459			\$878,459
75690	South Maple Pumping Station Upgrade	605,435			605,435
79670	Water System Capacity Assessment	470,761			470,761
73170	King City - Additional Water Supply Watermain	436,848			436,848
75420	Pump District 7 Maple Pumping Station Upgrade Flowmeter	289,646	(39,107) <sup>2</sup>		250,539
72440	Aurora Newmarket Water Study	189,054			189,054
73140	Nobleton Elevated Tank Water Main to Town	164,696			164,696
71200	Mount Albert Well 3	89,466			89,466
75480	Newmarket East Yonge Elevated Tank Yonge Water Main	84,160			84,160
72200	Georgina Water Station - Sutton Parallel Water Main	76,015		(185,422) <sup>2</sup>	(109,406)
74260	Kennedy Watermain Milliken Pumping Station to Major Mackenzie Drive	64,246			64,246
78270	Ballantrae Water Servicing	57,591			57,591
70050	Wellington Leslie Water Main	44,610			44,610
72500	Georgina Water Station - Georgina Water Treatment Plant	41,558			41,558
78310	Nobleton Water Wastewater Servicing	29,218		199,298	228,516
70120	Orchard Heights Pumping Station Upgrade	21,995			21,995
75700	Water Servicing Richmond Hill - Langstaff Road	12,447			12,447
75460	Yonge Green Lane - 2nd Concession to Davis	7,807			7,807
73300	Master Plan Water	3,504			3,504
78120	Stouffville Zone 2 Pumping Station - Markham Reservoir Water Main	866			866
78140	Stouffville Zone 2 Elevated Tank	(19,598) <sup>2</sup>			(19,598)
71150	Mount Albert Watermain	(183,256) <sup>2</sup>			(183,256)
46950	Debenture Payments	75,574,426			75,574,426
	Sinking Fund Surplus	(369,300)			(369,300)
	MICAH Grant	(125,440)			(125,440)
16540	Allocation of Financing Costs for 2019	(21,504)			(21,504)
<b>Total Water Supply Capital Programs</b>		<b>\$78,423,709</b>	<b>(\$39,107)</b>	<b>\$13,876</b>	<b>\$78,398,479</b>

## NOTES :

1. Other project funding consists of proceeds from debenture issues, third party recoveries, other capital reserves, provincial/federal grants, fees and charges.
2. Negative amounts in represent adjustments from a prior period.



**Regional Municipality of York Development Charge Reserves  
Wastewater Servicing Capital Program Expenditures  
January 1, 2019 to December 31, 2019**

Project Number	Project Description	Development Charge Reserve Funding	User Rate Funding	Other Project Funding <sup>1</sup>	2019 Total Project Funding
74040	York Durham Sewer System Southeast Collector	\$1,215,506		\$648,071	\$1,863,577
77470	Kleinburg Water Pollution Control Plant Expansion	875,503			875,503
75640	Waste Water System Capacity Monitor Studies	615,371			615,371
75760	North Don Relief Sewer	598,937			598,937
73050	Nobleton Sewage Study Environmental Assessment	483,288			483,288
79100	York Durham Sewer System Wastewater Master Plan Update	161,260			161,260
75810	Humber Pumping Station Electrical Upgrade	145,682			145,682
72240	Keswick Water Pollution Control Plant Environmental Assessment Study	103,341			103,341
72230	Joe Dales Forcemain	55,589			55,589
73670	Peel Diversion Buy In Costs	1,739			1,739
77290	Black Creek Pumping Station	227			227
78310	Nobleton Water Wastewater Servicing	(27,247) <sup>2</sup>		247,986	220,739
75330	Green Lane Sewer Diversion	(89,124) <sup>2</sup>			(89,124)
72360	Duffin Creek Water Pollution Control Plant Outfall	(267,000) <sup>2</sup>		238,387	(28,613)
70250	Wellington Water Main - Leslie to Bayview	(1,303,066) <sup>2</sup>			(1,303,066)
44950	Debt Payments	94,928,904			94,928,904
	Payment to City of Toronto re Tri-Party Agreement	2,517,847			2,517,847
	Sinking Fund Surplus	(1,543,269)			(1,543,269)
	MICAH Grant	(257,856)			(257,856)
16540	Allocation of Financing Costs for 2019	(41,252)			(41,252)
<b>Total Wastewater Servicing Capital Programs</b>		<b>\$98,174,380</b>		<b>\$1,134,444</b>	<b>\$99,308,824</b>

**NOTES :**

1. Other project funding consists of proceeds from debenture issues, third party recoveries, other capital reserves, provincial/federal grants, fees and charges.
2. Negative amounts in Development Charge Funding represent adjustments from a prior period.







**Regional Council Decision - Social Service Response to COVID-19 Global Pandemic**

On April 30, 2020 Regional Council made the following decision:

1. Council authorize the Commissioner, Community and Health Services and the Regional Chairman to adjust, re-allocate, cancel or provide new Community Investment Fund funding for projects and initiatives in 2020 to maximize funding for priority social service initiatives that respond to COVID-19 needs.
2. Council authorize the Commissioner, Community and Health Services and the Regional Chairman to direct any new federal, provincial or other external funding York Region receives for social services towards eligible priority projects and initiatives that respond to COVID-19 needs.
3. The Commissioner of Community and Health Services report back on the progress of social service initiatives the Region undertakes and funds in support of the COVID-19 global pandemic.
4. The Regional Clerk circulate this report to the local municipalities, the United Way Greater Toronto and local Members of Parliament and Members of Provincial Parliament.

The original staff report is attached for your information.

Please contact Joseph Silva, Director, Strategies and Partnerships at 1-877-464-9675 ext. 74182 if you have any questions with respect to this matter.

Regards,

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

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



# The Regional Municipality of York

Committee of the Whole  
Community and Health Services  
April 16, 2020

Report of the Commissioner of Community and Health Services

## Social Service Response to COVID-19 Global Pandemic

### 1. Recommendations

1. Council authorize the Commissioner, Community and Health Services and the Regional Chairman to adjust, re-allocate, cancel or provide new Community Investment Fund funding for projects and initiatives in 2020 to maximize funding for priority social service initiatives that respond to COVID-19 needs.
2. Council authorize the Commissioner, Community and Health Services and the Regional Chairman to direct any new federal, provincial or other external funding York Region receives for social services towards eligible priority projects and initiatives that respond to COVID-19 needs.
3. The Commissioner of Community and Health Services report back on the progress of social service initiatives the Region undertakes and funds in support of the COVID-19 global pandemic.
4. The Regional Clerk circulate this report to the local municipalities, the United Way Greater Toronto and local Members of Parliament and Members of Provincial Parliament.

### 2. Summary

This report responds to the request made at the [April 2, 2020](#) meeting of Council for information on the needs of vulnerable residents as a result of the COVID-19 pandemic, actions in response, and recommendations on Regional funding to enable the Region to respond to the pandemic and the social service needs. This report focuses on the social service needs of vulnerable residents. Health needs are addressed through regular updates by the Medical Officer of Health.

#### Key Points:

- The Region has taken decisive action as the COVID-19 emergency has evolved, by adapting delivery of essential regional programs and services while putting new structures and supports in place to contain spread of the virus, protect the health and safety of residents, and start to address emerging social service needs. The situation is dynamic, and actions will continue to be implemented and evolve.

- The Region is one player in the broader system supporting York Region residents, with a variety of mandates and programs for delivery of human services. The Region is adapting and enhancing core services to respond to the growing needs in York Region as a consequence of the COVID-19 global pandemic in areas such as homelessness, children’s services, income supports and affordable housing.
- For social issues beyond the scope of Regional services, the Region has partnered with United Way Greater Toronto to work with community agencies to monitor trends and needs, and formulate responses to address impacts of COVID-19 on vulnerable groups through community partnerships.
- Immediate Regional actions focus on preventing the spread of COVID-19 and maintaining economic stability for our most vulnerable residents. This work includes initiatives to help the shelter and housing with supports system adapt to meet emergency requirements, implement a temporary rent benefit program for those in community housing, and giving flexibility to funded social service agencies to help address immediate needs resulting from COVID-19. The expected incremental costs of the housing and homelessness response alone are expected to exceed the provincial funding allocated to date.
- The Region is reviewing existing programs and initiatives so they can be better positioned to respond to social service needs, including projects funded under the Community Investment Fund. In 2020 funding for projects and initiatives may be augmented or amended to better address COVID-19 community needs; new projects and initiatives for the funding may also be introduced to support the Region’s response.
- Regional activities complement Federal and Provincial Government actions, including various supports for immediate and longer-term needs announced through [COVID-19 Economic Response Plan](#) and [Ontario’s Action Plan: Responding to COVID-19](#), respectively.

### 3. Background

#### **York Region has taken action to protect the health and safety of York Region residents in the face of COVID-19 global pandemic**

On January 23, 2020 York Region’s Public Health Emergency Operations Centre was activated – more than a month before York Region’s first case of COVID-19 was announced on February 29, 2020. The Health Emergency Operations Centre directs its efforts and resources toward the public health response. As the global and local context of COVID-19 became more acute and Public Health needed more resources, the Community and Health Services Emergency Operations Center opened on March 3, 2020. The Regional Emergency Operations Centre was fully activated on March 16, 2020.

Since the beginning of this pandemic, Public Health and Paramedic and Seniors Services have been at the forefront fighting to contain the spread of the virus. The activities and planning of these program areas are not included in the report as its focus is on social services. Information about the activities of these branches is available in the [April 2, 2020](#) presentation to Council on the Region’s response to COVID-19, and through regular updates to Council and Committee by the Medical Officer of Health.

## **York Region has taken many actions to contain the spread of COVID-19 over the last six weeks**

Social service programs have joined the fight to contain the spread of COVID-19, help the overburdened healthcare sector and help maintain the health and safety of residents. As outlined in the [April 2, 2020](#) presentation by the Chief Administrative Officer to Council, York Region's Response to COVID-19 has resulted in changes to how essential public facing programs are delivered, and in some instances, programs have been put on hold. For example:

- Providing social assistance, children's services and homelessness supports over the phone rather than in person
- Completing only urgent repairs in Housing York Inc. resident units
- Partnering with Public Health to provide guidance and supports to Emergency Housing providers to assist them in protecting staff and residents while maintaining supportive programming
- Enhancing resources for Access York to respond to increased calls/emails related to COVID-19

## **The Federal and Provincial Governments have enacted new legislation, emergency orders and increased funding**

While the Region has acted to protect the health and safety of its residents and to keep essential programs and services running, the Federal government has focused efforts on protecting the immediate and longer-term needs of Canadians through its comprehensive [COVID-19 Economic Response Plan](#) and associated funding. The *COVID-19 Economic Response Plan* includes:

- Canada Emergency Response Benefit of \$2,000 a month for up to four months to eligible workers who have lost their income due to COVID-19 and are not eligible for Employment Insurance regular or sickness benefits. This amount is roughly equivalent to what a full-time wage earner would receive
- Canada Emergency Wage Subsidy of 75% of an employee's wages, up to \$847 per week, to support employers with gross revenue drops of at least 15% in March and 30% in April and May. The program is in effect from March 15 to June 6, 2020
- \$100 million to national, regional, and local organizations across Canada to purchase, transport and distribute food and other basic necessities and to hire temporary help to fill volunteer shortages
- One-time special payment by early May through the Goods and Services Tax credit for low- and modest-income families. The average additional benefit will be close to \$400 for single individuals and close to \$600 for couples

- An extra \$300 per child through the Canada Child Benefit for 2019 to 2020
- \$9 million through United Way Canada for local organizations to support practical services to seniors
- \$157.5 million to the Federal homelessness program, “Reaching Home”. For York Region, this funding is administered by United Way Greater Toronto. Allocations have not yet been announced

[Ontario's Action Plan: Responding to COVID-19](#) (March 2020 Economic and Fiscal Update) was released to mitigate the immediate impacts of physical distancing and closure of non-essential workplaces, schools and daycares and includes:

- One-time payment of \$200 per child up to 12 years of age and \$250 for those 0 to 21 years of age with special needs, to help families pay for extra costs associated with school and child care center closures
- \$5 million to support coordination of subsidized deliveries of meals, medicines and other essentials by working with local business, charities and health services
- \$100 million through Employment Ontario for skills training programs for workers affected by COVID-19
- The Social Services Relief Fund – a \$200 million fund created to protect health and safety of Ontario's most vulnerable people. It is comprised of:
  - \$52 million to expand access to the emergency assistance program administered by Ontario Works and the Ontario Disability Support Program to provide financial support and help with basic needs, such as food and rent
  - \$148 million to the 47 consolidated municipal service managers and district social service administration boards in Ontario for March 15, 2020 to March 31, 2021 to help address local needs. York Region was allocated \$4.98 million to be managed through the Community Homelessness Prevention Initiatives program
- \$9 million in direct support for energy costs by expanding eligibility for the Low-income Energy Assistance program
- Proposal to double the Guaranteed Annual Income System payment for low-income seniors for six months starting in April 2020. If implemented, this would increase the maximum payment to \$166 per month for individuals and \$322 per month for couples.

The federal and provincial governments have committed to a wide range of new and expanded financial supports. The Region is tracking these programs, and promoting their use.



## **Community Investment Fund supports community-based projects targeting gaps in social services**

In [October 2019](#), Council endorsed funding of \$5.6 million for 45 projects to be delivered by 38 agencies in 2020. Funded agencies include The Food Bank of York Region, York Region Food Network, Krasman Centre, the Canadian Mental Health Association, Inn from the Cold, March of Dimes and 360 Kids. Through the Community Investment Fund, the Region supports non-profit agencies to deliver projects and initiatives that improve the well-being of vulnerable residents, particularly those living with low to moderate income. The program leverages the strengths of community agencies familiar with local needs and with the expertise to support specific populations. Projects include collection and delivery of food donations, counselling for youth experiencing trauma, mental health and substance abuse, and technical and soft skills employment training for marginalized groups.

The Region is leveraging the Community Investment Fund as part of its COVID-19 response. In the immediate term, agencies were given flexibility to use committed funding for emergency needs. Staff is now reviewing all projects to determine which should be augmented, which could pivot to help address the COVID-19 global pandemic, and which should end because they can no longer reasonably be implemented.

## **4. Analysis**

### **Ripple effects of pandemic responses are impacting vulnerable populations**

Needs and issues facing vulnerable populations in York Region are becoming more pronounced, as a result of mobility restrictions, job loss and isolation as more restrictions aimed at reducing the spread of the virus are put in place. As community food programs, drop-ins, libraries, community centers and school meal programs have closed, the most vulnerable are relying more than ever on the Region's critical supports and services to get by.

All Greater Toronto Area regional governments are generally consistent in how they are responding to community needs. Staff is participating on many association and provincial tables to share information and actions.

### **The most common need is financial help**

A scan of community agencies, local municipalities, and advisory boards (Human Services Planning Board, Accessibility Advisory Committee, Community Partnership Council) was conducted two weeks ago. Forty agencies and stakeholders responded. They were asked what the most important community needs are and the top challenges their organizations are facing in meeting the needs of the most vulnerable populations served. This scan will be updated regularly and will help inform the work of the Community Coordination Table, described later in this report.

Data from Access York is being monitored to help understand evolving needs. In March, the highest numbers of calls were related to COVID-19 (3,700 calls), and financial assistance

(2,041 applying for Ontario Works, 1,830 calls from existing Ontario Works clients about payments and benefits, and 254 calls for help with utility costs). There were also 630 calls about requesting subsidized housing.

Attachment 1 summarizes findings from the community scan, check-ins with community partners, local municipalities, Access York, and 211 FindHelp.

### **York Region is delivering enhanced supports under provincially mandated programs while leveraging Regionally-funded initiatives and networks**

The Region is responsible for the following social services, each of which is described below along with information on emerging issues. Detailed information on the Region's current and planned short term social service response is provided in Attachment 2. Short-term critical goals for social service actions are to:

- Prevent the spread of COVID-19, especially in vulnerable populations
- Maintain the health and safety of vulnerable populations, especially with respect to housing and shelter
- Reduce the burden on the health care system

Initiatives that support these goals will mitigate health impacts and support responses focused on resolving the health crisis. As short-term goals (see Attachment 2) are addressed, medium term goals will be established such as enhancing efforts to prevent housing losses, identifying initiatives required to help with recovery efforts, and supporting programs needed to address societal issues as communities emerge from the pandemic. Medium term actions will include monitoring of new and evolved programs and supports implemented by senior levels of government, to maximize their use in York Region for eligible households and organizations.

## **AFFORDABLE HOUSING**

### **In its role as Service Manager, the Region is encouraging community housing providers to also work with tenants and has established a short-term benefit for eligible low-income market rent households in community housing**

The Region's role in housing is as Service Manager for the system and a housing provider (*Housing Services Act, 2011*). The Region is responsible for funding and oversight of community housing providers and operates its own municipal community housing provider – Housing York Inc.

The April 1st rent collection for Housing York Inc. is only slightly below normal, however staff anticipate rent revenues will decrease the longer the pandemic goes on. To mitigate potential impacts, Housing York Inc. delivered information on temporary income supports to tenants, and is working with affected tenants, adjusting rents for subsidized households and establishing payment plans for market rent households.

## **Province has suspended enforcement of residential evictions during the COVID-19 pandemic until further notice**

Landlords may continue to serve eviction notices for non-payment of rent, however, the Landlord and Tenant Board has suspended all hearings related to eviction applications, unless the matter relates to an urgent issue like an illegal act or serious impairment of safety. The Province encourages landlords to work with tenants to establish arrangements to keep tenants in their homes, including deferring rent or other payment arrangements. The Community Legal Clinic York Region (Community Investment funded agency) is educating York Regional Police about illegal evictions at this time, so officers have information needed when called in these circumstances.

When the moratorium on enforcing evictions is lifted, or after months of income challenges and tenants are facing months of arrears, the number of evictions could increase. Staff have requested information from the Landlord and Tenant Board on the number of potential evictions in the system.

## **Applications for assistance through the Region's Homelessness Prevention Program and Housing Stability Program have not yet increased but are expected to escalate**

These programs provide supports to eligible clients, such as funding for first and last month's rent, rental and utility arrears, urgent medical needs, and landlord and tenant mediation. While there is sufficient funding for the time-being, staff anticipate additional demands on the program as the socio-economic impacts of the pandemic evolve and escalate.

## **SERVICES FOR PEOPLE WHO ARE HOMELESS**

### **The Region has opened a 15 room Self-Isolation Shelter for people experiencing homelessness who have been tested positive or awaiting results for COVID-19 and extended Community Investment funded seasonal shelters**

The Region is the Service Manager for services for people who are homeless (*Housing Services Act, 2011*). The need to adhere to physical distancing and self-isolation requirements in the emergency housing shelters is a major pressure.

The shelters provide safe temporary accommodations for residents who are homeless. The next step is to open a Transitional Isolation Shelter to provide those who are homeless a space to self-isolate for 14 days, help manage the eventual closure of the two seasonal shelters, and address space issues in emergency housing. The Region has provided resources and guidance to service providers to help them operate safely, however, lack of personal protective equipment and space are major concerns.

## **Emergency Housing Providers are seeing an approximately 25% decrease in staffing**

Due to staff feeling ill, self-isolating, or refusing work there is a decrease in staffing. In addition, there is pressure on staff due to extra shifts and having to find ways to encourage clients to stay inside.

## **CHILDREN'S SERVICES**

### **Emergency Child Care Centres in York Region will be located near all three regional hospitals; two of these centres were ready to open the week of April 6 and a third the week of April 13, 2020**

York Region's 540 licensed child care centres and 70 EarlyON programs were required to close on March 17, 2020 under a declaration of emergency by the Province. This quickly became an issue for many health care and other front-line parents. The Ministry of Education responded by permitting service managers to opt to establish Emergency Child Care Centres to provide no fee child care for eligible health care and other frontline workers. As of April 9, 80 applications for child care have been submitted. Some of York Region's Early Interventionists have been redeployed to support these emergency centres; helping children adjust to their new routine and surroundings, especially children with special needs.

### **Several services continue to be provided via telephone, including Child Care Fee Subsidies (licenced home care continues to operate), Early Intervention Services, Infant and Child Development Services and Inclusion Support Services**

All face-to-face meetings with Children's Services clients have been discontinued however the needs of children and families have not stopped. Almost 80% of families are taking part in virtual programming to support their children with special needs. Video visits will soon be available for families with children who are medically frail or have other special needs.

### **The ongoing stability of child care centers is a concern because these centers will be needed again when the crisis stabilizes and parents return to work**

Operators still have fixed costs to pay, even when their doors are not open. On April 10, 2020, the province issued an emergency order that prevents closed child care operators across the province from charging parents fees when care is not being provided (staff do not know how many child care centers were charging parents fees in York Region as the Region does not have oversight of this part of the market). The province has said it will work with the child care sector and federal, municipal and First Nations partners on a plan to ensure the sustainability of the sector. Staff participate on a provincial technical working group, and more information on how operators will be supported is expected soon.

## **SOCIAL ASSISTANCE AND INCOME SUPPORTS**

The Region administers Social Assistance program (Ontario Works) on behalf of the Province. The Province has expanded access to temporary emergency assistance under

Ontario Works for those in financial crisis who have no access to other supports, including those who are waiting for support from the federal government to become available.

Staff are being redeployed to support an 84% year over year increase in applications for social assistance (871 applications).

## **YORK REGION COMMUNITY INVESTMENT FUND**

### **Projects and associated funding may need to be quickly adjusted to respond to current realities**

COVID-19 has impacted current initiatives under the Community Investment Fund. Similar to the experience of other organizations, the pandemic has resulted in substantial changes to the way community agencies deliver programs. In-person programs, either in a one-on-one or group setting, have been suspended and, where possible, adjusted for virtual delivery. School-based programming, such as providing breakfast and snacks at select schools, has stopped with closure of the schools.

There are programs funded by the Community Investment Fund that are escalating and scaling up to respond to community needs. To sustain shelter capacity during the pandemic and help prevent the spread of the virus, seasonal shelters funded under Community Investment were extended. Extension of the seasonal shelters has bought time for other solutions to be implemented, such as the isolation shelter and planned transitional shelter.

Food access agencies have also started to work with the Region through its coordination table with United Way to understand issues, identify gaps and collaborate on solutions.

It is expected that some projects will be scaled up, reduced, or cancelled. These changes to programming are resulting in changes to funding required to support initiatives.

### **Funding made available from reductions or cancellations of projects will be redirected to existing projects that need to be expanded or to new initiatives required to address gaps**

Additional projects and initiatives may be required as part of the Region's response. Normally project and funding approvals under the Community Investment Fund are brought to Council for approval. To be able to quickly respond to evolving community needs, it is recommended that Council authorise the Commissioner, Community and Health Services and the Regional Chairman to approve changes to projects and funding in 2020 (including any new projects required to help with the community response).

Attachment 3 provides a summary of short-term actions within the community sector that York Region is supporting.

## **York Region and the United Way Greater Toronto are co-chairing a Community Coordination Table to address evolving needs**

The Region has a role as a facilitator and capacity builder in the human services sector. In this role, the Region is co-leading a COVID-19 Community Coordination initiative with United Way Greater Toronto to coordinate actions on emerging needs of vulnerable people that are not directly within Region's mandate. Initial actions include:

- Making emergency funding available to community agencies via United Way to target emerging issues identified in the community scan
- Establishing working groups to coordinate efforts on the ground and share resources to increase access to food, support people who are homeless, and enable access to seniors supports
- Increasing capacity of organizations to access/leverage funding available through other levels of government and foundations by providing information on available funding opportunities, a virtual grant-writing workshop and volunteers to develop funding proposals

This Community Coordination Table will continue to provide a forum for community agencies and local municipalities to identify issues as they emerge and explore opportunities to address them in a coordinated manner. The Community Coordination Table, and the supporting working groups, will be useful in providing advice on initiatives and programs for funding. For example, currently the United Way Greater Toronto has received approximately \$900,000 for seniors supports in the regions it serves, and will be allocated Federal funding from the Reaching Home program to help address homelessness (the allocation amount has not yet been determined). Decisions by the Region on potential reallocation of Community Investment Funding will similarly be informed by the Community Coordination Table and its working groups.

## **5. Financial**

### **Additional funding will be required to fully support and sustain the Region's social service response**

While it is possible that some initiatives could be accommodated within the Community and Health Services department's approved 2020 Operating Budget and Outlook, additional funding will be required to fully support and sustain Regional initiatives in response to the needs of communities and vulnerable populations. See Table 1 for related programs in the Community and Health Services 2020 approved budget.

**Table 1**  
**2020 Approved Budget**

Operating Budget (\$ in Millions)	2020 Approved (Gross)	2020 Approved (Net)
Housing Services	110.0	67.3
Social Assistance	100.1	10.4
Homelessness Community Programs	27.4	11.1
Children Services	181.5	22.4

The Region anticipates receiving federal and provincial funding to help offset COVID-19 - related expenditures. Information on federal and provincial funding for the Region's emergency response is very limited at this time.

**One-time provincial funding of \$4,981,700 has been allocated by the Province through the Community Homelessness Initiative under the Social Services Relief Fund**

On April 1, 2020, York Region was notified it would receive an allocation of \$4,981,700 from the Social Services Relief Fund. This one-time funding flows through the existing Community Homelessness Prevention Initiative agreement with the Ministry of Municipal Affairs and Housing, and is to cover March 1, 2020 to March 31, 2021. Funding will be provided on a phased basis, with 50% to be available in April 2020, 25% in early July, and subsequent quarters paid based on projected and actual expenditures. After the first 50%, the balance of the allocation may be subject to reallocation or adjustment by the Ministry.

**Staff recommend using the Social Services Relief Fund allocation to create emergency shelter space and towards incremental costs of homelessness support programs**

York Region as service manager has flexibility to determine how to best use the Social Services Relief funding to respond to the needs of vulnerable people during this COVID-19 crisis. The Ministry permits a wide range of potential uses, however the funding allocation is not sufficient to cover costs beyond the most critical of emergency needs.

The Region has already begun to incur costs for mandated and new social services as part of its COVID-19 response, including costs associated with extending operations of two seasonal shelters, and implementing a self-isolation site for symptomatic or COVID-19-positive homeless individuals. Staff is also currently developing plans for a transitional homeless shelter, as described earlier in this report. Descriptions of these projects are also



provided in Attachment 2. Housing programs also help curb the spread of COVID-19 by providing places for self-isolation and recovery.

In addition to these emergency response projects which focus on helping to prevent the spread of COVID-19, demands on the Region's Homelessness prevention and stabilization programs, including Housing with Support Programs (whose needs mirror long-term care needs), are also expected to escalate, and additional funding will be required.

The estimated costs of these initiatives alone will use up almost the entire Social Services Relief fund allocation, as shown in Table 2. A best case scenario is assumed whereby the worst of the COVID-19 impacts will be over by the end of July. No assumptions are made at this time for possible costs related to a second wave of COVID-19 this fall.

**Table 2**  
**Estimated Cost of Immediate Emergency Response Needs for People Experiencing or at Risk of Homelessness**

<b>Emergency Response Project</b>	<b>Estimated Costs as of April 10, 2020</b>	<b>Comments</b>
Extend two seasonal shelters	\$368,430	Estimated costs a 1 month extension, along with a provision for a further 1 month extension if required (depending upon when the Transitional Shelter is operational)
Establish Isolation Shelter at Leeder Place starting April 3, 2020	\$1,184,827	Estimated costs assume 4 months of operation (April – July), and include costs of housing and support services for the families relocated to make Leeder Place available for use as an isolation shelter
Establish 50 unit Transitional Shelter – not yet implemented	\$1,241,380	Estimated costs assume 3 months (May -July) of operation. Costs include accommodations, food, operational staffing and wrap around support services
Expansion of Self Isolation	\$350,000	Includes 4 months (April -

<b>Emergency Response Project</b>	<b>Estimated Costs as of April 10, 2020</b>	<b>Comments</b>
Services		July) of supports
Housing with Supports	\$100,000	Includes 2 months of financial supports for operators of housing with supports (April-May) to help address COVID-19 related costs
Housing Stability Program	\$287,200	Cost estimate for anticipated increased demand for this program for 4 months (April-July)
Homelessness Prevention Program	\$358,400	Cost estimate for anticipated increased demand for this program for 4 months (April-July)
OW Food Vouchers	\$100,000	Cost estimate for anticipated increased demand for 4 months (April-July)
<b>Total</b>	<b>\$3,990,237</b>	

Staff recommend the additional Community Homelessness Prevention Initiative Fund allocation (Social Services Relief funding) be applied against eligible incremental costs associated with the Region's social service response, including costs to add emergency capacity to the shelter system (extension of seasonal shelters, new isolation shelter, new transitional shelter) and sustain homelessness prevention and housing stabilization and support programs as outlined above. These incremental costs total approximately \$4.0 million until July 2020, based on early staff estimates. While the currently estimated costs could be less than the Social Services Relief Fund allocation, they only represent a part of the overall costs.

**Staff is reviewing projects approved under the Community Investment Fund to assess if some funds could be reallocated to emergency response activities and projects**

If there is any remaining Social Services Relief funding, it will be used for other emergency needs, including potentially through the Community Investment Fund to support emergency responses by community agencies. Funding for community agencies will also be available through reallocation of 2020 Community Investment funds. In addition, there may be further

Federal and/or Provincial funding. It is recommended that the Commissioner, Community and Health Services and the Regional Chairman be authorized to allocate remaining Social Services Relief funds, reallocate Community Investment Funds, and allocate any new Federal or Provincial funds. Staff will look to the Region's coordination table with United Way for advice on activities that could be funded.

Community and Health Services staff will continue to monitor needs and will bring forward any additional required funding as part of the upcoming budget process.

## **6. Local Impact**

All actions taken by the Region in response to COVID-19 are for the benefit of residents across all local municipalities. The Region continues to respond to evolving needs in its core service areas, including homelessness, children's services, income supports and affordable housing. Local municipalities were invited to participate in the community scan to ensure their concerns were taken into consideration in developing short-term actions and will be included in future scans (see Attachment 3). Engagement with local municipalities will continue as COVID-19 response evolves in our community.

## **7. Conclusion**

At each stage of this emergency, the Region has taken steps to keep residents safe, to provide up-to-date information and to contain the spread of COVID-19 by modifying and temporarily suspending some programs to adhere to physical distancing. As the COVID-19 emergency and containment efforts persist, the Region is seeing negative social impacts on our most vulnerable populations; whose needs (see Attachment 1) require ongoing supports to adequately address.

Going forward, the Region will continue to prioritize resources where they are needed most; leverage existing resources, partnerships and community assets; coordinate with stakeholders; and, work to minimize longer-term impacts of the emergency. As the short-term actions outlined in Attachment 2 and 3 are implemented and needs addressed, staff will report back to Council with a status report and to propose medium-term actions, such as enhancing efforts to prevent housing losses and downstream recovery planning.

The federal and provincial governments have implemented funding to support individuals and sectors (such as for seniors and food banks), and staff anticipate these programs will evolve and new ones launched. Through Access York, York Region will continue to provide information to individuals about these opportunities and direction on how to access them. Through the Community Coordination Table and its working group, and regular communications to community agencies, York Region will continue to share information about funding opportunities.

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For more information on this report, please contact Joseph Silva, Director, Strategies and Partnerships at 1-877-464-9675 ext. 74182. Accessible formats or communication supports are available upon request.

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

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

April 15, 2020  
Attachments (3)  
10703747

# York Region COVID-19 Community Scan Results

## TOP NEEDS IN THE COMMUNITY:



### Financial

- Loss of income



### Navigation of systems to access services

- Access to information
- Complexity of forms



### Transportation or mobility

- Safety
- Affordability



### Social isolation

- Loneliness



### Homelessness/Housing

- COVID-19 containment/capacity
- Affordability



### Food

- Access
- Staffing resources



### Mental health and addiction supports

- Access to supports



### Personal hygiene/Disinfectant products

- Market availability



### Health information

- Multilingual sources

## TOP CHALLENGES AGENCIES FACE:



### Money

- Staffing resources



### Personal Protective Equipment (PPE)

- Market availability



### Technology

- Capacity



### Staffing

- Staff illness and isolation
- Need for volunteers



### Language

- Multilingual

## Short-Term Actions within Region's Community and Health Services Programs (as of April 9, 2020)

Regional Mandate Area	Short-Term Actions (estimated timing to June 2020)
Affordable Housing	<p><b>Short term goal - help people remain in their homes to shelter in place and avoid spread of COVID-19</b></p> <ol style="list-style-type: none"> <li>1. Implement a short-term (4 month) rent benefit program for market rent households living in community housing (non-profit and co-operative housing providers, and Housing York) who have lost employment income as a result of COVID-19 <ul style="list-style-type: none"> <li>• Launch a short term rent-benefit program to help eligible low to moderate income market rent households by May 1, 2020</li> <li>• The new short-term benefit will be funded through the existing Housing Services budget. Staff will monitor use of the program, to determine if additional funding is needed and/or the program timeline needs to be extended beyond four months</li> </ul> <p>Note: Households living in Housing York and other community housing providers who pay a subsidized rent will have their rents recalculated as usual</p> </li> <li>2. Implement the Canada-Ontario Housing Benefit program approved by <a href="#">Council</a> on April 2, 2020 to assist households on the Region's subsidized housing wait list living in private rental housing with a rent benefit. <ul style="list-style-type: none"> <li>• Up to 260 households in year one of the program could receive a rent benefit administered by the Ministry of Finance to help with housing affordability. Funding received in year two of the program could support up to 340 households.</li> <li>• The Canada-Ontario Housing Benefit is intended to help bridge the gap between the rent a household can afford to pay and the market rent of their unit</li> <li>• This benefit is intended to help households keep their housing costs around 30% of their income. Each month, participating households will receive a direct payment from the province to help pay their rent.</li> </ul> </li> <li>3. Postpone evictions in Housing York Inc. properties, except for those associated with criminal activity or serious safety issues, and encourage other community housing providers to do the same <ul style="list-style-type: none"> <li>• As with the private rental market, eviction applications before the Landlord and Tenant Board by Community Housing providers are on hold with the exception of criminal activity or serious safety issues</li> <li>• Housing York Inc. will postpone serving tenants with eviction notices. except for criminal activity or serious safety infractions. Staff will work with tenants to help manage rent payments, to avoid large and potentially un-payable arrears when the crisis abates.</li> </ul> </li> </ol>

**ATTACHMENT 2**

<b>Regional Mandate Area</b>	<b>Short-Term Actions (estimated timing to June 2020)</b>
	<ol style="list-style-type: none"> <li>4. Monitor to determine if additional funding will be needed for the Homelessness Prevention Program <ul style="list-style-type: none"> <li>• The Region's Homelessness Prevention Program provides financial assistance for rent, mortgage payments, utilities and other housing costs to support people <i>not</i> receiving other Ontario Works or Ontario Disability Support Program assistance</li> </ul> </li> <li>5. Review the Housing Stability Program to determine if maximum funding permitted or frequency of supports needs to be increased and monitor to determine if additional funds will be needed <ul style="list-style-type: none"> <li>• The Region's Housing Stability Program provides financial assistance for rent, mortgage payments, utilities and other housing costs to support people receiving Ontario Works or Ontario Disability Support Program</li> </ul> </li> <li>6. Monitor eviction applications before the Landlord and Tenant Board to help plan and prepare for a potential increase in eviction orders when the moratorium is lifted in June. <ul style="list-style-type: none"> <li>• Request information from the Landlord and Tenant Board on cases</li> <li>• Partner with a non-profit organization (e.g., the Community Legal Clinic of York Region, a Community Investment Fund-supported agency) to promote awareness of tenant rights and obligations</li> </ul> </li> </ol>
<b>Services for People who are Homeless</b>	<p><b>Short term goal - Support physical distancing, prevent spread, reduce potential burden on health care system</b></p> <ol style="list-style-type: none"> <li>7. Extend the two seasonal shelters for at least a month, to ensure a safe place to stay until a better solution can be implemented (see transitional shelter below) <ul style="list-style-type: none"> <li>• Through the Region's Community Investment Fund, Mosaic, Interfaith, Out of the Cold provides seasonal sheltering for the southern part of the Region, and Inn from the Cold provides seasonal sheltering for the north. Seasonal shelters are primarily volunteer based, and provide very basic services (mats and meals). They are often appealing to people who prefer not to use the regular emergency housing system, and generally close by the end of March.</li> <li>• Mosaic and Inn from the Cold agreed to a temporary extension of their programs until April 30<sup>th</sup> and May 5<sup>th</sup>, respectively</li> </ul> </li> <li>8. Assist providers of homelessness services to operate their services as safely as possible <ul style="list-style-type: none"> <li>• Interim Guidance for Emergency Housing Service Settings Providers on safe operations was provided to all community organizations serving people who are homeless on March 23, 2020, and guidance from the Ministry of Health was issued and distributed April 1, 2020.</li> </ul> </li> <li>9. Establish a Self-Isolation Shelter for people who are experiencing homelessness, and need a place to live when they are confirmed to have</li> </ol>



Regional Mandate Area	Short-Term Actions (estimated timing to June 2020)
	<p>COVID-19 or pending results of their COVID-19 test</p> <ul style="list-style-type: none"> <li>• Opened 15-unit self-isolation shelter at Leeder Place, East Gwillimbury, on April 3, in partnership with Blue Door and Housing York Inc.</li> <li>• The site primarily takes referrals from York Region hospitals, and currently (April 9) has three clients</li> <li>• Families originally residing at Leeder Place have been temporarily relocated to a motel</li> </ul> <p><b>10.</b> Establish and operate a Transitional Isolation Shelter to provide self-isolation space for up to 14 days, including wrap-around services for longer term needs</p> <ul style="list-style-type: none"> <li>• When the seasonal shelters close, as people are moved from existing emergency housing to create more physical distancing, and as new people seek to enter the shelter system, it is important that the potential for spread of the virus is managed</li> <li>• Plans for a transitional isolation shelter with about 50 self-contained units and a non-profit operator are currently being finalized.</li> </ul> <p><b>11.</b> Assist Emergency Housing Providers and Housing with Supports providers with funding to enable physical distancing as well as supporting them to allow people to take loved one's home during this pandemic, if this option is available and appropriate (which is allowed for in existing Housing with Supports Guidelines)</p> <ul style="list-style-type: none"> <li>• Housing with Supports (formerly domiciliary hostels) refers to licensed homes where daily meals and housing is provided to people who need supervision of their daily living activities. Residents are generally frail, elderly or have a mental health diagnosis. These are permanent homes for most people who stay there. There are 22 private sector operators in York Region. The Region's role is to provide fee assistance to eligible residents and provide oversight of the program including a licensing role. The Region provides subsidies for almost 400 beds in these homes. Other organizations that refer clients to the Housing with Supports Programs include hospitals.</li> <li>• The most urgent priority is safety, which has been a challenge in view of the fact that the Ministry of Health guidance for (congregate) requires the use of personal protective equipment, for which there is a national and international shortage at this time. Staff are in regular contact with providers to support as much as possible safe operations.</li> <li>• Other current issues are the higher costs of food and cleaning, staff retention, managing social distancing as well as isolation in an environment that faces similar challenges as Long Term Care Homes, and the challenges to staff of encouraging residents with complex needs to stay in their homes and not go out in the community. Staff have committed to finding options to provide additional financial support to</li> </ul>

Regional Mandate Area	Short-Term Actions (estimated timing to June 2020)
	<p>Emergency Housing Providers and Housing with Support providers.</p> <p>Note: Housing and support for people with developmental disabilities falls under the jurisdiction of the Ministry of Community, Children and Social Services. On April 4, 2020, the Province announced \$40 million to support organizations that provide residential services for children and youth, people with developmental disabilities and emergency shelters for women and families fleeing domestic violence. Assisted Housing, Long Term Care homes and Supportive Housing (generally physical disabilities) fall under the jurisdiction of the Ministry of Health.</p> <p>Note: Violence against Women Shelters fall under the jurisdiction of the Ministry of Community, Children and Social Services. On April 4, 2020, the Province announced \$40 million to support organizations that provide residential services for children and youth, people with developmental disabilities and emergency shelters for women and families fleeing domestic violence.</p>
Children's Services	<p><b>Short term goal - Support parents working in critical front line roles, support families (especially those whose children have special needs) and support service providers so that they can be available to serve when the restrictions on Child Care centers ease or are removed</b></p> <p><b>12.</b> Establish an emergency child care service for essential workers</p> <ul style="list-style-type: none"> <li>• Developed program and safety standards, using Ministry of Health Guidelines</li> <li>• Developed an application and eligibility requirements, including working with local municipalities to identify essential core service positions. Applications opened on April 6, 2020. As of April 9, 80 applications have been received.</li> <li>• Worked with child care operators who expressed an interest and were able to prepare quickly to open emergency child care sites and received approval from the Ministry of Education to open ten centres initially.</li> <li>• Two centers were ready to open the week of April 6, with a third to open the week of April 13. As the centers pass further inspections, and based on demand, additional centers will be opened.</li> </ul> <p><b>13.</b> In collaboration with EarlyON providers across the Region, Early Interventionists will make resources available virtually to help all families find activities, supports and advice to keep young children busy and active</p> <ul style="list-style-type: none"> <li>• Early interventionists work with children with a variety of needs, including cognitive and other complex challenges, by supporting and coaching their families in home or child care centres to support healthy child development and growth. They also provide crucial coping skills and resources to parents. As entry into homes is no longer safe, staff continue to support families by connecting through phone visits to continue to offer support, coaching and resources to support families with children with special needs and we are getting ready to introduce video visits to enhance support to families. 80% of families are participating in</li> </ul>

Regional Mandate Area	Short-Term Actions (estimated timing to June 2020)
	<p>phone visits. As the closures last longer than originally anticipated, additional resources will be made available to support families in overcoming feelings of isolation by bringing together the expertise of Early Interventionists and EarlyON agencies to reach a broader audience.</p> <p><b>14.</b> Work with the Ministry of Education to determine how to promote sustainability of child care centres</p> <ul style="list-style-type: none"> <li>• The Ministry of Education permitted the Region to flow Provincial funding to child care center operators in March and April equivalent to what they would have otherwise received for fee subsidies, basic operational funds, and wage subsidies. This permitted the operators to remain stable until a longer-term strategy could be put in place.</li> <li>• Regional staff is working on a provincial technical group to develop a longer-term strategy to assist operators in navigating provincial and federal supports and promote sustainability. Additional information on the Regional role and use of provincial funding is anticipated mid-April.</li> </ul>
<p><b>Social Assistance and Income Supports</b></p>	<p><b>Short term goal – Help low income residents access financial assistance, and as possible, additional financial help to address higher costs and lost community resources</b></p> <p><b>15.</b> Provide additional financial resources for people who receive Ontario Works</p> <ul style="list-style-type: none"> <li>• The number of applications for Ontario Works has nearly doubled since March 2019. Redeployment and training of staff, and increased use of on-line application resources are enabling staff to respond to this growth</li> <li>• Implement as quickly as possible additional discretionary benefit amounts as permitted by the Province</li> </ul> <p><b>16.</b> Expand capacity to respond to growth in applications for Emergency Assistance by people who are not receiving financial help through social assistance</p> <ul style="list-style-type: none"> <li>• Emergency Assistance provides financial help to Ontario residents in a crisis or emergency situation, who do not have enough money for things like food and housing, for example, where they have been affected by COVID-19, are evicted, or leaving an abusive relationship</li> <li>• Funding up to \$733 per month for a single individual (more for larger households) is available for up to 48 days</li> </ul> <p>Note: Social Assistance and Emergency Assistance benefit costs are 100% paid for by the province. The Region is responsible for roughly 50% of the costs for administering these provincial programs.</p> <p><b>17.</b> Assist residents and community organizations to access financial supports available from other levels of government through information</p> <p>The federal and provincial governments have committed to a wide range of new and expanded financial supports. The Region is tracking these</p>

**ATTACHMENT 2**

<b>Regional Mandate Area</b>	<b>Short-Term Actions (estimated timing to June 2020)</b>
	<p>programs and promoting their use.</p> <ul style="list-style-type: none"><li>• Access York is providing information and referrals for Federal and Provincial COVID-19 assistance programs</li><li>• Information about resources for community organizations is shared through regular emails, and at the Community Coordination Table and its working groups</li></ul>

**Short-Term Actions within the Community Sector that the Region's  
Community and Health Services Programs are Supporting (as of April  
9, 2020)**

Community Priority Area	Short Term Actions (estimated timing to June 2020)
Community Development	<p><b>Short Term Goal: Pivot programs to support COVID-19 efforts for vulnerable people in the community, establish processes to monitor trends and issues, and respond to them</b></p> <ol style="list-style-type: none"> <li>1. Review all projects funded for 2020 under the Region's Community Investment Fund <ul style="list-style-type: none"> <li>• 38 community agencies have been contracted to run 45 projects in 2020 to help address the needs of individuals experiencing low and moderate income in four priority areas. With the COVID-19 emergency, some projects may be over-subscribed, some could change to address needs, and others have ceased operations</li> <li>• Staff will review all projects to determine how unused/unspent dollars can be redirected to fill gaps and emerging priorities for vulnerable populations</li> </ul> </li> <li>2. Establish and Co-chair with the United Way Greater Toronto a community coordination table to identify emerging needs and facilitate/coordinate collective emergency response <ul style="list-style-type: none"> <li>• Service Partners table established March 23, with 49 member organizations as of April 9, 2020. Membership currently includes organizations such as 360 Kids, Canadian Mental Health Association, Community and Home Assistance to Seniors (CHATS), York Region Centre for Community Safety and other human services organizations in York Region. The weekly meetings are held virtually</li> <li>• Working group on Homelessness began meeting April 14 and meets virtually twice a week. The group is an expansion of the Community Advisory Board established by the United Way Greater Toronto as a requirement of the federal Reaching Home program. Members include Blue Door Shelter, 360 Kids, Yellow Brick House, Sandgate, Canadian Mental Health Association, Mosaic and Inn from the Cold and others. This group will assist United Way with funding allocation decisions once the increased federal funding announced on April 4 is available</li> <li>• Working group on Food Security was established on April 2 and meets virtually weekly. Members include York Region Food Network, Food Bank of York Region, Second Harvest, CHATS, and other key organizations</li> <li>• Working group on seniors' issues to be established. This working group will assist the United Way Greater Toronto with allocating funding it has been given to support seniors</li> </ul> </li> </ol>

**ATTACHMENT 3**

<b>Community Priority Area</b>	<b>Short Term Actions (estimated timing to June 2020)</b>
<b>Social Isolation</b>	<p><b>Short term goal: Help those who are isolated stay connected, especially those who are most vulnerable</b></p> <p>In addition to the challenges faced by housing, emergency housing, and housing with support providers who are trying to support and encourage residents to stay safe inside, the Community Scan found that addressing social isolation (loneliness) is one of the top needs in the community.</p> <p><b>3. Establish a resource toolkit for the frail, elderly and caregivers of seniors who are quarantined or in self-isolation</b></p> <ul style="list-style-type: none"> <li>• The most vulnerable are faced with both physical and social isolation. These resources will help mitigate the enormous toll COVID-19 is taking on the mental health and well-being of seniors</li> <li>• To assist older adults and their caregivers in isolation exhibiting increased anxiety, depression and emotional stress, connections will be made with organizations such as CHATS, Alzheimer’s Society and the United Way collaboration tables</li> <li>• Explore Mental Health and addiction virtual support options for people who are experiencing homelessness and/or people who receive Ontario Works</li> <li>• Conduct weekly check-in calls with Adult Day Program caregivers and clients to help identify individuals in crisis and provide support</li> </ul>
<b>Service Navigation and Language Supports</b>	<p><b>Short term goal: Help residents and community agencies to navigate services available, and improve multi-language access.</b></p> <p><b>4. Through our contractual relationship with 211 FindHelp and many service providers, support updating the service database and promote its use</b></p> <p>Note: Access York is using language line to provide information in multiple languages to callers</p>
<b>Food</b>	<p><b>Short term goal: Help people in need to access food</b></p> <p>Helping people to get access to food available from food banks or other sources was identified as one of the top needs in the Community Scan results. Also identified were challenges with staffing food banks.</p> <p>On April 3, 2020 the Federal Government announced \$100M for foodbanks in Canada. Various access points have been or are being established for food banks to apply for funding, such as through Second Harvest and Community Food Centres Canada.</p> <p><b>5. Increase food voucher program for those on Ontario Works using direct deposit</b></p>

**ATTACHMENT 3**

<b>Community Priority Area</b>	<b>Short Term Actions (estimated timing to June 2020)</b>
<b>Mobility /Transportation</b>	<p data-bbox="418 264 1430 331"><b>Short term goal: Help make transit more affordable, safer and accessible for people who need it:</b></p> <p data-bbox="418 363 1417 430">Helping people to access safe and affordable transportation was identified as one of the top needs in the Community Scan results.</p> <p data-bbox="418 462 1422 562"><b>6.</b> Leverage York Region’s Transit Discount Program and Transit Assistance Program pilot to help people attend training or look for work or assist in getting to work</p>





## **Regional Council Decisions - Supporting Residents and Businesses Impacted by COVID-19**

Council considered two reports dealing with financial supports in response to COVID-19.

### **#1. Partnering with Local Municipalities to Support Residents and Businesses Impacted by COVID-19**

On April 2, 2020 Regional Council made the following decision:

1. Adopt recommendation 2 in the report dated April 1, 2020 from the Commissioner of Finance:
  2. Council approve retaining the 2020 water and wastewater rates at their 2019 levels and that staff report back on the financial implications of this.
2. Refer recommendations 1 and 3 to the April 16, 2020 Committee of the Whole meeting for further consideration:
  1. Council approve the waiving of interest on any portion of tax levy installments not remitted to the Region as a result of a local municipality's Coronavirus (COVID-19) tax relief program for a period up to 90 days.
  3. The Regional Clerk circulate this report to the local municipalities, the local Chambers of Commerce/Boards of Trade and the Building Industry and Land Development Association – York Chapter (BILD).

### **#2. Waiving Interest on Property Tax Instalments in Response to COVID-19**

Following further consideration of the property tax options, on April 30, 2020 Regional Council made the following decision:

1. Council approve waiving interest on any portion of property tax instalments, for the 2020 taxation year, not remitted to the Region as a direct result of a local municipality's Coronavirus (COVID-19) tax relief program, for a period of 90 days following the applicable Regional tax instalment due date.
2. The Regional Clerk circulate this report to the local municipalities, the local Chambers of Commerce/Boards of Trade and the Building Industry and Land Development Association – York Chapter (BILD).
3. Council enact a bylaw giving effect to this decision.

The original staff reports are 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 these matters.

Regards,

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

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

# **The Regional Municipality of York**

Council  
Finance and Administration  
April 2, 2020

Report of the Commissioner of Finance

## **Partnering with Local Municipalities to Support Residents and Businesses Impacted by COVID-19**

### **1. Recommendations**

1. Council approve the waiving of interest on any portion of tax levy instalments not remitted to the Region as a result of a local municipality's Coronavirus (COVID-19) tax relief program for a period up to 90 days.
2. Council approve retaining the 2020 water and wastewater rates at their 2019 levels and that staff report back on the financial implications of this.
3. The Regional Clerk circulate this report to the local municipalities, the local Chambers of Commerce/Boards of Trade and the Building Industry and Land Development Association – York Chapter (BILD).

### **2. Summary**

This report provides an overview of the economic impact of COVID-19, the financial relief considered by the local municipalities and the associated financial impact. It also recommends the waiving of the interest charges on any portion of late remittance of tax levy by local municipalities as a result of their support to residents and businesses during the pandemic. It also recommends deferring the implementation of the planned 2020 water and wastewater increases.

#### Key Points:

- Between March 17<sup>th</sup> and March 23<sup>rd</sup> Ontario, along with local municipalities and regions including York Region, declared state of emergency in response to the COVID-19 pandemic.
- Both Provincial and Federal governments have announced a number of measures to help stabilize the economy as Canadian workers and businesses are impacted by lay-offs and mandatory closures.

- Many Ontario municipalities and local municipalities are offering different forms of financial relief for its residents and businesses.
- Staff recommend supporting local municipalities by waiving interest charges on any portion of tax levy payments not remitted for the 2020 taxation year as a result of their COVID-19 financial relief programs for a period up to 90 days. Staff also recommend deferring the implementation of the planned increases to the 2020 water and wastewater rates charged to local municipalities.
- Should the pandemic situation continue over the longer term, other measures could be considered by Council to provide relief including extending the deferral period.

### 3. Background

#### **York Region's economy is expected to have lower-than-expected economic growth as a result of the COVID-19 pandemic**

The magnitude of the impact to York Region is not yet known but the extent of the social distancing measures and the economic shut-down are unprecedented. The Conference Board of Canada has projected two scenarios: a baseline in which social distancing will end in 6 weeks, and an alternate forecast where it will end in 24 weeks (by end of August). Depending upon which scenario plays out the impact to York Region, Ontario and Canada will be very different. Currently Ontario's forecast real GDP growth for 2020 will be effectively zero<sup>1</sup> (down from the forecast of 1.6% in the 2019 provincial budget) while for Canada it is expected to 0.30%<sup>2</sup>. Sectors such as tourism, accommodation and food, entertainment and recreation, oil patch and manufacturing will suffer sharp declines.

The impact to York Region will be determined by factors such as:

- The effect of the steep drop in consumer spending due to job losses and quarantine.
- The effect of the interest rate decline on the housing market – while borrowing rates are lower, consumers are also faced with a lower investment return on their savings.
- Consumer confidence plummeted in March 2020 due to COVID-19 fears.<sup>3</sup> Consumer confidence partially measures a household's view on the short-term employment outlook and the likelihood to make a major purchase such as a house or a car.

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<sup>1</sup> Ontario's Action Plan: Responding to COVID-19, March 2020 Economic and Fiscal Update, March 26 2020

<sup>2</sup> Conference Board of Canada, COVID-19 and its impact on the Canadian and global economies, March 23, 2020

<sup>3</sup> Conference Board of Canada, Canadian Consumer Confidence Index, March 2020

It is expected, however, that as virus-related disruptions ease, Ontario will rebound in 2021 and York Region will likely follow this trend. Staff will continue to monitor the economic impacts on York Region especially with respect to industries related to COVID crisis.

### **The pandemic is expected to have a significant impact on York Region businesses across sectors, to different degrees**

The COVID-19 pandemic and measures to contain its spread are having an impact on York Region businesses across all sectors. This is not only due to the temporary policies instituted by governments, but a general reduction in consumer demand.

The industries most impacted by temporary government policies, such as mandated closures and travel bans, include transportation, accommodation, food, retail, and entertainment, which make up approximately 24% of businesses and 23% of non-broader public sector jobs in York Region in 2019 (Table 1). For the purpose of this analysis, non-public sector jobs are jobs in sectors other than government, hospitals, and public schools.

These were also the same industries that were hardest hit during the 2003 Severe Acute Respiratory Syndrome (SARS) epidemic. In the wake of the SARS epidemic, the GDP attributable to the tourism sector dropped by 5% in between the first and second quarter of 2003, with air transportation experiencing greater decline and longer recovery compared to accommodation and food services.

Small and medium sized (i.e., under 100 employees) businesses are expected to experience a harder hit from COVID-19 due to challenges in liquidity and securing loans. Small and medium sized businesses make up the backbone of the Region's economy, accounting for 97% of all businesses and 60% of non-broader public sector jobs. Small and medium businesses in the Transportation, Accommodation, Food, Retail and Entertainment sectors employ approximately 16% of non-broader public sector jobs in York Region (Table 1).

**Table 1**  
**Share of Businesses and Jobs in the Transportation, Accommodation and food services, Retail trade and Entertainment sectors\***

	% of Businesses	% of Jobs**
Small	20.5	7.2
Medium	3.3	8.6
Large	0.6	7.3
<b>Total</b>	<b>24.4</b>	<b>23.1</b>

Source: Treasury Office using 2019 York Region Employment Survey data

\* For the purpose of this analysis, the Level 1 NACIS classification is used. The two digit codes of the industries shown on table 1 include: 44 Retail trade – common; 48 Transportation; 71 Arts, entertainment and recreation; 72 Accommodation and food services

\*\*These figures include paid jobs only, regardless of tenure and permanency

Note: These figures only include non-broader public sector places of employment and jobs. Numbers may not sum due to rounding.

COVID-19, which already has a broader global impact when compared to SARS, will likely have a lasting impact on these industries. Particularly, a weakened global supply chain and consumer demand will have a negative impact on the manufacturing industry (particularly automotive). The retail industry may be harder hit this time due to the prevalence of e-commerce. These industries account for 18% of businesses and 19% of non-broader public sector jobs in York Region in 2019.

### **Senior levels of government have announced relief programs that are targeted at the most vulnerable businesses and residents**

As noted in the April 1, 2020 memo to Council, entitled “Provincial Fiscal Update and Federal/Provincial COVID-19 Response Plans”, senior levels of government have announced relief programs that are targeted at the most vulnerable businesses and residents.

Since March 18, 2020, the federal government has announced a series of relief aid and stimulus, including:

- \$52.4 billion in direct assistance for eligible small and medium businesses
- \$55 billion to help meet liquidity needs and stabilize the economy, which includes deferral of income tax payments and waiving of interest
- \$30 billion in cash flow and liquidity assistance for businesses, which includes deferral in Goods and Services Tax/Harmonized Sales Tax (GST/HST) remittances and customs duty payments

The government has also announced over \$500 billion in credit and liquidity support through financial Crown corporations, Bank of Canada, Export Development Canada, and Business Development Bank of Canada, OSFI, CMHC and commercial lenders to stabilize funding.

On March 25, the Province announced the Ontario Action Plan for fighting Covid-19 as part of their Economic and Fiscal Update. The \$17 billion funding package offers various supports to healthcare (\$3.3 billion), people and jobs (\$3.7 billion), and cash flow support for businesses (\$10 billion).

Of this funding package, \$200 million social services relief fund was purposed to assist municipalities and social service providers in areas such as homeless shelters, food banks, emergency services, charities and non-profits.



## **The Province is also allowing municipalities to delay their remittance of property taxes for school boards by 90 days**

The Province announced, as part of the *March 2020 Economic and Fiscal Update*, a 90-day deferral of the June 30 and September 30 quarterly municipal remittances of education property tax receipts. However, the education tax payment due March 31, 2020 will remain unchanged. To ensure this deferral does not have a financial impact on school boards, the Province will adjust their payments to school boards to offset the deferral.

## **While the Region is responsible for determining tax policy, local municipalities are responsible for property tax billing and collection**

The Region sets the tax ratios and determines some tax policies that apply to all nine local municipalities. However, it is the local municipalities that are responsible for tax administration, including billing and collection of the property taxes by setting the instalment dates as they see fit. While the Region sets the dates by which all local municipalities have to remit the Regional portion of property tax payment to the Region, local municipalities have different tax instalment schedules for their tax payers to meet their various cashflow needs.

Since municipalities set the due dates and assess penalties on late payments, it is ultimately the municipalities' decision to offer taxpayers flexibility in their payment dates. The Region however, can ease the burden on municipalities that decide to offer flexibility to its tax payers by providing flexibility in their Regional instalments.

## **Most of York Region's local municipalities have already announced or are considering financial relief and other support programs**

In response to COVID-19, local municipalities in the Region have announced or are considering various financial relief programs to support their businesses and residents.

The most common measures local municipalities have offered are extending payment deadlines and waiving late payment penalties, as shown in Attachment 1, Table 1.

Preliminary analysis indicates that local municipalities should be able to afford the proposed relief programs in the next quarter. However, the adverse economic impact of the measures to combat COVID 19 may impact the locals' ability to collect revenue from all other sources in completely unexpected ways. Moreover, prolonged and sharp decreases in revenue would put pressure on local municipalities' ability to manage their cash.

## **Other Ontario municipalities are considering financial relief programs**

Other Ontario municipalities have announced, or are considering tax deferral relief and/or waiving penalty and interest tax and water/wastewater payment. As shown on Attachment 1, Table 2, most upper-tier municipalities are considering a range of financial relief measures primarily driven by decisions made at the local level.

## **Section 106 of the Municipal Act, 2001 restricts municipalities to provide targeted, application-based financial relief to for-profit enterprises**

Currently, section 106 of the *Municipal Act, 2001*, (Act) generally prohibits municipalities from providing targeted financial assistance or ‘bonusing’ to industrial or commercial enterprises. As a result, municipalities would not be permitted to provide a targeted application- based total or partial exemption from any levy, charge or fee, or provide loans under section 107 of the Act.<sup>4</sup> Despite the restrictions under section 106 of the Act, municipalities have flexibility with tax remittance requirements

The Act does provide that municipalities have discretion as it relates to the tax levy remittance dates and interest charged when in default.

The Act provides upper-tier municipalities the flexibility to set the tax instalment dates by which local municipalities remit the Regional portion of tax levy for both interim and final tax levies. The Act prescribes an annual interest payment of 15 per cent on the amount in default, unless the upper tier sets a lower rate as they deem appropriate.

## **4. Analysis**

### **Council can waive interest charges to local municipalities on tax payments owed to the Region but have been delayed as a result of a tax relief program established due to COVID-19**

As the COVID-19 pandemic continues to evolve, local municipalities and other neighbouring municipalities have started to offer various financial relief programs.

In the short term, tax relief programs offered by local municipalities (see Attachment 1, Table 1) consist mainly of deferring of tax instalments and/or waiving of penalties and interest charges for a period of one to three months. In order to support the various local options being considered to assist residents and businesses, the Region could consider providing local municipalities with some financial flexibility.

Council has currently approved an interim tax levy by-law that sets the amounts payable by local municipalities to the Region on or before April 30, 2020 and June 30, 2020. For final tax levy, the instalment dates are typically September 30 and December 15.

Typically, the Region interest would be payable, at statutory rates, on any portion of tax instalments not remitted to the Region by the due dates. As an immediate measure, it is

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<sup>4</sup> Note: This does not however restrict the ability of the Region to provide the broader commercial business class with water rate reductions or interest waivers on late tax payments.

recommended that interest on tax levy instalments for 2020 from the local municipalities be waived for up to 90 days on any portion not remitted as a result of a local tax relief program related to COVID-10. However, local municipalities would be expected to remit to the Region any portion of property taxes they have collected on behalf of the Region prior to the due dates.

### **Staff recommend deferring the water and wastewater user rate increase that was scheduled to take effect on April 1st**

In 2015, Council approved a User Rate Study that included six years of rate increases, including a 9 per cent increase that was scheduled take effect on April 1, 2020. A bylaw to enact the April 1st, 2020 increase is tracking to Council at the end of April.

Several local Councils have approved the deferral of their planned 2020 water and wastewater rate increase, and others are waiting for a decision from the Region before deciding on their own course of action. To align with local action, and to provide fiscal relief that could be passed on to residents and businesses, staff recommend that the Region defer the scheduled 9 per cent increase.

Staff would report back to Council to provide detailed implications of deferring the planned rate increase. Preliminary analysis suggests that the rate deferral would result in lost revenue of about \$25 million. It could also jeopardize the planned timeline for achieving full cost recovery. The 2015 User Rate Study called for a 2.9 per cent increase in 2021, the final increase in the study period, at which point the Region was expected to have achieved full cost recovery.

Staff can include options for achieving or delaying full cost recovery as part of a report back to Council.

### **Should the economic impact associated with COVID-19 escalate or continue for a longer period, staff could report back with other options**

Should the economic impact associated with COVID-19 escalate or continue for a longer period, the Region may wish to consider other options to support local municipalities that want to offer targeted reliefs.

## **5. Financial**

The 2020 interim tax levy being requisitioned from local municipalities is \$567.3 million and will provide the Region with sufficient revenues to fund its operations.

If implemented and fully utilized, the waiving of interest charges for a 90-day period for each tax instalment would cost the Region approximately \$1.5 million in interest (Table 2). If all tax instalments were delayed during the year, the cost would be \$6 million. However, It is

expected that the actual cost to the Region should be much lower, as the local municipalities are expected to remit any taxes that are collected to the Region.

**Table 2**  
**Cost Associated with 90 day Instalment Delay (\$M)**

Property Tax Class	Each Interim Instalment Amount (April 30 & June 30)	Potential Cost to Region at 2.20%*
Residential	234.84	1.27
Non-Residential	47.74	0.26
Others	1.07	0.01
<b>Total</b>	<b>283.65</b>	<b>1.54</b>

\*Calculation is based on 90 days on each instalment

Preliminary analysis suggests that deferring the scheduled water and wastewater rate increase of 9 per cent would result in lost revenue of about \$25 million in 2020. It could also jeopardize the planned timeline for achieving full cost recovery, which was expected to be in 2021.

## 6. Local Impact

Waiving tax instalment interest charges for up to 90 days would assist with various property tax relief programs currently being offered by local municipalities.

## 7. Conclusion

It is recommended that interest charges be waived on any portion of the 2020 tax levy instalment payment owed to the Region that has been delayed as a result of a local municipality's COVID-19 tax relief program for a period of not more than 90 days. It is also recommended that the planned 2020 water and wastewater rate increases be deferred.

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

Recommended by: **Laura Mirabella, FCPA, FCA**  
Commissioner of Finance and Regional Treasurer

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

April 1, 2020  
Attachment (1)  
10683283

**Table 1**  
**Financial Relief Programs Considered by Local Municipality**  
**(current as of April 1, 2020)**

Local Municipality	Tax Instalment				Water/Wastewater		
	Deferral	Waiving of Interest and Penalty					
		30 Days	60 Days	90 /+ Days	30 Days	60 Days	90 /+ Days
Aurora	✓		✓			✓	
East Gwillimbury		✓			✓		
Georgina		✓			✓		
King			✓		✓		
Markham				✓			
Newmarket				✓			
Richmond Hill	✓			✓			✓
Vaughan			✓				
Whitchurch-Stouffville		✓			✓		

**Table 2**  
**Financial Relief Programs Considered by Single and Regional Municipalities**  
**(current as of March 27, 2020)**

	<b>Tax Levy Deferral</b>	<b>Waiving Interest/ Penalty Tax Levy</b>	<b>Waiving Interest/ Penalty WWw</b>	<b>Hardship Program</b>
<b>Single Tier</b>				
City of Toronto	✓		✓	
City of Mississauga*	✓		✓	
City of Hamilton				
City of London		✓	✓	
City of Ottawa		✓	✓	✓
City of Kingston				
City of Thunder Bay				
City of Windsor	✓	✓		
City of Greater Sudbury		✓		
Chatham-Kent		✓		
Haldimand County				
<b>Upper Tier</b>				
Region of Durham		✓	✓	
Region of Halton	✓			
Region of Peel			✓	✓
Region of Niagara				
Region of Waterloo		✓	✓	
District of Muskoka				

\*Lower tier municipality

<b>Municipality</b>	<b>Details</b>
<b>City of Toronto</b>	<ul style="list-style-type: none"> <li>Announced a 60 day grace period for all tax payments</li> </ul>
<b>City of Hamilton</b>	<ul style="list-style-type: none"> <li>Considering deferring tax installment date for 1 month for all property classes</li> </ul>
<b>City of Ottawa</b>	<ul style="list-style-type: none"> <li>Providing a grace period from March 19 to April 15, 2020</li> <li>Developing a hardship program for Residential &amp; Small business (Assessment up to \$2.5M) to extend due date from Mar. 19 to Oct. 30</li> <li>Water bills: deferral program for seniors and low income individual</li> <li>Discussed providing tiered tax relief (different deferrals based on size of taxable assessment)</li> </ul>
<b>City of Thunder Bay</b>	<ul style="list-style-type: none"> <li>Considering deferral and waiving of penalties and interest on water/waste water bill payment for 60 days</li> </ul>
<b>City of Kingston</b>	<ul style="list-style-type: none"> <li>Discussions in progress</li> </ul>
<b>City of London</b>	<ul style="list-style-type: none"> <li>Considering waiving interest for March instalment and instalments for final bill</li> </ul>
<b>City of Mississauga</b>	<ul style="list-style-type: none"> <li>Deferring tax instalments by 90 days</li> </ul>
<b>City of Greater Sudbury</b>	<ul style="list-style-type: none"> <li>Waiving all penalty and interest to all tax accounts that are in arrears until June 4, 2020</li> </ul>
<b>City of Windsor</b>	<ul style="list-style-type: none"> <li>Waiving late payment fees</li> </ul>
<b>Chatham-Kent</b>	<ul style="list-style-type: none"> <li>Discussion in progress</li> </ul>
<b>Haldimand County</b>	<ul style="list-style-type: none"> <li>Amending interim tax instalment dates to match local municipal decisions</li> <li>Water bills: Considering 90 day interest and penalty deferral as well as postponing April 1<sup>st</sup> rate increase by 90 days</li> </ul>
<b>Region of Durham</b>	<ul style="list-style-type: none"> <li>Waiving of interest charges on property tax due in April for May and June</li> <li>Durham Region Transit suspended payments from all customers</li> <li>Water bills: Temporary suspending new late payment charges, collection notices and water shutoffs</li> </ul>
<b>Region of Halton</b>	<ul style="list-style-type: none"> <li>Local municipalities considering waiving interest and penalty costs on late payments for 30 or 60 days</li> <li>Region approved tax deferral on April 30 instalment to June 30, 2020</li> </ul>
<b>Region of Peel</b>	<ul style="list-style-type: none"> <li>Seeking approval to provide \$1M emergency funding as a one-time grant to Peel Community Agencies</li> <li>Tax deferral or waiving penalty to match lower-tier decision</li> </ul>
<b>Region of Niagara</b>	<ul style="list-style-type: none"> <li>Tax deferral are lower-tier decision</li> <li>Discussed suspending penalties for late payments</li> </ul>



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<b>Region of Waterloo</b>	<ul style="list-style-type: none"><li>• Region and lower-tiers waiving interest and penalties on property taxes, utility bills and other amounts owing for 60 days</li><li>• Transit service reduction and considering monthly pass refund</li><li>• Water bills: Considering deferral payment dates or waiving late payment fees</li></ul>
<b>District of Muskoka</b>	<ul style="list-style-type: none"><li>• No tax deferral</li></ul>

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**Table 3**  
**Water and Wastewater Rate Increase Decisions by Local Municipality**  
**(current as of April 1, 2020)**

<b>Decision on rate</b>	<b>Municipality</b>
Deferred or cancelled 2020 rate increase	Markham Vaughan
Will defer rate increase if Region defers wholesale rate increase	Richmond Hill
Waiting on Region's decision before determining action	Aurora Georgina
Implemented rate increase on January 1, 2020	East Gwillimbury King Newmarket Whitchurch-Stouffville

# The Regional Municipality of York

Committee of the Whole  
Finance and Administration  
April 16, 2020

Report of the Commissioner of Finance

## Waiving Interest on Property Tax Instalments in Response to COVID-19

### 1. Recommendations

1. Council approve waiving interest on any portion of property tax instalments, for the 2020 taxation year, not remitted to the Region as a direct result of a local municipality's Coronavirus (COVID-19) tax relief program, for a period of 90 days following the applicable Regional tax instalment due date.
2. The Regional Clerk circulate this report to the local municipalities, the local Chambers of Commerce/Boards of Trade and the Building Industry and Land Development Association – York Chapter (BILD).

### 2. Summary

This report discusses two options for waiving interest charges on any portion of a late remittance of property tax instalments, for the 2020 taxation year, by local municipalities, as a direct result of their support to residents and businesses during the pandemic.

#### Key Points:

- Under either option, it is expected the local municipalities would continue to remit any portion of Regional taxes that have been collected on their normal due dates
- The options presented assume local municipalities provide their taxpayers with relief for several months
- Staff recommend Option 1 - waiving of interest on any portion of property tax instalments, for the 2020 taxation year, not remitted to the Region as a direct result of a local municipality's Coronavirus (COVID-19) tax relief program for a period of 90 days, following the applicable Regional tax instalment due date
- Should the pandemic situation continue over a longer term, staff could identify additional measures for Council consideration

### 3. Background

#### **Staff were directed to bring back more information regarding property tax interest charge waiving options to Council**

On April 2, 2020, a report entitled “Partnering with Local Municipalities to Support Residents and Businesses Impacted by COVID-19” was brought forward to Council. The report provided an overview of the economic impact of COVID-19, the financial relief programs considered by the local municipalities, and recommended relief measures relating to tax instalments and water and wastewater rate increases. While Clause 2 of the report, being “Council approve retaining the 2020 water and wastewater rates at their 2019 levels and that staff report back on the financial implications of this” was approved, the other two clauses relating to the waiving of interest on tax levy instalments were deferred to the April 16, 2020 Committee of the Whole meeting.

#### **The Region is responsible for determining tax policy, while local municipalities are responsible for property tax billing and collection**

The Region sets the tax ratios and determines some tax policies that apply to all nine local municipalities. However, it is the local municipalities that are responsible for tax administration, including billing and collection of the property taxes by setting the instalment due dates as they see fit. While the Region sets the dates by which all local municipalities have to remit the Regional portion of property tax payment to the Region, local municipalities have different tax instalment schedules for their taxpayers to meet their various cash flow needs.

Since municipalities set the due dates and assess penalties on late payments, it is ultimately the local municipalities’ decision to offer taxpayers flexibility in their payment dates. The Region however, can ease the burden on municipalities that decide to offer flexibility to its taxpayers by providing flexibility in remitting their Regional property tax instalments.

#### **Most of York Region’s local municipalities have already announced or are considering financial relief and other support programs**

In response to COVID-19, local municipalities in York Region have announced, or are considering, various financial relief programs to support their businesses and residents.

The most common measures local municipalities have offered are extending payment deadlines and waiving late payment penalties, as shown in Attachment 1, Table 1.

#### **Other Ontario municipalities have also announced or are considering financial relief programs**

Other Ontario municipalities have announced, or are considering tax deferral relief and/or waiving penalties and interest, tax and water/wastewater payments. As shown on Attachment 1, Table 2, most upper-tier municipalities are considering a range of financial relief measures primarily driven by the decisions made at the local level.

## **While municipalities are restricted in providing direct financial assistance to targeted business segments, municipalities have flexibility to set tax instalment dates and the amount of interest charged when in default**

Section 106 of the Municipal Act, 2001, (Act) generally prohibits municipalities from providing financial assistance or 'bonusing' to industrial or commercial enterprises. Despite the restrictions under section 106 of the Act, municipalities have discretion as it relates to the tax levy remittance dates and interest charged when in default.

The Act provides upper-tier municipalities the flexibility to set the tax instalment dates by which local municipalities remit the Regional portion of tax levy for both interim and final tax levies. The Act prescribes an annual interest payment of 15 per cent on the amount in default, unless the upper tier sets a lower rate as they deem appropriate.

## **The Province is also allowing municipalities to delay their remittance of property taxes for school boards by 90 days**

As part of its March 2020 Economic and Fiscal Update, the Province announced a 90-day deferral of the June 30 and September 30 quarterly municipal remittances of education property tax receipts. However, the education tax payment due March 31, 2020 will remain unchanged. To ensure this deferral does not have a financial impact on school boards, the Province is adjusting their payments to school boards to offset the deferral.

## **4. Analysis**

### **Council could waive interest charges to local municipalities on tax payments owed to the Region that have been delayed as a result of COVID-19 tax relief**

As the COVID-19 pandemic continues to evolve, local municipalities and other neighbouring municipalities have started to offer various financial relief programs.

In the short term, tax relief programs offered by local municipalities (see Attachment 1, Table 1) consist mainly of deferring of tax instalments and/or waiving of penalties and interest charges. To support the various local options being implemented to assist residents and businesses, Council could consider providing local municipalities with some financial flexibility with respect to their tax remittances to the Region.

Council has currently approved an interim tax levy by-law setting the amounts payable by local municipalities to the Region on or before April 30, 2020 and June 30, 2020. The final tax levy instalment dates are typically September 30 and December 15.

Interest would normally be payable by a local municipality, at statutory rate of 15 % per year, on any portion of the property tax instalment not remitted to the Region, on or before the due dates.

However, as an immediate measure, interest on outstanding tax levy instalments from the local municipalities, for the 2020 taxation year only, could be waived on any portion not remitted by the due date, as a result of a local tax relief program related to COVID-19. Local municipalities would still be expected to remit any portion of the property taxes they have collected on behalf of the Region, on the normal due dates.

### **Two options for the waiving of interest charges were considered**

Option 1: Waiving of interest on any portion of the four tax levy instalments in 2020 not remitted to the Region, as a direct result of a local municipality's COVID-19 tax relief program for 90 days following the normal tax instalment dates.

Under this option, it is still expected the local municipalities would continue to remit any taxes collected on behalf of the Region.

**Table 1**

#### **Option 1 – Interest Waiving on Four Tax Instalments for 90 days Property Tax Instalment Dates and Final Date for Proposed Interest Waiver**

	<b>Instalment Dates</b>	<b>Proposed 90-day Interest Waiver Period</b>
<b>Interim</b>	April 30, 2020	July 29, 2020
<b>Interim</b>	June 30, 2020	September 28, 2020
<b>Final</b>	September 30, 2020*	December 29, 2020
<b>Final</b>	December 15, 2020*	March 15, 2021

\*Estimated dates based on historic tax instalment dates. Final tax instalments for 2020 have not been approved by Council yet.

The remittance of a subsequent instalment would first be applied to the outstanding balance from the previous instalment. So long as subsequent installment payments are sufficient to clear the outstanding balance from the previous due date, local municipalities could have until March 15, 2021 to be fully paid up interest free. The key benefit of Option 1 is it would ensure the Region would have sufficient property tax revenues available to fund operations without having to incur significant, either internal or external, financing costs. While the Region has sufficient cash and short term securities to manage any delay of receiving the equivalent of up to one full tax instalment for three months, on a rolling basis, the costs associated with funding the delay including interest costs will still have to be repaid through future property tax revenues.

Option 2: Waiving of interest on any portion of tax levy instalments not remitted to the Region as a direct result of a local municipality's COVID-19 tax relief program until December 31, 2020.

Under this option, interest charges would be waived on any portion of the four tax instalments until December 31, 2020. Similar to Option 1, it is also expected the local municipalities would continue to remit any taxes collected on behalf of the Region.

While this blanket option could allow local municipalities to provide significant flexibility to taxpayers, most of the Region's area municipalities have chosen to defer payments or waive interest for shorter periods of time. An interest waiving period of this length may have the unintended consequence of discouraging taxpayers who are capable of paying from doing so until the final due date. As the outstanding balance of unpaid property taxes increases and extends beyond 90 days, both local municipalities and the Region could face significant liquidity risks which would require significant short-term external borrowing or inter-reserve borrowing to finance operations. Additionally, as outstanding balances increase, it may become increasingly difficult for local municipalities to obtain ultimate payment of those outstanding balances and remit same to the Region.

### **Staff recommend Option 1 - Waiving interest for each tax instalment for a period of 90 days**

Staff recommend Option 1, to provide local municipalities the flexibility needed with their Regional property tax instalments. Because the timing between due dates for Regional tax instalments is less than 90 days, and by applying the new remittance to the outstanding balance of the previous instalment, it could provide an effective interest free period until March 15, 2021, which is beyond the end of the year. It would also ensure the maximum financial exposure would be limited to the equivalent amount of one tax instalment which would be within the Region's current financial means.

### **Should the economic impact associated with COVID-19 escalate or continue for a longer period, staff could report back with additional options**

Should the economic impact associated with COVID-19 escalate or continue for a longer period, staff could identify other measures the Region could take to mitigate those impacts and report back to Council.

It should be noted, to provide application-based relief to targeted tax payers, the Region could request the Province to amend or suspend Section 106 of the Municipal Act.

## **5. Financial**

The Region will requisition \$1.189 billion from local municipalities in 2020 over four instalment payments to fund its operations.

Under Option 1, if implemented and fully utilized by local municipalities, the waiving of interest charges for a 90-day period for each tax instalment would result in the waiver of

approximately \$10.5 million in interest (Table 2). If the full amount of each of the four tax instalments was not received until 90 days after each due date, the total interest waiver could be \$42 million. However, it is expected the actual amount of interest ultimately waived would be much lower, as the local municipalities are expected to remit any taxes collected to the Region.

**Table 2**  
**Option 1**  
**Maximum Value of a 90 day Interest Waiver (\$M)**

Property Tax Class	Each Tax Levy Instalment Amount	Potential Interest Waived
Residential	234.84	8.69
Non-Residential	47.74	1.77
Others	1.07	0.04
<b>Total</b>	<b>283.65</b>	<b>10.5</b>

\*Calculation is based on 15 % statutory rate on each 2020 Interim Instalments over 90 days

Under Option 2, if all tax instalments remained unpaid until December 31, 2020, the total interest waiver could be \$64 million (Table 3). Similar to Option 1, it is expected the actual waiver would be much lower, as the local municipalities are expected to remit any taxes collected to the Region.

**Table 3**  
**Maximum Value of Waiving Interest until December 31, 2020 (\$M)**

Regional Tax Levy	April Instalment	June Instalment	September Instalment	December Instalment	Total
Residential	23.64	17.76	9.69	1.69	52.78
Non-Residential	4.81	3.61	1.95	0.34	10.70
Others	0.11	0.08	0.04	0.01	0.24
<b>Total</b>	<b>28.56</b>	<b>21.45</b>	<b>11.68</b>	<b>2.03</b>	<b>63.71</b>

The costs associated with either Option 1 or Option 2 will vary depending upon the amount and the duration of total interests being waived by the local municipalities. However, delays



beyond 90 days, or outstanding balances greater than the value of one installment, would require the need to acquire additional, either internal or external, financing which would need to be repaid along with interest at a future date.

## 6. Local Impact

Waiving tax instalment interest charges for up to 90 days would assist with various property tax relief programs currently being offered by local municipalities.

## 7. Conclusion

It is recommended that Option 1 - waiving of interest on any portion of property tax instalments, for the 2020 taxation year, not remitted to the Region as a direct result of a local municipality's Coronavirus (COVID-19) tax relief program, for a period of 90 days following the applicable Regional tax instalment due date, be adopted.

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

Recommended by:

**Laura Mirabella, FCPA, FCA**

Commissioner of Finance and Regional Treasurer

Approved for Submission:

**Bruce Macgregor**

Chief Administrative Officer

April 6, 2020  
Attachment (1)  
10708279

**Table 1**  
**Financial Relief Programs Considered by Local Municipality**  
**(current as of April 7, 2020)**

Local Municipality	Tax Instalment				
	Deferral	30 Days	60 Days	90 Days	90+ Days
Aurora	✓		✓		
East Gwillimbury		✓			
Georgina		✓			
King				✓	
Markham					✓
Newmarket					✓
Richmond Hill	✓				✓
Vaughan			✓		
Whitchurch-Stouffville		✓			

**Table 2**  
**Financial Relief Programs Considered by Single and Regional Municipalities**  
**(current as of April 7, 2020)**

	<b>Tax Levy Deferral</b>	<b>Waiving Interest/ Penalty Tax Levy</b>	<b>Hardship Program</b>
<b>Single Tier</b>			
City of Toronto	✓		
City of Mississauga*	✓		
City of Hamilton		✓	
City of London		✓	
City of Ottawa		✓	✓
City of Kingston		✓	
City of Thunder Bay	✓		
City of Windsor	✓	✓	
City of Greater Sudbury		✓	
Chatham-Kent		✓	
Haldimand County		✓	
<b>Upper Tier</b>			
Region of Durham		✓	
Region of Halton	✓		
Region of Peel	✓		✓
Region of Niagara			
Region of Waterloo		✓	
District of Muskoka			

\*Lower tier municipality

<b>Municipality</b>	<b>Details</b>
<b>City of Toronto</b>	<ul style="list-style-type: none"> <li>Announced a 60 day grace period for all tax payments</li> </ul>
<b>City of Hamilton</b>	<ul style="list-style-type: none"> <li>Considering deferring tax installment date for 1 month for all property classes</li> </ul>
<b>City of Ottawa</b>	<ul style="list-style-type: none"> <li>Providing a grace period from March 19 to April 15,2020</li> <li>Developing a hardship program for Residential &amp; Small business (Assessment up to \$2.5M) to extend due date from Mar. 19 to Oct. 30</li> <li>Water bills: deferral program for seniors and low income individual</li> <li>Discussed providing tiered tax relief (different deferrals based on size of taxable assessment)</li> </ul>
<b>City of Thunder Bay</b>	<ul style="list-style-type: none"> <li>Considering deferral and waiving of penalties and interest on water/waste water bill payment for 60 days</li> </ul>
<b>City of Kingston</b>	<ul style="list-style-type: none"> <li>Discussions in progress</li> </ul>
<b>City of London</b>	<ul style="list-style-type: none"> <li>Considering waiving interest for March instalment and instalments for final bill</li> </ul>
<b>City of Mississauga</b>	<ul style="list-style-type: none"> <li>Deferring tax instalments by 90 days</li> </ul>
<b>City of Greater Sudbury</b>	<ul style="list-style-type: none"> <li>Waiving all penalty and interest to all tax accounts that are in arrears until June 4, 2020</li> </ul>
<b>City of Windsor</b>	<ul style="list-style-type: none"> <li>Waiving late payment fees</li> </ul>
<b>Chatham-Kent</b>	<ul style="list-style-type: none"> <li>Discussion in progress</li> </ul>
<b>Haldimand County</b>	<ul style="list-style-type: none"> <li>Amending interim tax instalment dates to match local municipal decisions</li> <li>Water bills: Considering 90 day interest and penalty deferral as well as postponing April 1<sup>st</sup> rate increase by 90 days</li> </ul>
<b>Region of Durham</b>	<ul style="list-style-type: none"> <li>Waiving of interest charges on property tax due in April for May and June</li> <li>Durham Region Transit suspended payments from all customers</li> <li>Water bills: Temporary suspending new late payment charges, collection notices and water shutoffs</li> </ul>
<b>Region of Halton</b>	<ul style="list-style-type: none"> <li>Local municipalities considering waiving interest and penalty costs on late payments for 30 or 60 days</li> <li>Region approved tax deferral on April 30 instalment to June 30, 2020</li> </ul>
<b>Region of Peel</b>	<ul style="list-style-type: none"> <li>Seeking approval to provide \$1M emergency funding as a one-time grant to Peel Community Agencies</li> <li>Tax deferral or waiving penalty to match lower-tier decision</li> </ul>
<b>Region of Niagara</b>	<ul style="list-style-type: none"> <li>Tax deferral are lower-tier decision</li> <li>Discussed suspending penalties for late payments</li> </ul>

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<b>Region of Waterloo</b>	<ul style="list-style-type: none"><li>• Region and lower-tiers waiving interest and penalties on property taxes, utility bills and other amounts owing for 60 days</li><li>• Transit service reduction and considering monthly pass refund</li><li>• Water bills: Considering deferral payment dates or waiving late payment fees</li></ul>
<b>District of Muskoka</b>	<ul style="list-style-type: none"><li>• No tax deferral</li></ul>

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## **Regional Council Decision - Five Year Review of the SM4RT Living Waste Management Master Plan**

On April 30, 2020 Regional Council made the following decision:

1. Council approve the updated SM4RT Living Waste Management Master Plan objectives and action areas for the next five years, including establishment of the Circular Economy Initiatives Fund under the existing SM4RT Living Plan budget.
2. The Regional Clerk circulates this report to all local municipal councils, Director of Resource Recovery Policy Branch from the Ministry of the Environment, Conservation and Parks and the Association of Municipalities of Ontario.
3. That the Request for Proposals to procure long-term processing capacity for source separated organic waste using anaerobic digestion technologies, shall include an option of awarding the tonnage blocks to separate proponents or to the same proponent, at the discretion of staff and in accordance with the Region's Purchasing bylaw, in order to achieve the best overall value.

The original staff report is attached for your information.

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

Regards,

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

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# The Regional Municipality of York

Committee of the Whole  
Environmental Services  
April 16, 2020

Report of the Commissioner of Environmental Services

## Five Year Review of the SM4RT Living Waste Management Master Plan

### 1. Recommendations

1. Council approve the updated SM4RT Living Waste Management Master Plan objectives and action areas for the next five years, including establishment of the Circular Economy Initiatives Fund under the existing SM4RT Living Plan budget.
2. The Regional Clerk circulates this report to all local municipal councils, Director of Resource Recovery Policy Branch from the Ministry of the Environment, Conservation and Parks and the Association of Municipalities of Ontario.

### 2. Summary

The SM4RT Living Waste Management Master Plan (the Plan) was approved in September 2013. The Plan included an update cycle of about once every five years to check progress, evaluate successes and lessons learned to refine future approaches. Outcomes of this update are summarized for the next five year period. The Plan including summary appendices (Attachment 1) is organized under three objectives. The full plan including all detailed appendices can be viewed at [york.ca/sm4rtliving](http://york.ca/sm4rtliving).

Key Points:

**The Plan has three objectives as follows:**

- Successfully navigate legislative changes
- Use resources and infrastructure more strategically to achieve SM4RT Living
- Inspire people across the Region to embrace SM4RT Living and advance the circular economy

### 3. Background

York Region is a leader in waste diversion. [As reported in 2019](#), the Region has achieved the highest diversion rate for a large urban municipality in the Resource Recovery and Productivity Authority data call every year since 2012. Starting in 2016, the Region has

surpassed the Region Official Plan target with over 90% of managed waste diverted from landfill.

The [SM4RT Living Plan](#) established the business case for expanding the focus of policy and programming, from diversion to waste reduction. York Region was the first Ontario municipality to move in this direction; in the last five years, more communities including the City of Toronto and Peel Region have followed suit and the province is also making this shift. In the first five years 32 priority initiatives aligned with the 4 R's (Reduce, Reuse, Recycle and Recover) were explored as outlined in the [Balanced Scorecard](#).

### **Update examined lessons learned, emerging issues, and community needs**

The Plan update included a review of lessons learned and current issues in the following areas:

- Expanding and refining successful programs
- Building partnerships to deliver programs efficiently
- Preparing infrastructure and contracts for the Region's changing needs
- Promising practices to improve performance in the multi-residential sector
- Reducing impacts of single-use plastics
- Community readiness and interest in SM4RT Living actions
- Opportunities to support the circular economy in York Region

## **4. Analysis**

### **Local feedback and global trends influenced SM4RT Living priorities**

Local municipal partners have helped implement the SM4RT Living Plan through pilot initiatives such as textile collection, repair cafés and curbside giveaway days. During the update process, their experiences helped to shape objectives for the next five years. Global scans on current waste challenges and innovations also informed the path forward. As outlined in section four of Attachment 1, a revised visionary goal and mission were developed. Priorities are organized into three objectives with key actions which are summarized below.

### **OBJECTIVE ONE identifies Blue Box legislative changes as the biggest near term priority for local and Regional staff**

[As reported in 2019](#), the province released timelines for transitioning the Blue Box Program to full producer responsibility. Figure 1 shows how the next six years will be crucial to planning and executing a smooth transition to full producer responsibility and setting up the new system.

**Figure 1**  
**Provincial timeline for Blue Box Transition**



Key action areas in Objective 1 include collaborative decision-making, and compliance with changing legislation. Collaboration at the local and Regional levels will help identify potential impacts of transition on the Region’s integrated waste management system and prepare Council to make informed decisions as the process moves forward.

During the lead up to transition, the Region and local municipalities will continue to manage the current system, working to significantly reduce contamination in the Blue Box.

### **OBJECTIVE TWO supports continuous improvement of the waste system**

As the Region’s communities evolve and new technologies arise, the plan recommends a number of areas to monitor or implement innovations to improve waste management system efficiency. The Region and local municipalities will continue to share tools and lessons learned to expand successful initiatives. Greater emphasis will be placed on curbside enforcement techniques, consistent messaging around the Blue Box program and improving diversion in multi-residential buildings.

### **Shifting organics processing contracts to anaerobic digestion facilities reduces greenhouse gas emissions while maintaining cost efficiency**

Objective two also addresses finding a sustainable, cost effective approach to securing organics and residual waste processing capacity. Development of the Plan included a strategic review of long-term processing options for source separated organic waste (SSO) from the Region’s green bin program. Earlier work identified anaerobic digestion as a preferred technology over aerobic composting. The [Long Term SSO Processing Plan](#) looked at the cost/benefit analysis of a range of location and ownership options for anaerobic digestion facilities. This analysis showed that private facilities can provide the same environmental benefits as a Regionally owned facility at reduced lifecycle costs. Based on these findings, the Region will issue a request for proposals in Q4 2020 to provide anaerobic digestion capacity for processing the Region’s SSO at privately owned facilities.

The request for proposals will include transportation and anaerobic digestion processing for a period of 20 years currently projected to commence in 2024 (see Table 1 for contract structure).

**Table 1**  
**Proposed Organics Contracts**

<b>Contract</b>	<b>Maximum Annual Tonnage</b>	<b>Earliest Start date</b>	<b>Latest Start date</b>	<b>Initial Term and Optional Terms</b>
Contract 1 and 2	2x 70,000	June 2022	July 2024	20 year initial term plus two five year extension options
<b>Total</b>	<b>140,000</b>			

To provide operational flexibility and system redundancy, two different vendors will be awarded the annual tonnage in blocks of 50,000 to 70,000 tonnes each. Request for proposal scoring will give consideration to greenhouse gas emissions from all phases of service delivery, which will favour facilities located within or close to York Region.

A flexible start date and 20 year contract term allows vendors sufficient time to construct a new facility if required, and recover their initial investment in facility capital through processing fees. Processing facilities will be constructed on sites selected and owned by the contractor and located within 200 kilometres of York Region.

The current 10 year capital plan includes \$100 million from 2025 through 2028 for a Regionally owned facility. These funds will be maintained in the outer years of the long-term capital plan as a risk management measure. If the go-to-market strategy is successful, once the new anaerobic digestion contracts are in place and operating the need for these funds will be re-evaluated through annual budget processes.

### **Residual Waste Processing Plan maintains 90% diversion from landfill**

In 2016, the Region first exceeded its Official Plan goal by diverting 91% from landfill; through incremental gains each year a 94% rate was achieved in 2019. This goal is reached in accordance with the “4 Rs” waste management hierarchy, which places highest priority on the first three “Rs” (reduction, re-use, and recycling), while making use of the fourth “R”, (recovery) as it relates to energy recovery, only for those materials that cannot be managed by other means. The Region manages residual waste through our co-owned Durham York Energy Centre (DYEC) located in Clarington, Ontario and external energy-from-waste (EFW) contracts with the Covanta Niagara facility in Niagara Falls, New York and the Emerald EFW facility in Brampton, Ontario.

As part of the review and update staff analyzed residual waste processing needs and long-term EFW contracted and DYEC incineration capacity (Attachment 1: Appendix F). Alternative methods of securing long-term processing capacity were considered to ensure the Region will continue meeting the 90% diversion target.

## DYEC expansion could require over ten years to implement

DYEC expansion is expected to be a lengthy process requiring approvals under the *Environmental Assessment Act* and the *Environmental Protection Act*. As summarized in Table 2, DYEC expansion could require over ten years to implement.

**Table 2**  
**DYEC Expansion Timeline**

Task	Estimated Time Required (Years)
Approvals and Permits	3 – 5
Facility Design	2 – 3
Construction and Commissioning	3 – 4
<b>Total Time Required</b>	<b>8 – 12</b>

The Region's contract with Covanta Niagara, as well as the initial term of the Emerald EFW contract, expires in September 2023, which creates a need for additional capacity in less than four years. The Region will need to secure additional contract capacity up to 120,000 tonnes per year to serve as an interim bridge until the DYEC expansion can be implemented. The current approved capacity of the DYEC is 140,000 tonnes per year.

## Residual Waste tonnage suitable for EFW may change with Blue Box Transition in coming years

EFW facilities are designed to operate at or near full capacity to maximize electrical generation efficiency and economies of scale. The DYEC was designed for future expansion to an annual processing rate of 250,000 to 270,000 tonnes per year to accommodate tonnage growth.

In 2019, Durham Region and York Region managed a combined 272,580 tonnes of residual waste. Approximately 10% to 20% is either unsuitable for processing or bypasses the facility during maintenance outages, leaving 218,000 to 245,000 tonnes available annually. In York Region, transition of the blue box program is forecasted to reduce residual waste quantities by 18,000 tonnes per year when responsibility for managing non-recyclable residue in the blue box stream transitions to producers. The impact of blue box transition on residual waste tonnages required to support DYEC facility expansion will be assessed over the near to medium term.

## **Contracted EFW capacity acts as an interim bridge until DYEC expansion is implemented**

York Region will issue a request for proposals in Q4 2020 to secure up to 120,000 tonnes of annual EFW processing capacity from one or more privately owned facilities. This will provide uninterrupted service after the Covanta Niagara contract expires in September 2023. Results of the request for proposals will help inform a business case decision on whether to activate the optional term extension of the Emerald EFW contract. The new contracted capacity will serve as an interim bridge until York Region and Durham Region have enough time and residual waste tonnage to implement expansion of the Durham York Energy Centre to 250,000 to 270,000 tonnes per year. The request for proposals for EFW capacity will be structured with optional term extensions as shown in Table 3. This strategy will provide flexibility on the implementation plan and timing for the expanded DYEC facility.

**Table 3**  
**Proposed Residual Waste Contracts**

<b>Contract(s)</b>	<b>Maximum Annual Tonnage</b>	<b>Start date</b>	<b>Expiry Date of Current or Initial Term</b>	<b>Option Term Expiry Dates</b>
Private sector EFW facility	120,000	Sept 2023	Jan 2036	Jan 2039 Jan 2041 Jan 2044 Jan 2046
DYEC	30,000	Jan 2016	Jan 2036	Jan 2041 Jan 2046
Landfill	40,000	June 2025	Jan 2046	
<b>Total</b>	<b>190,000</b>			

An additional request for proposals will be issued in 2021 to secure up to 40,000 tonnes of landfill capacity to manage materials not suitable for EFW and provide disposal during maintenance outages. This contract would extend from the end of the existing landfill contract with Walker Environmental in June 2025 through to the end of the new EFW contracts.

## **OBJECTIVE THREE recognizes grassroots support is needed to drive change**

The Plan recognizes that successful social and environmental change requires support from many players. Attachment 1 outlines some of the many success stories of community champions who are leading the way in transforming their services to adopt waste prevention principles. Action areas under Objective three spark change across the Region through leadership, support for community-led action and advocacy to other levels of government.

## **Circular Economy Initiatives Fund provides a simple process to support community partners**

A key action area under Objective three is establishing a program that will provide funding to support programs within York Region that align with SM4RT Living. This Circular Economy Initiatives Fund will be allotted based on established criteria to support areas of waste prevention, reduction, reuse, repair and recycling. Existing funding from the Region's SM4RT Living budget would be repurposed for the fund, starting at \$100,000 per year. The fund will be launched in Q4 2020, towards projects starting in 2021.

## **Region and local municipalities must show leadership on single-use packaging**

The issue of single-use packaging and its impact on the environment and the waste system was explored through this review and update. Council and residents expressed a desire to take action in reducing the prevalence of these products in York Region communities. The provincial government is looking at potential bans of problematic items such as straws, plastic bags, plastic cutlery and polystyrene containers. The federal government recently announced it is considering a ban on some single-use items starting as early as 2021. Many businesses and individuals are taking voluntary action (see Attachment 1).

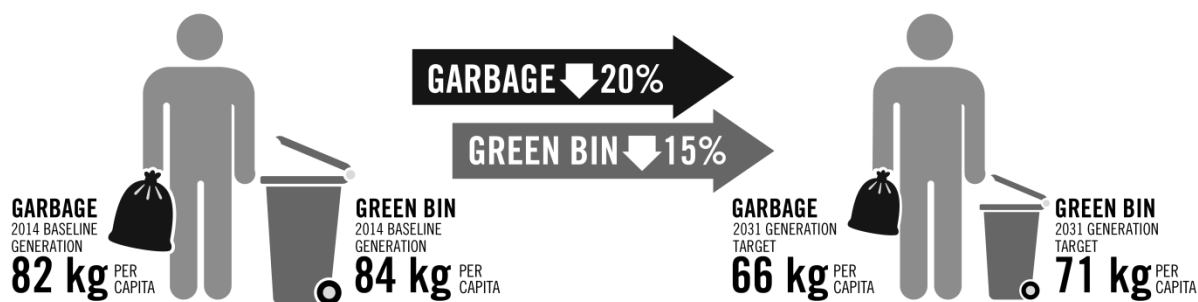
The Plan recommends several steps to implement change including a Region-wide 'ask-first' voluntary program to encourage businesses to change their practices so that disposable items such as straws and cutlery are only included upon request, not with every transaction. The Region and local municipalities would also work to eliminate single-use items at Regional facilities and events as much as possible. This will require strong leadership from local and Regional councils and support from internal departments and staff to be successful.

## **New aspirational targets align with action areas and facilitate progress tracking**

The original SM4RT Living Plan included a 2031 waste generation target of 289 kg/capita. Over the first five years of implementation, we saw an overall decline in the waste generation rate from 328 kg/capita in 2014 to 299 kg/capita in 2018.

This original target combined data from multiple streams and sources into one metric, making it challenging to interpret trends in waste generation. To improve the decision-making value of this important metric, a new approach to tracking waste generation is proposed. Figure 2 shows the proposed 2031 aspirational targets for residential curbside green bin and garbage.

**Figure 2**  
**SM4RT Living Aspirational Targets**



These new targets will be tracked using York Region scale data and align with messaging to reduce food waste and single-use packaging, and reuse/donate durable goods. The targets will assist with tracking the success of these efforts. They will also support tracking of changes in the garbage and green bin stream that may occur as the Blue Box shifts to full producer responsibility.

At the time this report was written implications of Covid-19 on the waste sector and waste generation rates in all streams were uncertain and will need to be re-assessed at a future date.

## 5. Financial

The Plan prioritizes the need to support future growth efficiently by maximizing the value of current infrastructure. The cost for delivering all waste management services in York Region, including the Plan, curbside collection, processing, depot operations and education services is about \$300/household per year. This represents great value provided to residents for less than \$1 per day, substantially less than comparable utilities such as energy and natural gas.

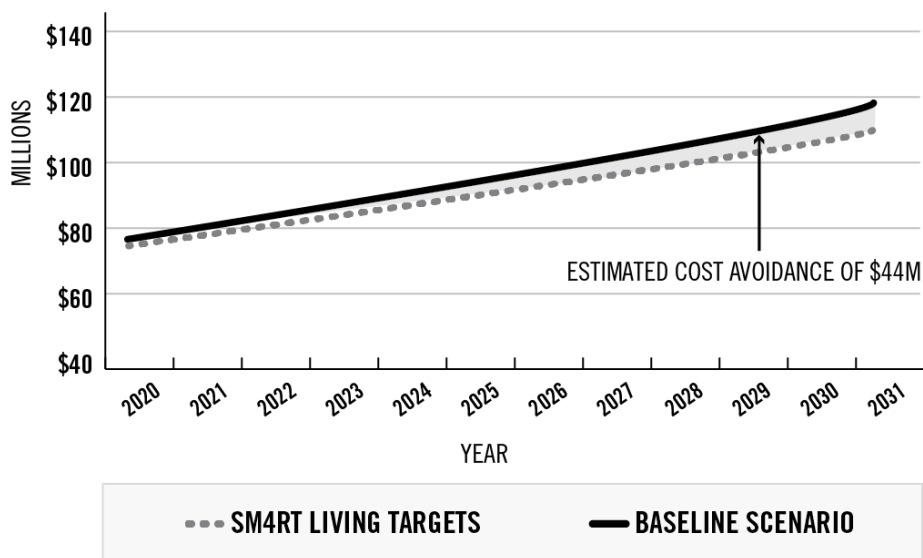
### First five years of the Plan approaching cost neutral return on investment

Over the last five years, staff maintained spending within the Council approved master plan implementation budget, while achieving reductions in waste generation rates. Implementation of the SM4RT Living Plan is approaching cost neutrality, as avoided collection and processing costs resulting from reduced per capita waste generation are offsetting the budget for implementing the Plan.

Figure 3 shows the continuing potential for cost avoidance by reducing waste in both garbage and green bin streams. The shaded area represents an estimated \$44 million in cost avoidance from achieving SM4RT Living targets. The projection compares annual gross costs under two scenarios: a baseline where green bin and garbage generation per capita continues unchanged at the 2014 rate and a SM4RT Living scenario that considers the lower costs related to achieving the two new aspirational targets.



**Figure 3**  
**Forecasted Cost Avoidance by Achieving SM4RT Living Targets**



Transition of the blue box to full producer responsibility will require high targets and enforcement to ensure designated paper and packaging are captured and that associated financial costs shift from the taxpayer to producers. Otherwise, leakage of designated materials into the green bin and garbage streams could impact the projected cost avoidance of \$44 million identified in Figure 3. The impacts of Covid-19 on the projected cost avoidance will need to be assessed once the situation resolves.

## 6. Local Impact

### Local municipalities and community help to shape the recommendations

As outlined in Attachment 1 page 9, the review process was carried out in close collaboration with local municipal partners and informed by consultation with community partners and residents. Local municipal staff indicated a desire to focus on some key areas of the plan, including: multi-residential servicing and performance, curbside enforcement and education, and special events such as e-waste collection, textiles and curbside giveaway days.

Effective collaboration between the Region and its local municipal partners was crucial in this update process. The Region thanks all those who contributed and looks forward to continuing to build these critical relationships over the next five years.

## 7. Conclusion

The update to the Plan refocused priorities for the next five years and established an aspirational vision and long-term targets to move towards a world without waste. Implementation of the action areas will begin in 2020 with annual reports on progress provided to Council. The next review of the plan is scheduled for 2025.

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

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

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

April 2, 2020  
Attachments (1)  
eDOCS #10227765





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UPDATE TO SM4RT LIVING

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# Table of Contents

<b>1. Introduction .....</b>	<b>2</b>
A plan that supports sustainability.....	2
SM4RT Living and Vision 2051 .....	6
Waste is part of a global picture .....	7
Building on success, addressing new challenges.....	7
Service delivery depends on key partnerships .....	8
Listening, learning and working together .....	9
<b>2. What SM4RT Living has achieved and what lies ahead .....</b>	<b>10</b>
Leading efforts to prevent waste.....	10
Metrics show growing success .....	14
Provincial and federal governments are acting with impacts on municipalities.....	15
Federal focus on plastics .....	17
Growing costs and impacts strengthen the case for preventing waste .....	17
New approach to organics processing should reduce carbon footprint.....	18
Use, toss, repeat – or avoid?.....	21
“Fast fashion” feeds a potential crisis .....	22
Higher-density growth makes collection more complex.....	23
Focusing resources on key priorities - Using data to drive improvements and greater efficiency .....	24
The changing landscape calls for closer coordination .....	25
Ensuring capacity for residual waste .....	26
<b>3. Achieving the SM4RT Living future .....</b>	<b>28</b>
Tapping into partnerships and engagement .....	28
Community-based research .....	29
Towards a circular economy .....	31
<b>4. Building on success: the updated master plan .....</b>	<b>36</b>
<b>5. Measuring and reporting .....</b>	<b>38</b>
<b>6. Staying flexible and sparking change.....</b>	<b>40</b>
<b>7. Conclusion .....</b>	<b>42</b>

## Appendices

- A. Partnerships and engagement: from waste to well-being
- B. Long-term source separated organic waste processing plan
- C. Single-use plastics and litter reduction strategies report
- D. Multi-residential diversion/reduction in York Region memo
- E. New and emerging initiatives and technologies in waste management
- F. Residual waste processing plan
- G. Initiating a circular economy
- H. Data measurement report



# 1. Introduction

## A plan that supports sustainability

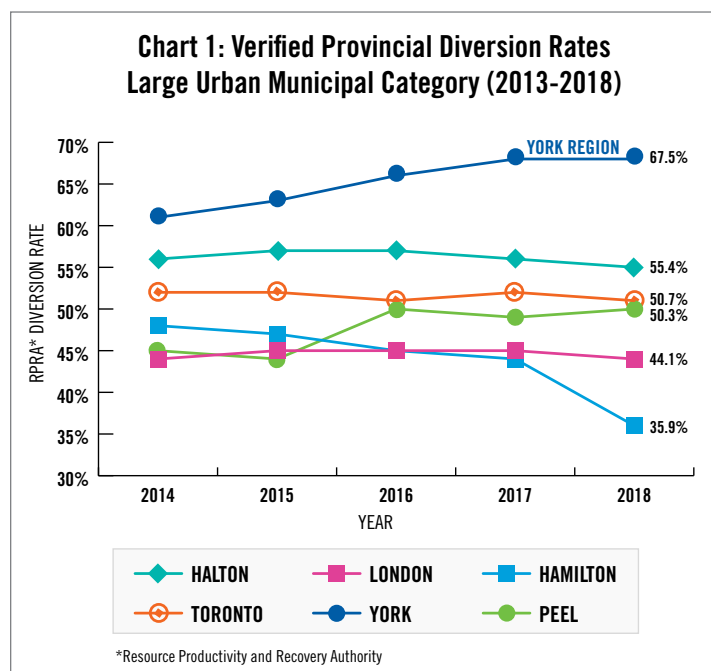
This document updates the SM4RT Living Plan, York Region's Waste Management Master Plan. First developed for York Regional Council endorsement in 2013, the master plan commits to "4Rs" in waste management in York Region that:

- **Reduce** the amount of waste generated in the Region
- **Reuse** items instead of discarding them
- **Recycle** as many materials as possible into new products
- **Recover** energy from waste that cannot be managed in other ways

These objectives gave rise to the master plan's alternative title, the SM4RT Living Plan, which is widely used in public education efforts.

The master plan was originally developed with a 25 to 40 year time horizon to extend from 2039 to 2054. The initial plan outlined specific actions for the first five years, at which time progress would be assessed and an update prepared. With this update, the plan now extends to the years 2044 to 2059 and outlines actions for the next five years.

This Master Plan is built on York Region's leadership in waste management. The Region has ranked first among large Ontario municipalities in diversion rate since 2012, and has placed first among all Ontario municipalities. Chart 1 shows the performance of the Region against its peers in southern Ontario.



From its inception, the master plan combined successful diversion programs with efforts to prevent waste. This approach reflected the reality that the Region had already implemented the most cost-effective waste diversion programs. Going forward, the best way of containing costs and achieving environmental benefits would be to reduce the amount of waste produced.

This update takes the same balanced approach. As well as reducing operating costs, combining cost-effective diversion with prevention leverages and extends the life of waste management infrastructure. It also engages the community – whether residents, local municipalities or non-profit partners – in innovative programs to prevent waste.

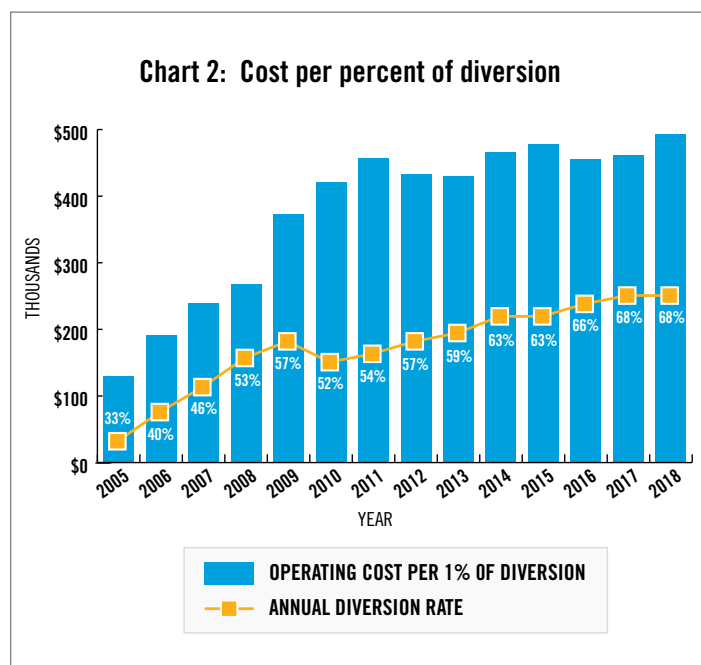
When it was developed, the SM4RT Living Plan's emphasis to prevent waste put York Region and its nine local cities and towns at the forefront of waste management thinking among governments in Canada. Since then, other municipalities and the federal and provincial governments have moved in the same direction.

A major reason for focusing on prevention is the growing cost and complexity of waste diversion. The blue box and green bin programs were initially highly successful at diverting recyclables and organic waste respectively. But it has become hard if not impossible to find end markets for many blue box materials in recent years. With a new provincial framework moving responsibility for the blue box to producers, the Region must now focus on ensuring a smooth and fair transition while also managing cost pressures.



Once blue box transition is achieved, the Region will remain responsible for green bin organics and other waste that does not go into the blue box. The green bin is at present the most costly curbside waste stream to process. Opportunities to divert other household waste, for example mattresses, are limited by lack of end markets and/or high costs compared to the small increase in diversion rate that might be achieved.

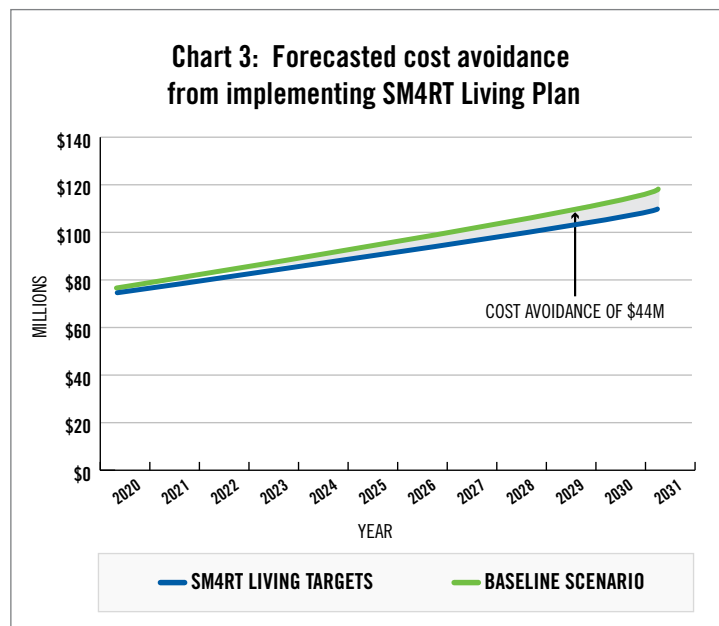
A Regional analysis (Chart 2) shows that over the past 13 years, the cost of increasing the diversion rate by one percentage point has gone from \$129,000 to \$494,000:



This underscores that trying to increase diversion beyond existing programs is not likely to be economically sustainable in the long run.

Conversely, reducing the tonnage of waste that must be processed is already bringing cost savings. Implementation of the SM4RT Living Plan is approaching cost neutrality. This means enough money was saved by reducing tonnage below the 2014 baseline level to pay the costs of the program, which are roughly \$1 million a year.

These savings are expected to grow, as the graph below shows, without requiring significant additional program costs. Achieving the 2031 garbage and green bin aspirational targets set out in this update has the potential to result in over \$40 million dollars in total avoided costs for the Region and local towns and cities.




People, organizations and businesses across society are also coming to realize that preventing waste is essential to a healthy and sustainable future. This has led to a strong focus on the concept of the circular economy – one in which resources are used and reused continuously, not used once and discarded.

This update builds on and strengthens the Region’s initial commitment to preventing waste and reflects the move toward a circular economy. It also responds to a rapidly changing legislative landscape as provincial and federal governments address critical issues in waste management. To support financial and environmental sustainability for the Region, it sets out specific actions in the next five years to reduce long-term costs of waste management operations and infrastructure.



## Visionary goal, mission and objectives

This update to the SM4RT Living Plan includes the following visionary goal: 

This goal, which grew out of discussions and engagement during the development of the update, explains the desired outcome of SM4RT Living in a way that is simple and easy to grasp. It also reflects the reality that waste is a global concern. Its costs are measured not just in dollars, but in environmental, climate and health pressures in Canada and around the world.

Underlying this goal, conversely, is the recognition that by aspiring to ensure nothing goes to waste, we create a world that is wealthier in many different ways: not just in material resources, but also in environmental health and social well-being.

In pursuing the visionary goal, the Region and its nine local municipalities will take as their mission:

### ***Leading the way through partnering, innovating and inspiring change.***

The efforts of the Region and local municipalities will be guided by three main objectives:

1. Successfully navigate legislative changes
2. Use resources and infrastructure more strategically to achieve SM4RT Living
3. Inspire people across the region to embrace SM4RT Living and advance the circular economy



The first two objectives are driven by what might be considered the traditional role of municipalities in delivering waste management. Objective one involves successfully navigating a constantly changing landscape of mandates, policies and statutes, while objective two speaks to the importance of doing more with fewer resources by delivering services and using infrastructure as efficiently as possible.

The third objective is somewhat different. It recognizes that to achieve the plan's vision, the Region and its local municipal partners need the help of everyone in the community. Change is already happening as people consider how they can use resources more wisely, and the role of York Region and the local municipalities is to ignite further action. This is in line with the goal area of Vision 2051: transcending traditional ideas or solutions through innovation and creativity.

Each objective has several action areas associated with it. Together, the visionary goal, objectives and action areas constitute the workplan for the next five years of the SM4RT Living Plan. The workplan appears as Chapter 4 of this document, starting on page 36. Chapter 5 speaks to measuring and reporting on progress while Chapter 6 explains how it will be implemented in a rapidly changing world.



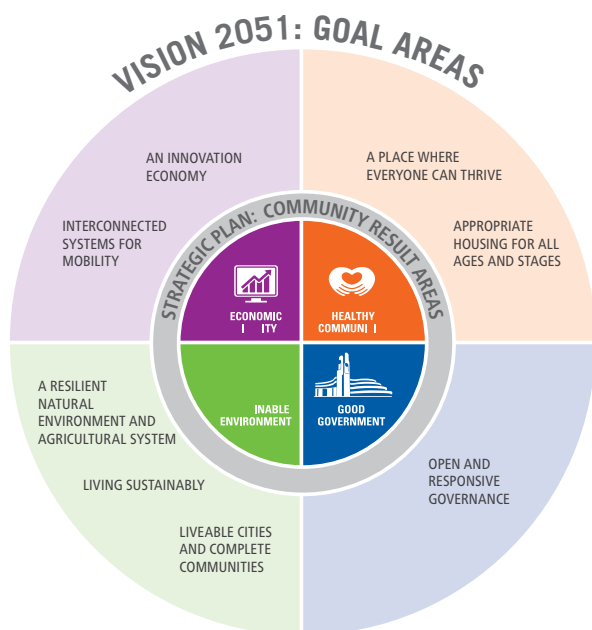
## SM4RT Living and Vision 2051

Vision 2051 establishes the Region's long term vision and sets the foundation for all Regional strategies and initiatives. The 2019 to 2023 Strategic Plan: From Vision to Results represents the Region's commitment to making progress in four priority areas: economic vitality, healthy communities, sustainable environment and good government.

While at present SM4RT Living most clearly supports sustainable environment and good government, this update shows how it can also support the other two goal areas.

**Economic vitality:** Jurisdictions across Canada and around the world are embracing the circular economy. The circular economy is not just as a way of tackling waste management problems, but to expand local economies with new activities and connections, for example through linkages among agriculture, nutrition and prevention of food waste.

**Healthy communities:** There is a natural connection between SM4RT Living and health. Buying local produce, meal planning, growing food and preparing meals from scratch are all well-recognized as benefiting personal health. These practices also help to reduce waste by creating a more mindful attitude to food and nutrition. Beyond physical health, the sense of connection created by SM4RT Living initiatives like Repair Cafés shows the potential for its role in building stronger communities. The update to the plan will investigate the links between SM4RT Living goals and other Regional initiatives around healthy communities and social well-being, and look for ways that waste prevention programs can enrich people's lives and trigger their creativity.



## Waste is part of a global picture

Increasingly, how waste is generated and managed is understood to be part of a bigger picture that involves the health and sustainability of the earth's land, air, water and communities:

- Lightweight plastics like bags, straws and packaging materials easily get into waterways – every year, for example, an estimated 10,000 tonnes of plastic enter the Great Lakes. Plastics in the environment harm wildlife and gradually break down into tiny particles that can end up in drinking water. In the world's oceans, plastic debris makes up the bulk of immense “garbage patches” trapped by currents.
- The Canadian government is planning to ban select single use plastics starting in 2021, as part of Canada's commitment under the 2018 Ocean Plastics Charter.
- Wasted food and discarded clothing account for an increasing share of garbage. Wasted food alone costs Canadian households more than \$1,500 a year on average. Clothing is often discarded after only a few wearings, and once in the garbage, its economic value is lost.
- Waste also has huge implications for climate change. The United States Environmental Protection Agency has estimated that roughly 42% of all greenhouse gas emissions in the USA are caused by the production and use of goods. Waste items like food in landfills produce methane, which is as much as 30 times more powerful than carbon dioxide as a greenhouse gas. The Region's Climate Change Action Plan recognizes the importance of reducing waste and includes a number of actions in support of this goal.

Waste generation around the world is accelerating as are the problems it creates. Population growth, rising incomes and the spread of what is called the throwaway society are all contributing factors. In a report entitled *What A Waste*, the World Bank noted that global waste production is growing faster than population and that it could increase by as much as 70% by 2050. Numerous other global organizations, including The United Nations Environment Programme,



Conservation International and the World Wildlife Fund for Nature are urging and supporting action to reduce garbage because of its environmental, climate change and health impacts.

## Building on success, addressing new challenges

Successful initiatives and actions carried out through the initial SM4RT Living Plan have started the Region on a path to less waste and greater sustainability. The Region had a waste diversion from landfill rate of 94% in 2018 and has consistently ranked first in waste diversion among peers in the large urban category since 2012. The average waste generated per resident has continued to decline from 328 kilograms in 2014 to 299 kilograms in 2018.

At the same time, however, waste management faces new and evolving challenges from the local to the global level, as Chapter 2 outlines. This Plan aims to address these challenges as it continues to inspire change at the household, business and community level.

**“Solid waste management is a critical—yet often overlooked—piece for planning sustainable, healthy, and inclusive cities and communities for all.”**

*World Bank, What A Waste, 2018*

## Service delivery depends on key partnerships

The Region relies on several important partnerships to deliver waste management services:

- The nine local cities and towns manage residential curbside collection of source-separated organics (the “green bin”), blue box recyclables, yard waste and garbage. In some cases, local cities and towns manage collection services for multi-residential buildings as well as from business improvement areas (BIAs).
- Local cities and towns deliver waste to Regional facilities. Most blue box materials are sorted at the Region’s materials recovery facility. In addition, the City of Markham operates four municipal recycling depots. Other waste streams are transferred to contractor for processing.
- The Region provides waste and diversion drop-off depots at its Community Environmental Centres and the Georgina Transfer Station for residents and small businesses. York Region also operates Household Hazardous Waste depots in Markham and East Gwillimbury.
- Community partners, such as NewMakelt and the York Region Food Network, work with the Region on innovative programs that combine waste prevention efforts with community building, such as Repair Cafés, composting and food preparation workshops and lending libraries for tools, sports equipment and small kitchen appliances.
- Several charitable organizations collect clothing and other textiles for resale, often in partnership with the Region and local cities and towns.
- Through the Ontario Food Collaborative, a group initiated by the Region in 2014, municipal waste and public health professionals share knowledge and resources to support and advocate for food waste prevention and food literacy.
- The Region co-owns the Durham York Energy Centre in Clarington, which generates energy-from-waste from materials that cannot be recycled or reused and has contracted with owners of other energy-from-waste facilities to use a portion of their capacity.

The Region is mandated by the provincial government to deliver waste management services and provincial policies have a major impact on its activities. Federal government decisions and direction also affect waste management in the Region.

Governments, partners and municipal efforts have helped to achieve high levels of participation and diversion from landfill across the region. Improving SM4RT Living by strengthening and extending the partnership network and leveraging changes at the provincial and federal level are important elements of this master plan update.





## Listening, learning and working together

Recognizing the critical role of local cities and towns in waste management, the Region continues to rely on their insights, knowledge and direct experience with households.

Local cities and towns took part in workshops with Regional staff on several occasions, focusing on:

- Waste diversion and reduction in multi-residential buildings
- Single-use packaging and litter
- Implementation planning
- Reporting and data measurement

Workshops were supplemented by working groups with Regional and local municipal staff and with one-on-one meetings with Mayors and York Regional Councillors as the update was finalized.

A partnership forum brought together a range of community partners with an interest in SM4RT Living goals. Local municipalities, conservation authorities and other external groups and other Region departments were invited to take part in the Forum, which helped to identify potential new relationships and synergies among partners and with municipalities.

Three engagement events were designed to conduct community-based research, get a glimpse into the changing dynamics of people's lives and understand ways to motivate them to make a shift in their consumer habits.

They comprised:

1. A "SM4RT Fashion Shop" at an outdoor community movie night in Richmond Hill
2. A "SM4RT Music Shop" at a Markham music festival
3. A "Jam Session" involving seniors and youth at a community hub in Richmond Hill

These sessions provided insights into people's thoughts and feelings about consumption and waste, and key outcomes are discussed in more detail in Chapter 3. Findings will help the Region, local cities and towns and community partners co-design more effective ways of engaging as this update is implemented, as discussed in Chapter 6.

Appendix A summarizes partnership and engagement findings.

What was evident at every workshop and in every conversation was an eagerness to get involved in achieving SM4RT Living goals – whether at the personal or household level, as a leader of social change, or through municipal policies, actions and partnerships. This update is intended to build on this eagerness to find solutions together.

The Region thanks everyone who gave their time and insights as the Plan was updated and looks forward to continuing to build relationships critical to its success.



## 2. What SM4RT Living has achieved, and what lies ahead

### Leading efforts to prevent waste

SM4RT Living represents the Region's strategy for waste management over the long term, while continuously improving service and sustainability.

The first five years of implementing the SM4RT Living Plan saw the Region, local cities and towns and other partners move ahead on 32 priority initiatives. Work included piloting new programs, carrying out research, collecting data and developing policies. SM4RT Living programs helped to speed adoption of consumer trends like buying second-hand, repairing instead of replacing items, renting or sharing instead of purchasing and choosing durable products with minimal packaging.

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### Major achievements

**Curbside Giveaway Days**, where residents have an opportunity to place unwanted, reusable items at the curb for others to take, was one of the earliest successes of the plan. The frequency and reach of these events has increased from 16 events in three municipalities to 40 events hosted in eight municipalities in 2019. Residents report high levels of satisfaction with the event and good success at re-homing furniture, toys and other household items.

The Region was one of the first municipalities to create a food waste reduction program. The award-winning **Good Food Program**, launched in 2015, provides tips on planning and preparing meals, saving time and money, eating healthy and wasting less. In 2018, more than 4,300 people were engaged at 23 Good Food outreach events. Partnership and collaboration have been key to success. The program was developed in collaboration with Community and Health Services, drawing strongly on their expertise in nutrition and food safety. The collaboration has continued with program delivery, with both departments sharing materials and key messages. In 2019, the Economic Strategy division of the Corporate Services Department joined the collaboration because of the strong alignment with the Region's Agriculture and Agri-food Strategy. The three departments worked together on a series of outreach events and three successful workshops at a popular food market in the Town of Newmarket, conveying key messages about health and nutrition, local food and food waste reduction.

This successful internal cross-collaboration has increased the reach of all three programs and will be expanded in 2020. Community partners have also played a major role in the Good Food program's success. Since 2016 the Region has worked with York Region Food Network to help deliver hands-on workshops for a variety of audiences. The Region recently began working with food retailers and farmers markets to educate consumers as they are shopping for food.

The Region has also been active in advocating to the provincial government to recognize the importance of reducing avoidable food waste. Recent provincial policy such as the **Food and Organic Waste Policy Statement** aligns with the SM4RT Living Plan's food waste reduction strategy. The new Canada Food Guide reflects similar messaging to the Good Food Program promoting mindfulness around eating habits and cooking more often at home.

Local cities and towns lead **textile collection programs** with over 180 municipal collection bins throughout the region. Markham has a successful program with over 7,500 tonnes of textiles collected through 147 publicly accessible bins and 63 multi-residential bins.

In 2018, The towns of Aurora, Whitchurch-Stouffville and Newmarket established a new partnership to support their programs. In 2018 more than 2,500 tonnes of textiles were collected through local municipal programs including donation bins, event days, community garage





Curbside  
Giveaway Days



Backyard  
Composter Sales



Good Food  
Program



Repair Café

sales and education campaigns. As of October 2019 York Region added collection bins at the Community Environmental Centres and Georgina Transfer Station.

**Municipal textile programs** are available in eight York Region municipalities.

Since 2014, over 3,500 **backyard composters** were distributed to residents, diverting an estimated 356 tonnes of organics from the curbside.

York Region, Markham Public Library and York Region Makers (NewMakelt), partnered to launch the first **Lendery** – a library of things such as household items, sporting goods and hand tools. The program reduces waste by allowing residents to borrow infrequently used items instead of purchasing them. A donation drive to build inventory for the Milliken Mills Lendery in the City of Markham allowed people to contribute to the Lendery; residents contributed 98 items to help build this community resource. To date, the Lendery in the City of Markham has 121 active members and 244 items have been borrowed from the Lendery since it launched in July 2019. The most frequently borrowed items include saws, drills and a pressure cooker. A new Lendery recently launched in Newmarket and an additional location is planned for Vaughan in 2020.

In 2017, the Region and NewMakelt launched the **Repair Café program**. Since then, the Region and NewMakelt have partnered with local libraries, local cities and towns and community groups to deliver the program and expand the program's reach.

Since 2017, 22 Repair Cafés have been held across the Region. Approximately 800 guests attended those events and nearly 500 household items were fixed or diagnosed at those events. The Region started the Repair Café program with the goal of inspiring community groups to host their own Repair Cafés. In 2019, Markham Public Library, Richmond Hill Public Library, and the Township of King hosted their own Repair Café events with support from the Region.

**More than 8,000 students were engaged** through 54 presentations on reducing waste and improving reuse and recycling efforts at school and at home.

**Multi-residential building managers, superintendents and tenants reduced waste through reuse and recycling initiatives.** The Town of Aurora's e-waste and battery collection pilot continued, the City of Richmond Hill updated their development standards and the City of Vaughan expanded collection services to more buildings in 2018.

**"...in terms of climate benefits, waste prevention is the best management option."**

U.S. Environmental Protection Agency



Waste management metrics back up the success of SM4RT Living. In 2013, the year the plan was developed, each York Region resident generated, on average, almost 330 kilograms of waste. By 2018, the average per resident had dropped to 299 kilograms, a reduction of 10%. With producers becoming responsible for the blue box, this plan moves from targeting total waste per resident to reducing green bin and residual waste, as outlined on page 38.

Through the Regional Official Plan, the Region set a goal of achieving 90% diversion from landfill by 2016, which it achieved. It continues to work toward the goal of diverting all waste from landfill that can feasibly be managed by other means.

While this update continues to take a balanced approach between ensuring the right infrastructure to process waste and encouraging waste reduction, events since 2013 have tilted the balance further towards prevention. This direction is bolstered by both economic analysis and environmental impacts:

- Costs of processing waste are rising. Projections show that meeting SM4RT Living targets for green bin and garbage would result in an estimated \$44 million in savings across the Region over the 11 year period from 2020 through 2031.
- Reducing waste tonnage helps reduce greenhouse gas emissions, whether from trucks that pick up at curbside, energy needed to recycle materials or decomposition of residual wastes.

York Region was the first Ontario municipality to recognize the critical importance of waste prevention. Since then more communities, including the City of Toronto and Peel Region, have followed suit, and the Ontario government made it a key element of its new provincial framework for municipalities, as outlined in the Made-in-Ontario Environment Plan released in November 2018.

SM4RT Living has also contributed to a higher rate of waste diversion into recycling, composting and reuse. In 2013, York Region and its local municipal partners diverted 59% of the tonnage picked up at the curb, mainly through the blue box program for recyclables. By 2018, the diversion rate had risen to 68%.

This update continues strong Regional support for diversion, while describing an evolving new provincial framework that makes producers responsible for diverting waste generated by many types of products. The Region and other municipalities have long advocated for this change. As the new provincial framework is rolled out, their focus will be on ensuring a smooth transition and proper producer accountability for existing products, as well as expanding the scope of products to be covered.



## NEWMAKEIT: PEOPLE SHARING SKILLS, TOOLS AND KNOWLEDGE

“We’re always thinking about what we can do, not just as a physical space but as a community movement,” Chair, Board of Directors, Derrol Salmon explains from the midst of the bustling NewMakelt “makerspace” that he helped create.

Located in the Town of Newmarket – which inspired the organization’s name – NewMakelt is part of an emerging trend toward collective spaces that bring together people, tools, knowledge and skills to build a community focused on fixing, repurposing, creating and innovating. It’s currently housed in a town-owned public works storage shed just east of the Town of Newmarket’s downtown core.

Salmon and his co-founders had a vision of a makerspace in the Region, but weren’t sure how to make it happen. By reaching out to York Region, they learned about – and successfully applied for – a provincial grant to get started.

Beyond provincial and Regional support, the founders recognize that it was really the community that made the idea a reality and helps it thrive. “It’s key that it’s for the community by the community,” Salmon says.

NewMakelt members share both space and resources, which include sophisticated tools and equipment for creating new products as well as carrying out repairs. Volunteers are available as mentors and to pass along skills. “We want to give (members) a sense that they’re not alone in their journey,” Salmon explains.

NewMakelt has partnered with the Region to provide “Repair Cafés,” events where anyone can bring in a damaged item and get help fixing it. These events have turned out to be about far more than just preventing waste. Discussing how to repair an item often leads to a conversation about its value to the person who wants to save it from being discarded.



And for volunteers, it’s a chance to give back to the community and pass along skills and knowledge that also risk being lost.

The organization also works to engage youth by working with schools, so that they will also be empowered to do things themselves, whether it’s repairs or new projects.

Another important aspect of its activities is nurturing start-ups and encouraging entrepreneurs to take a business idea from concept to reality. With the rise in interest in the circular economy, Salmon is looking at developing new programs with that focus. This would tap into NewMakelt’s orientation towards innovation and entrepreneurship, as well as members’ interest and experience in reclaiming, repurposing and reusing materials.



# METRICS SHOW GROWING SUCCESS



800 PARTICIPANTS

462 ITEMS FIXED



117 GOOD FOOD  
OUTREACH EVENTS

16,340 PEOPLE ENGAGED

## TEXTILES

Clothes, shoes and more!

188 MUNICIPAL  
COLLECTION BINS

7,983 TONNES OF  
TEXTILES COLLECTED



137 EVENT DAYS

MOST COMMON ITEM:  
FURNITURE



3,500 COMPOSTERS SOLD

356 TONNES OF ORGANIC  
WASTE DIVERTED

## TRASH BLASTERS!

54 PRESENTATIONS  
BY LOCAL CITIES AND TOWNS

8,612 STUDENTS ENGAGED



PROMOTION & EDUCATION  
MATERIALS TO 33,592 UNITS

OVER 20,000 UNITS SERVED  
WITH 3-STREAM COLLECTION



## Provincial and federal governments are acting with impacts on municipalities

### Ontario shifts costs and responsibilities from municipalities to producers

The recycling landscape in Ontario is changing in major ways. At present, municipalities are provincially mandated to deliver blue box services and must collect five standard materials including newspapers, glass bottles/jars, steel cans, aluminium cans and bottles made from PET, a type of plastic and at least two other materials such as boxboard, cardboard, fine paper, plastic film or rigid plastic. Municipalities fund 50% of the program costs with producers funding the other half through Stewardship Ontario. Producers are generally defined as companies that design, create, import and/or market consumer products and packaging.

The Ontario Ministry of the Environment, Conservation and Parks is moving ahead with a new provincial framework that makes producers fully responsible for the blue box program. Both operations and costs for blue box materials will start to move from municipalities to producers in January 2023, with all transfers expected to be complete by the end of 2025.

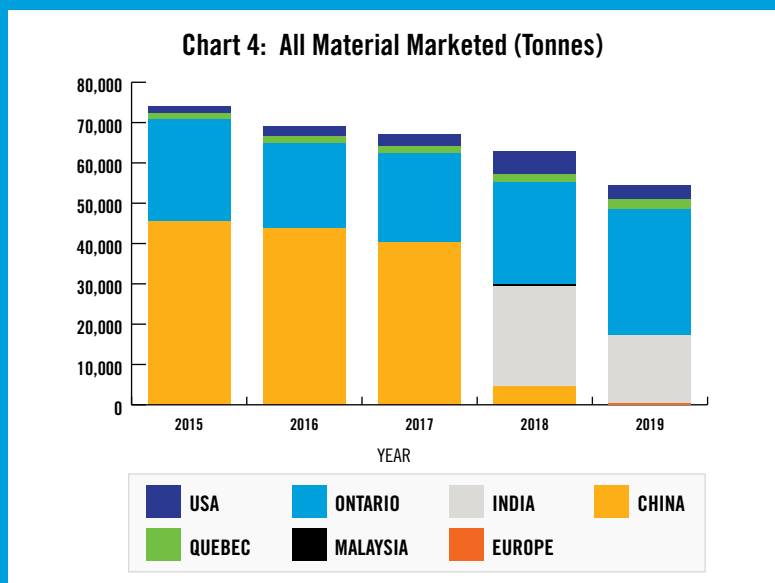
During transition, an important role for the Region will be ensuring that the shift is seamless for residents. The Ministry has said that Ontario residents will experience the same or improved access to blue box services under the new provincial framework and the list of acceptable materials will be consistent across Ontario.

After the transition, municipal roles will change but to what extent it is not yet clear. In many jurisdictions where extended producer responsibility has been adopted, municipalities have remained involved to some degree in collecting and/or processing materials. Often it is more cost-effective, for example, for one truck to pick up the blue box and other waste, so a municipality may contract to be a service provider.

## WHAT'S IN THE BLUE BOX AND WHERE IT GOES: BOTH ARE CHANGING

The goal of recycling blue box materials is to save energy and resource extraction costs. Energy savings range from 60% to 95% compared to initial production and some materials like metals and glass can cycle through the system an unlimited number of times.

In recent years, however, changes in both products and end markets have created challenges. Chart 4 shows the decline from 2015 to 2019 in the Region's recyclable tonnage:



The make-up of the blue box is changing. The rise of digital media has reduced newsprint and other fibre. Newer, lighter-weight packaging, often mixing two or more materials such as drink pouches and coffee cups, is displacing glass, metal and heavier plastics. These materials create confusion for residents and challenges for municipal programs. They have no viable end markets and can end up contaminating bales of other materials during sorting. End markets are shrinking, as well. In 2018, China banned imports of 24 types of recyclable material and introduced stringent new limits on contamination of paper and other fibres. Other end markets raised their standards as markets became flooded. For the Region, this has turned newsprint from a source of revenue to a cost and reducing contamination of all fibre has become a priority.

Under a new provincial framework for the blue box, these concerns should move to producers. Until then, however, the Region must continue to deal with the costs and risks.



The evolving new provincial framework is affecting several products outside the blue box program, including:

- Batteries
- Household hazardous waste
- Used tires
- Waste electronics

Producers of these items are becoming fully responsible for collecting and managing their products and packaging after consumers have finished using them, with the provincial Resource Productivity and Recovery Authority responsible for oversight and enforcement. These items were previously covered by a number of programs with varying forms of oversight.

Used tires were the first material to move to this new model on January 1, 2019. Single-use batteries will follow in July 2020, waste electronics in January 2021 and hazardous or special waste (except single-use batteries) in July 2021.

For the most part, impacts on municipalities from transitioning these materials are less significant than with the blue box transition. These materials make up a relatively small portion of waste and separate programs for them already exist. Municipal collection takes place at depots, not through mixed curbside pickup.

The Region and local municipalities will face decisions, nonetheless, about whether to continue to collect some of these materials at their depots. While drop-off at a depot is often easier for residents and reduces the likelihood of improper disposal, offering depot collection involves municipal costs. For some products, such as tires, numerous other collection points make municipal involvement less important, but in other cases avoiding the risk of improper disposal is likely to warrant continued municipal involvement.

Success of the transition to producer responsibility will depend on how change is implemented. The Region has a number of concerns, including the following:

- Currently there is no province-wide list of materials that will be acceptable in the blue box. If materials accepted in the current blue box program in York Region are not on the new list, they may end up in another waste stream.
- If producers want to continue to use problematic materials, like laminates, they must ensure that there are robust end markets where these can be recycled or reused.
- Costs of managing products not in the blue box program but nonetheless subject to producer responsibility, such as tires and electronics, belong with producers, including any costs incurred by municipalities to ensure their safe collection and disposal.
- An increasing amount of packaging for take-out foods and other products is being labelled as “compostable,” but in fact will not decompose under normal processing conditions. This adds to the Region’s costs, because the material is managed as residual waste at the processing facility. If producers increase the shift to “compostable” packaging to reduce their blue box tonnage under the new provincial framework, the problem will become much worse. The Region advocates for making producers responsible for these materials, including additional costs municipalities incur to process them.



All of these issues relate to the activities of producers, the mandate of the Resource Productivity and Recovery Authority, which is responsible for oversight, compliance and enforcement of the new provincial framework and the accountability of the Ministry that developed the new provincial framework. During the transition, the Region will advocate strongly for measures that protect municipalities and our taxpayers from risks, costs and responsibilities that properly belong with producers.

In the longer term, its expected is that the new provincial framework for blue box recyclables and other items will provide an incentive for producers to redesign products and packaging to reduce their costs of managing the resulting waste, especially mixed-material packaging. There is also the possibility that producer responsibility will be broadened to cover such materials as carpet, mattresses and construction and demolition materials as has happened in other jurisdictions. These changes could help speed the transition to a more circular economy.

The new provincial framework is part of a broader set of provincial waste management initiatives outlined in its Made-in-Ontario Environment Plan. The provincial plan targets two growing problems that municipalities will continue to face after the blue box transition: food waste, which it commits to address by developing a proposal to ban food waste from landfill; and discarded textiles, on which it will consult with key partners such as municipalities, businesses and the waste industry. The section headed “Growing costs and impacts strengthen the case for preventing waste” at the end of this page discusses impacts on the Region and local municipalities of these and other continuing concerns.

Although municipal responsibility is generally limited to residential waste, the Region and its local municipal partners recognize that extremely low rates of waste diversion from other sources, particularly in the industrial, commercial and institutional sectors, is a significant problem. It urges provincial action on this front so that provincial targets on waste reduction and diversion can be met and residents will no longer be confused and frustrated in their efforts to recycle in their workplace or community as easily as they can at home.

## Federal focus on plastics

A focus at the federal government level is the impact of plastic waste, which creates unsightly litter and is increasing environmental concerns. In June 2018, Canada joined more than 20 other countries in adopting the Ocean Plastics Charter, which aims to create “a more resource-efficient and lifecycle approach to plastics stewardship on land and at sea.” The initiative also involves more than 60 private-sector partners, including major corporations and industry associations.

The federal government has signalled that it could take further action, including a ban on some single-use plastic items starting in 2021.

See “Use, toss, repeat – or avoid?” starting on page 21 to learn the Regional approach to concerns about single-use plastics and related products.



## Growing costs and impacts strengthen the case for preventing waste

Even after the blue box transition, municipalities will remain responsible for about three-quarters of all residential waste. Several factors, outlined below, are pushing up the costs and complexities of managing the remaining waste streams, making the case for waste prevention stronger than ever.



## New approach to organics processing should reduce carbon footprint

More than half the food produced in Canada goes uneaten, according to Second Harvest, an agency that works to reduce food waste. Some waste, like vegetable trimmings, is unavoidable, but research has shown that most of the wasted food could have been eaten. In addition to costing the average household roughly \$1,500 a year, food waste has a profound impact on municipal costs and the environment.

The municipal green bin program was introduced to keep food and other organic waste out of landfill. Two main types of technology are used to process diverted organic waste:

### 1. Aerobic Processing

In aerobic processing, organic material decomposes in the presence of oxygen, releasing carbon dioxide and leaving behind a dark, crumbly, soil-like substance that may be directly applied to farm fields. Modern processing typically occurs indoors and process air is treated to reduce odours before release to the environment. To further reduce the potential impact of any odours, facilities are frequently located in sparsely populated areas.

### 2. Anaerobic digestion

Anaerobic digestion, which excludes oxygen from the decomposition process, takes place in a contained vessel under carefully controlled conditions. It produces biogas, largely made up of methane, that can be harvested for fuel and leaves a mix of solid and liquid material called “digestate” that is rich in nutrients and has value as soil conditioner or fertilizer. Anaerobic digestion has been used in wastewater treatment for many years. Using it to process food waste is relatively new to North America although it has been used for that purpose in Europe for decades.

The Region currently contracts for green bin processing capacity at two aerobic facilities outside the Region. A smaller portion of green bin material is processed anaerobically at facilities that are also outside the Region. Trucking costs are high and the round-trip travel distances range from 260 to more than 900 kilometres.

For several years the Region has considered alternatives that would reduce the carbon footprint of managing green bin materials. Appendix B outlines a recent analysis of the options and concludes that moving to anaerobic processing makes sense. This process yields a biogas that can replace fossil fuels and because of its contained nature facilities could be closer to where organics are collected, reducing the carbon footprint of trucking. It is estimated that switching to anaerobic digestion would reduce the Region’s greenhouse gas emissions by roughly 15,000 tonnes a year.





In addition, life-cycle analysis shows that contracting to process the Region's green bin organics at privately owned facilities is likely to cost less than using a Region-owned or other municipally owned facility, while providing the same environmental benefits.

A provincial policy discussion about banning organic waste from landfill has spurred major private-sector interest in developing new anaerobic processing capacity in locations close to and/or within the Region, which would provide a greater selection of facilities while reducing current trucking distances.

Based on these findings, the Region will issue a Request for Proposals, open to owners of both planned and existing facilities, in fourth quarter 2020. The contract term might be as long as 20 years to give bidders greater certainty and would include rigorous, performance-based specifications to ensure that the Region's environmental objectives are met. The earliest contract start date would be June 2022, if sufficient capacity were available by then, while the latest would be June 2024 to ensure continued capacity as existing contracts end.

The later years of the Region's 10-year capital plan include funding for the Region to build its own organics processing facility. If the go-to-market strategy is successful and once the new anaerobic digestion contracts are in place and operating, the need for these funds will be re-evaluated.

**"Global estimates are that nearly half the food produced never gets eaten. As a result, preventing and reducing food waste has become a matter of urgency around the world... Canada risks lagging behind."**

National Zero Waste Council,  
A Food Loss and Waste Strategy for Canada

Even with anaerobic processing, however, the green bin will remain the most costly of municipal waste streams to manage, given the almost 100,000 tonnes that require processing annually. By addressing food waste and encouraging on-site processing, for example through backyard composting, this update aims to reduce green bin waste by 15% from 2014 levels by 2031.

Success of those efforts would further support the case for contracting for third-party capacity. Ownership locks in many costs that are fixed even if processing volumes drop, while contracting for capacity can be more flexible.



In 2015, the Region entered into a 10-year agreement with Miller Waste to process leaf and yard waste collected by local municipal partners and at the Region's Georgina Transfer Station, with no annual maximum tonnage specified. The Region completed its last annual inspection in April 2019, and no significant findings or issues were identified.

The contract can be extended by mutual agreement for five years, which would take it to October 2030, after which a further extension might be negotiated. Before the current contract expires, the Region will review and evaluate available options and present a preferred option to Council for approval.

## YORK REGION FOOD NETWORK: MORE FOOD LITERACY, LESS WASTE

For York Region Food Network, preventing food waste “is in our DNA,” says Kate Greavette, Executive Director.

The charitable organization, headquartered in the Town of Aurora and active across the Region, has as its vision “Food for health – food for all.” Through its programs it provides community gardens, cooking, preserving and other food-related workshops, access to community meals, information on food banks and locally grown foods, outreach to schools and other community resources.

To Greavette, food literacy – which can be broadly defined as food-related knowledge, attitudes and hands-on skills – is at the heart of preventing food waste. The Network works to improve literacy by teaching people to cook from scratch, helping them garden and explaining how to compost and why it’s important.

“As a core value, we strive to have a positive environmental impact, prioritizing local and sustainably produced foods, regenerative agriculture, plant-based meals and waste-free practices,” Greavette explains. “This means composting kitchen waste at on and off-site programs, avoiding single-use plastics as much as possible and holding waste-free events.”

The Network’s own headquarters feature a backyard composting barrel for food scraps generated in its commercial kitchen, and the community garden has a three-bin composting system. The organization has done workshops on composting including vermiculture (which uses worms to speed the process and can be done indoors), and is happy to lend its vermiculture set-up to schools.

All methods provide a finished product that’s invaluable in improving soil texture, ability to retain water, and availability of soil nutrients. Composting also reduces the burden on the green bin waste stream, which is the most costly

for the Region to process. While some of the organization’s programs, especially those directly supported by York Region, focus on people living with low or moderate income, Greavette notes that a lack of food literacy is not an income issue.

In fact, research suggests that those with lower incomes frequently cook food from scratch (although many cite the challenge of finding affordable healthy ingredients). This may be because higher-income households can more readily afford prepared foods, take-out or meals outside the home, especially when time pressure doesn’t allow for home cooking.

Another group that faces challenges is newcomers to Canada – not typically because of a lack of cooking skills, but because in their new environment it may be hard to find familiar food products or understand how to use ones produced here. The network helps with both issues as well as providing guidance on where to find locally grown Asian and South Asian ingredients like bitter melon and eggplant, it welcomes people of all backgrounds to workshops that focus on using local, in-season crops that might be less familiar.





## Use, toss, repeat – or avoid?

Single-use items like take-out containers, plastic bags, coffee cups and “flushable” products are a growing problem for waste management, the environment and public spaces. These items often blow out of blue boxes on windy days, are tossed from vehicles, or escape from overly-full waste disposal bins, resulting in unsightly litter and contaminating the natural environment.

The new provincial framework will in theory make producers responsible for single-use products that belong in the blue box, but the transition is unlikely to resolve all concerns.

Many single-use products, like baby wipes, diaper liners and cleaning sheets, are marketed as being disposable with a flush down the toilet. Researchers at Ryerson University recently tested several such items, and found that apart from toilet paper none could be safely handled by plumbing or wastewater systems. Their study joins a growing body of empirical evidence collected by municipal wastewater operators that “flushables” can damage infrastructure and cause back-ups.

These items cannot be processed through the green bin because they typically contain materials that can't be processed as organics. As currently manufactured, they are not recyclable either. This leaves the residual waste stream – the garbage – as the only alternative to flushing. In that stream, however, they pose all the same concerns as other plastic and mixed-material items that can't be recycled.

Increasingly, mindful consumers are moving away from problematic items and materials – whether by saying no to excess packaging at the point of sale, asking quick-service restaurants to provide reusable serving items or seeking alternatives to plastic bags and other single-use items. Many retailers have picked up on those messages and now provide certain items, like straws, only if the consumer asks.

The Region and local municipalities are looking at the most effective ways of accelerating this trend. Through the waste management master plan review, York Regional Council expressed interest in exploring bans, deposit return, take-back and other similar programs.



Appendix C provides more detail on concerns around single-use plastics and litter and outlines research carried out on reduction strategies.

While banning certain items may seem like a solution, experience elsewhere has shown it to be problematic, and in some cases bans have been challenged in court. Working with businesses to encourage less waste, on the other hand, can be beneficial to customers and municipalities, as well as to the businesses themselves by illustrating their concern for the environment.

An “ask-first” approach to single-use items like straws, stir sticks, condiment packets, plastic bags and cutlery aims to cut down consumption by asking customers if they’re needed instead of providing them automatically.

Some fast-service restaurants and other outlets have put “ask first” policies in place on a voluntary basis, with one local chain in the state of Oregon reporting a drop of 32,000 straws a month as a result.

A number of municipalities have introduced or are considering bylaws that make the practice mandatory. For example, ask-first bylaws came into effect in Portland, Oregon, and Berkley, California, in 2019. The City of Toronto has proposed similar measures to come into effect starting in 2021.

## “Fast fashion” feeds a potential crisis

The fashion industry is now the second-largest contributor to greenhouse gas emissions in the world, second only to the petroleum industry, producing 1.2 billion tonnes a year.

A key problem is that today’s clothing system is driven by “fast fashion” that promotes short-term trends and encourages constant purchases of inexpensive clothing items. The average Canadian, for example, buys 68 garments every year. Many of these are quickly discarded, often by being thrown in the garbage. In Ontario alone, an estimated 500 million tonnes of post-consumer textile waste – enough to fill the Rogers Centre three times over – end up in landfill every year, according to the Ontario Textile Diversion Collaborative.

Synthetic fibres like polyester and acrylic are essentially forms of plastic and disintegrate in a similar way, creating particles that will persist for centuries. Like food waste, natural fibres release greenhouse gases as they decompose. Both synthetic and natural fibres do additional harm if the dyes and other chemicals they contain get into soil, water or air.

Reuse avoids these environmental problems and allows textiles to be put to use again. For many charitable organizations, the resale of clothing provides much-needed revenues.



“We simply buy too much clothing – in fact, 60% more today than we did 20 years ago, and we keep our clothes for half as long.”

Ontario Textile Diversion Collaborative, 2019

Many of the actions in the initial SM4RT Living Plan focused on encouraging clothing donations and swaps and textile-related activities will continue in this update.

## CORNERSTONE: REUSING OLD TEXTILES TO BUILD NEW LIVES

“It’s about becoming part of the community and creating a place where people can feel safe. That’s how Controller, Patty Trudel of Cornerstone to Recovery describes the organization’s mission. Because the charity, headquartered in the Town of Newmarket, is largely funded by textiles donated within the Region, its work also supports diversion of material that would otherwise go into the waste stream.

Cornerstone’s focus is recovery from addiction, including alcoholism and opiate addiction. Through a residential centre that houses up to 10 men and a community centre and wellness facility, it provides counselling and life skills training and employment-readiness programs, including the Regionally-funded STEPS Training and Employment Preparation Program.

Residential centre guests take part in the physical work of harvesting the centre’s hay and caring for its flock of chickens, with plans to potentially add a small herd of sheep. At times they also help out with loading or unloading trailers

of donated clothes and other textiles. Trudel says that this is all part of a gratitude program that teaches guests the value of work and giving back to community. Cornerstone would like to add a women’s residence in future based on the same concept, possibly with a garden its guests could tend.

Cornerstone’s activities depend largely on funding received through the sale of textiles that are collected in 80 bins in 68 locations, most of which are in York Region. The organization partners with local municipalities, the Region and other charitable organizations such as Diabetes Canada. Bins are placed in strategic locations, including shopping malls, and provide Cornerstone with roughly 1,000 tonnes of textile materials a year.

After collection from the bins, the textiles are sold to Value Village, a retail chain for previously owned clothing and other items, which buys only from charities. Cornerstone has agreements with two Value Village stores in the Region that promote its bins and their locations.

## Higher-density growth makes collection more complex

As the Region's communities welcome new growth over the next decades, the shift towards urbanization and higher population density will continue:

- The opening of an extended subway line to the City of Vaughan has triggered construction of several new high-rise developments.
- The provincial government has announced its support for extending the other arm of the subway through the cities of Vaughan, Markham and Richmond Hill to end near Highway 7 and Yonge Street, which is expected to bring similar development.
- Population density is also rising elsewhere along corridors and in urban centres identified in the Region's Official Plan.
- Seniors are the fastest-growing demographic in the Region's population and many are choosing to downsize into more compact homes, often in multi-residential buildings.

From 2011 to 2019, apartment units were the fastest-growing dwelling type in the Region, increasing by 50.3% to reach a total of 18,990 units. While the increase was below the initial SM4RT Living Plan forecast of 68.4%, it outpaced growth in detached and semi-detached units, which increased by 9.0% and 12.0% respectively over the same period.

Higher-density development unquestionably brings many environmental benefits, most notably by making it easier to reach services by transit or walking. There is also evidence that more densely populated areas generate less waste per household, mainly because living spaces are smaller.

Conversely, however, higher-density development can make it more complicated to deliver services, including waste management. Concerns include limited storage within the household for various waste streams, lack of chutes for recyclables and organics, inconvenient access to recycling bins, insufficient disposal containers, lack of messaging and limited enforcement of recycling requirements.

The Regional Official Plan works to address some of these concerns by requiring all new multi-unit



residential buildings to incorporate the ability to collect three waste streams (garbage, recyclables and organics) and committing to work with local municipalities to require existing multi-unit residential buildings to participate in three-stream waste collection. While this is helpful in new construction, not all existing buildings can be retrofitted to offer chutes for garbage, recyclables and organics.

The initial SM4RT Living Plan also recognized these challenges and included several measures aimed at improving the quantity and quality of materials collected for recycling. The Region is also piloting the potential use of under-sink food waste grinders in multi-residential or high-density settings where it is difficult to collect organics through the green bin program. An academic partner was retained in late 2019 to test the feasibility of this approach and assess overall environmental impacts, including on waste diversion and wastewater, with completion expected in 2021.

In developing this update, the progress on the 2013 SM4RT Living Plan initiatives was assessed and data from waste audits at a range of buildings was analyzed.

The analysis showed that diversion performance can vary significantly from one building to the next, and variations may reflect challenges with capture rate, contamination or both. Design features and set-up of the building, as well as resident behaviour all come into play in the results. Nonetheless, several best practices for the owners/managers of multi-residential buildings emerged. These all support the overarching goal that diversion from waste should be as convenient for residents as garbage disposal:





**Partners delivered 33,592 waste education materials to almost 20,000 units.**

- Educate new residents about recycling/diversion programs
- Distribute recycling information to each resident
- Ensure recycling information is readily available
- Where feasible, provide a three-chute system
- Provide adequate space for waste recycling/diversion containers
- Provide in-unit recycling storage containers (bags or small boxes) for each household

Because supportive and engaged building superintendents and owners are key to the success of diversion, a crucial municipal role is training building staff and owners on how to promote and operate programs, and turning them into recycling and reuse champions.

Multi-Residential Diversion/Reduction in York Region is included in this document as Appendix D.

New waste management technologies and approaches are constantly emerging, some of which are much easier to include at the design stage of a building than as a later retrofit. New and Emerging Initiatives and Technologies in Waste Management, which appears as Appendix E to this plan, provides details and pros and cons of several approaches.

With further intensification on the horizon, local cities and towns – especially the three largest cities, in the south – will have greater opportunities to assess and implement new multi-residential solutions.

In particular, new high-density development at the new subway terminus in The City of Markham could provide an opportunity to explore automated waste collection. Using air suction technology waste can be transported through underground pipes from buildings to centralized collection points, cutting down vehicle traffic and space needed for in-building storage.

Sharing lessons learned and embedding standards for waste diversion and material storage and collection in the approval process for new multi-residential developments are key aspects of ensuring greater success.

As the northern municipalities continue to urbanize, with the building of more multi-residential buildings, there is a considerable knowledge base that the three southern cities can share. This should support consistency of approaches, design standards, data collection and sharing, performance measures, enforcement and other issues across the Region which is also an important part of improving outcomes.

## Focusing resources on key priorities

### Using data to drive improvements and greater efficiency

Data is an essential component of the SM4RT Living Plan. Collecting, analyzing and sharing data is crucial to understanding current conditions, using evidence to support better operating and capital investment decisions and determining if actions are moving the waste management system in the desired direction. Robust evidence also helps to focus advocacy efforts with the federal and provincial governments and shows residents how much waste they produce and how it is being managed.

While the existing system of data collection represents a good start, advances in technology are making it easier and less costly to collect and manage much more information. For example, sensors on vehicles and

collection bins can record the weight of containers and how full they are during pick-ups, the time of pick-ups, location of vehicles and whether drivers are following required operating procedures. In waste processing facilities, information can be collected on vehicles entering the facility, such as plate number and time of entry, and on waste composition through automated sorting mechanisms.

Radio Frequency Identification (RFID) technology is in use for some of these purposes in some of the local municipalities. The Region and local cities and towns have looked at using the technology for measuring waste collection frequency and weights at multi-residential properties, but there appear to be ongoing challenges with existing technologies.

Advances of these types potentially offer an opportunity to rethink how data is managed and success measured, which is in tune with development of a digital strategy for the entire Environmental Services department. The new strategy aims to leverage data to make better decisions in order to use resources more efficiently, drive more effective collaborations and meet rising community expectations.

In the case of waste management, staff have already leveraged cloud-based software to automate creation of several reports, for example monitoring how tonnage moves between waste facilities or how prices for blue box materials are changing. This has reduced the time needed to produce the reports, freeing up staff to identify and respond more strategically to trends and issues. It also reduces the risk of errors and provides data in more user-friendly and accessible ways that can be shared with local municipalities through a secure platform.

The Region and local municipalities will continue to build and apply understanding of how collecting, combining and analyzing data efficiently from all sources can improve seamless operations.

## The changing landscape calls for closer coordination

Local city and town staff have deep knowledge of their communities' unique circumstances and attitudes, which is essential to SM4RT Living.

This update has discussed several specific areas where achieving the best outcomes will depend both on that local expertise and on close coordination and collaboration with other municipalities and the Region. These include, for example, taking steps to reduce contamination in blue box materials, helping to ensure a smooth transition to the new producer responsibility framework, addressing single-use items and other problem materials, improving performance in multi-residential buildings and getting maximum value from data collection and analysis.

The initial SM4RT Living Plan created a structure for collaborative decision-making and sharing of ideas and information. The Region and local municipalities have collaborated on several fronts, including advocacy submissions to the provincial government. They also work together through a Strategic Waste Policy Committee and a working group on blue box challenges.

This renewal builds on these collaborations with the aim of bringing greater efficiency and effectiveness to the integrated waste management system.





## Ensuring capacity for residual waste

The Region's Official Plan sets the goal of diverting at least 90% of waste from landfill by 2016, which has been achieved. In 2019, 94% of waste was diverted.

Diversion is being achieved in accordance with the "4Rs" waste management hierarchy, which places highest priority on the first three elements (reduction, reuse, and recycling), while making use of recovery of energy only for residual waste, which refers to materials that cannot be managed by other means.

There are four main sources of residual waste:

1. Household garbage picked up by local municipalities from the curb (and in some cases from multi-residential buildings) and delivered to the Region's Material Recovery Facility. This is listed as "Municipal Curbside Collection" in the table below.
2. Waste delivered to public drop-off depots, including Community Environmental Centres and the Georgina Transfer Station, that cannot be recycled or reused. This waste typically contains a high percentage of bulky and/or non-combustible material that is not readily suited to producing energy-from-waste.
3. Non-recyclable materials that are removed from the blue box stream at the Material Recovery Facility.
4. In 2018, this included some baled paper that could not be recycled owing to disruptions in end markets and was used to generate energy, which is included as the fourth line of the table below.

The Region currently manages residual waste through incineration at energy-from-waste facilities or, for items that can't be processed that way, through landfill disposal.

The Residual Waste Processing Plan appears as Appendix F. It indicates that the Region's annual maximum capacity at the three energy-from-waste facilities with which it contracts is 133,000 tonnes. This includes capacity at the Durham York Energy Centre, which it co-owns with the Region of Durham. In addition, it has contracted for a maximum of 70,000 tonnes of annual capacity at two privately owned landfill sites and up to 78,000 tonnes at a site owned by the City of Toronto. The first term of the Durham York operating agreement ends in 2036, while all other contracts expire between 2020 to 2028.

The Durham York facility processes up to 140,000 tonnes of residual waste a year, split between York Region with 30,000 tonnes and Durham Region with 110,000 tonnes. The facility can produce up to about 14 megawatts of electricity for the provincial grid, enough to power 10,000 homes, while recovering recyclable metals from the ash.

York and Durham Regions are applying to allow for processing of up to 160,000 tonnes a year without an increase in the facility's size. This change might allow for an increase in York Region's annual capacity, although it would not increase the guaranteed minimum annual processing rate of 140,000 tonnes.

In developing this update to the SM4RT Living Plan, the Region considered options for securing long-term processing capacity to maintain its goal for diversion from landfill. The Region's contract with Covanta Niagara expires in September 2023, which creates a need for additional capacity in less than four years. Analysis considered timing for expansion of Durham York Energy Centre and securing additional contracted capacity.

### 2019 York Region Residual Waste Tonnage by Source

Source	Tonnes Collected	Percentage of Total
Municipal Curbside Collection	101,853	67.2%
Public Drop-Off Depots	27,291	18.0%
Material Recovery Facility Residue	18,055	11.9%
Blue box managed through energy-from-waste	4,311	2.8%
<b>Total</b>	<b>151,510</b>	<b>100.0</b>

A number of factors influence the timing of the Durham York facility expansion. The approvals process is expected to be a lengthy (8-12 years), requiring approvals under the Environmental Assessment Act and the Environmental Protection Act. Having sufficient tonnage to make the expansion viable is also critical. Energy-from-waste facilities are designed to operate at or near full capacity to maximize electrical generation efficiency. The Durham York facility was designed for future expansion to an annual processing rate of 250,000 to 270,000 tonnes per year. The impact of blue box transition on residual waste tonnages required to support DYEC facility expansion will be assessed over the near to medium term.

The Region will need to secure additional contract capacity to serve as an interim bridge until the Durham York facility expansion can be implemented. Regional analysis in Appendix F concluded that a Request for Proposals should be issued in the fourth quarter of 2020 to secure up to 120,000 tonnes of annual processing capacity at privately owned energy-from-waste facilities (in addition to the Region's minimum 30,000 tonnes of annual capacity at the Durham York facility).

The recommended contract structure is an initial term of 12 years, beginning in September 2023 at the end of an existing contract and ending in January 2036 to coincide with the end of the first term of the Durham York contract. The request for proposals for EFW capacity will be structured with optional term extensions to provide flexibility on the implementation plan and timing for the expanded Durham York facility.

The Region's operating experience has shown, however, that it is advisable to maintain landfill capacity for some residual waste dropped off at depots that cannot readily be converted to energy, plus roughly 10% of the remaining residual waste stream to reflect maintenance outages at energy-from-waste facilities.

Taking these factors into account, a Request for Proposals is recommended to secure up to 40,000 tonnes of landfill capacity to manage non-recyclable materials that are not suitable for recovering energy from waste. The contract would run from June 2025 through January 28, 2046 to align with other contracts.

The updated plan includes a commitment to contract for these residual capacity needs as a priority.



# 3. Achieving the SM4RT Living future

## Tapping into partnerships and engagement

Developing this update served as a reminder of the importance of partnerships in achieving SM4RT Living goals. Ways of adapting and expanding existing initiatives like the Lendery, a library of things were part of the conversation and potential new partnerships around local food and with faith communities were identified.

There is both a need and an opportunity to get the community excited about SM4RT Living. Throughout the engagements undertaken during the review and update, people showed an eagerness to learn how to be more mindful consumers and better stewards of the earth, whether by repurposing household items as toys, “shopping at home” to rediscover and renew old clothing or taking up backyard composting. There was a hunger to have more systems in place to expand these choices – like places to make new toys out of broken ones or new clothing from old.

The updated plan focuses on ways to leverage that eagerness. This needs to involve not just the Region and the local cities and towns, but especially community partners. The updated plan therefore proposes a fund and other measures to help support community partners. The Region will also work on innovative and unique ways to spark thoughtful conversations around waste.

**“Besides preventing waste, the most important outcome is the mentality shift that opening a device and attempting to fix it can bring.”**

Janet Gunter, co-founder of the U.K. Restart Project, quoted in *The Guardian*, 2013





## Community-based research

In developing the update, research into how best to engage people in the community resulted in several key learnings for SM4RT Living:

- People want to reduce waste, but other goals, like more family time, reducing costs and finding more social connections are also important. Events and ideas that combine several goals will be more successful than those that focus on waste management alone.
- People want to get involved in projects not just to meet their needs, but also to learn something new. This gives them a sense of ownership.
- People will try something new if everyone is in the same boat and there is no “expert” in charge. In this situation, initial awkwardness quickly segues into a buzz of collaboration and new ideas.
- Although many residents’ lives are busy and full, others lack social connections. People need ways and means to get to know each other.
- With the right environment and tools, people from all disciplines can co-create dynamic new ideas that tackle significant issues in as little as two hours and feel a real desire to act on them.

While there are significant accomplishments to leverage and new opportunities to cultivate, there are also challenges that need to be addressed.

First, the kind of change that SM4RT Living is focused on is often difficult to achieve and it can be hard to tell how quickly, if at all, it is happening. Many people know intellectually that waste prevention is critical to the health of their children and their children’s children, but it is all too easy to feel overwhelmed or helpless. People’s lives are busy and complex with many demands on their time and attention and even getting their attention – let alone a commitment to act – is difficult.

In addition, media claims about the value of recycling programs have led to a degree of public skepticism. The evidence, however, shows that there is value in recycling. Recycling aluminum cans saves 95% of the energy needed to make new ones. For steel and tin cans, the figure is 60 to 74%; for paper it is about 60%. Recycling plastic saves about one-third of the energy compared to making products from virgin materials.



In most cases, as well, materials can cycle through the production system numerous times.

Another challenge is how deeply consumer patterns are embedded in modern lifestyles. It was suggested through the community engagements that over-consumption may be driven to some extent by a lack of deeper meaning in people’s lives or as a way of combatting social isolation or stress. It may also reflect marketers’ skill at tapping into a deep-seated human desire to be associated with items that are novel or unique.

While consumerism plays a role in generating waste, traditional waste education will not be effective in addressing it, especially if it comes with a message of guilt. This plan focuses on novel ways of communicating with residents to open their minds to new possibilities. For example, the Fashion Shop presented new shopping options that were trendy and fun, and the Music Shop presented new knowledge around up-cycling and giving existing belongings new life by “shopping at home.”

**“Whether we buy them, own them, or order them in restaurants, we want to be associated with unique things .... We desire to feel special and different from others. ... much of marketing activity revolves around [this] need.”**

Marketing professor Utpal Dholakia, writing in *Psychology Today* magazine, 2018

## ENGAGING THROUGH MUSIC, FASHION AND A 'JAM SESSION'

Dressing up as a musical era, explaining how to turn a T-shirt into a bracelet, bringing together seniors with at-risk youth to make strawberry jam: these aren't the traditional ways that municipal staff engage with residents.

But a shift in waste management – from just picking up waste at the curb to reducing what's put out for collection – calls for strategic and innovative ways of connecting with residents, building their input into decisions and getting them to think differently.

In developing this update, the Region carried out three events with those aims:

- The Music Shop, at the Markham Music Festival in June 2019, was designed to inspire people to re-think how to entertain their children (and themselves). Families were invited into a fun and colourful York Region tent decorated with fabrics and pillows. Once inside, they created musical instruments from common household items and then played them together. Staff – who dressed to match their own favourite musical period – engaged with visitors about what they had repurposed and why it was important to them. The event inspired the notion of “shopping at home” and provided a take-away on how to make instruments from recycled materials.
- The Fashion Shop, at a soccer field hosting a Richmond Hill Moonlight Movie in August 2019, provided a pop-up venue displaying beautiful fashion pieces, including zero-waste items made from scrap material. The purpose was to get two-way conversations going about consumption and fashion. Each visitor could pick a “trend card” hanging from a display tree and their responses showed strong community openness to trends such as on-line clothing swaps, malls selling only recycled items and ways to create new fashion items from existing pieces. The event also offered the chance to repurpose T shirts into bracelets or bags.

- The Jam Session, at a Richmond Hill community hub in September 2019, deepened the Region's understanding of the diversity of its communities. The event was hosted by 360°kids, a youth-focused community organization that operates a centre in the facility. It brought together young people from their Every Bite Matters program, which provides preparation for culinary jobs and seniors living in the complex and got them making strawberry jam together. This very hands-on engagement opened the way to meaningful conversations around food, waste and renewal.

All three events were designed to gather input and clarify information in ways that reach deeper and are more nuanced than polling or surveys. Participants indicated that they valued the chance to have a meaningful conversation instead of just providing survey data.

By going to community spaces to reach out directly to residents, using a “customer-first” and inclusive approach and telling the SM4RT Living story in a meaningful and transparent way, innovative engagements like these:

- Give the Region insights into residents' concerns and needs
- Foster better understanding among residents around their role in preventing and managing waste and their ability to make change happen
- Help build support and trust for SM4RT Living

These engagements depend on a process that seeks input from participants in designing how they participate, provides the information they need to participate in a meaningful way and includes the promise that stakeholder contributions will influence decisions.

Ultimately, the goals of engagement are developing knowledge that will improve decision-making and communicating back to participants on how their input affected decisions. This provides a new model for engagement in the updated SM4RT Living Plan.



Music Shop



Fashion Shop



Jam Session

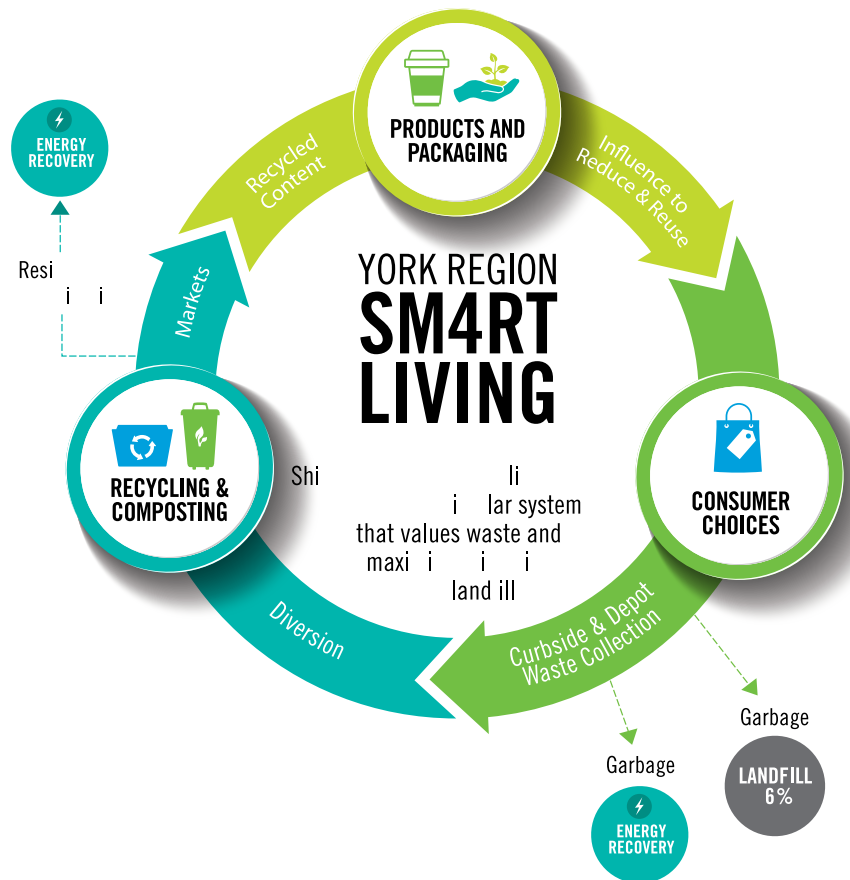
## Towards a circular economy

Increasingly, waste is seen as the final stage of a centuries-old linear industrial process in which resources are extracted, processed into products, distributed to end users and then discarded – a process that is ultimately unsustainable.

This has led to a focus on what is called the “circular economy,” where resources are continuously recaptured and reused.

At its most basic, a circular economy can be defined as lengthening product life, including making a product easier to repair. It also leverages the idea that reuse, refurbishment and reconfiguration give a product more than one life as it cycles continuously through the economy. The objective of a circular economy is therefore to maximize value at each point in a product’s life. Appendix G, Initiating a Circular Economy, provides additional details.

A circular economy also seeks to turn outputs from one process into inputs for another and, in doing so, reduce the consumption of virgin materials and the generation of waste. Recycling materials from a product is seen as a less valuable activity, because of the related energy needs and distances materials often travel to be processed.





## CIRCULAR ECONOMY EXAMPLES

Rent frock Repeat is a Toronto-based all-occasion clothing rental subscription service that grew from a special event dress-rental business. Subscribers anywhere in Canada create an on-line style profile and every month receive clothing items that can be worn unlimited times during the month, with items they want to keep available to buy at a discounted rate. Items are swapped out monthly or, depending on the subscriber's plan, mid-way through the month. The inaugural 500 spots were subscribed almost immediately after the service was launched.

Wonderwear, based in the City of Vaughan, is a weekly service that delivers clean cloth diapers and picks up soiled ones. Unlike traditional flat cloth diapers, its products are contoured, sized to age and provided with snaps for speedier changes. The brand's website notes that an estimated 95% of parents in Canada buy only disposable diapers, resulting in the discarding of 1.7 billion disposable diapers each year.

Redefined Finds is a retail store in the Town of Whitchurch-Stouffville offering a regularly changing gallery of restored furniture pieces that have been "upcycled" using the store's sustainable line of paints. It also offers workshops and studio space where customers can work on their own small pieces of furniture using the store's brushes and stencils and guidance from its staff.



Nature's Emporium, a region-based chain of natural food stores, sells many products in bulk and allows containers to be refilled. All of the products sold by Zero Waste Bulk, a retailer in Waterloo, are in bulk or unpackaged. They include food staples as well as toiletries and cleaning products. The Bare Market in Toronto offers a range of goods, including toiletries, containers and do-it-yourself ingredients, in bulk or without packaging.



Foodsmiths, a retail store in Perth, Ontario, sells items from bins as well as "fill stations" that allow customers to refill containers with products ranging from olive oil to laundry detergent.

Algramo, a Chilean company with a social and environmental mission, grew out of the experience of its founder, who found as a university student that buying products in small packages at local stores, as people in the developing world must often do, raises the price and results in plastic packaging waste and litter. He stresses that "we want to show that sustainability ... must be for everyone." The company has installed bulk product vending machines in more than 2,300 shops where customers refill containers with everything from lentils to shampoo. The base price is about 30% less than for prepackaged goods, and a code on the reusable container gives an additional discount on future purchases. Algramo has recently taken the concept one step further with the trial of a travelling mobile unit.

ChopValue, a Vancouver-based company, collects used bamboo chopsticks from local restaurants and turns them into home decor, household items and furniture. Started in 2016 by a doctoral student at the University of British Columbia, the company currently collects 350,000 chopsticks a week from about 300 sources in the Vancouver area and has expanded to Victoria, Montreal and Los Angeles. Its products are estimated to have diverted more than three million chopsticks from the waste stream.





Lunapads International is a women-owned, social-mission-driven business based in Vancouver that offers a range of products to replace disposable menstrual pads and tampons. Lunapads helps customers divert 20 million pads and tampons from the North American waste stream every year. Similarly, Divacup, based in Kitchener, offers a silicon cup that replaces disposable products. Since its founding by a mother and daughter in 2003, the company has expanded into 22 countries world-wide.

Several major chains in Canada are adopting practices to encourage sustainability. Bulk Barn allows customers to bring refillable containers to their stores. A&W uses non-disposable mugs, plates, cutlery and other serving items for in-store customers and was the first quick-service restaurant chain to join the National Zero Waste Council. Recipes Unlimited, which owns such chains as Swiss Chalet, Harvey's and East Side Mario's, has phased out plastic straws. Starbucks has redesigned the lids of its cups to eliminate the need for a straw. Sobeys removed plastic bags from its stores in early 2020. H&M allows the drop-off of used clothing (of any brand) at its stores and in return provides a discount card on the next purchase. Montreal-based Lole has a similar program for coats.

Gerrard Street Headphones, a start-up based in the Netherlands, illustrates two key building blocks of the circular economy. Their products are easy to take part to repair or upgrade because the design is modular, components are durable and standardised, and no glue is used. As well, the company offers headphones as a subscription rather than a purchase. Included in the monthly fee is a guarantee that if the product is damaged or an upgrade is available, the customer can return the old headphones for a replacement.

Rock Rose, a Scottish distillery is introducing a fully recyclable pouch for its premium gin. The brand is known for its collectable hand-signed ceramic bottles, and with the new pouch consumers are encouraged to keep the bottle and refill it. The pouch weighs 65 grams compared to 700 grams for a bottle, has been designed to be mailable, and offers significant savings over the cost of a new ceramic bottle. Empty pouches can be returned postage-paid to the distiller for recycling.

"... solutions for dealing with trash – how to minimize it and how to use it – are driving innovation and the development of new products and materials."

Natalie Atkinson, *The Globe and Mail*



The Ellen MacArthur Foundation, which focuses on sustainability initiatives, says the circular economy is based on three principles:

- Design out waste and pollution
- Keep products and materials in use
- Regenerate natural systems

While the concept of the circular economy has been around for several decades, a confluence of factors is now driving greater interest:

- Global demand for consumer goods is growing. The Brookings Institute estimates that by 2030, the global middle class will reach 5.3 billion people, almost double the level fifteen years earlier. This will drive much greater demand for consumer goods as well as food, water and energy.
- Supply constraints are likely. Most easily reached reserves of non-renewable resources have already been extracted and finding new sources is increasingly costly and risky.
- Consumer attitudes are changing. Many consumers, especially millennials (those born between 1981 and 1996), want to reduce environmental impacts of products and services they use. Younger consumers are also open to having access to services, not necessarily owning the asset that provides them.
- New technology is enabling the circular economy. More sophisticated ways of collecting and using data – whether on manufacturing processes, city planning, municipal services or consumption patterns – are helping to reduce waste, plan cities that use fewer resources and offer products and services more closely tailored to consumer needs.

Moving to a circular economy will shift the way the economy and companies within it operate. Design of products, sourcing of materials, product distribution and post-consumer service will all change profoundly. Collaboration along the entire supply chain is essential.

Employment patterns will change too with a greater focus on working with existing products and materials as opposed to extracting resources to create new ones. It is expected that the shift will create jobs in what is called the “inner circle” of the new economic model – repairing, reconfiguring and refurbishing products. Unlike most traditional resource-extraction jobs, these can be located near where products are used.

The circular economy is closely tied to a low-carbon future. It avoids the huge energy costs of extracting raw materials and transporting them to factories, consumers and, ultimately, landfill or other residual disposal. It values inputs like wood and other biomaterials that absorb and store carbon dioxide as they grow and can be easily repurposed. Where possible, energy used in industrial processes comes from renewable sources. For all these reasons, many see the circular economy as an important mechanism for achieving global climate targets.

At the individual and household level, moving to a circular economy may result in numerous benefits including healthier building materials, less air and water pollution from resource extraction and less waste from packaging and products.

What the circular economy will look like in York Region, how it will affect economic activity at every scale, how it intersects with extended producer responsibility and what it will mean for municipal waste management are all important questions that the Region and its partners will address as a priority in the early years of this plan. The answers will help to shape actions to put the Region on the course to a circular economy future that aligns with its needs and characteristics.

**What’s the difference between buying a service and buying a product... and why does it matter for the circular economy?**

**One of the biggest contributors to waste, experts say, is that most assets aren’t used very productively because they are often idle. For example, a typical family car provides only about 5 to 8% of its potential service because it’s sitting in the driveway or a parking lot most of the time.**

**Younger consumers are increasingly aware of the financial costs and environmental impacts of owning a little-used asset compared to buying the service it provides. Ride-sharing, vacation house rentals and even clothing subscription services are burgeoning businesses that target that demographic.**

## CIRCULAR ECONOMY - WHAT MUNICIPAL GOVERNMENTS ARE DOING

The City of Guelph and surrounding County of Wellington successfully applied for a Smart Cities grant to help fund an ambitious “50x50x50 by 2025 project” to create Canada’s first circular food economy. The goals are to increase access to affordable, nutritious food by 50%, create 50 new circular businesses and collaborations and increase circular economic revenues by 50% by recognizing the value of “waste.” The initiative plans to leverage local expertise, big data and cutting-edge technology – and reach all its goals by 2025.

The City of Toronto was a finalist and the only city to reach the runner-up level in the 2019 Circular Awards, sponsored by The Circulars, an initiative of the World Economic Forum and the Forum of Young Global Leaders. It aims to become the first municipality in Ontario with a circular economy. Its solid waste management department piloted an artist-in-residency as an innovative way of engaging residents. A new procurement framework is designed to leverage the city’s purchasing power to drive waste reduction, economic growth and social prosperity through a circular economy approach.

New York City joined forces with the Ellen MacArthur Foundation, fashion brands, collectors, recyclers and resale companies in a campaign encouraging New Yorkers to keep clothes out of landfills. The Department of Sanitation created an online interactive map showing over 1,100 collection points across the city, allowing New Yorkers to easily find their local drop-off point. The campaign was successful in raising awareness about existing clothing collection infrastructure: compared to the same time period in 2018, collection volumes increased by 583 tonnes across a number of city collection points.

Belo Horizonte, Brazil’s third largest city, had a challenge with electronic waste generation, youth unemployment and digital exclusion that put low-income communities at a disadvantage. To tackle

all three problems, the government established a computer reconditioning centre where citizens from low-income communities receive extensive training to restore equipment. The refurbished equipment goes on to support over 300 “digital inclusion sites” where local residents have free access to computers and the internet as well as varied training opportunities in basic digital literacy. Since its launch in 2008, the program has restored 7,000 products, diverted 165,000 kilograms from landfill and helped Belo Horizonte earn the title of Brazil’s most digitally advanced city in 2011.

The City of Venlo in the Netherlands decided in 2007 that all new city buildings would be designed using “cradle to cradle” principles. Cradle to cradle design makes it possible to recoup some of the original capital investment, as materials can be disassembled and sold back to manufacturers. In designing Venlo City Hall along those lines, careful attention was paid to material choices and energy-saving technologies. The new city hall has played a key role in updating the City’s image. Traditionally associated with agriculture and logistics, Venlo is now increasingly linked with innovation and circular economy opportunities that are attracting both businesses and skills.

The London, England, Waste and Recycling Board created the Advance London program to support local small and medium enterprises. The program offers support tailored to companies’ individual activities and includes exploring new circular economy markets, revenue streams and business models. By the end of 2018, Advance London had helped 112 companies with tailored advice and held a range of brokerage events and training workshops. One in three companies secured grant, equity or loan funding within 18 months of first receiving advice. The program also helped to facilitate 20 product-market collaborations which by the end of 2018 had generated five new circular products or services.

The City of Vancouver’s Economic Commission is supporting circular economy initiatives in central industrial areas. In one area known as the Flats, it is advancing cradle to cradle design by connecting local leaders to their peers, both locally and internationally, to share ideas, build capacity, and innovate; enabling the transition by removing barriers, like lack of space and knowledge, to the deconstruction and reuse of materials; and identifying policies that can help spur the shift to a more circular economy.

Circular Glasgow is an initiative of the Glasgow, Scotland, Chamber of Commerce. Building on Glasgow’s role in ushering in the industrial revolution, the initiative aims to make the City a leader in the new circular economy. A tailored program of support is designed to help Glasgow businesses measure their current levels of circular activity and inspire them to consider and implement circular ideas. The Glasgow initiative aligns with the goals of Zero Waste Scotland, which aims to make the entire country’s economy circular.

The City of Copenhagen, Denmark, is home to a new energy-from-waste plant that was designed to include a park and ski slope. Its architect, Bjarke Ingels, says that the building reflects the Danes’ love of design that combines enjoyment with utility – or what he calls “hedonistic sustainability.”

**“[The circular economy] is not just about recycling. Recycling is the least value-capturing loop ...”**

**Eric Hannon, partner,  
McKinsey & Company**



## 4. Building on success: The updated master plan



### VISIONARY GOAL:

A world in which nothing goes to waste.

### MISSION:

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

## The SM4RT Living Plan: Objectives and Actions

Objective 1	2020	2021	2022	2023	2024
<b>Successfully navigate legislative changes</b>  This is about responding flexibly and using legislative changes to continually improve SM4RT Living.	Region and local municipalities leverage existing framework for collaborative decision-making to navigate legislative changes				
	Region and local municipalities ensure compliance with changing legislation (e.g., Food and Organics Waste Policy Statement and Resource Recovery and Circular Economy Act), including reviewing Official Plan and bylaws				
	Local municipalities and Region together explore legal mechanisms to ensure producers manage their waste as required in the Region				
	During the transition to full producer responsibility, Region and local municipal partners continue to monitor and address blue box contamination and Region ensures the Materials Recovery Facility performs as needed				
Objective 2	2020	2021	2022	2023	2024
<b>Use resources and infrastructure more strategically to achieve SM4RT Living</b>  This is about focusing efforts, innovating and improving coordination to create a more seamless, cost-effective system and do more with available resources	The Region and local municipalities leverage technology to improve data collection, analysis and information sharing from facilities and operations, in support of greater efficiency and more strategic decisions				
	Region and local municipalities maintain leadership in waste diversion by researching and sharing best practices, approaches and technologies, particularly for multi-residential buildings	Local municipalities take the lead in testing and applying new approaches and sharing lessons learned			
	Local municipalities include standards for waste diversion and material storage and collection in the approval process for new multi-residential developments				
	The Region contracts for anaerobic processing capacity to diversify its portfolio and inform future investment decisions				
	Region and local municipalities work towards consistent messaging and education to reduce food waste, including promoting backyard composting to help manage SSO pressures and costs				
	Local municipalities and Region apply best practices and tools to work towards consistency in waste collection services, messaging, enforcement and performance monitoring				
	Region works with other Ontario municipalities to standardize record-keeping and data reporting across the province to provide consistent evidence for advocacy positions				
	Region secures long-term contracts to recover energy from residual materials				
Objective 3	2020	2021	2022	2023	2024
<b>Inspire people across the Region to embrace SM4RT Living and advance the circular economy</b>  This is about the value of partners and pioneers in igniting the uptake of SM4RT Living and the circular economy across our communities	Region and local municipalities celebrate and encourage grassroots community initiatives that align with the SM4RT Living philosophy				
	Region improves support for partnerships, including establishing a \$100,000 Circular Economy grant program that would help community partners, new social enterprises and businesses advance SM4RT Living Plan goals				
	Region identifies and promotes how SM4RT Living connects to broader Regional initiatives around healthy communities and social well-being and builds linkages where appropriate				
	Through strategic partnerships, the Region and local municipalities support opportunities for residents to repair, share, reuse and repurpose items				
	Region and local municipalities work to implement an "Ask First" voluntary program across the Region to reduce single-use items, and show leadership by reducing consumption at their own facilities	Region and local municipalities assess results of "Ask First" program, review federal and provincial policies if available, and determine if a mandatory approach is needed			
	Region and local municipalities advocate for provincial and/or federal policies and legislation that advance the circular economy				
	Region researches, consults and shares findings to build understanding of the circular economy in York Region and how it connects to SM4RT Living	Region encourages residents, not-for-profit groups, businesses and others in York Region to move to the circular economy			

## 5. Measuring and reporting

Measuring progress and using results to drive better outcomes are essential for continuous improvement.

The Region currently provides two reports on waste management performance:



**The Balanced Scorecard**, which reports on progress on the SM4RT Living Plan, is submitted to York Regional Council each year. The scorecard includes metrics on key elements of the waste management system, including waste generation rate, pilot program tracking, and outreach efforts. It summarizes progress

toward the goals set by the Region and local municipalities, including the 2031 goal of reducing waste generation to 289 kilograms per capita. It also compares waste generation by type (blue box, household organics, leaf and yard waste and other recyclables, as well as residual waste) by local municipality.



**The Annual Solid Waste Diversion Report** is required as a condition of the Durham York Energy Centre's Environmental Compliance Approval. It provides York Regional Council and the Ministry of the Environment, Conservation and Parks with information about the amount of overall material collected and

processed. It reports on household hazardous waste, electronic equipment and all other diversion programs, including results from the Region's Community Environmental Centres. The report also includes information about promotion and education efforts.

In preparing the updated SM4RT Living Plan, the Region and its partners looked at current targets, data tracking and reporting systems and approaches, as well as the evolving landscape for waste management.

The Data Measurement Report, which is included as Appendix H, concluded that with the move to producer responsibility for the blue box program, the focus of reporting should shift towards the two key streams – green bin (organics) and residual waste – that will remain as mandated municipal responsibilities.



- For the green bin, the proposed new target is 71 kilograms per resident by 2031, down 15% from the baseline of 84 kilograms in 2014.
- For curbside residual waste, defined as materials outside the blue box or green bin, the proposed new target is 66 kilograms per resident by 2031, which would be a 20% reduction from the baseline of 82 kilograms in 2014.

These targets are closely aligned with the actions in this updated plan, which will make it much easier to connect trends in garbage and green bin materials to the action plan. While the focus of reporting will shift to these two key indicators, the Region and its local municipal partners will continue to prepare and use additional metrics. An important effort going forward will be to refine the data underlying these metrics to support their use in improving performance.



Review of current reporting suggested a need for more context around the different circumstances of each local municipality and how these affect performance. As a result, reporting will group local municipal partners by population density and provide separate analyses of each city and town. This information will be included in future annual reporting.

The Balanced Scorecard, which reports on progress on the SM4RT Living Plan and the Annual Solid Waste Diversion Report including tonnage reporting will become one combined report as of 2020.

The review also suggested that climate change impacts and the role of waste in producing greenhouse gases warranted more attention in reporting. The Region will report annually on greenhouse gas emissions and

recycling efficiency. Measures of financial efficiency, which help to ensure the best use of resources, will also appear every year.

The provincial Resource Productivity and Recovery Authority will be responsible for tracking and reporting on producers' performance on blue box and other recycling programs. Municipalities undoubtedly will use this information to assess how effective the new provincial framework is, and whether improvements are needed.

The review concluded that reports should be aimed at their main target audiences of Regional and local councils and residents, as well as community partners and the federal and provincial governments.





## 6. Staying flexible and sparking change

This update represents a refinement of the initial SM4RT Living Plan to focus in on achieving progress with the available resources and doing more with less. It recognizes that many parts of the current landscape for waste management are in flux, driven by new and emerging legislation and regulations, rising resident expectations, growing climate concerns and changing markets around the world for recyclables and waste.

As the updated plan is implemented, the Region and its partners will use adaptive management to maintain focus on achieving progress. They will monitor results, constantly scan the environment for changes and seek to understand the full trajectory of trends. These activities will fine-tune the plan and its implementation as circumstances dictate so that efforts continue to be cost-effective.

Where legislation is concerned, directions in this plan have been based on assessing both the probability of a change and the impact the change would have. Fortunately, because the Region and local cities and towns are already leaders in waste management, impacts in most cases are not expected to be major. For example, the Region and its partners have already undertaken many activities prescribed in the recently released provincial Food and Organic Waste Policy Statement. Nonetheless, legislative requirements provide an opportunity to assess current policies and practices and look for opportunities to improve SM4RT Living.

Growth and demographic change have given rise to significant differences across and within the nine local cities and towns and will continue to do so: new technological thinkers alongside traditionalists, communities that mix families and retirees, high-energy urban attitudes in the midst of laid-back rural living. These contrasts and the different ways municipalities are dealing with growth (and growth in waste) underline the divergences that implementation of the SM4RT Living Plan must take into account.

**“You might think, ‘It’s too big!’ ‘It’s too scary!’ ‘It’s too late!’ Not true. Small changes lead to big changes, and the more people make them, the greater the impact.”**

**In its “100% green issue” in April 2019, Chatelaine magazine quoted a Canadian psychologist Nancy Prober, who advises that the best way to treat “eco-anxiety” is to take action. The magazine listed several options to reduce individual impacts on the climate. Ranking high are reducing food waste, shopping smarter, and recycling better – all elements of SM4RT Living.**

Yet in talking with the local municipalities and others, there were two clear factors that most Regional residents appear to have in common: commitment to family and love of nature and the environment. By tapping into these characteristics, which cut across demographic factors, the Region and its partners can make the undeniable case for change in waste generation and empower people to make it happen.

This will be achieved most effectively through forms of social engagement that are novel, get people thinking in new ways and inspire them to act. Some examples are outlined in the sidebar on page 30.





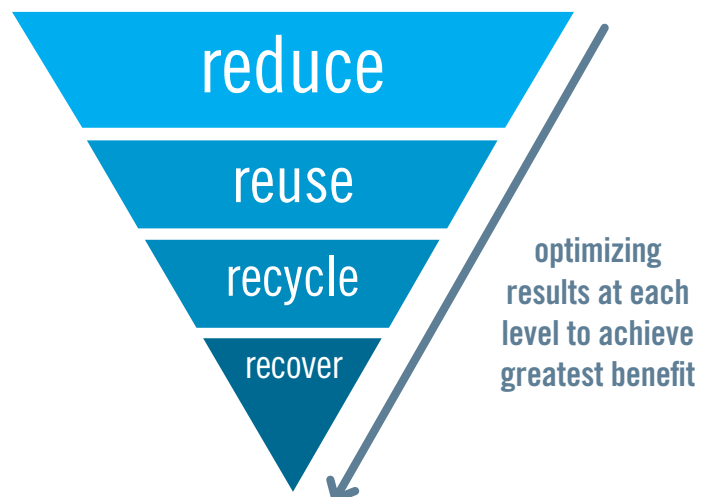
## 7. Conclusion

Waste is a complex topic, one that is tied to resource extraction, manufacturing and agricultural processes, consumption patterns and decisions about when something is no longer wanted or needed and what happens to it then. Waste management has traditionally started at the “what happens to it then” stage, but it is increasingly concerning itself with all the earlier steps.

In many ways, this evolution parallels the One Water initiative that York Region is pioneering in the water and wastewater sector. Growing from recognition that the world’s water resources are finite, One Water builds on efforts to reduce water use and seeks to make the best possible use of every source of water, including reuse, to reduce the burden on the natural environment and the Region’s processing infrastructure.

SM4RT Living reflects exactly the same recognition that there are limits to the resources that go into producing the plastic bags, electronic equipment, clothing and other products that are proliferating around the world and that disposing of them involves environmental, financial and even social costs that are not sustainable.

While this updated plan does deal with the need to continue processing the waste that is left after reuse, organics processing and recycling, it also looks to – and encourages – a different future, one in which the full value of resources is understood and protected in an economy of constant renewal.







IT STARTS WITH YOU

AND YOUR COMMUNITY

AND THE ASPIRATION

TO BE PART OF A SOLUTION FOR

CHANGE



Waste Management  
17250 Yonge Street, Newmarket ON L3Y 6Z1  
1-866-665-6752  
[york.ca/waste](http://york.ca/waste)

# Appendix A Summary: Partnerships and Engagement: From Waste to Well-being

## Purpose:

- Conduct engagement and research with residents, community and municipal partners to understand important issues influencing consumer and lifestyle choices
- Explore and recommend novel approaches to inspiring the change needed to reach the goal set out by the SM4RT Living Plan
- Gather insights on successes and challenges from the first five years and build York Region's capacity to support future work

## Key Findings:

Research into how best to engage people in the community resulted in several key learnings for SM4RT Living:

- People want to reduce waste, but other goals, like more family time, reducing costs, and finding more social connections, are also important. Events and ideas that combine several goals will be more successful than those that focus on waste management alone.
- People want to get involved in projects not just to meet their needs, but also to learn something new. This gives them a sense of ownership.
- Although many residents' lives are busy and full, others lack social connections. People need ways and means to get to know each other.
- With the right environment and tools, people from all disciplines can co-create dynamic new ideas that tackle significant issues in as little as two hours, and feel a real desire to act on them.
- The Region can strengthen partnerships and drive greater innovation with a mentorship approach that supports and learns from partners rather than taking a leadership role

## Recommended Actions:

1. **Innovative research and engagement:** Incorporate ideas from waste and wellbeing into creative engagements that can be used to share the concepts of SM4RT Living and the connection to broader social issues
2. **Stakeholder Advisory Group:** The Stakeholder Advisory Committee that participated in shaping the SM4RT Living Plan provided a diversity of perspectives and expertise to the plan. The review and update identified opportunities to re-establish that group as a vehicle to support implementation in the community.
3. **Strong partnerships:** The Review and Update identified the need to broaden and deepen the range of partnerships supporting the plan. Shifting the Region's role from leading partner into mentoring, facilitating and supporting other groups to develop and delivery projects aligned with SM4RT Living as well as their own priorities is recommended. Internal processes and staff skill development should be aligned to support this shift.

## Link to Objectives:

- **Objective 3:** Inspire people across the Region to embrace SM4RT Living and advance the circular economy.

# Appendix B Summary: Long Term Source Separated Organic Waste Processing Plan

## Purpose:

- This Processing Plan has been prepared to ensure that processing services for source separated organic waste (SSO) can continue to be provided to York Region's residents in a cost effective and environmentally sustainable way for the next 25 years.
- Builds on a Feasibility Study conducted through consultant services by Region staff that evaluated several processing methods for SSO and determined that anaerobic digestion (AD) was the preferred technology option for the Region's feedstock.
- This Processing Plan considers various methods of implementing CH2M Hill's recommendations and identifies a preferred methodology to deliver AD processing services.

## Key Findings:

- Eight analysis scenarios were used to assess alternate strategies for transitioning from the Region's current aerobic composting contracts to a long term solution using AD technology.
- Total lifecycle costs, GHG emissions, and other performance metrics were calculated for each scenario over a 20 year operating period from 2026 through 2045 to quantify the effects of key decisions such as contracted service delivery versus Regional ownership, facility location, facility size, and timing of phased construction.
- Study concludes that procurement of long-term contracts with privately owned AD facilities provides the highest overall value to the Region.

## Recommended Actions:

- It is recommended that the Region issue a request for proposals (RFP) in 2020 to secure contracted AD processing capacity for all of the Region's SSO no later than 2024.

## Link to Objectives:

- **Objective 2:** The Region contracts for anaerobic processing capacity to diversify its portfolio and inform future investment decisions.



# Appendix C Summary: Single-Use Plastics and Litter Reduction Strategies Report

## Purpose:

- Review relevant government and industry responses to single-use plastics and litter.
- Summarize and identify the problem, approaches to managing single-use plastics and litter.
- Make recommendations for how York Region can better measure and report on progress on its waste reduction and diversion initiatives moving forward.

## Key Findings:

- The following strategies could be used to identify the root causes of litter within the Region:
  - » Gather waste collector feedback to identify where more infrastructure is needed.
  - » Gather information from bylaw enforcement staff and roads crews to identify litter 'hotspots' and possible causes.
  - » Initiate a hotline/online reporting through the Region or local municipal partner websites or app for members of the public to use to report litter 'hotspots'.
- Policy measures aimed at reducing the use of a specific material or package may inadvertently lead to the increased consumption of an alternative that is also problematic.
  - » Regulatory measures taken by other jurisdictions include: community led initiatives; industry led initiatives; material targets; disposal bans; by-request bylaws; and materials bans.

## Recommended Actions:

- Demonstrate local level Environmental Stewardship through green procurement options and reduction of single-use plastics within municipal buildings. Provide and incentivize staff and visitors with options to use reusable containers over single-use packaging.

## Recommended Actions *continued*:

- Actively participate and align policies with neighbouring municipalities to tackle single-use items to maximize opportunities for harmonization and consistent policymaking.
- Supporting businesses and community groups on waste reduction initiatives.
- Conducting research to better understand the underlying causes of litter in York Region specifically.
- Investing in infrastructure improvements to address those causes, where appropriate, and monitoring impact.
- Actively monitoring the impacts of policies implemented in other jurisdictions to gain insight and ensure policies being considered are designed to minimize substitute effects and do not sacrifice upstream environmental benefits.
- Continuing to consult with businesses and other stakeholders to understand the potential impact of the mandated policy options discussed above to inform policymaking.
- Develop positions and advocacy strategies related to mandatory take-back programs, disposal bans, deposit return, material targets, by-request bylaws, and materials bans.

## Link to Objectives:

- **Objective 1:** Successfully navigate legislative change.
- **Objective 3:** Inspire people across the Region to embrace SM4RT Living and advance the circular economy.

# Appendix D Summary: Multi-Residential Diversion/Reduction in York Region Memo

## Purpose:

- Summarize the current issues/challenges affecting multi-residential buildings and recommend next steps informed by initiatives and best practices observed in other jurisdictions.

## Key Findings:

- High variability in diversion performance across audited multi-residential buildings will require customized solutions to address structural and behavioral issues.

## Recommended Actions:

- Build on data collection to isolate building specific issues and provide appropriate support.
- Integrate existing RFID weights collected from multi-residential into the existing database.
- Track performance on a geographical basis to identify problematic routes.
- Conduct site visits at buildings with high waste generated per unit.
- Consider revising waste audit categories to focus on problematic materials; vary criteria for building selection e.g. demographics, income, maturity of recycling program, infrastructure; conduct detailed analysis to identify material-specific capture rates.
- Develop new promotion and educational material based on 2019 audits; deliver digitally through social media.
- Develop guidelines and standard forms for staff to determine adequacy of bins and promotion and educational material; coordinate visits with local municipalities at buildings with low capture rates.
- Work with local municipalities to harmonize information and provide a consolidated and easily accessible online toolkit.
- Conduct pilot where in-unit totes are delivered to 2019 audited buildings; consider providing in-unit totes to all multi-residential buildings.

## Recommended Actions *continued*:

- Target clean loads of fibre based on end market restrictions; consider facilitating a direct relationship between a cardboard buyer and multi-residential buildings.
- Facilitate working group to include Region staff, local municipalities and multi-residential stakeholders to encourage residents to participate in waste diversion; prepare appropriate supporting materials.
- Determine current financial impacts from low capture and high contamination rates; develop draft financial incentive model and solicit feedback from local municipalities.
- Review effectiveness of current design standards for waste management; consult key stakeholders to present minimum design standard requirements for multi-residential; draft bylaws to enforce non-compliance based on other municipal experiences.
- Train superintendents on communicating diversion programs.
- Consider technology to improve storage and collection e.g. solar powered trash compactors, food waste grinders, underground storage systems.
- Compactor/bin monitoring for on demand pick-ups.
- Promote recycling rewards programs.

## Link to Objectives:

- **Objective 2:** Region and local municipalities maintain leadership in waste diversion by researching and sharing best practices, approaches and technologies, particularly for multi-residential buildings.
- Local municipalities include standards for waste diversion and material storage and collection in the approval process for new multi-residential developments.

# Appendix E Summary: New and Emerging Initiatives and Technologies in Waste Management

## Purpose:

- Conduct a jurisdictional and market scan of new and emerging technologies and initiatives within the waste management industry.
- Summarize findings and identify whether the technology is ready to be implemented for York Region, or be monitored as the technology or initiative is still developing.

## Key Findings:

- Applicable technologies and initiatives for York Region were based on its ability to meet one or more of the Region's five key priorities: *Reducing GHG emissions; Increasing cost savings; Increasing overall waste diversion; Decreasing contamination within waste streams; and Aligning local policies with provincial and federal policies.*
- With the proliferation of complex materials to be managed, the Region has to consider technologies and initiatives along the entire waste management supply chain.

## Recommended Actions:

- **Using Data to Maximize Diversion:** Immediate focus on data collection at different waste sources to better understand the composition and capture rates; ensure producer responsible material are not inadvertently flowing through municipal waste streams.
- **Cart Based Collection:** Collaborate with local municipalities to consider assessing the impacts of switching to cart based collection; assess the impacts of the blue box transition on residual waste and green bin programs.
- **Electric Trucks:** Monitor findings from the US and other municipalities using electric trucks
- **Autonomous Collection Trucks:** Monitor technology trials and potential impacts on transfer stations.

## Recommended Actions *continued*:

- **Underground/Automated Waste Collection Systems:** Consider a study to determine if this system would be appropriate for the Langstaff Development as a model for future developments in York Region.
- **Public Space Green Bin Collection:** Immediate implementation due to low cost and alignment with existing green bin program.
- Study Solar Compacting Garbage Bins and identify underserved areas for its use.
- Monitor end market developments for Construction, Renovation & Demolition Waste.
- **On-Site Organics Management:** Evaluate existing technology and potential applications to address food and organic waste at municipal sites.
- **Mixed Waste Processing:** York Region should actively participate in discussions with Durham Region, and other municipalities to support mutually beneficial investments and advancements.
- **MRF Robotic & Artificial Intelligence Technology:** Continue to monitor as this technology was designed for MRFs, but as the blue box program transitions, the need for this technology may not be relevant.

## Link to Objectives:

- **Objective 2:** The Region and local municipalities leverage technology to improve data collection, analysis and information sharing from facilities and operations, in support of greater efficiency and more strategic decisions.

# Appendix F Summary: Residual Waste Processing Plan

## Purpose:

- In order to continue to meet the Region's Official Plan target of over 90 per cent diversion from landfill, the Region needs to secure stable long-term energy-from-waste (EFW) processing capacity.
- This Residual Waste Processing Plan considers alternative methods of securing long term processing capacity.

## Key Findings:

- The Region can secure up to 120,000 tonnes of annual EFW processing capacity from privately owned facilities.
- Projected residual waste tonnages are not expected to reach levels (250-270,000 tonnes/year) required to support expanded Durham York facility operations until the 2035 to 2040 timeframe.
- Expansion approvals may take up to 8-12 years.
- The Region can secure up to 40,000 tonnes of landfill capacity to manage non-recyclable materials not suitable for EFW.

## Recommended Actions:

- That the Region issue an RFP in Q4 2020 to secure up to 120,000 tonnes of annual EFW processing capacity from privately owned facilities. This new contracted capacity will serve as an interim bridge until York Region and Durham Region have enough time and residual waste tonnage to implement expansion of the Durham York Energy Centre to 250,000 to 270,000 tonnes per year.
- The recommended contract structure consists of an initial term of approximately 12 years, beginning in September 2023 at the conclusion of current contracts with Covanta Niagara and the initial term of the Emerald EFW contract. The recommended contract end date of Jan 2036 coincides with the end of the first term of the Durham York Energy Centre (DYEC) operating contract.
- Following this initial term, it is recommended that a series of two to three year optional term extensions be provided between January 2036 and January 2046. This will provide the Region with flexibility on the implementation plan and timing for DYEC expansion.
- In addition, staff recommend that an RFP be issued to secure up to 40,000 tonnes of landfill capacity to manage non-recyclable materials that are not suitable for EFW from the end of its existing contract in June 2025 through January 28, 2046 to coincide with the end of the EFW contracts.

## Link to Objectives:

- **Objective 2:** Region secures long-term contracts to recover energy from residual materials.

# Appendix G Summary: Initiating a Circular Economy

## Purpose:

- Review circular economy activities currently occurring in York Region.
- Conduct jurisdictional scan of other circular economy initiatives and policies.
- Recommend actions that the Region could carry out to address the current linear system and work with stakeholders and collaborate to create and initiate circular economy solutions.

## Key Findings:

- Extended Producer Responsibility is a crucial component of the circular economy.
- Most municipal examples of the circular economy have placed an emphasis on engagement with stakeholders, particularly with businesses. Partnerships with businesses and other levels of government can help ensure access to adequate support and resources for a successful circular economy system.
- Through implementation of a circular waste system, the Region has the opportunity to:
  - » Influence upstream design and decision making at all consumer levels.
  - » Support provincial and federal waste prevention, reduction and reuse initiatives.
  - » Engage with residents, non-governmental, and governmental organizations that have some degree of legislative control to effect change in the design and distribution of products.
  - » Develop advocacy positions related to community and sustainable development that support the implementation of efficient and effective waste management systems, and to have consideration of impacts on waste generation and management in the decision making process when such policies are developed.

## Recommended Actions:

- Continue to advocate for an Extended Producer Responsibility (EPR) system.
- Develop a Green Procurement Policy that builds repair and reuse into the Region's procurement and discard policies, including a policy regarding preference for durable, repairable, and reusable items.
- Advocating for regulations that support the circular economy by providing frameworks, processes, and/or focusing on specific packaging or products.
- Funding circular economy activities, supporting circular economy research, can accelerate the growth of the circular economy in the Region.
- Create more opportunities for sharing, reusing and repurposing.
- Participate in the Circular Economy community by joining and participating in circular economy groups like the Ellen MacArthur Foundation.
- Develop a municipal circular economy working group, drawing from the Municipal 3Rs Collaborative member group and utilizing their knowledge and expertise.
- Develop an internal Circular Economy Committee. With the purpose of championing internal circular economy activities, developing circular corporate policies, and communicating and educating other employees on circular economy practices.

## Link to Objectives:

- **Objective 3:** Inspire people across the Region to embrace SM4RT Living and advance the circular economy.

# Appendix H Summary: Final Report of Data Measurement Approach

## Purpose:

- Review effectiveness of current data management practices.
- Summarize best practices related to data gathering, performance measurement and reporting methodology in other similar jurisdictions.
- Make recommendations to better measure and report progress on waste reduction and diversion initiatives moving forward.

## Key Findings:

- Common ground exists between York Region and local municipalities on tracking and reporting of data:
  - » All municipalities believe that data tracking highlights potential issues
  - » Data informs decision-making (e.g., policies, programs, resource, infrastructure)
- Context and needs for each local municipality were different
- Current data tracking and reporting system has deficiencies
- Four main themes related to top concerns:
  1. Intended audience
  2. Context
  3. Current metrics
  4. Need for new metrics

## Recommended Actions:

- Expand the intended audience for the *Balanced Scorecard* and the *Annual Solid Waste Diversion Report* to include federal and provincial governments, local municipal councils, community partners and residents. Combine these two reports into one report.

## Recommended Actions *continued*:

- Adapt the *Balanced Scorecard* to group local municipal partners by population density in separate tables. Include a separate analysis for each local municipality to illustrate their five-year trend related to key metrics and associated context (e.g., highlighting new programs that were introduced over the previous year, etc.).
- Amend waste reduction measurement to focus on residual waste and household organic waste. Reset waste reduction targets to take these changes into account.
- Continue to report on the amount of material diverted through municipal programs separately from the waste reduction/generation rates.
- Explore the following additional metrics and consider for future reporting:
  - » Producer responsibility
  - » Accessibility
  - » GHG emission reduction
  - » Recycling efficiency
  - » Financial efficiency
  - » Expand the Datacall spreadsheet to include some additional context to explain changes to municipality's annual waste generation.

## Link to Objectives:

- **Objective 2:** Region works with other Ontario municipalities to standardize record-keeping and data reporting across the province to provide consistent evidence for advocacy positions.





Legislative Services  
Michael de Rond  
905-726-4771  
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Town of Aurora  
100 John West Way, Box 1000  
Aurora, ON L4G 6J1

May 1, 2020

Mr. Chris Raynor, Regional Clerk  
The Regional Municipality of York  
17250 Yonge Street  
Newmarket, ON L3Y 6Z1

**Delivered by email**  
regional.clerk@york.ca

Dear Mr. Raynor,

**Re: Town of Aurora Council Resolution of April 28, 2020**  
**Re: Regional Council Composition Review Decision**

Please be advised that this matter was heard by Council at its meeting held on April 28, 2020, and in this regard Council adopted the following resolution:

- 1. That Report No. CS20-005 be received; and**
- 2. That the Town of Aurora Council does not consent to an additional member of the Regional Municipality of York Council for the City of Vaughan; and**
- 3. That the Town Clerk be directed to circulate the Town's decision to York Region and all York Region Municipalities.**

The above is for your information and any action deemed necessary.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Michael de Rond".

Michael de Rond  
Town Clerk  
The Corporation of the Town of Aurora

Copy: All York Region Municipalities

MdR/is



**Authority:** Item 5.4(e) (PED20076)  
CM: April 22, 2020  
Ward: City Wide  
**Bill No. 077**

## **CITY OF HAMILTON**

### **BY-LAW NO. 20-077**

#### **To Repeal and Replace By-law No. 09-110, being a By-law to Prohibit and Regulate Certain Public Nuisances within the City of Hamilton; and to Amend By-law No. 17-225, a By-law to Establish a System of Administrative Penalties**

**WHEREAS** the Council of the City of Hamilton deems it appropriate to enact a by-law to prohibit and regulate certain public nuisances within the City of Hamilton pursuant to sections 128 and 129 of the *Municipal Act, 2001*, S.O. 2001, c. 25, ("*Municipal Act, 2001*") as amended;

**AND WHEREAS** section 444 of the *Municipal Act, 2001* authorizes municipalities to make orders requiring the person who contravened the by-law or who caused or permitted the contravention or the owner or occupier of the land on which the contravention occurred to discontinue the contravening activity;

**AND WHEREAS** sections 445 and 446 of the *Municipal Act, 2001* authorize municipalities to issue work orders and in default of a work order being completed by the person directed or required to do it, the work shall be done by the City at the person's expense by action or by adding the costs to the tax roll and collecting them in the same manner as property taxes;

**AND WHEREAS** in the opinion of the Council for the City of Hamilton, the following are or could become a public nuisance:

- (a) the act of urinating or defecating in public places;
- (b) the act of knocking over mailboxes, relay boxes, newspaper boxes, recycling boxes and other waste containers located on highways; or
- (c) odours and lighting from the cultivation of cannabis plants.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

### **PART I - INTERPRETATION**

#### **Definitions**

1. In this By-law:

**"Act"** means the *Cannabis Act* S.C. 2018, c. 16 and its regulations, and if applicable, any predecessor or successor acts and its respective regulations, all as amended;

**"By-law"** means this by-law to prohibit and regulate certain nuisances within the City of Hamilton;

To Repeal and Replace By-law No. 09-110, being a By-law to Prohibit and Regulate Certain Public Nuisances within the City of Hamilton; and to Amend By-law No. 17-225, a By-law to Establish a System of Administrative Penalties

Page 2 of 7

**“Canada Post”** means Canada Post Corporation established by the *Canada Post Corporation Act*, R.S.C., 1985, c. C-10;

**“City”** means the municipal corporation of the City of Hamilton;

**“Cannabis Plant”** means a plant that belongs to the genus *Cannabis* and, in the absence of evidence to the contrary, includes any plant described as cannabis or by a name that is commonly applied to cannabis;

**“Cultivate, Cultivated, Cultivating or Cultivation”** in respect of cannabis, means to grow, propagate or to harvest cannabis plants and includes the possession of cannabis plants;

**“Defecate”** means to discharge excrement from the human body;

**“Highway”** includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, part of which is intended for use or used, by the general public for the passage of vehicles or persons, and includes the area between the lateral property lines thereof, including sidewalks and boulevards;

**“Nuisance”** means anything that is injurious to health, indecent, offensive to any of the Senses, or results in the loss of enjoyment of normal use of property;

**“Officer”** means a Police Officer or a Municipal Law Enforcement Officer appointed under any federal or provincial statute or regulation or City by-law or any other person assigned or appointed by Council of the City to administer or enforce this By-law and includes a person employed by the City whose duties are to enforce this By-law;

**“Porta Potty”** means a portable building containing a toilet;

**“Public Place”** includes a Highway and any place to which the public has access and private property that is exposed to public view, whether or not the property is owned by the person contravening the By-law, but does not include a Washroom Facility;

**“Senses”** means a faculty by which the human body perceives an external stimulus and includes one or more of the faculties of sight, smell, hearing, taste and touch;

**“Urinate”** means to discharge urine from the human body; and

**“Washroom Facility”** means a room inside a building that is equipped with toilet facilities and includes a Porta Potty.

## Application

2. This By-law applies to all persons, lands and properties in the City of Hamilton.

## **PART II - RESTRICTIONS**

### **Urinating or Defecating in a Public Place**

3. No person shall Urinate or Defecate in a Public Place.

### **Knocking over Personal and Public Property**

4. No person shall knock over or attempt to knock over a Canada Post mailbox, Canada Post relay box, newspaper box, recycling container, garbage container or other similar waste container located on a Highway. This section shall not apply to:
  - (a) City employees or any person under contract to the City who is acting under the City's Solid Waste Management By-law;
  - (b) City employees or any person under contract to the City while performing work in the normal course of their duties; or
  - (c) Canada Post employees or any person under contract to Canada Post while performing work in the normal course of their duties.

### **Lighting from the Cultivation of Cannabis Plants**

5. No person shall cause, create or permit light from the Cultivation of cannabis plants to shine upon the land of others so as to be or to cause a Nuisance to any person or to the public generally.
6. Every owner or occupier of land shall ensure that no light from the Cultivation of cannabis plants on his or her land shines upon the land of others so as to be or to cause a Nuisance to any person or to the public generally.
7. Outdoor lighting and indoor lighting from the Cultivation of cannabis plants that can be seen outdoors shall be operated, placed and maintained, or have a barrier placed and maintained, so as to prevent or block direct illumination of the interior of a building on adjoining land or lands regardless of whether such a building has or may have a barrier, shades, drapes or other interior window coverings.

### **Odours from the Cultivation of Cannabis Plants**

8. No person shall cause, create or permit the emission of an odour from the Cultivation of cannabis plants so as to be or to cause a Nuisance to any person or to the public generally.
9. Every owner or occupier of land shall ensure that no emission of an odour from the Cultivation of cannabis plants on his or her land is or causes a Nuisance to any person or to the public generally.

### **PART III - ENFORCEMENT**

#### **Enforcement**

10. The provisions of this By-law may be enforced by an Officer.
11. If an Officer is satisfied that a contravention of this By-law has occurred, he or she may make an order requiring the person who contravened the By-law or who caused or permitted the contravention or the owner or occupier of the land on which the contravention occurred, to discontinue the contravening activity.
12. An order under section 11 shall set out:
  - (a) reasonable particulars of the contravention adequate to identify the contravention and the location of the land on which the contravention occurred; and
  - (b) the date or dates by which there must be compliance with the order.
13. If an Officer is satisfied that a contravention of this By-law has occurred, he or she may make an order requiring the person who contravened the By-law or who caused or permitted the contravention or the owner or occupier of the land on which the contravention occurred, to do work to correct the contravention.
14. An order under section 13 shall set out:
  - (a) reasonable particulars of the contravention adequate to identify the contravention and the location of the land on which the contravention occurred;
  - (b) the work to be completed;
  - (c) and the date by which the work must be complete.
15. An order under section 13 may require work to be done even though the facts which constitute the contravention of the By-law were present before the By-law making them a contravention came into force.
16. An order made under sections 11 or 13 may be served personally or by registered mail to the last known address of:
  - (a) the person who caused, created or permitted the offence; and
  - (b) the owner or occupier of the lands where the contravention occurred.
17. Where an owner or occupier of the land on which the contravention occurred, who has been served with an order and fails to comply with the order, then an Officer, or any authorized agent on behalf of the City may enter on the land at any reasonable time



and complete the work required to bring the land into compliance with the provisions of this By-law as set out in the order.

18. Where the work required to bring the land into compliance with the By-law has been performed by or for the City, the costs incurred in doing the work may be collected by action or the costs may be added to the tax roll for the land and collected in the same manner as taxes.
19. An Officer may enter on land at any reasonable time for the purpose of carrying out an inspection to determine whether any provision of this By-law or an order made under this By-law is being complied with.
20. For the purposes of conducting an inspection pursuant to this By-law, an Officer may:
  - (a) require the production for inspection of documents or things relevant to the inspection;
  - (b) inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts;
  - (c) require information from any person concerning a matter related to the inspection; and
  - (d) alone, or in conjunction with a person possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purpose of the inspection.
21. No person shall prevent, hinder or obstruct, or attempt to hinder or obstruct an Officer who is exercising a power or performing a duty under this By-law.

### **Offence and Penalty**

22. Any person other than a corporation who contravenes any provision of this By-law or who fails to comply with an order made under this By-law or who obstructs or attempts to obstruct an Officer in carrying out his or her duties under this By-law is guilty of an offence and on conviction is liable to a maximum fine of \$5,000 for a first offence, and a maximum fine of \$10,000 for a subsequent offence.

### **Same re Corporations**

23. Any corporation which contravenes any provision of this By-law or who fails to comply with an order made under this By-law or who obstructs or attempts to obstruct an Officer in carrying out his or her duties under this By-law is guilty of an offence and on conviction is liable to a maximum fine of \$50,000 for a first offence and \$100,000 for any subsequent offence.

### **Other Remedies**

To Repeal and Replace By-law No. 09-110, being a By-law to Prohibit and Regulate Certain Public Nuisances within the City of Hamilton; and to Amend By-law No. 17-225, a By-law to Establish a System of Administrative Penalties

Page 6 of 7

24. If a person or corporation is convicted of an offence under this By-law, in addition to any other remedy or any penalty imposed, the court in which the conviction has been entered, and any court of competent jurisdiction, may make an order prohibiting the continuation or repetition of the offence by the person convicted.

### **Continuing Offence**

25. Each day or a part of a day that a contravention of this By-law continues is deemed to be a separate offence.

### **Administrative Penalties**

26. In the alternative to a charge for the offences described in this By-law and listed in Schedule A of the City of Hamilton's By-law 17-225, an Officer may issue an administrative penalty notice for the applicable contraventions.

## **PART IV – MISCELLEOUS**

### **Severability**

27. Where a court of competent jurisdiction declares any provision of this By-law invalid, or to be of no force or effect, the provision shall be deemed conclusively to be severable from the By-law and every other provision of this By-law shall be applied and enforced in accordance with its terms to the extent possible according to law.

### **Administrative Penalty Table**

28. Administrative Penalty By-law No 17-225 is amended by adding Table 23 to Schedule A:

<b>TABLE 23: BY-LAW NO. 20-078 NUISANCE BY-LAW</b>				
<b>ITEM</b>	<b>COLUMN 1 DESIGNATED BY- LAW &amp; SECTION</b>		<b>COLUMN 2 SHORT FORM WORDING</b>	<b>COLUMN 3 SET PENALTY</b>
1	20-077	3	Urinate in public place	\$205.00
2	20-077	3	Defecate in public place	\$305.00
3	20-077	4	Cause to knock over a mailbox	\$205.00
4	20-077	4	Attempt to knock over a mailbox	\$155.00
5	20-077	4	Cause to knock over a relay box	\$205.00
6	20-077	4	Attempt to knock over a relay box	\$155.00
7	20-077	4	Cause to knock over a newspaper box	\$205.00
8	20-077	4	Attempt to knock over a newspaper box	\$155.00
9	20-077	4	Cause to knock over a waste container	\$205.00
10	20-077	4	Attempt to knock over a waste container	\$155.00

To Repeal and Replace By-law No. 09-110, being a By-law to Prohibit and Regulate Certain Public Nuisances within the City of Hamilton; and to Amend By-law No. 17-225, a By-law to Establish a System of Administrative Penalties

Page 7 of 7

### **Short Title**

29. The short title of this By-law is the "Public Nuisance By-law".

### **Proceedings and Other Actions Continued**

30. Any proceeding being conducted, or other action being carried out under By-law No. 09-110 shall be deemed to continue under this By-law, and any reference to By-law 09-110 in such proceeding or other action shall be deemed to refer to this By-law.

### **Repeal**

31. By-law No. 09-110 is hereby repealed.

### **Enactment**

32. This By-law comes into force and effect on the day it is passed.

**PASSED** this 22<sup>nd</sup> day of April, 2020

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F. Eisenberger  
Mayor

---

A. Holland  
City Clerk





The Corporation of  
The Township of Brock  
1 Cameron St. E., P.O. Box 10  
Cannington, ON L0E 1E0  
705-432-2355

May 5, 2020

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

Dear Honourable Sir:

Re: Support for Conservation Authorities

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Please be advised that the Council of the Township of Brock has endorsed the resolution adopted by the Town of Ajax in support of the Conservation Authorities. I have attached a copy of Ajax's correspondence and would ask that you take their resolution into consideration.

Should you have any concerns, please do not hesitate to contact the undersigned

Yours truly,

THE TOWNSHIP OF BROCK

A handwritten signature in black ink that reads 'Becky Jamieson'.

Becky Jamieson  
Municipal Clerk

BJ: dh

cc. Sarah Moore, Deputy Clerk, Town of Ajax  
The Honourable Laurie Scott, MPP Kawartha Lakes-Haliburton-Brock  
The Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks  
Lake Simcoe Region Conservation Authority  
Toronto and Region Conservation Authority  
Central Lake Ontario Conservation Authority  
Conservation Ontario  
AMO  
All Ontario Municipalities



**TOWN OF AJAX**  
 65 Harwood Avenue South  
 Ajax ON L1S 3S9  
[www.ajax.ca](http://www.ajax.ca)

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

March 5, 2020

Re: **Supporting Conservation Authorities**

Date:	06/03/2020
Refer to:	Not Applicable
Meeting Date:	March 16, 2020
Action:	null
Notes:	COW - BPED - Consent
Copies to:	

Please be advised that the following resolution was endorsed by Ajax Town Council at its Meeting held February 24, 2020:

WHEREAS, the Town of Ajax is committed to planning for a sustainable future, protecting human life and property from natural hazards, and promoting environmental education and stewardship;

AND WHEREAS the Town of Ajax is located within the Toronto and Region Conservation Authority (TRCA) and the Central Lake Ontario Conservation Authority (CLOCA) jurisdiction and has representatives on both Board of Directors;

AND WHEREAS each respective Board of Directors determine the policies, priorities and budget of the TRCA and CLOCA;

AND WHEREAS the TRCA and CLOCA provide valuable non-mandatory programs and services including expert advice on the environmental impacts associated with land use planning and source water protection, environmental restoration services, educational and recreational opportunities, and community engagement programs, in an efficient manner delivered at a watershed scale;

THEREFORE BE IT RESOLVED that the Town of Ajax supports the continuation of both mandatory and non-mandatory programs and services provided by the TRCA and CLOCA, and that no programs or services of the TRCA or CLOCA, or the other Conservation Authorities in Ontario be "wound down" at this time;

AND THAT the Province engage in early consultations with the TRCA, CLOCA, and other Conservation Authorities, and member municipalities including the Region of Durham, to fully understand the funding structure and local benefits of programs delivered by the Conservation Authorities;

AND THAT a copy of this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario; Jeff Yurek, Minister of Environment, Conservation and Parks; Rod Philips, MPP Ajax; the Association of Municipalities of Ontario; the Toronto and Region Conservation Authority; Central Lake Ontario Conservation Authority; Conservation Ontario; and all Ontario Municipalities.

*Res 16-6 COW April  
 endorsed*



If you require any additional information please do not hesitate to contact Sean McCullough, Senior Planner, at 905-619-2529 ext. 3234 or [sean.mccullough@ajax.ca](mailto:sean.mccullough@ajax.ca)

Sincerely

A handwritten signature in black ink that reads "S. Moore". The signature is written in a cursive style with a large, looped initial "S".

Sarah Moore  
Acting Manager of Legislative Services/Deputy Clerk

Copy: Jeff Yurek, Minister of Environment, Conservation and Parks  
Rod Philips, MPP Ajax  
Association of Municipalities of Ontario  
Toronto and Region Conservation Authority  
Central Lake Ontario Conservation Authority  
Conservation Ontario; and  
S. McCullough, Senior Planner,  
all Ontario Municipalities







**The Corporation of the Town of Grimsby  
Administration**

Office of the Town Clerk  
160 Livingston Avenue, P.O. Box 159, Grimsby, ON L3M 4G3  
**Phone:** 905-945-9634 Ext. 2015 | **Fax:** 905-945-5010  
**Email:** [skim@grimsby.ca](mailto:skim@grimsby.ca)

May 6, 2020

SENT VIA EMAIL

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

The Honourable William Francis Morneau  
Minister of Finance  
90 Elgin Street  
Ottawa, ON K1A 0G5

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

Dear Prime Minister Trudeau, Minister of Finance Morneau and Premier Ford:

**Re: Support for Commercial Rent Assistance Program**

At its meeting of May 4, 2020, the Town of Grimsby Council passed the following resolution:

*Moved by Councillor Ritchie; Seconded by Councillor Vaine;  
Whereas these are unprecedented times that have not been seen in generations;  
and,  
Whereas on April 16, 2020 the Canadian Federal Government announced a new  
program called the Canada Emergency Commercial Rent Assistance; and,  
Whereas this program is to be developed in unison with the Provincial and  
Territorial counterparts; and,*



**The Corporation of the Town of Grimsby  
Administration**

Office of the Town Clerk

160 Livingston Avenue, P.O. Box 159, Grimsby, ON L3M 4G3

Phone: 905-945-9634 Ext. 2015 | Fax: 905-945-5010

Email: [skim@grimsby.ca](mailto:skim@grimsby.ca)

*Whereas this program is to provide relief to small business (in Grimsby and throughout Canada) with their rent for the months of April, May, and June; and,  
Whereas many Provincial programs have been announced to date but have generally aimed at the residential, rather than the commercial, rent markets; and,  
Whereas many small businesses in the Town of Grimsby have been affected financially due to COVID-19, thus making rent payments difficult;*

*Therefore be it resolved that the Town of Grimsby endorse this program whole heartedly, and request the Federal Government of Canada to work with its Provincial and Territorial Partners to expedite this program and offer this program as soon as possible; and,*

*Be it further resolved that the Town of Grimsby ask the Federal Government, and Provincial and Territorial Partners look at the possibility of extending this program if the impacts of COVID-19 continue past the month of June; and,*

*Be it further resolved that the Town of Grimsby ask the Federal Government and its Provincial, and Territorial Partners to make this program 100 percent forgiving to the small businesses effected; and,*

*Be it further resolved that this motion be distributed to the Right Honourable Prime Minister of Canada, the Honourable Minister of Finance, the Honourable Premier of Ontario, and all municipalities in Ontario*

Regards,

Sarah Kim  
Town Clerk

SK/dk

Cc: Ontario Municipalities



**The Corporation of the Town of Grimsby  
Administration**

Office of the Town Clerk

160 Livingston Avenue, P.O. Box 159, Grimsby, ON L3M 4G3

**Phone:** 905-945-9634 Ext. 2015 | **Fax:** 905-945-5010

**Email:** [skim@grimsby.ca](mailto:skim@grimsby.ca)





6648 Road 506  
 Plevna, Ontario K0H 2M0  
 Tel: (613) 479-2231 or 1-800-234-3953, Fax: (613) 479-2352  
[www.northfrontenac.ca](http://www.northfrontenac.ca)

May 13, 2020

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

Via Email: [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)

Dear Premier Ford,

**Re: Framework for Reopening our Province - Residential Construction in Rural Areas**

Please be advised the Council of the Township of North Frontenac passed the following Resolution at the May 8, 2020 Meeting:

**Moved by Councillor Hermer, Seconded by Councillor Perry #191-20**

**Whereas** on March 17, 2020 the government of Ontario announced that it was declaring a state of emergency under s 7.0.1 (1) of the *Emergency Management and Civil Protection Act* so that the Province could use every power possible to protect the health and safety of all individuals and families during the COVID-19 pandemic;

**And Whereas** on Friday, April 3, 2020, the government of Ontario gave notice of changes to Ontario Regulation 82/20 being the Order for the temporary closure of places of non-essential business made under subsection 7.0.2 (4) of the *Emergency Management and Civil Protection Act*, which reduced the list of essential businesses permitted to continue operation during the provincial state of emergency;

**And Whereas** Section 30 of the new Schedule 2 of Ontario Regulation 82/20 has been generally interpreted to prohibit residential construction where a building permit had not been issued prior to April 4, 2020;

**And Whereas** residential construction represents a significant number of jobs in rural Ontario and forms an integral part of the rural Ontario economy through considerable direct, indirect and induced impacts;

**And Whereas** on Monday, April 27, 2020 the government of Ontario released A *Framework for Reopening our Province*, which outlines the criteria Ontario's Chief Medical Officer of Health and health experts will use to advise the government on the loosening of emergency measures, as well as guiding principles for the safe, gradual reopening of businesses, services and public spaces;

**And Whereas** Stage 1 of the *Framework* will consider the opening of workplaces that can immediately meet or modify operations to meet public health guidance and occupational health and safety requirements;

**And Whereas** residential construction in rural areas is characterized by single-family dwelling types situated on large lots, which are attended by a very limited number of

tradespersons and contractors at any given time, and are being constructed for specific clientele with planned occupancy dates;

**Now Therefore Be It Resolved That** the Council of the Township of North Frontenac requests that the government of Ontario consider lifting the prohibition on residential construction where no building permit had been issued prior to April 4, 2020, in all instances where such construction can take place in accordance with the principles outlined in the government's *Framework for Reopening our Province* at its earliest opportunity in order to alleviate the economic hardships being experienced by rural Ontario's construction sector and the residents and families which it serves; **And That** this Resolution be forwarded to the Office of the Honourable Doug Ford, Premier of Ontario and the Honourable Steve Clark, Minister of Municipal Affairs and Housing;

**And Further That** a copy of this Resolution be sent to the Association of Municipalities of Ontario (AMO), the Eastern Ontario Warden's Caucus (EOWC), and to all rural Ontario municipalities, requesting their support.

If you have any questions or concerns, please do not hesitate to contact me.

Yours truly,



Tara Mieske  
Clerk/Planning Manager  
TM/bd

c.c. Steve Clark, Minister of Municipal Affairs and Housing  
Association of Municipalities of Ontario (AMO)  
Eastern Ontario Wardens Caucus (EOWC)  
Rural Ontario Municipalities





**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  
Fax: (519) 740-3011  
[www.cambridge.ca](http://www.cambridge.ca)  
[mantond@cambridge.ca](mailto:mantond@cambridge.ca)

May 13, 2020

Hon. Doug Ford  
Premier's Office, Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

To Premier Ford,

**RE: Provincial Funding for Rehabilitation Facilities**

Please be advised that Cambridge City Council, at its meeting held on the 16<sup>th</sup> day of April, 2020, approved motion 20-060 regarding Provincial Funding for Rehabilitation Facilities:

Moved by: Councillor Liggett

Seconded by: Councillor Mann

WHEREAS there is a failure of our overall drug and addictions policies and strategies to provide for adequate, timely and sustainable detox and addiction rehabilitation programs in a safe, supportive environment; and,

WHEREAS methods of harm reduction are a stopgap until those struggling with addiction are able to have immediate access to adequate detox and rehabilitation programs; and

WHEREAS the community of Cambridge has shown their concern and compassion for the lack of access and availability for their fellow residents who are asking for such assistance; and

WHEREAS there is an inadequate quantity of rehabilitation facilities throughout the province providing the required number of beds and programs for those struggling with substance abuse requesting assistance; and

WHEREAS publically funded services for detox and rehabilitation programs would ensure that all persons receive such help equitably and in a sustainable way; and

WHEREAS some persons struggling with substance abuse may need such programs more than once;

280

THEREFORE BE IT RESOLVED that the City of Cambridge asks the Province of Ontario for the much needed funding to provide for such relief for the City of Cambridge as well as throughout the province.

If you require any additional information, please do not hesitate to contact me.

Sincerely,



Danielle Manton

City Clerk

DM/jh

cc. Office of the Mayor – City of Cambridge  
Belinda Karahalios, MPP – Cambridge  
Amy Fee, MPP – Kitchener South-Hespeler  
Region of Waterloo  
City of Kitchener  
City of Waterloo  
Township of Wilmot  
Township of Wellesley  
Township of Woolwich  
Township of North Dumfries  
Association of Municipalities of Ontario



JEFF BUNN  
Manager, Council & Committee Services & Deputy City Clerk  
Finance & Corporate Services Department  
Kitchener City Hall, 2<sup>nd</sup> Floor  
200 King Street West, P.O. Box 1118  
Kitchener, ON N2G 4G7  
Phone: 519.741.2200 x 7278 Fax: 519.741.2705  
[jeff.bunn@kitchener.ca](mailto:jeff.bunn@kitchener.ca)  
TTY: 519-741-2385

May 15, 2020

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

Dear Prime Minister Trudeau:

This is to advise that City Council, at a special electronic meeting held on May 11, 2020, passed the following resolution regarding universal basic income:

“WHEREAS The World Health Organization (WHO) on March 11, 2020 declared COVID-19 a pandemic, pointing to the growing number of cases of the coronavirus illness around the world and the sustained risk of further global spread; and,

WHEREAS in response to the COVID-19 pandemic, the Province of Ontario and the City of Kitchener have declared a state of emergency under the Emergency Management and Civil Protection Act; and,

WHEREAS the City of Kitchener has approved the Early Economic Support Plan, which provides financial and economic support measures to help reduce the financial strain on citizens and businesses during the COVID-19 pandemic; and,

WHEREAS Statistics Canada has reported that the unemployment rate has risen to 7.8 per cent, with 1,011,000 jobs lost in March 2020, and that the COVID-19 pandemic has impacted the employment of 3.1 million Canadians; and,

WHEREAS the Federal government has announced \$82 billion in relief funding for the COVID-19 Economic Response Plan, utilizing tax deferrals, subsidies, loans, and credits to support citizens, businesses, and industries; and,

WHEREAS according to a 2018 Parliamentary Budget Office report, a Canada-wide basic income of the type previously piloted in Ontario would have an annual net cost of \$44 billion; and,

WHEREAS a universal basic income would likely have many positive effects, including reducing poverty, reducing strain on health care and social assistance systems, supporting businesses and the economy, reducing crime, as well as reducing administrative complexity and creating efficiencies for those in need of financial and economic support measures;

THEREFORE BE IT RESOLVED that the Council of the City of Kitchener urges the Ontario Provincial government to pursue a partnership with the Federal government for the establishment of a universal basic income;

BE IT FINALLY RESOLVED that this resolution be forwarded to the Right Honourable Prime Minister of Canada; the Honourable Premier of Ontario; the Minister of Children, Community and Social Services; the Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario; the Local Members of Provincial Parliament; the Region of Waterloo; all Municipalities within the Province of Ontario; and, the Federation of Canadian Municipalities.”

Yours truly,



J. Bunn  
Manager, Council & Committee Services/  
Deputy City Clerk

- c. Honourable, Doug Ford, Premier  
Honourable Amy Fee, M.P.P.  
Honourable Belinda Karahalios, M.P.P.  
Honourable Catherine Fife, M.P.P.  
Honourable Laura Mae Lindo, M.P.P.  
Honourable Mike Harris, M.P.P.  
Honourable Todd Smith, Minister of Children, Community & Social Services  
Honourable Steve Clark, Minister of Municipal Affairs and Housing  
Monika Turner, Association of Municipalities of Ontario  
Kris Fletcher, Regional Clerk, Region of Waterloo  
Bill Karsten, Federation of Canadian Municipalities  
Ashley Sage, Clerk, Township of North Dumfries  
Danielle Manton, City Clerk, City of Cambridge  
Dawn Mittelholtz, Director of Information and Legislative Services / Municipal Clerk, Township of Wilmot  
Grace Kosch, Clerk, Township of Wellesley  
Olga Smith, City Clerk, City of Waterloo  
Val Hummel, Director of Corporate Services/Clerk, Township of Woolwich  
All Ontario Municipalities



## Community Services

### Legislative Services

May 20, 2020  
File #120203

Sent via email: [deputyclerk@armourtownship.ca](mailto:deputyclerk@armourtownship.ca)

Charlene Watt, Deputy Clerk  
Township of Armour  
56 Ontario Street, P.O. Box 533  
Burk's Falls, ON P0A 1C0

Dear Ms. Watt:

**Re: Request of support for High Speed Internet Connectivity in Rural Ontario**

Please be advised the Municipal Council of the Town of Fort Erie at its meeting of May 19, 2020 received your correspondence dated April 29, 2020 and supported the motion passed by the Council of the Township of Armour supporting Councillor Rod Ward's letter regarding the need to make substantial investments in high-speed internet connectivity in the rural areas of Ontario.

On behalf of Council, thank you for your correspondence.

Yours very truly,

A handwritten signature in black ink, appearing to read 'Carol Schofield', is written over a light blue horizontal line.

Carol Schofield, Dipl.M.A.  
Manager, Legislative Services/Clerk  
[cschofield@forterie.ca](mailto:cschofield@forterie.ca)

c.c.

Sent via email

The Honourable Doug Ford, Premier of Ontario [premier@ontario.ca](mailto:premier@ontario.ca)

Wayne Gates, MPP-Niagara Falls, Legislative Assembly of Ontario [wgates-co@ndp.on.ca](mailto:wgates-co@ndp.on.ca)

Tony Baldinelli, MP- Niagara Falls [Tony.Baldinelli@parl.gc.ca](mailto:Tony.Baldinelli@parl.gc.ca)

Ontario Municipalities

Mailing Address:

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

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

Web-site: [www.forterie.ca](http://www.forterie.ca)







**Kiran Saini**  
Deputy Town Clerk  
Town of Newmarket  
395 Mulock Drive  
P.O. Box 328 Station Main  
Newmarket, ON L3Y 4X7  
Email: ksaini@newmarket.ca  
Tel: 905-953-5300 ext. 2203  
Fax: 905-953-5100

May 19, 2020

Sent to: communication@sicklecellanemia.ca

Dear Ika Washington:

**RE: Proclamation Request - June 19 - World Sickle Cell Day**

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I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim June 19<sup>th</sup> as World Sickle Cell Day. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in red on June 19<sup>th</sup> to recognize World Sickle Cell Day. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "Kiran Saini".

Kiran Saini  
Deputy Town Clerk  
KS:yg







# SCAGO

Sickle Cell Awareness Group of Ontario

May 13, 2020

Dear City Clerk's Office:

I would like to take this opportunity to introduce myself as the Communications and Marketing Manager for the Sickle Cell Awareness Group of Ontario (SCAGO).

Sickle Cell Awareness Group of Ontario also known as SCAGO is a member organization under the national umbrella of the Sickle Cell Disease Association of Canada.

It was established in 2005 to:

- Improve treatment and care received by patients living with SCD by providing better education about the disease to the medical and allied health professionals.
- Educate the community on SCD and sickle cell trait with the expected outcome of reducing the number of children born with the disease.
- Support those living with the disease by providing access to peer support group meetings, scholarships, learning for life seminars and advocating on their behalves with the Ontario Ministry of Health.

Sickle Cell Disease (SCD) or Sickle Cell Anaemia is a hereditary genetic disease characterized by the presence of abnormal crescent-shaped red blood cells. It affects Canadians of Asian, African, Mediterranean, Middle Eastern and Caribbean heritage. In 2005, it was estimated that over 2000 Ontarians are living with sickle cell disease and up to one in four from some specific cultural background carries the sickle cell trait. Most recent reports show that the incidence of SCD in Ontario is 1 in 2800 births (2015).

World Sickle Cell Day is observed on June 19 and has been recognized by the United Nation since 2008. On November 22, 2017, the Canadian government passed Bill S-211, enacting June 19th every year as "National Sickle Cell Awareness Day". World Sickle Cell Day was created to encourage global awareness and action to bring awareness through information, activities and concern. Globally, SCD has been recognized as a huge public health problem and "one of the world's foremost genetic diseases" (World Health Organization). According, to WHO there are nearly 100 million people throughout the world affected by SCD and 300 million people who carry the SCD trait.

We are requesting the City of Newmarket to sign a Proclamation and Lighting Request to recognize World Sickle Cell Day on June 19, 2020. Our missions below are aligned with the aim of a proclamation:

- Increase public awareness of sickle cell disease
- The great importance of education on SCD and the importance of genetic testing. This *may* reduce the # of new births.
- Improved awareness will assist in patients realizing there is a community across Ontario
- To give hope, inspiration and empowerment to the individuals living with sickle cell disease.

We were very fortunate, in 2017, 2018 and 2019 to partner with the CN Tower, Exhibition Princess Gates, Niagara Falls, the City of Toronto, the City of Markham, City of Newmarket, City of Brampton, City of Mississauga, City of London, and many others to illuminate their landmarks. We found that there was a lot of people talking on social media platforms about the disease and requesting more information to help. We were also astounded by the amount of SCD patients who reached out to tell us the ways this initiative made them feel empowered and able to share their experiences with friends and co-workers. As we continue to find new ways to raise awareness and to dispel the stereotypes surrounding SCD, we push to recognize SCD patients who continue to live with the disease, as well as those who have lost their lives.

We would like to request that on June 19, 2020, the City of Newmarket sign/declare a proclamation and lighting to recognize World Sickle Day.

Thank you for taking the time to read this proclamation request. If you have any further questions, please don't hesitate to message me. I look forward to hearing from you.

Best Regards,

Ika Washington, MSc.  
Communications and Marketing, Manager  
Ph: 647-975-0250 | E: [communication@sicklecellanemia.ca](mailto:communication@sicklecellanemia.ca)

**Organization's Information**

Website Address: [www.sicklecellanemia.ca](http://www.sicklecellanemia.ca)

PH: 416-745-4267

Charitable Registration #: 83332 0872 RR0001



**Kiran Saini**  
Deputy Town Clerk  
Town of Newmarket  
395 Mulock Drive  
P.O. Box 328 Station Main  
Newmarket, ON L3Y 4X7  
Email: ksaini@newmarket.ca  
Tel: 905-953-5300 ext. 2203  
Fax: 905-953-5100

May 19, 2020

Sent to: [REDACTED]

Dear Anthony Colangelo:

**RE: Proclamation Request - June 22-28 - Pollinator Week**

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I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim June 22<sup>nd</sup> to 28<sup>th</sup> as Pollinator Week. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in yellow on June 22<sup>nd</sup> to recognize Pollinator Week. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "Kiran Saini".

Kiran Saini  
Deputy Town Clerk  
KS:jg