



# Town of Newmarket Council Information Package

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**Circulation Date:** July 6, 2018

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

### General Correspondence Items

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Region of York  
June 29, 2018

**Proclamation and Lighting Requests**

<b>Request Name</b>	<b>Type of Request</b>	<b>Proclamation Date</b>	<b>Lighting Date</b>
National Coaches Week	Proclamation	September 22 to 30, 2018	N/A
Annual International Trigeminal Neuralgia Awareness Day	Proclamation and Lighting Request	October 7, 2018	October 7, 2018

**From:** Lajevardi, Tara  
**Sent:** June 8, 2018 12:18 PM

**Subject:** Funding For Local Libraries

Good afternoon:

**RE: FUNDING FOR LOCAL LIBRARIES**

For your information and records, at its regular meeting held on June 5, 2018, the Council of the Town of East Gwillimbury enacted as follows:

*WHEREAS public libraries provide safe, inclusive, and vibrant community hubs that offer digital inclusion, cultural programming and lifelong learning opportunities and where everyone is welcome to learn, work, connect, and collaborate; and*

*WHEREAS the East Gwillimbury Public Library engages with the community and contributes to a culture of social good by sharing knowledge and resources; and*

*WHEREAS the East Gwillimbury Public Library continues to evolve its services to meet the needs of the community, including fostering digital literacy and actively supporting STEM curriculum at local elementary schools; and*

*WHEREAS the East Gwillimbury Public Library continues to manage public resources with the utmost care and are committed to the sustainability of their services; and*

*NOW THEREFORE BE IT RESOLVED THAT the East Gwillimbury Public Library respectfully requests that Council urges the Province of Ontario to recognize the contribution of local libraries within their communities and to cease the 20 year budget freeze to local libraries in an acknowledgement to the services they offer to all residents; and*

*THAT Council urges the Province to reinstate adequate appropriate funding for local libraries, increasing each year going forward in line with consumer price index; and*

*THAT a copy of this resolution be sent the Minister of Tourism, Culture, and Sport, to the Ontario Minister of Municipal Affairs, to the local MPP's, to the Association of Municipalities of Ontario, to the Ontario Library Association, to the Federation of Ontario Public Libraries, and to York Region and local area municipalities.*

If you have, any further questions feel free to contact the undersigned.

Yours truly,

Tara Lajevardi, Hon.B.A.  
Deputy Clerk – Council Support Services  
**Town of East Gwillimbury**  
19000 Leslie Street, Sharon, Ontario L0G 1V0  
905-478-4283 Ext. 3855 | Fax: 905-478-2808  
[tlajevardi@eastgwillimbury.ca](mailto:tlajevardi@eastgwillimbury.ca)



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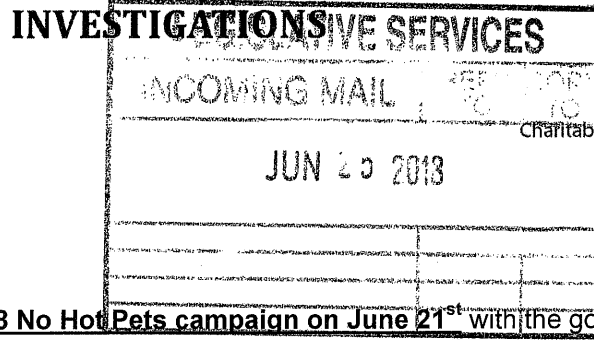




16586 Woodbine Avenue  
Stouffville, ON L4A 2W3



**ONTARIO SPCA**  
AND HUMANE SOCIETY  
PROTECTING ANIMALS SINCE 1933



Phone: 905-898-7122  
Report Cruelty: 310-SPCA  
Fax: 905-853-8643  
Email: [cruelty@ospca.on.ca](mailto:cruelty@ospca.on.ca)  
Website: [ontariospca.ca](http://ontariospca.ca)

Charitable Registration # 88969 1044 RR0002

June 18, 2018

To Municipal Clerk,

The Ontario SPCA is launching the **2018 No Hot Pets campaign on June 21<sup>st</sup>** with the goal to educate the public on the dangers of leaving pets unattended in vehicles during the summer months and we are requesting your municipality's support.

**"I left the window down for him" "I wasn't going to be gone long"** We've heard it all! The issue of owners leaving their pets in their vehicles during the hot summer months, putting animals' safety at risk and even causing death, is a serious and ongoing problem across Ontario. There is **NO** excuse for leaving a pet unattended in a vehicle!

The Ontario SPCA has less than 75 officers on the road, to patrol the whole province. Due to our limited resources, we simply cannot respond to every single call and rely heavily on police and animal control to help respond to the 1000+ calls we receive every summer about dogs in cars. When we don't have an officer nearby or the call comes in after hours, it is dispatched to the local police in that area. If municipalities have an Animals in Vehicles by-law in place, their animal control officers can step in when the Ontario SPCA or police are not available to educate or lay charges under the by-law and potentially save a life.

Below is an excellent example of a by-law we are respectfully asking you to bring forth to your City Council to have passed. This would make a HUGE difference in the lives of pets in your community.

**Animals in Vehicles**

- 1.(1) No person shall leave an animal unattended in a motor vehicle unless: (230-14)
  - a) The animal is restrained in a manner that prevents contact between the animal and any member of the public; and
  - b) The animal has suitable ventilation.
- 2) Notwithstanding subsection 1.(1) of this By-law, no person shall leave an animal unattended in a motor vehicle if the weather conditions are not suitable for the animal to remain free from distress or injury.
- 3) Notwithstanding subsection 1.(1) of this By-law, no person shall transport an animal outside the passenger compartment of any motor vehicle unless the animal is contained in a kennel or similar device that provides adequate ventilation, adequate space, protects the animal from the elements and is securely fastened in such a manner to prevent distress or injury to the animal.

For more information on the No Ho Pets campaign, visit [nohotpets.ca](http://nohotpets.ca).

Please let us know if you can count on your municipality's involvement by emailing **[nohotpets@ospca.on.ca](mailto:nohotpets@ospca.on.ca)**.

Thank you for your support.

Sincerely,

Connie Mallory  
Chief Inspector  
Ontario SPCA

**THE TOWNSHIP OF GEORGIAN BAY  
Council Agenda**

DATE: <sup>15</sup>14 May 2018

	YEA	NAY
Councillor Boчек	_____	_____
Councillor Cooper	_____	_____
Councillor Douglas	_____	_____
Councillor Edwards	_____	_____
Councillor Kay	_____	_____
Councillor Wiancko	_____	_____
Mayor Braid	_____	_____

MOVED BY:



SECONDED BY:



**DEFERRED** \_\_\_\_\_ **CARRIED**            **DEFEATED** \_\_\_\_\_ **REFERRED** \_\_\_\_\_

WHEREAS municipal governments in Ontario do not have the right to approve landfill projects in their communities, but have authority for making decisions on all other types of development;

AND WHEREAS this out-dated policy allows private landfill operators to consult with local residents and municipal Councils, but essentially ignore them;

AND WHEREAS municipalities already have exclusive rights for approving casinos and nuclear waste facilities within their communities;

AND FURTHER that the province has recognized the value of municipal approval for the siting of power generation facilities;

AND WHEREAS the recent report from Ontario's Environmental Commissioner has found that Ontario has a garbage problem, particularly from Industrial, Commercial and Institutional(ICI) waste generated within the City of Toronto, where diversion rates are as low as 15%;

  
MAYOR

AND WHEREAS municipalities across Ontario are quietly being identified and targeted as potential landfill sites;


AND WHEREAS municipalities should be considered experts in waste management, as they are responsible for this within their own communities, and often have decades' worth of in-house expertise in managing waste, recycling, and diversion programs;

AND WHEREAS municipalities should have the right to approve or reject these projects, and assess whether the potential economic benefits are of sufficient value to offset any negative impacts and environmental concerns;

THEREFORE BE IT RESOLVED THAT the Township of Georgian Bay supports Bill 16, Respecting Municipal Authority Over Landfilling Sites Act introduced by MPP Ernie Hardeman and calls upon the Government of Ontario, and all political parties, to formally grant municipalities the authority to approve landfill projects in or adjacent to their communities;

AND FURTHER THAT the Township of Georgian Bay send copies of this resolution to MPP Ernie Hardeman and all municipalities in Ontario.

*carried  
Page 2 of 2*

  
MAYOR

June 29, 2018

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

Dear Ms. Lyons:

**Re: 2017 Annual Update on SM4RT Living Integrated Waste Management Plan Implementation**

Regional Council, at its meeting held on June 28, 2018, adopted the following recommendation of Committee of the Whole regarding "2017 Annual Update on SM4RT Living Integrated Waste Management Plan Implementation":

1. The Regional Clerk circulate this report to the local municipalities and the Ministry of the Environment and Climate Change.

A copy of Clause 10 of Committee of the Whole Report No. 10 is enclosed for your information.

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

Sincerely,



Christopher Raynor  
Regional Clerk

/C. Clark  
Attachments

Clause 10 in Report No. 10 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

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2017 Annual Update on SM4RT Living Integrated Waste Management Plan Implementation

1. Receipt of the presentation by Laura McDowell, Director, Environmental Promotion and Protection and Lindsay Milne, Manager, Sustainable Waste Management, Environmental Services.
2. Adoption of the following recommendation contained in the report dated May 25, 2018 from the Commissioner of Environmental Services:
  1. The Regional Clerk circulate this report to the local municipalities and the Ministry of the Environment and Climate Change.

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Report dated May 25, 2018 from the Commissioner of Environmental Services now follows:

1. Recommendation

It is recommended that:

1. The Regional Clerk circulate this report to the local municipalities and the Ministry of the Environment and Climate Change.

2. Purpose

This report provides an update on the fourth year of implementation of the SM4RT Living Integrated Waste Management Plan (SM4RT Living Plan) including a summary of achievements and learnings in 2017.

### 3. Background

SM4RT Living Plan helps guide waste management services with a focus on waste reduction and reuse

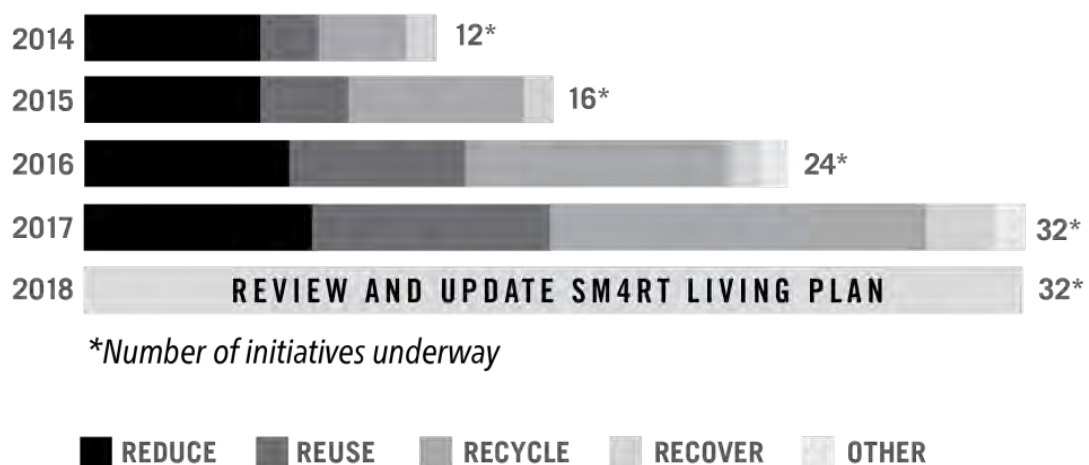
The SM4RT Living Integrated Waste Management Plan sets the direction for waste policy and programming in the Region to 2031. The Region and its local municipal partners collaborated to develop and finalize the plan which was endorsed by Regional Council in 2013. The name SM4RT Living Plan recognizes that the Plan addresses the 4Rs (Reduce, Reuse, Recycle and Recover) hierarchy endorsed by Regional Council, with special focus on waste reduction and reuse. The Plan's implementation is supported by strong collaboration between the Region, local municipalities and community partners.

SM4RT Living Plan implements final eight of 32 initiatives in 2017

The SM4RT Living Plan includes 32 initiatives within the first five years. Figure 1 shows the implementation schedule for those initiatives.

**Figure 1**  
**Implementation progress for 32 Initiatives under the SM4RT Living Plan**

#### IMPLEMENTATION PROGRESS





2017 Annual Update on SM4RT Living Integrated Waste Management Plan Implementation

Table 1 summarizes the work completed for each of the eight initiatives launched in 2017.

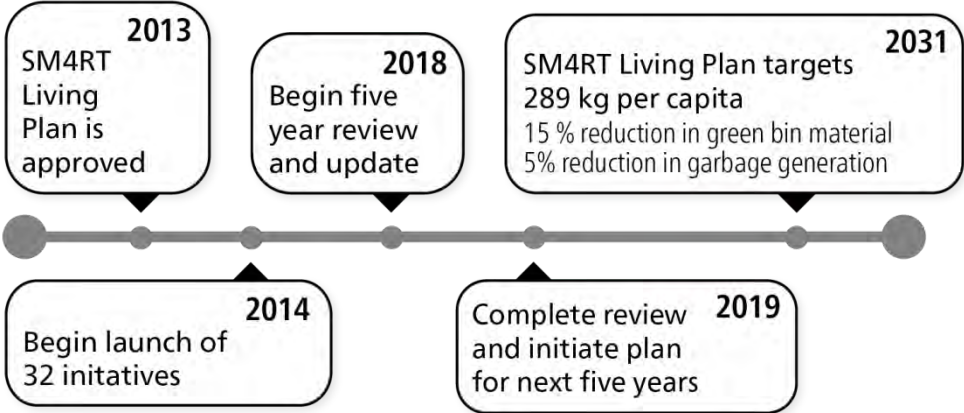
**Table 1**  
**2017 SM4RT Living Initiatives**

	SM4RT Living Initiative	Work completed
Reduce	Explore approaches to reducing waste at York Region facilities	Revamped waste signage in York facilities to incorporate waste reduction messaging and improve diversion. Three buildings identified for launch of green bin program. Initiate roll out in Q3 2018.
Reuse	Promote online swapping platform to increase reuse	Employed Request for Information process to identify potential on-line swapping platforms for outreach/pilots; collaborated with York Regional Police on approaches to promote safe online selling/swapping; exploring pilot for use as an online platform to track participation in Curbside Giveaway events in 2018.
	Reuse events with community partners	Piloted two Repair cafés in partnership with NewMakelt in 2017; increased awareness of Repair café concept and identified target audiences (seniors, women), attracted new partners, built volunteer base and refined logistics. Expanding in 2018 to five events.
	Assess feasibility of lending library in York Region	Researched successful lending library models in other communities; conducted market research through surveys at Repair cafés and focus groups; identified NewMakelt as a partner to support development and operation of lending library to launch in mid-2019.
Recycle	Assess feasibility of model multi-residential bylaw	Scan of best practices used in other municipalities showed development standards are preferred approach. Vaughan, Markham and Richmond Hill are leading work on multi-residential development standards in their communities.
	Diversion pilots in multi-residential buildings	Electronics (13 sites), textiles (9 sites), and battery (16 sites) diversion programs launched in Aurora multi-residential buildings. 3,000 kg diverted from the garbage stream in first six months of the pilot.
	Establish performance indicators for Depots/CECs	Metrics established to track impacts of site upgrades at depots and CECs on customer satisfaction, site usage, materials collected, revenue generated; tools included surveys, scale data and paid transactions.
Recover	Assess long-term capacity needs for residual waste	Amended EFW and landfill contracts to secure additional capacity for growth. Outcomes reported to Council in <a href="#">November 2017</a> .

The SM4RT Living Plan includes a review and update scheduled to occur every five years

The first five year review and update of the Plan is now underway (Figure 2). Staff are continuing to work on implementing and expanding initiatives rolled out during the first four years. Regular updates foster continuous improvement, ensure progress towards the Plan’s long-term targets, as well as identify short term priorities for the next five years.

**Figure 2  
SM4RT Living Plan Timeline**



Balanced Scorecard reports on impacts of SM4RT Living Plan and lessons learned for next phase

The Balanced Scorecard (Attachment 1) reports on the status of all 32 initiatives and shares impact metrics from the past four years. The scorecard also celebrates the efforts of our local municipal and community partners and lessons learned that have informed the scope of the Plan review and update.

4. Analysis and Implications

York Region’s leadership is encouraging others to adopt reduction focus for waste policy and planning

York Region is one of the first municipalities in Canada to commit to targets on waste reduction – recognizing an important shift in thinking needed to improve sustainability of the waste system.



2017 Annual Update on SM4RT Living Integrated Waste Management Plan Implementation

A focus on reducing the per capita waste generation rate allows us to stretch current processing capacity to accommodate growth without costly infrastructure investments. Other municipalities such as the City of Toronto are now adopting long term waste management plans that include recommendations for waste reduction and tracking of waste generation rate. The Province’s Food and Organic Waste Framework is a key policy recognizing food waste reduction as key to addressing climate change impacts of the waste sector.

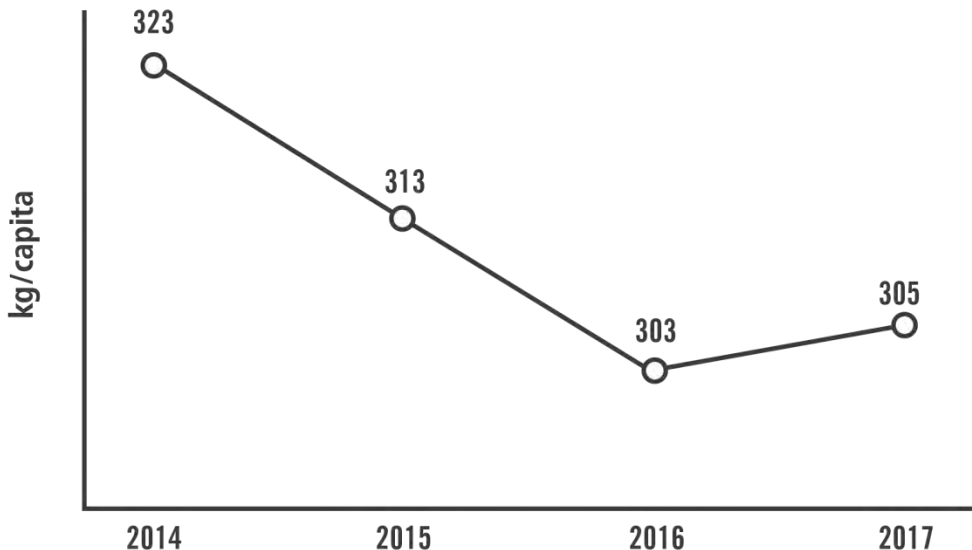
Waste generation rate metric more accurately tracks impact of waste reduction

A waste generation rate metric was introduced as part of the SM4RT Living Plan to help track progress towards waste reduction targets. It is calculated by taking the total tonnes of municipally managed waste divided by the total Regional population. SM4RT Living initiatives focus on reducing rather than diverting, yielding greater overall environmental benefits and avoiding future costs.

Five per cent decline in waste generation rate after four years is encouraging

As seen in Figure 3, the waste generation rate has fluctuated over the past four years with an overall trend indicating a 5.3 per cent reduction from 323 kg per capita to 305 kg per capita since 2014. Tracking waste generation rates is a long term undertaking that will help measure success of the SM4RT Living Plan and its impact on waste reduction.

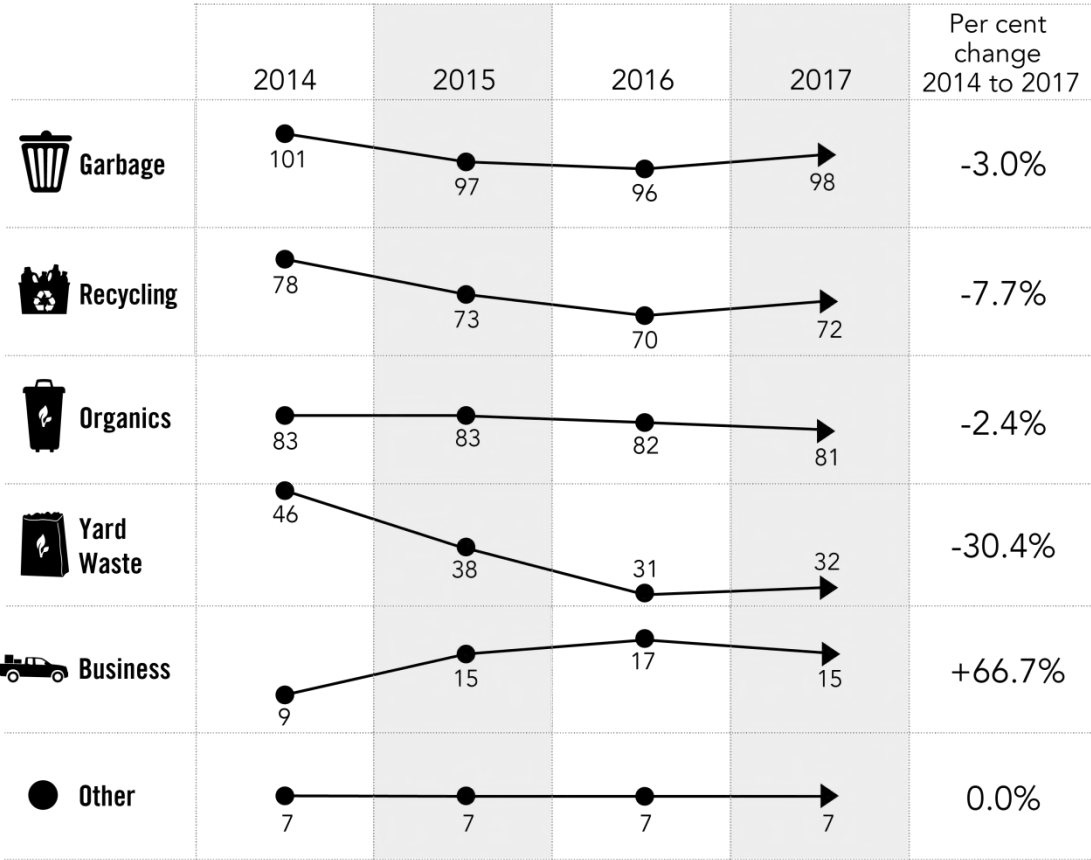
**Figure 3**  
**Regional Total Waste Generation Rate 2014-2017**



Greatest variability in waste generation seen in yard waste and business waste at depots

Figure 4 illustrates Regional waste generation rate by stream, from 2014 to 2017. The biggest change is at 66.7 per cent increase in business waste brought to York Region facilities, driven by growing usage of the Community Environmental Centres and Georgina Transfer Station. It is important to note that while the percentage increase in business waste is quite high, this stream still accounts for a very small amount of overall tonnage managed by the system. The yard waste stream has seen a 30 per cent decline since 2014. A small decrease has been achieved in both the organics and garbage streams. Blue Box has also decreased overall, with a small increase in 2017.

**Figure 4**  
**Waste Generation Trends 2014 to 2017 (kg/capita)**



Tracking waste generation over four years has provided insight into influences such as extreme weather event

Table 2 reviews some of the factors that may influence waste generation in York Region.

**Table 2  
Factors Influencing Regional Waste Generation**

Factor	Impacts on Waste Generation
Precipitation	There is a correlation between precipitation and blue box/garbage generation. Moisture makes paper and cardboard heavier, leading to higher tonnages. Similarly, water and snow in open garbage containers add weight. This pattern was observed in 2017 where there was a slight increase in waste generation rates for Blue Box and Garbage along with higher precipitation rates when compared to the drier 2016.
Extreme weather events	The ice storm at the end of 2013 created a spike in yard waste in 2014 and 2015 from cleanup efforts. A drought in 2016 contributed to a decline in yard waste in the Region.
Housing type	Higher density urban areas such as Markham and Vaughan appear to generate less waste, a consistent trend seen over several years. This may be due to differing purchasing habits between those living in multi-residential versus single family dwellings.
Light-weighting of Blue Box materials	Composition of materials in the blue box is changing with shifts in packaging and consumer trends. Year over year trends suggest an increase in light-weight plastic materials and decrease in heavier materials like paper and glass.

60 per cent of initiatives will be expanded to support reaching long term targets

The first four years of implementation included piloting new programs, researching best practices and adapting programs to the York Region context. A full list of the status of all 32 initiatives can be found in Attachment 1. Sixty per cent of initiatives piloted are being expanded into full programs or on-going actions. Ten per cent are still in the pilot stage and the remainder were one off actions such as feasibility studies or pilot programs that were not recommended for expansion, such as the countertop composting pilot where the technology was not efficient. The following sections outline some of the highlights and early lessons learned that will inform the upcoming SM4RT Living Five Year Plan review and update process.

Collaborative development and delivery of programs are key to reaching target audiences with reduction messaging

Since 2015, the Good Food program has engaged over 17,500 residents with messaging, tools and workshops encouraging behaviour change to reduce food waste. The program is designed to prevent food waste and promote health benefits through meal planning, smart shopping and food storage. Environmental Services partnered with Community and Health Services to develop and deliver this messaging. This unique collaboration extends the program's reach and increase credibility by incorporating health subject matter experts.

Efforts to focus messaging and collaboration have revitalized backyard composting in the Region. Participation is promoted to those interested in gardening by highlighting the value of making and using compost to grow healthy plants. Integration with existing gardening-themed community events such as Richmond Hill's Healthy Yards program has helped with the success. Sales have expanded to 'piggy-back' on events that attract gardeners or environmentally-minded families such as Compost Giveaway Days and Forest Festivals. This has resulted in the distribution of 774 backyard composters and an estimated 77 tonnes of organic waste diverted to backyard composters.

Province's Food and Organic Waste Framework will support momentum for food waste reduction across Ontario

The Ontario Food Collaborative (the Collaborative) was launched in 2014 as a way to engage more municipalities and other stakeholders in food waste reduction and healthy eating promotion. Members include municipal waste and health staff, industry and non-profit organizations with food-related mandates. The Collaborative is developing communication tools and an audit guide to help municipalities undertake food waste reduction programming that is consistently messaged and measured across the Province. Collaborative members have also shared expertise on food waste reduction from waste and health perspectives as part of a stakeholder working group supporting the Province's Food and Organic Waste Framework development. The Framework focused on education to support food waste reduction and reinforced the importance of leveraging partners.

The Collaborative will continue to work with municipalities to tackle the long-term process of behaviour change to reduce food waste with a goal to decrease food waste in the green bin and garbage collection. The Collaborative continues to engage with the Ministry to support provincial efforts in driving food waste reduction across Ontario.

Reuse initiatives leverage community partners to support programs tailored to fit community needs

Initiatives recommended in the SM4RT Living plan must be tailored to meet the unique conditions in local municipalities across the Region. For instance, textile collection approaches differ among municipalities but the common goal of increasing reuse is still achieved.

- City of Markham has a large-scale program with charitable partners. Over 100 bins are in place at fire halls, community facilities and multi-residential buildings. The City also introduced a ban at the curb for textiles. The program has collected 3,181 tonnes since it launched in 2016.
- Towns of Aurora and Whitchurch-Stouffville and King Township offer smaller scale programs with drop-off locations at select town facilities and all have piloted door-to-door collection. These programs have collected 142 tonnes of material since the first pilot was launched in 2016, expanding from four bins in Aurora during the pilot in 2016 to a total of 32 bins across these three communities as of May 2018.

SM4RT Living recycling initiatives target improvements to service levels and performance in multi-residential sector

Recycling efforts target improving service levels and performance in multi-residential buildings. Since the roll-out of the SM4RT Living Plan in 2014 there has been a 30 per cent growth in residents living in multi-residential buildings compared to a five per cent increase in single family homes. Multi-residential buildings require more resources for ongoing engagement than single family homes. The Region supports smaller communities with pilots modeled on programs provided in larger communities such as the City of Markham. The Regional Official Plan requires new multi-residential developments to provide convenient three-stream diversion programs for residents. The Cities of Markham and Vaughan have collaborated with their planning departments to ensure new buildings have waste systems set up to accommodate three-stream diversion. Figure 5 includes metrics on multi-residential engagement over the past four years.

**Figure 5**  
**Multi-residential metrics for 2014-2017**



Green Bin servicing to multi-residential is priority issue in Province's Food and Organic Waste Framework

The provincial Food and Organic Waste Framework includes targets for organic waste reduction and diversion in multi-residential buildings by 2025. This will trigger future plans to include municipal collection of green bin materials in multi-residential buildings. The Region will work closely with local municipal partners to encourage green bin collection to meet targets identified in the Framework. While the Framework does not require municipalities to provide service, staff anticipate buildings may seek support for implementation of the green bin program whether municipally serviced or not. The SM4RT Living Plan review and update will evaluate current progress on multi-residential programs and identify priorities and resourcing strategy to continue progress.

2017 Annual Update on SM4RT Living Integrated Waste Management Plan Implementation

Region selected anaerobic digestion as preferred technology to process organics and recover energy

In 2017, a feasibility study explored potential technologies for processing source separated organics within York Region’s boundaries when current contracts expire as early as 2027. Anaerobic digestion provided the overall highest value because it requires lower resource consumption and offers an opportunity to recover energy as biogas. Staff are exploring options for local solutions to process organics and recover energy including the potential for co-processing of organics and biosolids. An implementation plan for an SSO facility using anaerobic digestion technology is currently being developed.

Region and local municipal partners have seen success in advocacy efforts on circular economy and waste reduction

The SM4RT Living Plan aligns well with the *Waste-Free Ontario Act (2016)* and its focus on waste reduction and producer accountability. The SM4RT Living Plan’s advocacy strategy focused on addressing problematic packaging and incenting better packaging design. The Region and local municipal partners have collaborated to submit responses to the Ministry of the Environment and Climate Change and other stakeholders on a number of key issues over the past four years. There have been numerous opportunities to comment on provincial waste legislation including 15 responses to waste-related Environmental Bill of Rights notices and attendance at over 45 advocacy meetings. Table 3 summarizes these advocacy efforts.

**Table 3  
Summary of Waste Management Advocacy**

Issue	Advocacy position
Blue Box transition	Producers should be held accountable for costs associated with managing end-of-life for paper products and packaging. Improve environmental outcomes while improving service levels to residents and expanding and harmonizing Blue Box materials. Fair transparent process needed to ensure all stakeholder views are represented and considered in decision-making.
Food and organic waste	Focus on reducing avoidable food waste through policies and action, streamlining approvals process for new facilities; careful planning for capacity and enforcement logistics before implementation of a ban on organics from landfill disposal.
Used tire transition	Ensure seamless transition with year-end inventories managed and final payments made to municipalities; effective standards and targets with sufficient promotion and education and maintaining accessibility across the Province.

## 5. Financial Implications

Market restrictions and lower commodity market prices are expected to reduce 2018 blue box revenue and increase processing costs

York Region's 2018 solid waste operating budget will be impacted by markets restrictions on imported recyclables which continue to impose increasingly stringent contamination limits. As reported in a memo to committee in [May 2018](#), problematic materials such as black plastic (i.e. take out food trays) and coffee cups and their lids have no stable end market and are difficult to sort resulting in contamination of the paper stream.

The Region and local municipalities will be collaborating on a strategy to address these challenges across the whole system. As reported in May 2018, the Region is planning technology upgrades at the Materials Recovery Facility to improve quality and marketability of newsprint. Staff are optimistic new sorting equipment will be installed by the end of 2018. Re-processing options with Canada Fibers in Toronto as a short-term solution has been implemented. A joint communication strategy with consistent messaging to educate residents on the issue associated with blue box contamination will be developed by the Region and local municipalities later in 2018.

Financial impact of changes in newsprint markets and revenue being managed throughout 2018

York Region's 2018 solid waste operating budget assumes an average price for marketed recyclables of \$90 per tonne. In the first quarter of 2018, York Region marketed 15,563 tonnes of recyclables at an overall average price of approximately \$70.44 per tonne, including 8,655 tonnes of newsprint at an average price of \$0.84 per tonne. If the price of other recyclables remains constant and the Region pays \$95 per tonne to manage all newsprint as residue for the remainder of the year, the estimated year-end average price for all marketed recyclables would be \$29 per tonne, resulting in a 2018 estimated budget shortfall of \$4,398,100. York Region's 2018 solid waste operating budget includes a planned contribution to the reserve fund of \$2.26 million, which could be used to offset increased costs for processing or disposing of newsprint. A potential additional \$2.14 million withdrawal from a reserve fund may be required to cover the operating budget shortfall under the market failure scenario as reported in [May 2018](#) memo to Council.



2017 Annual Update on SM4RT Living Integrated Waste Management Plan Implementation

Accounting study informs decision-making and facilitates tracking of budget impacts from Waste-Free Ontario Act

In 2018, the Full Cost Accounting Study was completed. The Region worked collaboratively with all nine local municipal partners to prepare a full picture of all costs and revenues in the Region's integrated waste management system. The study was based on an analysis of 2016 program costs. These costs not only included expenses paid to contractors for collection or processing services, but also included management costs associated with operating these services. For example, the blue box program includes collection contract fees, and internal costs to manage the program including customer service, promotion and education as well as support services like legal and IT. These full costs are commonly known as direct and indirect program costs.

Residual waste, blue box and green bin streams represent 87 per cent of the total system cost

Table 4 shows the total operating costs by stream for the local and regional components of the system. Managing the residual waste stream has the highest total cost, followed by green bin and blue box.

**Table 4**  
**2016 Total Local and Regional Waste Management Costs by Stream**

Waste Stream	Regional cost (\$ millions)	Local municipal (\$ millions)	Total cost (\$ millions)
Residual Waste	18.0	10.3	28.3
Green Bin	16.7	9.2	25.9
Blue Box	13.9	10.5	24.4
Yard Waste	2.8	4.5	7.3
Household Hazardous Waste	2.0	0	2.0
Electronic waste	0.7	0	0.7
Tires	0.3	0	0.3
Scrap metal	0.4	0.1	0.5
Other (e.g. drywall, cooking oil, polystyrene)	0.9	0.2	1.1
<b>Total</b>	<b>55.7</b>	<b>34.8</b>	<b>90.5</b>

Approximately 62 per cent of total costs are at the Regional level, driven by processing costs and provision of depot programs. Residual waste, Green Bin and Blue Box account for 87 per cent of the total waste management system cost. The SM4RT Living Plan's focus on reducing residual waste and green bin waste provide opportunity to reduce future costs as the majority of the system costs are reflected in these streams.

Table 5 includes key metrics developed from the study, using 2016 as a baseline. York Region's collaborative service delivery model provides good value for residents with an operating cost of approximately \$249 per tonne in 2016. The average York Region resident pays \$78 per year (or \$254 per household per year) for waste services including collection, processing, depot operations and administration services. By comparison, the average household spends almost 4 times as much on natural gas and seven times that on energy.

**Table 5**  
**2016 Key metrics from Full Cost Accounting Study**

Key Metric	2016 data
Cost per tonne	\$249
Cost per tonne – net of revenue*	\$184
Total System cost per capita	\$78

\*primarily Blue Box funding

The Region and local municipalities will use this information as baseline data to track changes that may result from implementing the *Waste-Free Ontario Act, 2016*. Results will also help to inform decision-making about transition from municipalities to stewards. Region staff are working with local municipalities to develop a process for updating these cost metrics annually, as part of the data call process.

## 6. Local Municipal Impact

Local municipalities collaboratively implement SM4RT Living pilots with limited resources

Local municipalities have collaborated with the Region to pilot and expand SM4RT Living initiatives, sharing lessons learned to continuously improve programs and leverage resources to make the most of limited staff and budget resources. For example, common dates for curbside giveaway day events in 2018 allows more cross promotion and tracking. Other local initiatives such as compost giveaway days and environment days provide opportunities to share Good Food messaging, offer composter sales and textile or electronic waste collection for residents with limited additional investment.

## 2017 Annual Update on SM4RT Living Integrated Waste Management Plan Implementation

The local municipalities have also provided input into scope of work for the SM4RT Living Plan five year review and update and will be engaged in sharing future Plan implementation.

### 7. Conclusion

Review and update will set priorities for next four years

The five year review and update of the SM4RT Living Plan will include:

- Review of current SM4RT Living initiatives
- Legislation review and scan including strategies to adapt to future regulatory changes
- Assessing emerging technologies and completing a gap analysis including best practice review of similar municipalities
- Setting five year targets and updating long term projections
- Preparing and prioritizing a five year work plan
- Reviewing program communications
- Data gathering, monitoring performance measures and reporting recommendations

The review will engage Regional and local municipal staff and stakeholders to gather lessons learned from the first four years of implementation. Public engagement will occur throughout, in the form of surveys, focus groups and stakeholder sessions. Regional staff and project consultants will engage local municipalities through existing channels such as the Strategic Waste Policy Committee, as well as dedicated meetings with local municipal staff and their respective Regional Councillors planned for Q1 2019.

GHD Limited, was awarded the contract following a formal Request for Pre-Qualifications in December 2017 and Request For Proposals in February 2018. The review was launched in April 2018 and the final report and recommendations are anticipated in 2019.

## 2017 Annual Update on SM4RT Living Integrated Waste Management Plan Implementation

For more information on this report, please contact Laura McDowell, Director, Environmental Promotion and Protection at 1-877-464-9675 ext.75077.

The Senior Management Group has reviewed this report.

May 25, 2018

Attachment

8462067

Accessible formats or communication supports are available upon request





SM4RT LIVING PLAN  
**BALANCED  
SCORECARD**  
2014 TO 2017 HIGHLIGHTS

**WASTE MANAGEMENT**  
[york.ca/sm4rtliving](http://york.ca/sm4rtliving)

  
**York Region**



York Region and its local municipal partners developed the SM4RT Living Plan, a road map that identifies more than 60 initiatives to improve the sustainability of the integrated waste management system over the next 25 to 40 years. These initiatives include data collection, policies and new public programs to reduce and divert waste. Over the past four years, thousands of residents have helped us implement 32 priority initiatives with a focus on the 4R's: **reduce, reuse, recycle and recover.**







# WHAT'S INSIDE

This scorecard will share success stories from the past four years while showcasing the key achievements and a 'spotlight' feature of 2017. We are celebrating the efforts brought forward by each local city or town and our key community partners. We would like to thank the residents who were engaged in these waste reduction initiatives and their continued efforts to reduce waste over the next five years of the plan.

Status of 32 Initiatives.....	04
32 Initiatives.....	05
Community Engagement.....	06
Reduce.....	08
Reuse.....	10
Recycle.....	12
Recover.....	14
SM4RT Living Initiatives by Municipality .....	16
Waste Management Performance .....	17
Review and Update .....	18
Lessons Learned .....	19



# STATUS OF 32 INITIATIVES



✓ **COMPLETE**  
Occured and will not continue

→ **PILOTING**  
In testing and research stage

↻ **ONGOING**  
Expanded from pilot to program



# 32 INITIATIVES

Status

## REDUCE

- |  |   |
|--|---|
| 1. Food Waste Survey and Research  | 🔄 |
| 2. Food Waste Audits   | 🔄 |
| 3. Evaluate Countertop Composting Technology   | ✓ |
| 4. On-site Community Composting  | 🔄 |
| 5. <b>2017!</b> Explore Approaches to Reducing Waste at York Region Facilities       | 🔄 |
| 6. Green Procurement with School Boards and Local Municipal Partners                 | 🔄 |
| 7. Educational Support for Industrial, Commercial and Institutional Waste Generators | ➔ |
| 8. Assess feasibility for Green Procurement Working Group                            | ✓ |

## REUSE

- |  |   |
|--|---|
| 9. Textile Collection  | 🔄 |
| 10. Swap Events in Multi-Residential buildings                             | 🔄 |
| 11. Curbside Giveaway Events   | 🔄 |
| 12. <b>2017!</b> Promote Online Swapping Platforms                         | 🔄 |
| 13. <b>2017!</b> Reuse Events with Community Partners                      | 🔄 |
| 14. Reuse Survey & Baseline Data Gathering                                 | ✓ |
| 15. <b>2017!</b> Assess feasibility of Tool Sharing Library in York Region | ➔ |

## RECYCLE

- |  |   |
|--|---|
| 16. Advocacy for Master Plan Components  | 🔄 |
| 17. Research Construction and Demolition Diversion Options                                   | ➔ |
| 18. Model Development Standards  | 🔄 |
| 19. <b>2017!</b> Assess Feasibility of Model Multi-Residential By-Law                        | 🔄 |
| 20. Assess Technology for Organics Programs in Multi-Residential Buildings                   | 🔄 |
| 21. <b>2017!</b> Diversion Pilots in Multi-Residential Buildings                             | 🔄 |
| 22. Multi-Residential Website and Database   | 🔄 |
| 23. Volume Based Billing and Tracking  | ✓ |
| 24. Municipal Industry Program Committee Funding Formula and Calculations                    | ✓ |
| 25. Tracking Changes in Material Composition at Materials Recovery Facility                  | 🔄 |
| 26. Source Separated Organics Feasibility Study  | 🔄 |
| 27. Reuse and Recycle Expansion at Community Environmental Centres                           | ➔ |
| 28. <b>2017!</b> Establish Performance Indicators for Depots/Community Environmental Centres | 🔄 |

## RECOVER

- |   |   |
|---|---|
| 29. <b>2017!</b> Assess Long-Term Capacity Needs for Residual Waste | ✓ |
| 30. Policy development for Energy from Waste                        | ✓ |
| 31. Review Triggers for Energy from Waste Expansion                 | ✓ |

## OTHER

- |                                |   |
|--------------------------------|---|
| 32. Full Cost Accounting Study | ✓ |
|--------------------------------|---|

✓ Complete   ➔ Piloting   🔄 Ongoing

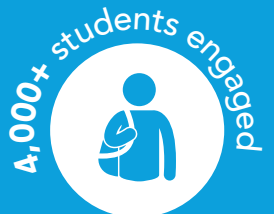


# COMMUNITY ENGAGEMENT

## SOCIAL MEDIA AND WEBSITE



## EVENTS





## PARTNERSHIPS

Over 15 new partnerships have been leveraged in the Region since 2014. Some key partnerships are:



### YORK REGION FOOD NETWORK

Hosted composter build, 14 food waste workshops and promoted the Good Food program at events throughout the Region.



### YORK SCHOOL BOARDS

Delivered the waste education program Trash Blasters to 3,548 students and supported other various waste education programs.



### NEWMAKEIT

Developed and delivered Repair Cafés, including two in 2017 and six planned for 2018 throughout the Region.



### TORONTO AND REGION CONSERVATION AUTHORITY

Hosted initiatives such as a composter build, workshops and a Repair Café at Kortright Centre for Conservation.



### HOUSING YORK INC.

Multi-residential buildings hosted swap events, piloted new recycling initiatives and educated residents on a range of environmental initiatives.



### YORK UNIVERSITY

Utilized academic expertise to enhance waste audit process and increased efficiencies for ongoing initiatives.

# REDUCE

LET'S  
**CELEBRATE**  
2014 to 2017



THE TOWN OF RICHMOND HILL HAS DISTRIBUTED OVER 300 BACKYARD COMPOSTERS SINCE 2014.

ALL RESIDENTS HAVE ACCESS TO COMPOSTER SALES THROUGH LOCAL AND REGIONAL EVENTS IN THE TOWNS OF AURORA, WHITCHURCH-STOUFFVILLE, NEWMARKET AND EAST GWILLIMBURY, THE CITY OF VAUGHAN AND THE TOWNSHIP OF KING.

Waste reduction offers substantial environmental benefits and future cost avoidance for both residents and the municipal waste management system.

The 2031 target includes reduction of green bin material by 15 per cent, yard waste by five per cent and other waste streams by five per cent. Since 2014, eight initiatives focused on reduction have been piloted.

## 2014 TO 2017 KEY SUCCESSES



\* Estimated



## ★ 2017 SPOTLIGHT: GOOD FOOD

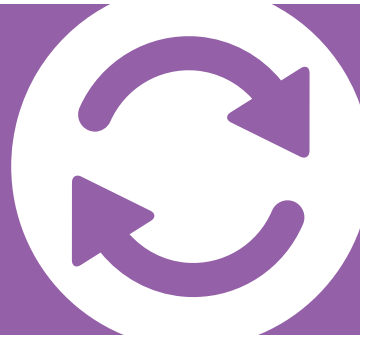
The Good Food program emerged from the SM4RT Living Plan's goal to achieve a 15 per cent reduction in food waste found in the green bin by 2031. This award-winning program is designed to prevent food waste by promoting benefits and creating new habits such as meal planning, shopping with a list and proper food storage.

In 2017, new tools were created and an extensive survey was conducted. Seasonal messages featured New Years, Back to School and 12 Days of Holiday Tips. Elementary schools were engaged with Good Food messages through York Region's Trash Blasters program, as well as new partnerships with York Region Nutrition, You're the Chef Cook-off and the Towns of Aurora and Georgina Healthy Kids Community Challenge.





# REUSE



## LET'S CELEBRATE 2014 to 2017



**69% OF YORK REGION RESIDENTS HAVE ACCESS TO MUNICIPAL TEXTILE COLLECTION BINS IN THEIR COMMUNITIES. THE CITY OF MARKHAM, TOWN OF AURORA, TOWN OF WHITCHURCH-STOUFFVILLE AND TOWNSHIP OF KING HAVE IMPLEMENTED A TEXTILE PROGRAM. EXPANSION IS PLANNED TO OTHER COMMUNITIES IN 2018.**

In the SM4RT Living Plan, reuse is applied as an umbrella term encompassing reuse, repair and re-purpose. The Region recognizes the numerous benefits that come from supporting reuse activities and the reinvention of how goods and services are exchanged. By leveraging technology, we aim to take swapping, renting and sharing of goods and services to a new level.

The goal by 2031 is to lower garbage generation by five per cent through support of reuse initiatives, including the seven that were piloted since 2014.

## 2014 TO 2017 KEY SUCCESSSES





## ★ 2017 SPOTLIGHT: REPAIR CAFÉ

NewMakelt is a collaborative space enabling residents to start innovative, creative, entrepreneurial and learning endeavors. Residents can utilize co-working space, rent meeting rooms, provide a creative space to access shared equipment and storage as well as serve as a hub for learning opportunities. NewMakelt has been a natural fit for partnering on promoting the concept of reuse through repair with York Region. Repair Cafés are free events that connect people who need items repaired with volunteer "fixers" who bring life back to belongings like small appliances, garden tools, electronics, and bicycles with the goal of reducing waste and bringing back the "if it's broke fix it" rule. Two Repair Cafés were held at the NewMakelt space in 2017 and this concept is spreading across the Region with six Repair Cafés planned for 2018 at local libraries and cafés.

**“WE BUY SOMETHING, USE IT FOR A SPECIFIC PERIOD OF TIME, THEN CHUCK IT IN THE GARBAGE. WE HAVE TO GET AWAY FROM THAT. LET’S PURCHASE WITH THE INTENT THAT IF IT DOES BREAK, IT’S REPAIRABLE IN THE FUTURE.”**



Derrol,  
NewMakelt

# RECYCLE



LET'S  
**CELEBRATE**  
2014 to 2017



**THE TOWN OF EAST GWILLIMBURY HOSTS A 'GREEN UP, CLEAN UP' EVENT WHICH AIMS TO COLLECT LITTER FROM PUBLIC SPACES.**

**THE TOWN OF GEORGINA'S RESIDENTS PARTICIPATE IN A SWAP & SELL.**

**THE CITY OF VAUGHAN OFFERS FIVE ENVIRONMENTAL DAYS WHERE RESIDENTS CAN PARTAKE IN A MULCH GIVEAWAY, ELECTRONIC RECYCLING, CLOTHING COLLECTION, AND PURCHASE BACKYARD COMPOSTERS.**

The goal supporting recycling in the SM4RT Living Plan was to increase material diverted from landfill by four per cent, which created the development of 13 pilot programs. These include staying engaged in extended producer responsibility and understanding the multi-residential community.

## 2014 TO 2017 KEY SUCCESSSES



\* Environmental Bill of Rights

\*\* Based on Multi-Residential Municipal Collection





## ADVOCACY

The province of Ontario passed the *Waste-Free Ontario Act* in 2016, to introduce more producer responsibility into the waste system. York Region and its local municipal partners actively participate in consultations with the Province and other stakeholders, advocating for policies and regulations that deal with problematic materials, encourage sustainable packaging and preserve the integrity of the waste management system.

Increasingly complex packaging sold in the marketplace and tighter restrictions on contamination from end markets is increasing costs for managing the blue box. These problematic materials are difficult to sort and market resulting in contamination of the paper stream. York Region is working together with local municipal partners to identify solutions, minimize contamination and continue to provide education as necessary.



### 2017 SPOTLIGHT: MULTI-RESIDENTIAL

The SM4RT Living Plan recognizes the importance of developing policy and programs specific to multi-residential buildings to improve waste diversion. Collaboration between the Region and local municipal partners is key to success. The Regional Official Plan requires new multi-residential developments to provide convenient three-stream diversion programs for residents. The Cities of Markham and Vaughan have collaborated with their planning departments to ensure new buildings have waste systems set up to accommodate three-stream diversion. Trisorters or separate chutes for recycling and organics are just as convenient to access as garbage chutes. Waste staff review site plans as part of the approvals process to ensure consistency. City of Markham has also incorporated electronic waste and battery recycling, textile diversion programs and uses a Letter of Credit to ensure compliance.

The Town of Aurora collaborated with the Region to develop and deliver education and programs to share with building managers. New multi-residential recycling options included collection of batteries, compact fluorescent light bulbs, electronics and textiles recycling resulting in collection of over three tonnes of materials.

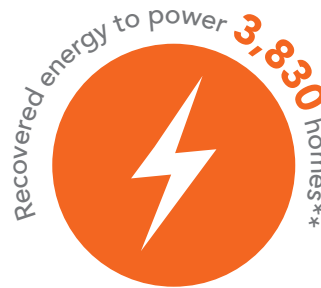
# RECOVER



The goal of 'recover' is to re-claim resources from waste at its end of life. The recover goal aims to capture an additional 60 to 80 per cent of metals that would otherwise end up in landfill through energy-from-waste.

Energy-from-waste provides the benefit of capturing energy content of residual waste, lowers greenhouse gas emissions, recovers metals and reduces the volume of waste going to landfill by 90 per cent.

## 2014 TO 2017 KEY SUCCESSES



\* 2015 to 2017  
\*\* Estimated annual recovery



## 2017 SPOTLIGHT: DURHAM YORK ENERGY CENTRE

The Durham York Energy Centre is a high performing facility which began processing residual waste in February 2015, with the ability to process 30,000 tonnes of residential curbside garbage from York Region annually. The facility operates 24 hours a day, seven days a week, with an average of 35 trucks arriving each day. Emissions are monitored on a continuous basis to ensure compliance with stringent Ontario Ministry of the Environment and Climate Change air quality standards and Environmental Compliance Approval limits. The Durham York Energy Centre reuses all process water generated within the facility and there is no discharge of process water to the municipal sanitary sewer system.
















DURHAM YORK  
ENERGY CENTRE





# SM4RT LIVING INITIATIVES BY MUNICIPALITY

Local municipal partners play a vital role in the success of the SM4RT Living Plan through their support for pilot programs such as textile collection, swapping, backyard composting and other initiatives in their communities. The table below shows initiatives being offered as of Q2 2018.

MUNICIPALITY											
Town of Aurora		●	●	●		●	●	●	●		●
Town of East Gwillimbury		●				●		●			●
Town of Georgina		●				●	●	●			●
Township of King	●	●				●	●	●	●		●
City of Markham	●		●		●	●	●	●	●	●	
Town of Newmarket	●	●				●	●	●		●	●
Town of Richmond Hill		●		●	●	●	●	●		●	●
City of Vaughan	●	●		●	●	●	●	●	●	●	●
Town of Whitchurch-Stouffville		●				●	●	●	●	●	●

-  Repair Cafe
-  Backyard Composting program
-  Batteries/E-waste in multi-residential buildings
-  Composting demonstration sites
-  Development Standards
-  Good Food Promotion
-  Multi-residential outreach
-  Public Space Recycling
-  Textile bins, events and/or door-to-door collection
-  School programs
-  Swap events

# WASTE MANAGEMENT PERFORMANCE

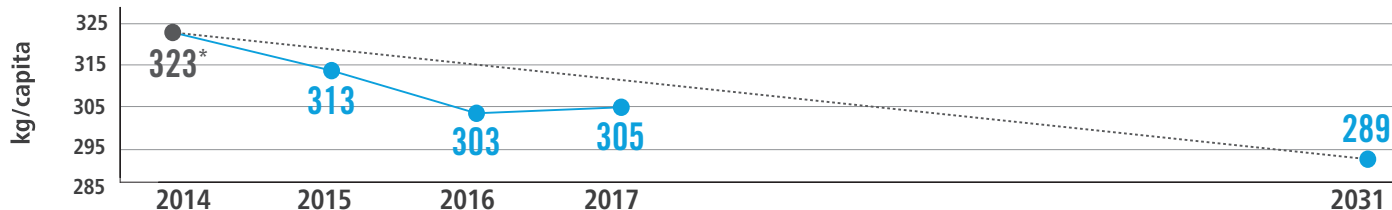


## 2017 York Region Waste Generation Rate (kg/capita)



	Garbage	Recycling	Organics	Yard Waste	HHW, electronics, scrap metal, tires etc.	SUBTOTAL	Small business users at Depots/CEC's	TOTAL
Town of Aurora	113	79	76	43	5	316	8	324
Town of East Gwillimbury	111	79	73	50	10	323	55	378
Town of Georgina	139	85	71	30	5	330	136	466
Township of King	107	92	85	43	4	331	6	337
City of Markham	64	70	88	29	6	257	5	262
Town of Newmarket	106	77	74	43	7	307	19	326
Town of Richmond Hill	127	72	77	31	9	316	14	330
City of Vaughan	103	67	80	29	6	285	7	292
Town of Whitchurch-Stouffville	112	73	84	33	5	307	10	317

## Waste Generation rates 2014 to 2017



\* Reconciled after 2014 reporting period with third party review

## Waste stream trends 2014 to 2017

	2014	2015	2016	2017	Per cent change 2014 to 2017
Garbage	101	97	96	98	-3.0%
Recycling	78	73	70	72	-7.7%
Organics	83	83	82	81	-2.4%
Yard Waste	46	38	31	32	-30.4%
Business	9	15	17	15	+66.7%
Other	7	7	7	7	0.0%

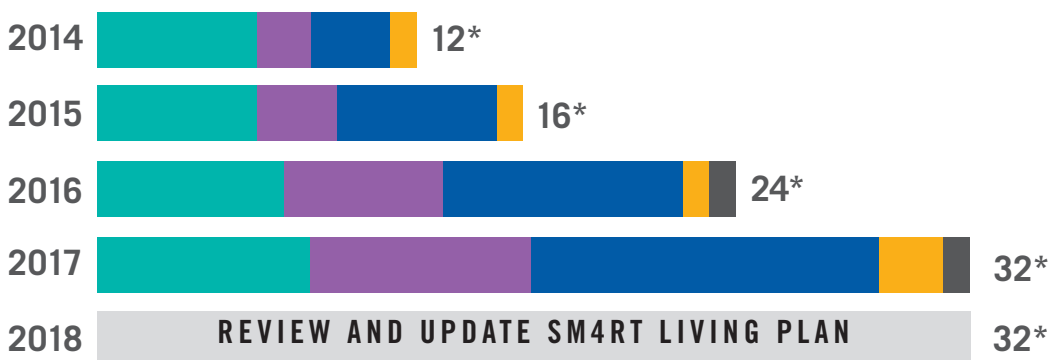
# REVIEW AND UPDATE

The five year review and update of the SM4RT Living Plan will support the Region and its nine local municipal partners' commitment to lead sustainable and cost effective waste reduction and diversion solutions while accounting for impacts of the *Waste-Free Ontario Act* and strategy.

## The scope of the review and update will include:

- Review of the SM4RT Living Plan strategies and initiatives
- Legislation review and scan including strategies for adapting to legislative change
- Emerging technologies and gap analysis including best practice review of similar municipalities
- Setting five year targets and updating long term projections
- Five year work plan prioritization
- Review of program communications
- Data gathering, monitoring performance measures and reporting recommendations

## IMPLEMENTATION PROGRESS



\*Number of initiatives underway





# EARLY OBSERVATIONS

With the upcoming five year review and update of the SM4RT Living Plan, it is important to reflect on the challenges faced and successes achieved since the beginning of the plan.

## LEADERSHIP

The initiatives were innovative with few local examples to look to for guidance.

## INNOVATION TAKES TIME

Predicting hours needed for each initiative posed a challenge, and shifted focus to high-quality over high-quantity.

## RESOURCE CONSIDERATIONS

Regional and local municipal staff face competing priorities for limited time and resources. Collaboration and leveraging existing work has been essential.

## MEASURING SUCCESS

Each initiative is unique and indicators of success are not always comparable. Scaling up pilot results to assess potential long-term impact is complex.

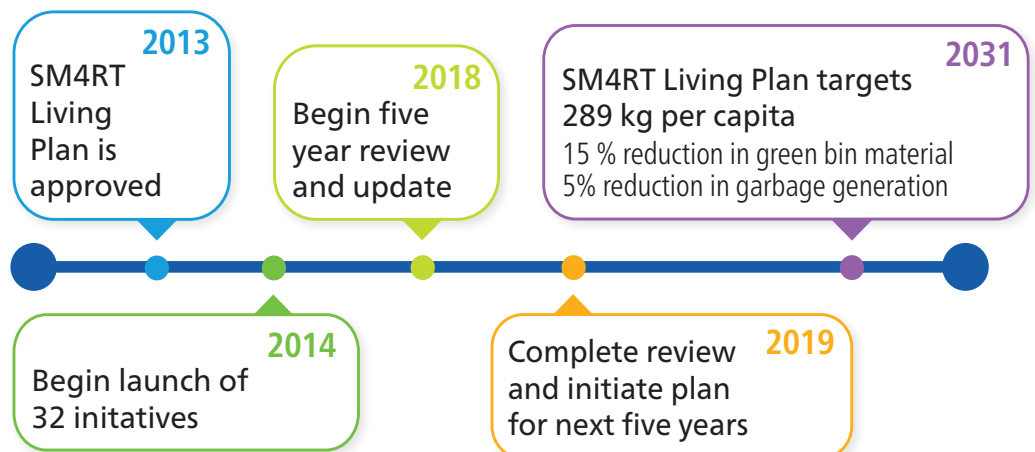
## LEVERAGING COMMUNITY PARTNERS

Establishing partnerships to provide funding and support to community-based organizations has helped extend the reach of programs.

## GO ABOVE AND BEYOND 'STATUS QUO'

Creating programs to reduce waste and decrease reliance on processing infrastructure takes time and consistent effort to build momentum.

# TIMELINE



THE SINGLE MOST  
IMPORTANT INFLUENCE  
THAT CAN CHANGE OUR  
ENVIRONMENTAL FUTURE  
IS YOU



# 2017 ANNUAL SM4RT LIVING PLAN UPDATE AND BLUE BOX PROGRAM

Laura McDowell and Lindsay Milne  
Environmental Services  
June 7, 2018



# SM4RT LIVING PLAN ADVANCES THE 4R'S OF THE WASTE HIERARCHY

- Focus on Reduce and Reuse
- Blue Box Challenges
- Waste Generation Rate
- SM4RT Living Initiatives
- Partnerships
- Plan Review and Update



# SM4RT LIVING FOCUSES ON REDUCE AND REUSE



**DISPOSABLE**

**RECYCLABLE**

**REUSABLE**



**2014 TOTAL WASTE**  
320 kg per capita

**2031 TARGET**  
289 kg per capita

# WHY DOES RECYCLING SEEM SO COMPLICATED?

## PROBLEMATIC MATERIALS CAUSE CONTAMINATION AND CONFUSION IN BLUE BOX SYSTEM

- Producers make complex products and packaging that continue to change
- End markets tightening contamination requirements
- Coffee cups and black plastic contaminate paper bales
- Single use packaging such as coffee pods marketed as recyclable
- Blue Box Programs vary across jurisdictions





# HOW IS THIS IMPACTING OUR WASTE MANAGEMENT SYSTEM?

## RISING COSTS TO PROCESS AND MARKET MATERIALS NECESSITATES CHANGES IN BLUE BOX

- Pressing challenges with marketing fibre which represents over 50 per cent of tonnes processed
- Market constraints (i.e. China and India) resulted in sending 100 tonnes to Energy From Waste in 2017
- Coffee cups and black plastic trays need to be addressed to get back into end markets
- Material Recovery Facility upgrades needed to process paper to new stringent standards



# HOW ARE WE ADDRESSING THESE CHALLENGES?

## MUNICIPALITIES CONTINUE TO ADVOCATE AND WORK TOWARDS FULL PRODUCER RESPONSIBILITY

- Municipal 3Rs Collaborative working towards full producer responsibility
- Producers must be responsible for problematic materials
- Collaborating with local municipal partners on a communication strategy
- Address unmarketable items to reduce contamination
- Explore options for material bans like single-use plastic items





# 2017 WASTE GENERATION RATES (KG/CAPITA)

## Regional Waste Generation Rate (2016 to 2017 +0.7%)



259

Average Residential Curbside Waste Generation Rate



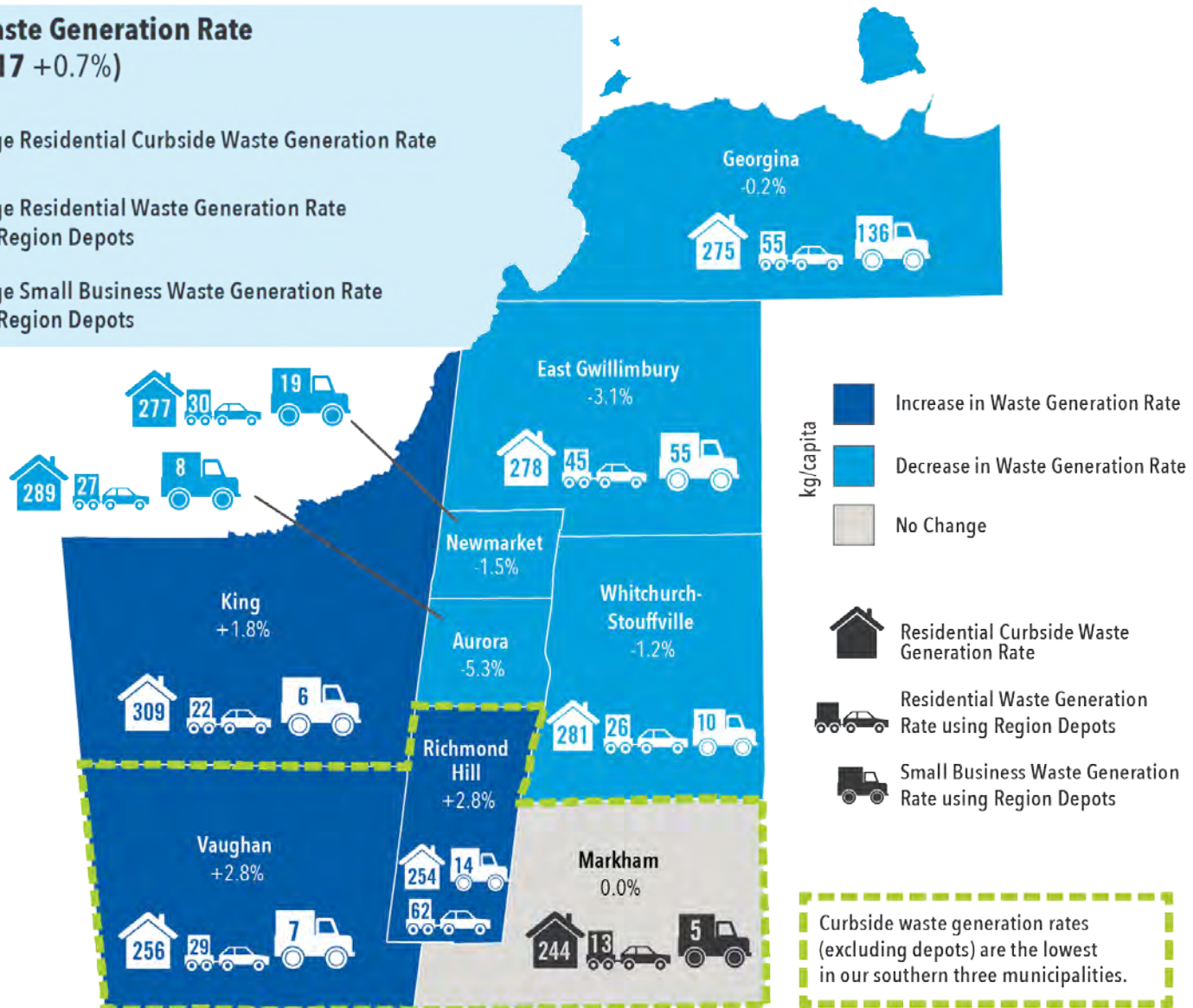
31

Average Residential Waste Generation Rate using Region Depots



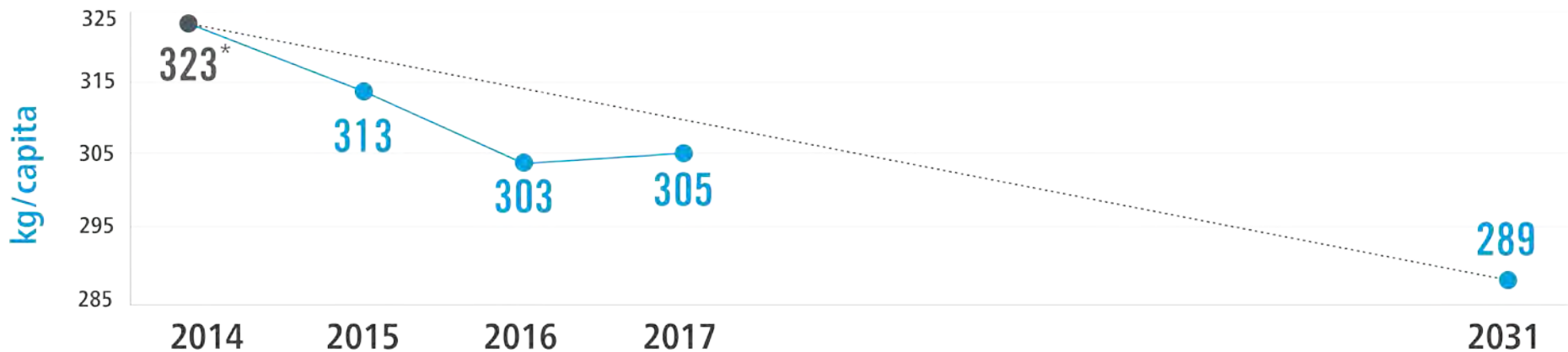
15

Average Small Business Waste Generation Rate using Region Depots



# CONSUMER TRENDS, HOUSING TYPE KEY INFLUENCES ON WASTE GENERATION

## TREND SHOWS PROGRESS TOWARDS 2031 TARGET

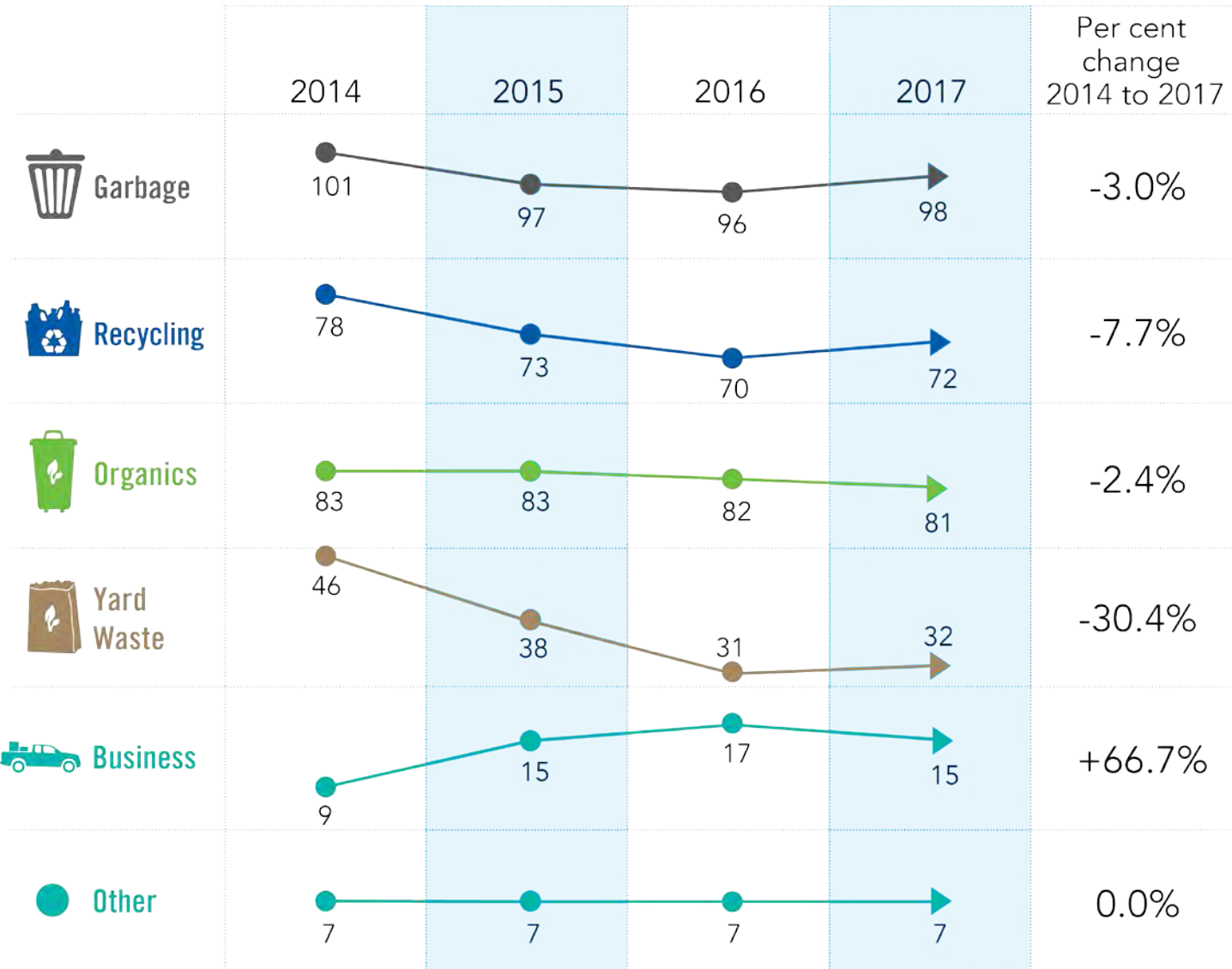


\*Reconciled after 2014 reporting period with third party review.

- Higher density communities appear to have lower waste generation rates
- Blue Box light-weighting reduces waste generation rate
- Yard waste generation is highly variable, impacted by drought, weather events
- Precipitation correlated with blue box and garbage tonnages



# WASTE STREAM TRENDS 2014 TO 2017 (KG/CAPITA)





## ACTIONS ALIGNED WITH PROVINCIAL ORGANIC WASTE FRAMEWORK

- Goal is 15 per cent reduction in food waste in the green bin by 2031
- Good Food Program expands messaging with school programming
- Backyard Composter Sales accessible to all Region residents
- Ontario Food Collaborative leading development of common messaging and metrics for food waste reduction





# COMMUNITY PARTNERS SUPPORT SUCCESS OF REPAIR CAFES



- Repair Cafés connect residents with items in need of repairs to volunteer fixers
- NewMakelt partnered with Region to pilot two events in 2017
- 2018 Repair Cafés expanding to Vaughan, King, Markham and Georgina

LET'S  
CELEBRATE

73 per cent of items  
successfully repaired  
at May 2017 Repair Café





## CONVENIENT RECYCLING OPTIONS ADDED TO MULTI-RESIDENTIAL BUILDINGS

- Town of Aurora pilots battery, light bulbs and textile collection in buildings
- Posters and recycling bags distributed to 10,000+ units across nine municipalities
- Markham, Vaughan and Richmond Hill work to improve development standards



87 per cent of residents surveyed used the new recycling options in their building





# PARTNERSHIPS ARE KEY IN LAUNCHING INITIATIVES

**PARTNERSHIPS HELP FOCUS PRIORITIES, REACH TARGET AUDIENCES AND ACHIEVE A COMMON GOAL TO REDUCE WASTE**

- 15 community partnerships formed to support SM4RT Living Plan since 2014
- Key partners included:



# EXPANDING REACH THROUGH SM4RT LIVING INITIATIVES

- Trash Blasters engaged 1,040 students in 2016 to 2017 and grew to 3,548 in 2017 to 2018
- Curbside Giveaways grew from three municipalities in 2014 to eight municipalities in 2018
- Textile collection bins/events expanded from two communities to five, with more planned for 2018
- Backyard composting program increased distribution from 20 composter/year in 2015 pilot to 434 in 2017





# EARLY OBSERVATIONS HELP INFORM SCOPE OF REVIEW AND UPDATE

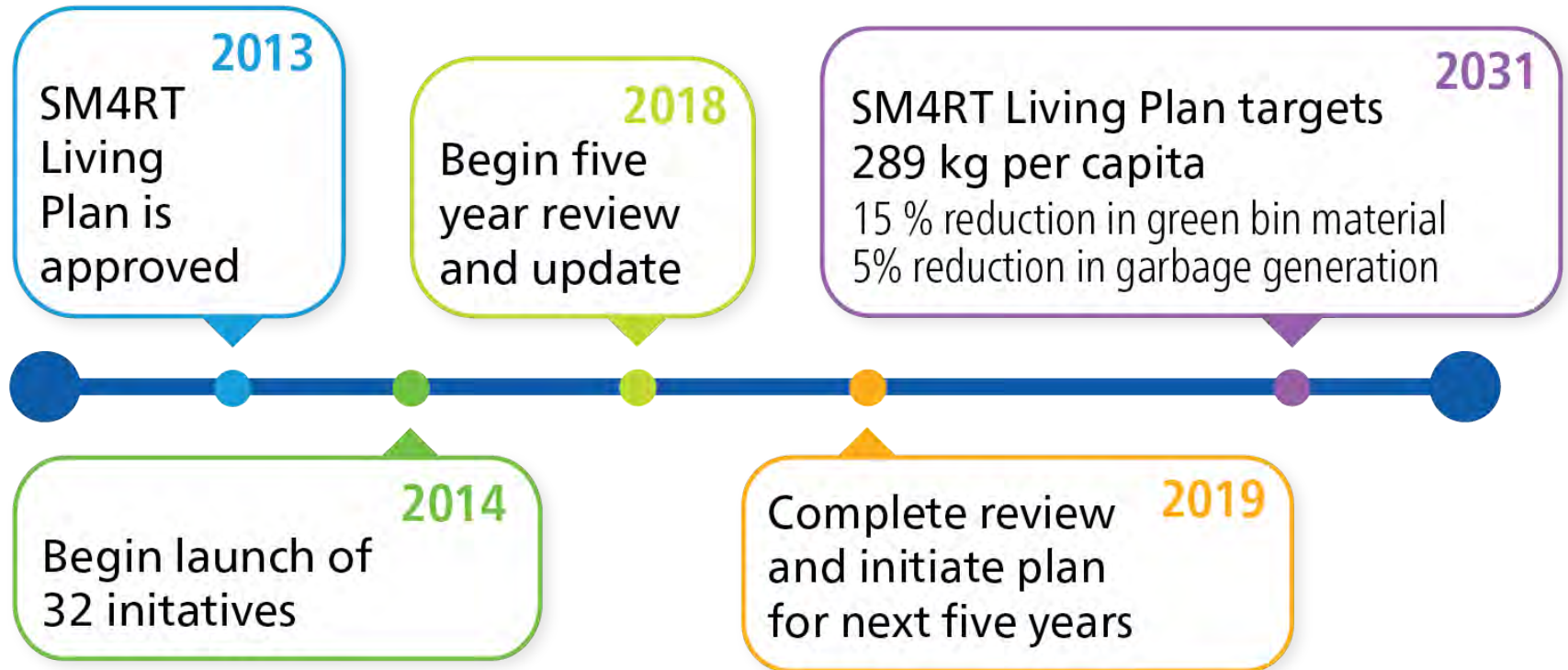
## OBSERVATIONS FROM THE FIRST 4 YEARS OF IMPLEMENTATION WILL HELP SHAPE REVIEW AND UPDATE

- York Region leading innovation
- Measuring success does not look the same for all programs
- Leveraging value of community partnerships
- Innovation takes time and consistent effort





# REVIEW AND UPDATE WILL SET PRIORITIES FOR NEXT FOUR YEARS



# THANK YOU RESIDENTS!

For more information

Laura McDowell

[Laura.mcdowell@york.ca](mailto:Laura.mcdowell@york.ca)

1-877-464-9675 x 75077



June 29, 2018

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

Dear Ms. Lyons:

**Re: Inclusion Charter for York Region**

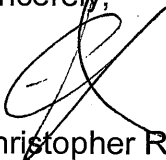
Regional Council, at its meeting held on June 28, 2018, adopted the following recommendations regarding "Inclusion Charter for York Region":

1. Council endorse the Inclusion Charter for York Region (Attachment 1).
2. The Regional Clerk forward this report to York Region Rapid Transit Corporation, Housing York Inc. and York Telecom Network requesting their Boards to endorse the Inclusion Charter for York Region (Attachment 1).
3. The Regional Clerk forward this report to the local municipalities, York Region Accessibility Advisory Committee, York Regional Police Services Board, Community Partnership Council and the Municipal Diversity and Inclusion Group.

A copy of Minute Nos. 98, 102 and 109 including a report extract and attachments are enclosed for your information.

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

Sincerely,



Christopher Raynor  
Regional Clerk

/C. Clark  
Attachments

Minute Nos. 98, 102 and 109 as recorded in the Minutes of the meeting of the Council of The Regional Municipality of York held on June 28, 2018.

### **Inclusion Charter for York Region**

#### **98 Inclusion Charter for York Region**

Bruce Macgregor, Chief Administrative Officer, presented the Inclusion Charter for York Region, a community initiative with a common commitment to creating inclusive communities in York Region.

The Inclusion Charter for York Region was developed in collaboration with the Municipal Diversity and Inclusion Group and the Community Partnership Council. Over 1,800 residents and organizations were consulted throughout its development.

A ceremonial signing of the Inclusion Charter took place, with Council recessing for 5 minutes to take a group photo.

It was moved by Mayor Scarpitti, seconded by Mayor Hackson that Council receive the presentation.

Carried

(See Minute Nos. 102 and 109.)

#### **102 Inclusion Charter for York Region**

It was moved by Mayor Scarpitti, seconded by Mayor Hackson that Council receive the communication from Serena Newhall, CIFAL Atlanta Executive Director dated May 21, 2018 and refer it to Report No. 1 of the Commissioner of Community and Health Services regarding "Inclusion Charter for York Region".

Carried

(See Minute Nos. 98 and 109.)

**109 Report No. 1 of the Commissioner of Community and Health Services – Inclusion Charter for York Region**

It was moved by Mayor Scarpitti, seconded by Mayor Hackson that Council adopt the following recommendations in the report dated June 12, 2018 from the Commissioner of Community and Health Services:

1. Council endorse the Inclusion Charter for York Region (Attachment 1).
2. The Regional Clerk forward this report to York Region Rapid Transit Corporation, Housing York Inc. and York Telecom Network requesting their Boards to endorse the Inclusion Charter for York Region (Attachment 1).
3. The Regional Clerk forward this report to the local municipalities, York Region Accessibility Advisory Committee, York Regional Police Services Board, Community Partnership Council and the Municipal Diversity and Inclusion Group.

A recorded vote on the adoption of the recommendations was as follows:

For: Altmann, Armstrong, Barrow, Davison, Dawe, Emmerson, Ferri, Hackson, Heath, Hogg, Jones, Li, Pellegrini, Quirk, Rosati, Scarpitti, Singh, Spatafora, Taylor, Van Bynen (20)

Against: (0)

Carried Unanimously

---

Report dated June 12, 2018 from the Commissioner of Community and Health Services now follows:

**1. Recommendations**

It is recommended that:

1. Council endorse the Inclusion Charter for York Region (Attachment 1).
2. The Regional Clerk forward this report to York Region Rapid Transit Corporation, Housing York Inc. and York Telecom Network requesting their Boards to endorse the Inclusion Charter for York Region (Attachment 1).



3. The Regional Clerk forward this report to the local municipalities, York Region Accessibility Advisory Committee, York Regional Police Services Board, Community Partnership Council and the Municipal Diversity and Inclusion Group.

## **2. Purpose**

This report seeks Council endorsement of the Inclusion Charter for York Region. Endorsement of the Charter affirms an organization's commitment to inclusion and support for a shared vision for York Region.

## **3. Background and Previous Council Direction**

### **Development of an Inclusion Charter supports Council's strategic objective to making our communities more welcoming and inclusive**

Emerging from the work of the Community Partnership Council which leads strategies to welcome newcomers to York Region, the inclusion charter model was identified as an effective way to respond positively to rapidly changing demographics within the Region. Through its 2015 to 2019 Strategic Plan, Council made a commitment to make our communities more welcoming and inclusive.

In 2016, the York Region Municipal Diversity and Inclusion Group was formed to develop the Inclusion Charter. The group is co-chaired by York Region and York Regional Police and includes members from local municipalities, hospitals, school boards, agencies, conservation authorities and the United Way Greater Toronto. Members are listed in Attachment 2.

Each of these 20 participating organizations has endorsed or has plans to endorse the Inclusion Charter. Together we will collectively take actions that demonstrate our commitment to inclusion.

### **Over 1800 residents and organizations were consulted during development of the Inclusion Charter for York Region**

The Inclusion Charter is the result of extensive consultations and discussions with individuals, employees, organizations, boards, councils and groups. Community consultations in 2015, 2016 and 2017 informed the Charter model, with over 1800 people and organizations part of the Inclusion Charter's development.

In January 2017, Council supported undertaking further community consultation on the Draft Charter before bringing it back for endorsement by the Region and community partners.

Consultations were conducted using a variety of engagement tactics to reach a broad range of groups and perspectives, including “pop-up” booths at community events and festivals in all nine local municipalities, online surveys, social media and targeted community conversations with groups such as Parents and Friends of Lesbians and Gays and the Chippewas of Georgina Island Band Council. Engagement efforts concluded with consultation with the Community Partnership Council and twenty individual interviews with each member organization of the Municipal Diversity and Inclusion Group.

### **The collaborative approach to development of the Inclusion Charter has gained international recognition**

The United Nations Institute for Training and Research – International Training Centres for Authorities and Leaders - has participated in the Charter initiative since 2017. The United Nations Agenda 2030 for Sustainable Development defines goals to guide the decisions of UN member states in the years ahead including creating inclusive communities. To promote the Agenda, United Nations Institute for Training and Research provides training tools to governments and other stakeholders through its global network of International Training Centres for Authorities and Leaders.

International Training Centres for Authorities and Leaders, Atlanta division, recognizes the collaborative approach used to develop the Inclusion Charter as a leading practice model communities around the world could use to become more inclusive. International Training Centres for Authorities and Leaders Atlanta is the North American hub of United Nations Institute for Training and Research and the Charter bears its logo to recognize this support.

### **The Inclusion Charter initiative reflects best practices in other jurisdictions**

Best practice research informs development of the Inclusion Charter for York Region. Organizations and agencies across all sectors are embracing diversity and inclusion values and strategies as a best practice to enhance business performance, social inclusion and respond positively to demographic shifts. Some jurisdictions, including the Region of Peel and City of Toronto, have adopted a diversity and inclusion charter model to help build inclusive communities.

## **4. Analysis and Implications**

### **Community feedback confirmed support for the Charter initiative with suggestions to make the model even stronger**

Participating organizations were of the view the Charter should be an inspirational document that both expressing a common vision and allowing them to reflect their own mandates, strategies and communities they serve. Feedback suggested the Charter

should reference existing legislation that supports this work. Feedback collected from the consultations was considered and incorporated into the Inclusion Charter. It was also heard the Charter should focus more on inclusion, rather than diversity: diversity highlights our differences, while inclusion promotes an environment where differences are embraced and everyone feels included. For this reason, the name changed from a Diversity and Inclusion Charter to an Inclusion Charter.

**York Region's unique commitment statement supports the organization's ongoing inclusion activities**

The Inclusion Charter for York Region is ready to be endorsed by participating community partners. The community partners on the Municipal Diversity and Inclusion Group all agree with this unique new model and layout.

The Inclusion Charter (Attachment 1) is designed to include a common commitment to inclusion by all participating community partners, which is set out in the first two paragraphs. In addition, the common commitment notes that the Charter is also grounded in federal and provincial legislation that promotes human rights and accessibility:

*The Inclusion Charter for York Region is a community initiative that brings together businesses, community organization, municipalities, police services, hospitals, school boards, conservation authorities and agencies with a common commitment to create an inclusive environment with equality for all who work, live and play here. Together our organizations share the vision of York Region as a welcoming and inclusive community where diversity is celebrated and where everyone can develop to their full potential, participate freely in society and live with respect, dignity and freedom from discrimination. The Charter reflects an evolving approach in support of existing federal and provincial legislation that promotes human rights and accessibility. By endorsing this Charter we affirm our commitment to inclusion, whereby all people feel they belong and have access to the same opportunities.*

The third paragraph is tailored by each community partner to express its commitment statement. By having their own customized paragraph, each community partner is able to align their specific mandates, strategies and communities with a common commitment expressed in the first two paragraphs. As a community partner in this initiative York Region has developed a commitment statement to be included in the Charter.

The Region's statement in the third paragraph aligns with and promotes Council's commitment to inclusion in the community and the workplace.

*Together with other participating organizations, The Regional Municipality of York is committed to taking action to achieve the vision of the Charter in our organization and in the community. The Region celebrates its growing and diverse population as a source of strength, vitality and economic opportunity.*

*The Region's commitment to inclusion enhances our ongoing work to attract and retain the best talent, promote innovation and provide an excellent customer experience.*

The Inclusion Charter is designed for signature by the senior leaders of participating community organizations. York Region's Charter lists Wayne Emmerson, Chairman and Chief Executive Officer and Bruce Macgregor, Chief Administrative Officer as co-signatories, demonstrating the commitment of York Region both as a government and an employer.

To re-enforce and reflect this commitment, corporations/boards of York Region including York Region Rapid Transit Corporation, Housing York Inc. and York Telecom Network also endorse the Charter with the customized York Region statement.

### **York Region will achieve the vision of the Charter by building on existing strategies, plans and actions**

The vision of the Charter will be accomplished through actions incorporated into existing strategies and plans. Some actions currently underway include:

- Review and update of applicable corporate policies to reflect inclusionary practices
- Establishment of quiet rooms across Regional facilities as a designated space for prayer, reflection or meditation
- Launch of an online diversity calendar to promote awareness and understanding of diverse celebratory days

York Region is participating at the Protocol and Diplomacy International – Protocol Officers Association Annual Education Forum in July 2018. The Region has been invited to present the Inclusion Charter and the process to develop it. This international forum brings together protocol professionals from all sectors including national and local governments, academia, corporate, military, cultural institutions and trade organizations.

### **Multiple research projects provide foundation for ongoing community collaboration and actions that promote inclusion**

To enhance our understanding of the diverse groups living in the Region, York Region has entered into various research projects including:

- **The Black Experience Project** – This research study explored the experiences of Black individuals in the Greater Toronto Area, including York Region. The aim of the research was to provide valuable information to inform policies and other initiatives to contribute to the health and vibrancy of the Black community in Toronto and the Greater Toronto Area. Findings point to successes that should be acknowledged and celebrated, as well as anti-Black racism and the obstacles

and challenges it presents. York Region and York Regional Police are currently analyzing York Region specific data with findings available summer 2018.

- **Building Migrant Resilience in Cities** - This is a partnership project located in seven regional and urban areas in Ontario and Quebec. It is funded by Social Sciences and Humanities Research Council and led by York University. York Region is a Co-chair of the York Region Network project which focuses on legal residents of Canada who have lived here for 10 years or less. Its main objective is to discover factors that encourage the successful settlement of newcomers and pilot strategies that promote these factors. Research findings from all participating networks will be available within the next three years.
- **Immigration Database Study** - York Region has commissioned a study based on Statistic Canada's Longitudinal Immigration Database. This study will help us understand the contribution of immigrants in York Region communities and to better plan for the programs and services that would leverage immigrants' rich educational, professional and cultural potential. Research findings will be available by the end of 2018.
- **Social Capital Study** - York Region is currently partnering with the United Way Greater Toronto, Peel Region and the Environics Institute for Survey Research on a study that will measure social capital in Toronto, York and Peel by examining the extent to which residents feel connected to, and actively engaged with, their neighbours and community organizations, and how well they trust their neighbours. Trust and engagement are critical to a good quality of life, a healthy population, safe streets and economic prosperity. This study will help increase our understanding of social capital in York Region in support of Council's commitment in its 2015 to 2019 Strategic Plan to make our communities more welcoming and inclusive. Research findings will be available in 2019.

Some of this research emerges from actions of the Region's Newcomer Strategy. These and other research opportunities will not only provide much needed social indicators to inform and measure the progress of inclusion in our community, they will also shed light on how best to collaborate with groups and individuals.

### **Endorsement of the Inclusion Charter is also underway in the community**

To date, a number of the Municipal Diversity and Inclusion Group members have endorsed the Charter, including the Town of Georgina, York Region District School Board, Markham Stouffville Hospital, Southlake Regional Health Centre, United Way Greater Toronto, York Region Children's Aid Society and Toronto and Region Conservation Authority. Endorsement activities will continue into 2019. The full endorsement schedule is outlined in Attachment 2.



Endorsement of the Charter will also be expanded to interested businesses, community organizations and agencies who share a commitment to inclusion. In this way, the shared commitment will spread across all sectors and result in stronger impacts in the community. By endorsing the Charter, Council will join other community partners with a shared commitment to taking action to achieve the vision of the Charter in our organization and the community.

**Members of the Municipal Diversity and Inclusion Group will work together to develop collective actions to enhance inclusion within the broader community of York Region**

Development, monitoring and reporting of these collective actions will be coordinated through York Region's support of these committees. Regional Council will receive scheduled updates on actions taken and results.

An ongoing comprehensive communications strategy has been developed, including posters, social media and online. Each community partner has a customized Charter to post, implement and promote within their own organization, including York Region. Communication materials will be available to other organizations wanting to endorse the Charter.

## **5. Financial Considerations**

Development and implementation of the Inclusion Charter for York Region is being completed using existing staff resources and costs are managed within approved operating budgets.

## **6. Local Municipal Impact**

All nine local municipalities will develop their own unique commitment statement as part of the process of endorsing the Inclusion Charter. To date, one of the nine municipalities has endorsed the Charter, with the remaining expected to endorse by 2019.

## **7. Conclusion**

York Region has taken an active role in developing the Inclusion Charter for York Region in collaboration with the Municipal Diversity and Inclusion Group and the Community Partnership Council. Together, member organizations and the community recognize that the Inclusion Charter offers an effective model for implementing positive change for our increasingly diverse populations across all municipalities.

For more information on this report, please contact Lisa Gonsalves, Director, Strategies and Partnerships, at 1-877-464-9675 ext. 72090.

The Senior Management Group has reviewed this report.

June 12, 2018

Attachments (2)

#8576253

Accessible formats or communication supports are available upon request

# INCLUSION CHARTER

OUR COMMITMENT  
TO **WELCOMING** AND  
**INCLUSIVE** COMMUNITIES

The **Inclusion Charter for York Region** is a community initiative that brings together businesses, community organizations, municipalities, police services, hospitals, school boards, conservation authorities and agencies with a common commitment to create an inclusive environment with equality for all who work, live and play here. Together our organizations share the vision of York Region as a welcoming and inclusive community where diversity is celebrated and where everyone can develop to their full potential, participate freely in society and live with respect, dignity and freedom from discrimination.

The Charter reflects an evolving approach in support of existing federal and provincial legislation that promotes human rights and accessibility. By endorsing this Charter we affirm our commitment to inclusion, whereby all people feel they belong and have access to the same opportunities.

## THE REGIONAL MUNICIPALITY OF YORK

Together with other participating organizations, The Regional Municipality of York is committed to taking action to achieve the vision of the Charter in our organization and in the community. The Region celebrates its growing and diverse population as a source of strength, vitality and economic opportunity. The Region's commitment to inclusion enhances our ongoing work to attract and retain the best talent, promote innovation and provide an excellent customer experience.

Endorsed by:

**Wayne Emmerson**  
Chair and CEO

**Bruce Macgregor**  
Chief Administrative Officer

This 28<sup>th</sup> day of June, 2018.



## Revised Attachment 2

### Municipal Diversity and Inclusion Group Member Organizations:

Municipalities	Endorsement of Inclusion Charter for York Region (as of June 26, 2018)
The Regional Municipality of York (York Region) – (Co-chair)	To be endorsed June 2018
Town of Aurora	To be endorsed July 2018
Town of East Gwillimbury	<i>To be endorsed August 2018</i>
Town of Georgina	Endorsed May 2018
Township of King	<i>Endorsed June 2018</i>
City of Markham	<i>To be endorsed September 2018</i>
Town of Newmarket	To be endorsed 2019
Town of Richmond Hill	<i>To be endorsed September 2018</i>
City of Vaughan	To be endorsed 2019
Town of Whitchurch-Stouffville	<i>To be endorsed 2019</i>
<b>York Regional Police (Co-chair)</b>	
York Regional Police (Co-chair)	<i>To be endorsed September 2018 (Presentation to York Regional Police Services Board received April 2018)</i>
<b>School Boards</b>	
York Region District School Board	Endorsed May 2018
York Catholic District School Board	<i>Endorsed June 2018</i>
<b>Hospitals</b>	
Markham Stouffville Hospital	Endorsed March 2018
Southlake Regional Health Centre	Endorsed June 2018
Mackenzie Health	<i>To be endorsed Summer 2018</i>
<b>Agencies</b>	
United Way Greater Toronto	Endorsed June 2018
York Region Children's Aid Society	Endorsed May 2018
<b>Authorities</b>	
Lake Simcoe Region Conservation Authority	<i>Endorsed June 2018</i>
Toronto and Region Conservation Authority	Endorsed May 2018

Note: This schedule is subject to change

June 29, 2018

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

Dear Ms. Lyons:

**Re: Revised Terms of Reference for the Human Services Planning Board  
of York Region**

Regional Council, at its meeting held on June 28, 2018, adopted the following recommendations of Committee of the Whole regarding "Revised Terms of Reference for the Human Services Planning Board of York Region":

1. The mandate of the Human Services Planning Board of York Region be amended to include the functions of an Advisory Committee in accordance with Part XIII of the *Police Services Act, 2018*
2. Council approve the revised Human Services Planning Board of York Region Terms of Reference set out in Attachment 1.
3. The Regional Clerk forward this report to local municipalities, the Human Services Planning Board of York Region, York Regional Police Services Board and the Chief of York Regional Police for information.

A copy of Clause 18 of Committee of the Whole Report No. 10 is enclosed for your information.

Please contact Lisa Gonsalves, Director, Strategies and Partnerships Branch at 1-877-464-9675 ext. 72090 if you have any questions with respect to this matter.

Sincerely,



Christopher Raynor  
Regional Clerk



Clause 18 in Report No. 10 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**18**

**Revised Terms of Reference for the  
Human Services Planning Board of York Region**

Committee of the Whole recommends adoption of the following recommendations contained in the report dated May 25, 2018 from the Commissioner of Community and Health Services:

1. The mandate of the Human Services Planning Board of York Region be amended to include the functions of an Advisory Committee in accordance with Part XIII of the Police Services Act, 2018
2. Council approve the revised Human Services Planning Board of York Region Terms of Reference set out in Attachment 1.
3. The Regional Clerk forward this report to local municipalities, the Human Services Planning Board of York Region, York Regional Police Services Board and the Chief of York Regional Police for information.

---

Report dated May 25, 2018 from the Commissioner of Community and Health Services now follows:

**1. Recommendations**

It is recommended that:

1. The mandate of the Human Services Planning Board of York Region be amended to include the functions of an Advisory Committee in accordance with Part XIII of the *Police Services Act, 2018*
2. Council approve the revised Human Services Planning Board of York Region Terms of Reference set out in Attachment 1.
3. The Regional Clerk forward this report to local municipalities, the Human Services Planning Board of York Region, York Regional Police Services Board and the Chief of York Regional Police for information.

# **Revised Terms of Reference for the Human Services Planning Board of York Region**

## **2. Purpose**

This report seeks approval of a revised Terms of Reference for the Human Services Planning Board of York Region (the Board). The key reason for recommending revision is to establish the Human Services Planning Board of York Region as the “Advisory Committee” for development of a Community Safety and Well-Being Plan as required in accordance with Part XIII of the *Police Services Act, 2018*. Additional revisions establish the Board’s role in providing advice to the Commissioner of Community and Health Services on human services planning and service system management.

## **3. Background and Previous Council Direction**

### ***Part XIII of the Police Services Act, 2018 requires Municipal Councils to prepare and adopt a Community Safety and Well-Being Plan and establish an Advisory Committee***

Bill 175, the *Safer Ontario Act, 2018* received Royal Assent in March 2018. In March 2018, Council received a report and memorandum on implications of the Act. Additional details, analysis and requirements of the Act were identified to Council in May 2018. The *Safer Ontario Act, 2018* repeals the existing *Police Services Act*, and replaces it with six related statutes including the *Police Services Act, 2018*. The legislated requirement for Community Safety and Well-Being Plans is now included in Part XIII of the *Police Services Act, 2018* and is no longer referred to as the *Safer Ontario Act, 2018*. Provisions in the *Police Services Act, 2018* (the Act) requiring municipalities to develop and adopt a Community Safety and Well-Being Plan will come into effect on January 1, 2019. Council will therefore be required to prepare and adopt its first Community Safety and Well-Being Plan by December 31, 2020.

The purpose of these Plans is for municipal government, police, community based organizations and other representatives to work collaboratively to find solutions to crime, victimization and community safety issues by mobilizing resources. Municipalities that are required to prepare Plans must establish an Advisory Committee to consult with as part of developing the Plan. York Regional Police has expressed interest in a partnership with the Region to develop and implement a Community Safety and Well-Being Plan.

## **Revised Terms of Reference for the Human Services Planning Board of York Region**

**The Act only requires the Region to prepare and adopt a Community Safety and Well-Being Plan and establish an Advisory Committee and not local municipalities within a Regional municipality**

The Act now includes a definition of the meaning of municipality which does not include local municipalities within a Regional municipality. Consequently, there is no mandatory requirement for local municipalities in the Region to develop and adopt these plans. The requirement still exists for the Region as a Regional municipality and single-tier municipalities such as City of Toronto.

**Council directed the Commissioner of Community and Health Services to revise the mandate of the Human Services Planning Board of York Region to incorporate the “Advisory Committee” requirements set out in the *Police Services Act, 2018***

In March 2018, Council directed staff to revise the Board’s Terms of Reference to expand its mandate to include the legislative requirement to act as the Advisory Committee to Council for preparation of a Community Safety and Well-Being Plan. The Board is well positioned to take on this new and expanded role:

- Membership already includes representatives from many of sectors required by legislation (others will need to be added)
- Board’s current mission is “to develop and implement systems solutions which enhance community health and well-being”. The Board’s current approach to bring a ‘systems-thinking’ lens to its work, seek new ideas/innovative solutions, focus on prevention, collaboration, advocacy and engage with communities aligns with the purpose of Community Safety and Well-Being Plan.

**Human Services Planning Board of York Region Members are interested in taking on the Advisory Committee role and being more engaged in the human services delivery system**

The Board is currently in the final year of its 2015 to 2018 term. The Board’s Terms of Reference is reviewed and amended, if needed, in the fourth year of every Council term. The Terms of Reference was last reviewed and amended by Council in May 2014.

## **Revised Terms of Reference for the Human Services Planning Board of York Region**

### **Human Services Planning Board of York Region Members were surveyed and interviewed through group and one-to-one meetings to determine what was working well and areas for improvement**

Members also provided specific feedback on the implications of the proposed expanded Board mandate to include new legislative requirements of the *Police Services Act, 2018*. Key findings included:

- Members support the proposed expanded Advisory Committee role and feel the mission of the Board fits with the purpose and goals of community safety and well-being
- Members point out a strength of the Board is that it brings a systems approach to its collaborative work and has a good mix of representation from different sectors and decision makers around the table
- Members recognize the Board functions well and achieves a common understanding in setting collective goals, research and communication to the broader community
- Members recognize the Board has strong governance and administrative leadership, which are critical to the success of any collaborative
- Members would like to continue as a standing community group of senior leaders that advises the Region on human services issues, challenges and solutions. They want to provide strategic advice, learn and be more engaged with evolving issues in the human services system, related social policies, and the Region's role as a service system manager. They also want to continue with the current mandate and complete the actions that were endorsed by Council in January 2017.
- Members support a reduction in overall membership of the Board to further enhance effectiveness. Non-members may be invited to participate on working groups to provide specific expertise as required.

A list of current members is provided in Attachment 2.

## **Revised Terms of Reference for the Human Services Planning Board of York Region**

### **4. Analysis and Implications**

#### **Attachment 1, the proposed revised Terms of Reference for the Board includes new responsibilities under the *Police Services Act, 2018* and addresses findings of the review**

Highlights of the recommended revisions include the following:

**Mandate:** Revised to include three components:

- Continue - maintain current/existing capacity building and collaborative advocacy initiatives within the human services sector
- New – act as an Advisory Committee as set out in the Act, and potentially also for future federal and provincial legislated requirements related to human services, community safety and well-being, subject to approvals of authority as required
- New - act as a consultative body on matters related to Community and Health Services Department priorities to inform planning and delivery of integrated human services policies and programs

**Composition:** Revised to include the following:

- At a minimum, composition of the Board will meet legislated requirements under the *Police Services Act, 2018*, many of which are achieved by the current membership, as shown in Table 1. New members are required in areas such as a representative of the Police Services Board and representative from an entity that provides custodial services to children or youth in York Region.
- Membership is reduced from a maximum of 26 members to a maximum of 24 members to allow the Board to be effective operationally and to address the expertise needed to provide advice on the Community Safety and Well-Being Plan. The Regional Chair and Chief Executive Officer are Ex-Officio members, and not counted in the 24 member maximum.
- Advisors and Resources will participate in the work of the Board as required. As they are not members, they are not counted in the 24 member maximum.
- Selection of membership will continue to consider the need for the Board to be representative of the Region, while having regard for diversity of the population.



**Revised Terms of Reference for the Human Services Planning Board of York Region**

**Table 1**

**Proposed changes to Membership of Human Services Planning Board of York Region in response to composition requirements of *Police Services Act, 2018 and Review Findings***

<b>Sectors</b>	<b>Proposed</b>	<b>Rationale</b>
Custodial services to children and youth	Add	Required by Act
Representative of York Region Police Services Board	Add	Required by Act
Local Health Integration Network or services to improve physical or mental health	No change, continuation	Required by Act
Educational services	No change, continuation	Required by Act
Community or social services	No change, continuation	Required by Act
Community or social services to children or youth	No change, continuation	Required by Act
Municipal employee or member of York Region Council	No change, continuation	Required by Act
Any other person prescribed in regulation	To be determined	Required by Act
Community Leaders	No change, continuation	Support Delivery of Board Mandate
The Regional Chair and Chief Executive Officer as an ex-officio member	No change, continuation	Support Delivery of Board Mandate
Advisors and Resources (non-members)	No change, continuation	Support Delivery of Board Mandate

- **Resignation of Members:** Revised to clarify that if there is a resignation during the term, Council or the Regional Chair may appoint another member to serve the remainder of the term

## **Revised Terms of Reference for the Human Services Planning Board of York Region**

- **Working Groups:** “Action Groups” have been renamed “Working Groups”. Working Groups may be established by the Board on an as needed basis to undertake specific initiatives. A Community Safety and Well-Being Plan Working Group will be established. Working Groups shall be chaired by a member of the Board. Membership will be decided by the Co-chairs, and may include non-members of the Board such as representatives of local municipalities, provincial or federal governments, agencies, organizations and community members at the direction of the Board to help support delivery of the Board’s mandate.
- **Other Updates:** Housekeeping changes to make the format and organizational structure consistent with other recent advisory committees’ Terms of Reference. To enhance accessibility, the Terms of Reference was simplified.
- Consistent with the practice of the current Board and the Region’s other advisory committees, the practice of not remunerating members will continue

### **Recruitment planning for the 2019 to 2022 Human Services Planning Board of York Region will begin summer 2018, and new members will be appointed by Council in spring 2019**

A selection committee comprised of the Regional Chair, the Chief Administrative Officer and the Commissioner of Community and Health Services are responsible for recruiting the Board members.

Organizations/entities within each sector will be canvassed by staff to elicit their interest in putting forward an individual to represent the sector. The selection committee will chose individuals based on factors such as the needs of the Board, in-depth knowledge and experience in the human services sector in York Region, and the individual’s expertise and executive level influence in representing the highest levels of authority within an organization in their respective sector. Organizations and individuals that formally accept the offer of membership, subject to Council approval, will be recommended to Council for appointment in spring 2019.

## **5. Financial Considerations**

### **The new mandated responsibilities will require additional resources**

The Province has mandated new responsibilities to develop, consult, publish, implement, monitor, evaluate and report on progress of municipal Community Safety and Well-Being Plans. As reported earlier this year, the requirements are

## **Revised Terms of Reference for the Human Services Planning Board of York Region**

significant and cannot be met within existing resources. Both Council and the Association of Municipalities of Ontario have asked the Province to fund this new obligation.

By revising the Board's Terms of Reference to function as the Advisory Committee and using existing capacity assigned to the Board, it will help deliver on the new legislated requirements to some extent, however, current capacity is not sufficient to deliver on all of the new mandated requirements. In addition, as regulations have not yet been released, it is not possible at the current time to fully assess all potential impacts, including resource implications. Any additional costs incurred in 2018 will be managed within existing approved budgets and any provincial funding made available will be leveraged. Future staffing and budget needs will be addressed through the upcoming budget process.

### **6. Local Municipal Impact**

Local municipalities within the Region do not have to develop and adopt a Community Safety and Well-Being Plan or establish an Advisory Committee. The Region will consult with local municipalities as part of developing the Plan. Enhanced local knowledge and identification of local partnership opportunities and will support the Region's ability to respond to human service systems changes impacting our communities.

### **7. Conclusion**

The Human Services Planning Board is able to efficiently and effectively advise, collaborate and advocate for enhancing community health and well-being in York Region. The Board's strength and experience with innovation, working well together, strong leadership, and collaboration are assets that serve well in changing environments. Board members are senior decision makers from a wide range of human service sectors, able to provide strategic advice, identify and implement partnerships, and to advocate for ongoing improvements to human services in York Region. These strengths position the Board well to take on the new requirements under the Act to advise Council on the Community Safety and Well-Being Plan.

Staff will continue to monitor progress of the pending provisions and future regulations under the statutes contained in the *Police Services Act, 2018* and the potential impacts on the Region.

**Revised Terms of Reference for the Human Services Planning Board of York Region**

For more information on this report, please contact Lisa Gonsalves, Director, Strategies and Partnerships Branch at 1-877-464-9675 ext. 72090.

The Senior Management Group has reviewed this report.

May 25, 2018

Attachments (2)

8461991

Accessible formats or communication supports are available upon request



## **Human Services Planning Board of York Region**

### **Terms of Reference**

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#### **Description**

The Human Services Planning Board of York Region (the Board) is a committee appointed by Regional Council. Board members are bound by these Terms of Reference and are responsible to Regional Council. The Board will report to Regional Council through the Community and Health Services section of Committee of the Whole, where applicable.

#### **Mandate**

The mandate of the Board is to provide Regional Council and staff with strategic advice on human services matters in York Region, including but not limited to, providing the Advisory Committee function as set out in the *Police Services Act, 2018*.

This mandate will be fulfilled by considering and providing input in three areas:

- Capacity building, community engagement and collaborative advocacy initiatives related to human services, community safety and well-being
- Legislated requirements related to human services and community safety and well-being, such as but not limited to the *Police Services Act, 2018*
- Development and delivery of integrated human services policies and programs

#### **Membership**

##### **1. Composition**

Membership will consist of up to 24 persons, not including the Regional Chair and Chief Executive Officer (Ex-Officio) and various Advisors and Resources. The membership shall be composed of, at minimum:

- A person who represents,
  - A local health integration network for York Region, as determined under the *Local Health System Integration Act, 2006*, or
  - An entity that provides services to improve the physical or mental health of individuals in York Region
- A person who represents an entity that provides educational services in York Region



- A person who represents an entity that provides community or social services in York Region, if there is such an entity
- A person who represents an entity that provides community or social services to children or youth in York Region, if there is such an entity
- A person who represents an entity that provides custodial services to children or youth in York Region, if there is such an entity
- A person who represents the York Region Police Service Board
- Any other person prescribed in regulation
- One to four members of Regional Council
- Community Leaders
- The Regional Chair and Chief Executive Officer is an ex-officio member
- Advisors and Resources such as key representatives from a cross section of senior level governments or community offices.

Advisors and Resources shall generally serve in an advisory role and provide advice to the Board on funding opportunities and policy developments from governments and community offices they represent. Advisors and Resources will be invited to attend Board meetings but it is not a requirement. The Regional Chair and Chief Executive Officer as an ex-officio member will be invited to attend Board meetings but it is not a requirement.

Regional Council has final approval of the members and shall consider the need to ensure that the Board is representative of the municipalities, having regard for the diversity of the population of York Region and to be consistent with other advisory committees to Council.

Members will be required to sign the Human Services Planning Board of York Region Membership Responsibility Agreement (Appendix 1).

## **2. Qualifications**

To support delivery of the Board's mandate, preference will be given to persons at executive levels representing the highest levels of authority within an organization in York Region in a human services sector that benefits York Region residents, or has in-depth knowledge, experience and influence within the human services sector.

## **3. Terms of Office**

Members appointed to the Board will serve for a term of up to four years to coincide with the term of Regional Council. Members remain eligible for reappointment after each municipal election.

## **4. Recruitment**

A Selection Committee comprised of the Regional Chair, the Chief Administrative Officer and the Commissioner of Community and Health Services are responsible for recruiting Board members.

Candidates shall provide formal confirmation of acceptance to the Selection Committee's formal invitation. The list of prospective members endorsed by the Selection Committee shall be presented to Regional Council for approval and appointment.

### **5. Appointment of Co-Chairs**

Board Co-Chairs shall be appointed by the Regional Chair or York Region Council. One Co-Chair position shall be a member of Regional Council and the other Co-Chair shall be a member of the Board.

### **6. Membership Review**

The membership may be reviewed and evaluated annually by Regional Council or the Regional Chair based on the ability of members to carry out responsibilities outlined in the Human Services Planning Board of York Region Membership Responsibility Agreement. Council has the ability to remove members should they fail to fulfill the responsibilities of the Membership Responsibility Agreement.

### **7. Resignation of Members**

Resignation of a member during the term of the Board must be given in writing to the Co-Chairs. Regional Council may choose not to fill a vacancy, except where a resignation will leave the Board unable to meet the minimum composition.

In order to maintain a high level of commitment, members may be required to resign if they have been absent for three consecutive meetings without good cause.

### **8. Reimbursement of Expenses**

Members of the Board serve without remuneration. Members who are persons with disabilities will be provided with the resources related to their disability and that are deemed necessary for them to fully participate on the Board.

## **Meetings**

A majority of the membership with at least one Co-Chair shall constitute a quorum, unless the membership is comprised of an even number, in which case the quorum is one-half of the membership.

Board meetings shall be scheduled on a quarterly basis, with no less than three meetings held per year. A public meeting with full membership must be held at least once per year. Additional meetings may be scheduled as required at the call of the Co-Chairs. Meetings will generally be held at the York Region Administrative Centre, located at 17250 Yonge Street in Newmarket.

The Board, by resolution or through its Co-Chairs, may invite any individual, interest group, agency or consultant to appear at a meeting of the Board or of a Working Group

as a delegation or to submit or present information which will assist the Board in carrying out its mandate.

## Structure

### 1. Organizational Structure

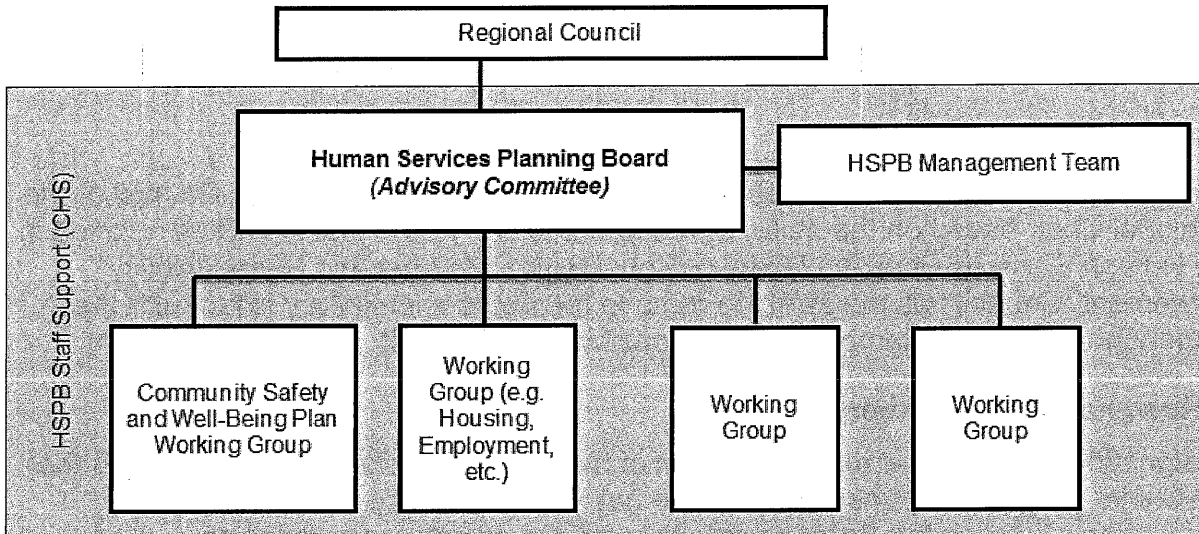


Figure 1 – Organizational structure for the Human Services Planning Board of York Region

### 2. Advisory Committee

The Board will also serve as an advisory committee for legislative requirements and other issues related to human services and community safety and well-being as part of its mandate. Legislative requirements include but are not limited to the *Police Services Act, 2018*.

### 3. Management Team

The Human Services Planning Board of York Region Management Team will provide leadership to the Board, including agenda review and approval, direction, procedural guidance and other applicable matters. The Management Team will be comprised of the Board Co-Chairs, Commissioner of Community and Health Services. The Co-Chairs will provide guidance, direction and community perspective and the Commissioner of Community and Health Services will set the agenda, bring forward Regional priorities, and provide procedural guidance.

### 4. Working Groups

The Board, in consultation with the Board Management Team, may establish working groups as required to undertake specific initiatives to address issues or legislated requirements related to human services matters. Working groups shall report to the Board.

Working groups shall be chaired by a Board member (or a designate) and may include non-members (such as non-elected representatives of local municipalities, provincial or federal governments, agencies, organizations and community members). Non-members of the Board appointed to a working group shall be required to sign the Human Services Planning Board of York Region Membership Responsibility Agreement (Appendix 1). A Project Charter shall be prepared for each group where appropriate and approved by the Board. Members of the Board shall participate on a minimum of one working group, where possible.

Membership of working groups will be decided by Co-Chairs. Working groups, by resolution or through its Chair(s), may also invite any individual, interest group, agency or consultant to appear at a meeting as a delegation or to submit or present information which will assist the group in carrying out its mandate.

A Community Safety and Well-Being Plan working group will be established to undertake the legislated requirement to develop a Community Safety and Well-Being Plan.

## **5. Staff Support**

Community and Health Services Department staff will provide expertise and assistance to the Board, its Management Team and Working Groups. Regional staff will coordinate involvement of other Regional Departments and agencies as necessary, and prepare communications and materials as required by the work of the Board.

## **6. Resources**

Expenses and other resources for the normal ongoing work of the Board shall be provided as part of the Region's operating budget.

## **Conduct and Procedures**

### **1. General**

Where not otherwise specified in these Terms of Reference, conduct and procedures of the Board will be governed by the relevant policies and procedures of the Board.

### **2. Conflict of Interest**

Member conflict of interest matters will be addressed through the Human Services Planning Board of York Region Membership Responsibility Agreement.

### **3. Reporting Structure**

The Commissioner of Community and Health Services will report the Board's work plans and activity to Regional Council through the Community and Health Services section of Committee of the Whole.

#### **4. Amendments to the Terms of Reference**

These Terms of Reference will be reviewed and amended to meet legislative or strategic direction changes as appropriate, or in the fourth year of every Regional Council term.

Regional Council will have the authority to make changes to these Terms of Reference as required.



## Appendix 1



### Membership Responsibility Agreement

I, \_\_\_\_\_, understand that I have the following responsibilities as a member of:

- The Human Services Planning Board of York Region and its working groups
- A working group of the Human Services Planning Board of York Region

My role is to provide Regional Council and staff with advice regarding human services matters in York Region.

As a member of the Human Services Planning Board of York Region or one of its working groups, I understand and agree to carry out the responsibilities set out in this Membership Responsibility Agreement and further detailed in the Terms of Reference.

I understand that if I fail to fulfill those responsibilities, I may be removed as a member of the Human Services Planning Board of York Region or one of its working groups.

### Responsibilities

1. It is considered a conflict of interest if I give advice, in the course of carrying out my duties, that directly benefits my personal, financial or business interests, or the personal, financial or business interests of my immediate family, being my parent, my spouse or my child.
2. I am ultimately responsible and accountable for using good judgment in the course of carrying out my duties.
3. If I am asked to speak publicly to an organization or professional association as a member of the Human Services Planning Board of York Region or one of its working groups I must notify the Region.
4. If I choose to speak as a private citizen at a conference, meeting or other public forum and I am not speaking as a representative of the Region, I understand that I do not appear to represent the opinion or policy of the Region and may not present any information I have received or reviewed as a result of my membership on the Human Services Planning Board of York Region or one of its working groups.
5. If I am approached by the media I will refer all inquiries to the Region's Community and Health Services Department.
6. I understand that the information discussed at the Human Services Planning Board of York Region meetings may become public record.
7. I will not use confidential information shared with the Human Services Planning Board of York Region or one of its working groups for personal, financial or business use without written consent from the Region.
8. I will not use the Human Services Planning Board of York Region mail, phone or email communication list, or those of its working groups, for personal or business purposes

and understand that this information must only be used to conduct the business of the Human Services Planning Board of York Region or one of its working groups.

9. I will not use my personal email, listserv, social media accounts, or other modes of communication to represent the opinions or policies of the Region.

I understand and agree that I will be a member of the Human Services Planning Board of York Region or one of its working groups starting on [DATE] and ending on [DATE] unless my membership ends early for any of the reasons outlined in this Membership Responsibility Agreement or the Terms of Reference.

**Acceptance of Appointment to Human Services Planning Board of York Region or one of its working groups:**

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Date: \_\_\_\_\_

**Human Services Planning Board Current Membership List 2015 to 2018**

**HSPB Co-Chairs:**

Regional Councillor John Taylor, Town of Newmarket  
Susan LaRosa, Community Leader Member

**Organizations:**

Government:

- The Regional Municipality of York
- Town of Newmarket
- City of Vaughan

York Catholic District School Board  
York Region District School Board  
Southlake Regional Health Centre  
Canadian Mental Health Association York Region  
Markham Stouffville Hospital  
United Way of Toronto York Region  
York Regional Police  
360 kids  
CHATS – Community & Home Assistance to Seniors  
IBM Canada  
TD Bank  
ventureLAB  
Seneca College  
York University  
Centre of Immigrant and Community Services (CICS) representing the Welcome Centre  
Immigrant Services  
Human Endeavour  
YMCA Greater Toronto

**Community Leaders:**

Habitat for Humanity  
Community Development Leaders  
Counsel Public Affairs  
Canadian Observatory on Homelessness/Homeless Hub  
Mosaic Interfaith Out of the Cold

**Government Advisors and Resources**

Ontario Ministry of Advanced Education and Skills Development  
Central Local Health Integration Network  
Canada Mortgage and Housing Corporation  
City of Markham  
Toronto and Region Conservation Authority  
Ontario Trillium Foundation  
Greater Toronto Apartment Association

June 29, 2018

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

Dear Ms. Lyons:

**Re: Automated Speed Enforcement Update**

Regional Council, at its meeting held on June 28, 2018, adopted the following recommendations of Committee of the Whole regarding "Automated Speed Enforcement Update":

1. The Regional Chair prepare a letter to the Premier and leaders of the opposition parties to advocate for legislative and regulatory amendments to permit the enforcement of red light camera and automated speed enforcement infractions by the municipalities operating these programs through an Administrative Penalty System.
2. The Regional Clerk circulate this report to Clerks of the local municipalities, York Regional Police, Association of Municipalities of Ontario, Ontario Traffic Council, Ministry of Transportation of Ontario and Ministry of the Attorney General.

A copy of Clause 7 of Committee of the Whole Report No. 10 is enclosed for your information.

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

Sincerely,



Christopher Raynor  
Regional Clerk

/C. Clark  
Attachment

Clause 7 in Report No. 10 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**7**

**Automated Speed Enforcement Update**

Committee of the Whole recommends adoption of the following recommendations contained in the report dated May 25, 2018 from the Commissioner of Transportation Services:

1. The Regional Chair prepare a letter to the Premier and leaders of the opposition parties to advocate for legislative and regulatory amendments to permit the enforcement of red light camera and automated speed enforcement infractions by the municipalities operating these programs through an Administrative Penalty System.
2. The Regional Clerk circulate this report to Clerks of the local municipalities, York Regional Police, Association of Municipalities of Ontario, Ontario Traffic Council, Ministry of Transportation of Ontario and Ministry of the Attorney General.

---

Report dated May 25, 2018 from the Commissioner of Transportation Services now follows:

**1. Recommendations**

It is recommended that:

1. The Regional Chair prepare a letter to the Premier and leaders of the opposition parties to advocate for legislative and regulatory amendments to permit the enforcement of red light camera and automated speed enforcement infractions by the municipalities operating these programs through an Administrative Penalty System.
2. The Regional Clerk circulate this report to Clerks of the local municipalities, York Regional Police, Association of Municipalities of Ontario, Ontario Traffic Council, Ministry of Transportation of Ontario and Ministry of the Attorney General.



## **Automated Speed Enforcement Update**

### **2. Purpose**

This report provides Council with an update on the status of implementing automated speed enforcement technology in Community Safety Zones.

### **3. Background and Previous Council Direction**

#### **York Region may choose to use automated speed enforcement on Regional roads to enhance safety**

Speeding is the most common traffic concern raised by community members. Automated speed enforcement (ASE) is a technology-based safety tool to address speeding that supplements traditional speed enforcement. Changing driver behaviour to slow down and comply with speed limits has a positive effect on community health and well-being. The industry reports ASE can reduce the number and severity of collisions.

#### **Council has advocated the Province to enact legislation to allow automated speed enforcement to improve safety on Regional roads**

In October 2006, Council endorsed a report to advocate the use of automated speed enforcement systems (i.e. photo radar). Council recommended the Regional Chair send a letter to the Ministry of Transportation of Ontario and Attorney General requesting the Province enact legislation to allow provincial and municipal police services in Ontario to use automated speed enforcement.

In December 2007, Council adopted the Intelligent Transportation System Strategic Plan identifying automated speed enforcement as one of the initiatives that can improve safety on the Regional road network.

In February 2017, Council adopted a resolution to advocate for amendments to allow technology-based enforcement of offences be administered through an administrative penalty system (APS). Council has requested the Ministry of Transportation of Ontario to proclaim s. 21.1 of the *Highway Traffic Act (HTA)* in effect and to enact a Regulation designating red light camera and ASE infractions be enforced through administrative penalties.

## **Automated Speed Enforcement Update**

### **The Ontario legislature passed Bill 65, *Safer School Zones Act, 2017* permitting municipalities to use automated speed enforcement technology in Community Safety Zones**

After a decade of advocating, the Province is allowing municipalities to use ASE as a community safety tool. On May 30, 2017, the Ontario legislature passed Bill 65, the *Safer School Zones Act, 2017* permitting municipalities to use ASE technology as an aid to reduce speeds and increase safety in community safety and school zones. Bill 65 included an amendment to the *HTA* to replace the old photo radar system with a new Part XIV.1 entitled Automated Speed Enforcement. Part XIV.1 is not in effect until proclamation. Before this part will be proclaimed, the Province must enact a Regulation designating the equipment to be used and setting out the evidence and procedure for ASE infractions. Once the Regulation is ready, Part XIV.1 will be proclaimed in effect.

#### **4. Analysis and Implications**

##### **Region staff are participating in a multi-municipal working group to develop the automated speed enforcement program**

The Ontario Traffic Council has formed a working group consisting of municipalities, the Ministry of Transportation of Ontario and the Ministry of the Attorney General to develop and cost-share in a consistent ASE program province-wide. Staff will have the opportunity to ensure the needs of York Region will be incorporated into the ASE program and will be knowledgeable in how best to apply this new safety tool. The working group is responsible for but not limited to:

- Investigating the use of an administrative penalty system for both red light cameras and automated speed enforcement
- Creating location selection criteria, communication and official signage
- Selecting technology, including equipment and hardware (fixed and mobile systems)
- Developing a request for proposal for a joint processing centre for ASE, including administration of infraction processing

Based on the past experience of establishing the red light camera program, it is anticipated that this process to establish common procedures for implementing automated speed enforcement programs will take approximately one to two years.

## **Automated Speed Enforcement Update**

### **Municipalities are envisioning a joint processing centre as the best model to ensure consistency and reduce costs for processing automated speed enforcement infractions**

Municipalities and the Province are considering a joint processing centre for ASE, similar to the red light camera program, which has been very successful. In the case of the red light camera program implementation, the joint processing centre is a centralized processing centre, operated by the City of Toronto, that ensures all infractions are treated the same throughout the province and reduces costs to municipalities using ASE. The City of Toronto is developing a request for proposal for the feasibility of establishing a joint processing centre for ASE infractions.

### **Legislative and regulatory changes are required to allow municipalities to operate automated speed enforcement and retain the associated fine revenue to offset costs**

In February 2017, Council adopted a resolution asking the Province to enact legislation and regulations to allow for red light camera and ASE offences to be administered through an administrative penalty system. Without such amendment, ASE offences would be administered through the *Provincial Offences Act* and would be payable or disputed through the *Provincial Offences Act* court system. York Region's Court Services is at full capacity for scheduling the current volume of disputed charges. Any increase in charges brought about by ASE infractions would add significant pressure on the court system, resulting in unreasonable delays in the time to trial for all charges. Court Services does not have the capacity to schedule additional trial requests resulting from ASE charges.

An administrative penalty system is an alternative to charges laid under the *Provincial Offences Act*. APS transfers disputes from the courts to a system where disputes are dealt with by dispute resolution officers and ultimately, hearings officers, if the dispute is not resolved. APS allows for a faster, more flexible and customer-focused process for dealing with violations of the law. It also helps to relieve constraints on court capacity, reserving court time for matters requiring in-person evidence by enforcement officers and witnesses.

Section 21.1 of the *HTA* allows the Province to enact a regulation designating certain offences to be administered under an administrative penalty system. This section has not been proclaimed in effect. Council's 2017 resolution requested that this section be proclaimed and further, that a regulation be made to permit administration of ASE through administrative penalties. A further amendment is needed to ensure the revenue from ASE offences is payable to the municipality operating the system. Section 21.1(13) of the *HTA* currently provides that any

## **Automated Speed Enforcement Update**

revenue from administrative penalties imposed under that Act are payable to the Crown. Absent such a provision, municipalities should seek agreements with the Province to ensure the APS revenue would flow to municipalities operating ASE.

### **Implementing automated speed enforcement supports the 2015 to 2019 Strategic Plan and aligns with Vision 2051**

Automated speed enforcement on the Regional road network will improve traveller safety, aligning with the 2015 to 2019 Strategic Plan priority area of community health and well-being. Implementation of such a program reflects a responsive public service, a focus area of Vision 2051.

## **5. Financial Considerations**

Costs associated with development and implementation of an ASE program and a joint processing centre will be subject to budgeting and Council approval. Staff will inform Council of the costs associated with program implementation and operation as more information becomes available.

## **6. Local Municipal Impact**

Local municipalities support the Region using automated speed enforcement in Community Safety Zones on Regional roads. They are also permitted under current legislation, once proclaimed, to use automated speed enforcement on local roads.

## **7. Conclusion**

York Region may choose to use automated speed enforcement on Regional roads for safety benefits. It is important for staff to participate in the multi-municipal working group to ensure the needs of York Region are incorporated in the automated speed enforcement program and to be knowledgeable in how best to apply this new safety tool.

For automated speed enforcement to be effective, it is necessary to persuade the Ministry of Transportation of Ontario to make legislative changes in the *Highway Traffic Act* to allow automated speed enforcement charges to be administered under an administrative penalty system.

## **Automated Speed Enforcement Update**

For more information on this report, please contact Joseph Petrunaro, Director, Roads and Traffic Operations, at 1-877-464-9675 ext. 75220.

The Senior Management Group has reviewed this report.

May 25, 2018

8462098

Accessible formats or communication supports are available upon request



June 29, 2018

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

Dear Ms. Lyons:

**Re: Bird-Friendly Standards**

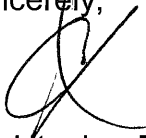
Regional Council, at its meeting held on June 28, 2018, adopted the following recommendations of Committee of the Whole regarding "Bird-Friendly Standards":

1. Council receive this report for information.
2. The Regional Clerk circulate this report to the local municipalities and to the provincial and federal Ministries of the Environment and Climate Change.

A copy of Clause 6 of Committee of the Whole Report No. 11 is enclosed for your information.

Please contact Teresa Cline, Senior Planner at 1-877-464-9675 ext. 71591 if you have any questions with respect to this matter.

Sincerely,



Christopher Raynor  
Regional Clerk

/ C. Martin  
Attachments

Clause 6 in Report No. 11 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**6**

**Bird-Friendly Standards**

Committee of the Whole recommends adoption of the following recommendations, as amended, in the report dated June 8, 2018 from the Commissioner of Corporate Services and Chief Planner:

1. Council receive this report for information.
2. The Regional Clerk circulate this report to the local municipalities and to the provincial and federal Ministries of the Environment and Climate Change.

---

Report dated June 8, 2018 from the Commissioner of Corporate Services and Chief Planner now follows:

**1. Recommendation**

It is recommended that this report be received for information.

**2. Purpose**

This report responds to Council's March 29, 2018 motion (Attachment 1) directing staff to report back on implementation of bird-friendly standards for the Region.

**3. Background and Previous Council Direction**

**Council requests staff to prepare a report regarding the implementation of bird-friendly standards for York Region**

On March 29, 2018, Council approved a motion directing staff to report back on the implementation of bird-friendly standards for York Region. The motion identifies the importance of birds as an indicator of ecological health, references

## **Bird-Friendly Standards**

the City of Markham's implementation of bird-friendly guidelines and the need for York Region to demonstrate leadership in this area.

### **Window collisions is a leading human-related cause of bird deaths**

Environment Canada ranks window collisions as one of the highest human-related causes of bird deaths in Canada. Second only to cat predation, it is estimated that bird-window collisions result in approximately 25 million bird deaths annually. Volunteers working with the Fatal Light Awareness Program have documented 45,000 bird-window collisions in the Greater Toronto Area since 2000. In the City of Markham, 899 bird-window collisions were catalogued between 2000 and 2012.

Research shows there are a number of factors that increase risk of injury or death from bird-window collisions, including:

- Migratory birds are more at risk of injury or death from window collisions with a large number of collisions occurring during fall migration
- Forest dwelling, migratory songbirds often attracted by light become disoriented and trapped in unfamiliar urban areas
- The majority of window collisions occur during the day while migratory birds are searching for food and shelter in unfamiliar environments
- While collisions are associated with all building types, increased risk of collision is related to the amount of glass installed in a building. As a result, high-rise glass buildings are responsible for a higher number of bird deaths on a per building basis

### **City of Toronto and City of Markham have developed bird-friendly guidelines**

In 2007, the City of Toronto developed bird-friendly guidelines that provide a comprehensive list of strategies to make new and existing buildings less dangerous to migratory birds. In 2016, the City of Toronto produced two best practice documents that address the primary causes of bird-window collisions: Bird-Friendly Glass Best Practices and Bird-Friendly Lighting Best Practices that support implementation of required performance measures in the Toronto Green Standard.

In 2014, Markham Council endorsed Bird-Friendly Guidelines to encourage site and building design that minimizes the risk of collision for birds residing in, and migrating through, the City of Markham. As summarized in Attachment 2, the Bird-Friendly Guidelines provide Markham with a strong urban design tool to

## **Bird-Friendly Standards**

reduce bird-window collisions as the City continues to urbanize and intensify. A number of actions were identified by Markham staff to support implementation of the Guidelines, including:

- Incorporate bird-friendly treatments and requirements into the site plan approval process
- Demonstrate leadership by including bird-friendly treatments in all municipal buildings, where feasible
- Develop an education and outreach program that promotes bird-friendly treatments on existing buildings

Both guidelines identify and address building and site features that influence bird-window collisions including the amount and types of glass, building size, landscaping and exterior and interior lighting. The most effective solutions to preventing bird-window collisions incorporate strategies which:

- Make glass more visible to birds by reducing reflectivity and transparency
- Manage interior and exterior lighting to avoid light directed upwards and/or extending beyond the target area (strategies and fixtures designed to minimize light pollution are also referred to as dark-friendly or dark sky compliant)

Examples of bird-friendly building and lighting strategies are provided in Attachment 3.

## **4. Analysis and Implications**

### **Council is committed to the creation of high-quality, sustainable communities**

Council has committed to ensuring the protection of a healthy natural heritage system rich in native diversity. Vision 2051 encourages the integration of natural heritage systems into our communities and recognizes natural heritage systems as an important component to quality of life, community resiliency and economic prosperity in York Region. The York Region Official Plan also identifies the important role natural heritage planning plays in supporting wildlife, creating complete communities and sustainably managing growth.

## **Bird-Friendly Standards**

### **York Region is incorporating bird-friendly practices into existing programs, projects and operations**

York Region has implemented programs and projects with an emphasis on being bird-friendly through public education, habitat creation and bird protection, including:

- Annual York Regional Forest events focusing on birds
- Forest management and prairie creation at York Regional Forest Tracts
- Issuing sustainable forest harvesting permits with a timing restriction to protect spring bird breeding season

### **Regional buildings are being retrofitted with bird-friendly window film at select locations**

To date, a total of 9 bird-window collisions have been reported at York Region owned facilities including the Administrative Centre and 145 Harry Walker Parkway North in Newmarket. As an owner and operator, York Region is responsible for ensuring Regionally-owned buildings are constructed and operated in accordance with all legislative requirements including the Environmental Protection Act.

While York Region has no corporate policy requiring bird-friendly treatment on Regional facilities, there are a number of projects that have been completed or are currently underway incorporating best practices, including:

- Bird-friendly window film installed at the Bill Fisch Stewardship and Education Centre supporting the environmental and sustainable objectives for that site
- Piloting bird-friendly window film at 145 Harry Walker Parkway North which may be expanded to the Great Hall at the Administrative Centre
- Implementing bird-friendly lighting at York Region Transit facilities and glass applications on bus shelters
- Incorporating patterned glass on the bridge, atrium glass wall and exterior stair cases at the Annex Building to minimize bird-window collisions

Staff are considering options to address corporate sustainable building standards which could include bird-friendly practices.



## Bird-Friendly Standards

### **As the approval authority for site plans Local Municipalities are best suited to address private bird-friendly practices**

Under the *Planning and Building Code Acts*, local municipalities have the legislative authority to approve site and building designs. The *Planning Act* gives local municipalities the ability to address matters relating to exterior design of buildings through site plan approval, including the character, scale, appearance and design features of buildings including landscaping, lighting and other exterior design elements. This planning tool is used to implement municipal urban design objectives and ensure high quality design of sites, buildings and streetscapes. A local municipality is prohibited from issuing a building permit unless site plan approval and zoning by-law requirements have been met. As the approval authority, local municipalities are best positioned to leverage these tools to ensure effective implementation of bird-friendly practices.

### **Local Municipalities employ a variety of approaches to implement bird-friendly practices**

Staff undertook a scan of land use planning policies, sustainability plans and design guidelines to better understand how bird-friendly practices are implemented by local municipalities in York Region. As shown in Table 1, the majority of local municipalities have implemented official plan policy or design guidelines that address bird-friendly strategies, to varying degrees. Local municipalities in York Region take the lead to implement bird-friendly design standards administered through the site plan approval process.

**Table 1**  
**Summary of Local Municipal Bird-Friendly Policy and Guidelines**

Municipality	Official Plan Policy	Guidelines	Description
Aurora	Dark Sky	No	Requirement for development of Green Development and Design Standards that address dark sky compliance practices for exterior lighting
East Gwillimbury	Bird-friendly	Yes	Requirement for development of Thinking Green Standards that address bird-friendly and dark sky practices
Georgina	Dark Sky	No	Healthy and Complete communities objectives include the reduction of light pollution in order to preserve the night sky
King	Bird-friendly	No	Sustainable development policy requiring applications to be reviewed to

## Bird-Friendly Standards

Municipality	Official Plan Policy	Guidelines	Description
			ensure windows are designed to reduce bird collisions
Markham	Bird-friendly	Yes	Policy requirement and design guidelines addressing bird-friendly design
Newmarket	Bird-friendly	Yes	Policy and site plan process manual addressing bird friendly practices
Richmond Hill	Urban Design	Yes	Policy requirement for development of urban design and sustainability metrics addressing bird-friendly practices
Vaughan	Urban Design	Yes	Policy requirement for development of urban design standards and sustainability metrics addressing bird-friendly practices
Whitchurch-Stouffville	Urban Design	No	Policy requirement for development of urban design standards
York Region	Urban Design	No	Support for local municipal initiatives

\* Dark Sky refers to strategies and technologies used to reduce light pollution

### **Consultation on wildlife protection and management will occur through the Municipal Comprehensive Review**

Regional staff are consulting with local municipalities on an on-going basis through the Municipal Comprehensive Review. As these consultations continue, staff will identify the City of Markham's Bird-Friendly Guidelines as a best practice and encourage local municipalities to implement guidelines through site plan control at the local level and assess the need for supportive policies in the York Region Official Plan.

## **5. Financial Considerations**

There are no financial impacts associated with this report. The financial impacts of implementing corporate sustainable building standards would be identified in a subsequent report.

## **Bird-Friendly Standards**

### **6. Local Municipal Impact**

As noted above, bird-friendly practices are best implemented through site plan control by local municipalities. The majority of local municipalities have policies that address bird-friendly practices such as building design and lighting (dark sky) requirements. Through the Municipal Comprehensive Review, Regional staff will encourage implementation of bird-friendly standards through site plan control at the local level.

### **7. Conclusion**

This report examines the leading causes, risk factors and implementation strategies that can be used to reduce deaths associated with bird-window collisions. York Region has demonstrated leadership by implementing bird-friendly strategies at high-risk Regional facilities. Staff will continue to explore opportunities to implement wildlife protection and management standards on Regional facilities, as appropriate. Regional staff will seek public and local municipal input on sustainably managing growth including wildlife protection and management through the Municipal Comprehensive Review.

For more information on this report, please contact Teresa Cline, Senior Planner at 1-877-464-9675 ext. 71591.

The Senior Management Group has reviewed this report.

June 8, 2018

Attachments (3)

#8547044

Accessible formats or communication supports are available upon request

**Bird Friendly Standards Motion – March 29, 2018**

Moved by Regional Councillor Heath, seconded by Regional Councillor Li:

Whereas research indicates that across Canada, 25 to 30 million birds are killed annually by collisions with buildings;

Whereas the majority of these deaths are preventable;

Whereas birds are an indicator of ecological health and provide ecological services such as pollination and insect control, while generating millions of dollars through the bird watching industry;

Whereas the City of Markham has implemented bird-friendly guidelines and requirements of bird-friendly design and is fulfilling recommendations of the Markham Greenprint Sustainability Plan;

Whereas municipalities across the province are adopting similar strategies in their communities;

Whereas the Ontario Architects Association supports province- wide standards to regulate this growing conservation issue;

Whereas it is now an offense under the Environmental Protection Act (EPA) to emit reflected light that kills or injures birds. Building owners and operators across the province seek direction on how best to mitigate this leading cause of bird death;

Whereas The Regional Municipality of York needs to demonstrate leadership in the protection of birds;

Therefore be it resolved that staff report back regarding the implementation of bird-friendly standards for The Regional Municipality of York by the end of June 2018.

### Overview of the City of Markham Bird Friendly Guidelines

#### Chapter 1.0 Introduction and Policy Framework

- Identifies the issues and risk factors associated with bird-window collisions and the supporting policy context for development of the Bird Friendly Guidelines.

#### Chapter 2.0 Birds in Markham

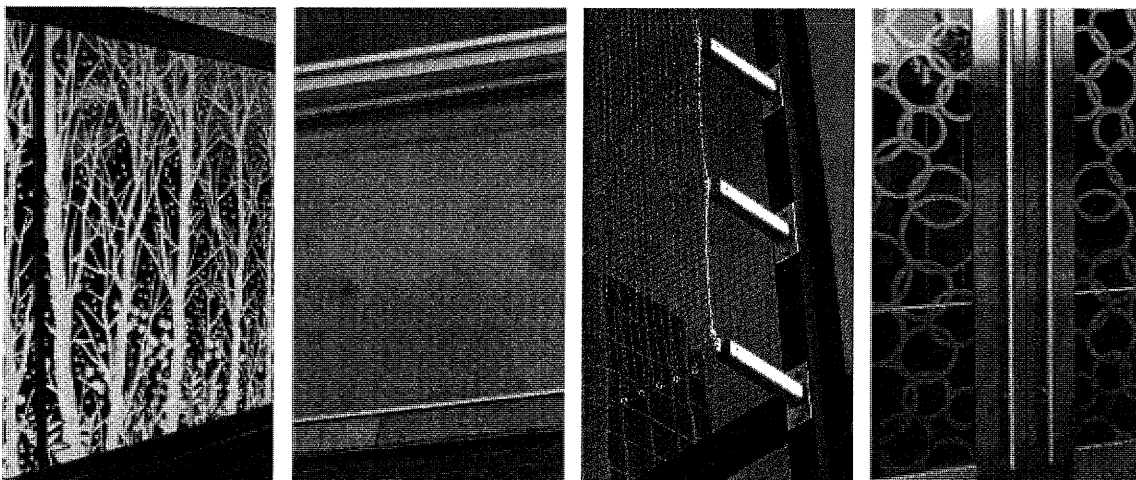
- Identifies three types of birds that reside in Markham; year round residents, birds that breed in Markham but migrate south in the winter, and migrant birds.
- Identifies that migratory birds are most at risk of bird-window collisions
- Identifies the role Markham's Greenway System plays in providing habitat to resident and breeding birds.

#### Chapter 3.0 Bird-Window Collisions

- Describes what is currently known about bird-window collisions in Markham (900 collisions reported between 2000 and 2012)
- Describes the factors that increase the risk of bird-window collisions including glass and reflective surfaces, lighting, and building height

#### Chapter 4.0 Bird-Treatments

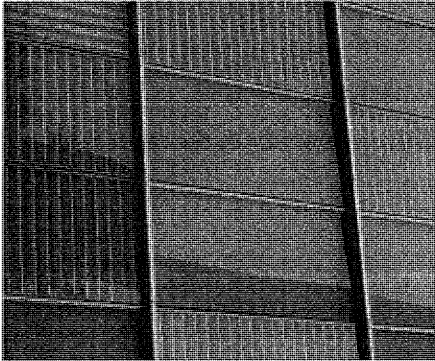
- Describes primary treatments that are implemented through the site plan review process including:
  - treatment be applied on 85% of contiguous glass area greater than 2m<sup>2</sup> and within 16m from finished grade
  - increasing the visibility of glass by applying visual markers to the exterior glass surface (dots, strips, frit or etched patterns)
  - installing netting in front of glass



Pictures showing window film, dots, netting and etched glass window treatments

Source: Markham Bird-Friendly Design Guidelines

- Describes secondary treatments where views are imperative, including:
  - treatment be applied on 15% of contiguous glass area greater than 2m<sup>2</sup> and within 16m from finished grade on areas without primary treatment
  - internal blinds and shades
  - external coverings, louvers and mullions
- Describes interior and exterior lighting treatments to reduce light pollution



Pictures showing internal blinds, external coverings, and mullions  
Source: Markham Bird-Friendly Design Guidelines

## 5.0 Implementation and Guidelines

- Recommends that the Bird-friendly Guidelines be adopted by Council as a living document and updated to reflect best management practices
- Recommends that the site plan approval process be updated to include a bird-friendly checklist
- Recommends that existing buildings be audited and retrofitted wherever possible and feasible
- Recommends development of bird-friendly communications.

## Appendices

The following appendices are included in the guidelines:

- Applicable legislation
- Best Practices Summary
- Markham Retrofit Projects
- Existing Condition Summary
- Bird Identification



**Summary of Bird Friendly Building Design Strategies**

<b>Strategy</b>	<b>Description</b>
Increase visibility of glass	- Apply visual markers on the exterior glass surface
Interrupt reflective glass	- Increase the density of visual markers through the use of: <ul style="list-style-type: none"> <li>▪ spandrel panels (opaque glass element installed between floors of a building, and</li> <li>▪ mullions (vertical bars between panes of glass)</li> </ul>
Exterior visual markers	- Include design elements that better articulate a building's exteriors, such as: <ul style="list-style-type: none"> <li>▪ Decorative grills</li> <li>▪ Fenestration patterns</li> <li>▪ Sunshades, louvres, window screens</li> </ul>
Reduce appearance of clear passage	- Design corner windows, glass walkways to reduce the appearance of clear passage to sky or vegetation
Dampen reflection	- Use canopies or sunshades to cover ground level windows - Use screens, drapes, or blinds to increase the opacity of clear glass
Reduce attractants and landscape reflections	- Ensure outdoor landscaping is at an appropriate distance from glass - Avoid interior landscaping near windows - Locate bird feeders within 1 metre of the building
Reduce light pollution	- Reduce unnecessary light-spill through shielding and targeted lighting - Down lighting should be selected over up lighting - Flood lighting should be avoided - Use minimum wattage fixtures

June 29, 2018

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

Dear Ms. Lyons:

**Re: Community Safety Zones**


Regional Council, at its meeting held on June 28, 2018, adopted the following recommendations of Committee of the Whole regarding "Community Safety Zones":

1. The Region's Community Safety Zone bylaw be amended to reflect the changes required for the 2018/2019 school year identified in Attachment 1 and mapped in Attachment 2 of this report.
2. The Regional Clerk circulate this report to the Clerks of the Towns of Aurora, East Gwillimbury, Georgina, Newmarket and Richmond Hill, Township of King, City of Markham and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaw.

A copy of Clause 5 of Committee of the Whole Report No. 10 is enclosed for your information.

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

Sincerely,



Christopher Raynor  
Regional Clerk

/C. Clark  
Attachments

Clause 5 in Report No. 10 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**5**

**Community Safety Zones**

Committee of the Whole recommends adoption of the following recommendations contained in the report dated May 25, 2018 from the Commissioner of Transportation Services:

1. The Region's Community Safety Zone bylaw be amended to reflect the changes required for the 2018/2019 school year identified in Attachment 1 and mapped in Attachment 2 of this report.
2. The Regional Clerk circulate this report to the Clerks of the Towns of Aurora, East Gwillimbury, Georgina, Newmarket and Richmond Hill, Township of King, City of Markham and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaw.

Report dated May 25, 2018 from the Commissioner of Transportation Services now follows:

**1. Recommendations**

It is recommended that:

1. The Region's Community Safety Zone bylaw be amended to reflect the changes required for the 2018/2019 school year identified in Attachment 1 and mapped in Attachment 2 of this report.
2. The Regional Clerk circulate this report to the Clerks of the Towns of Aurora, East Gwillimbury, Georgina, Newmarket and Richmond Hill, Township of King, City of Markham and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaw.

## Community Safety Zones

### 2. Purpose

This report seeks Council approval to amend the Region's Community Safety Zone bylaw in accordance with the Community Safety Zone Warrant Criteria Policy.

### 3. Background and Previous Council Direction

#### **Community Safety Zones are intended to increase traveller safety by modifying driver behaviour**

A Community Safety Zone is a designation under the Highway Traffic Act where traffic laws remain the same but fines are increased. The intent of these zones is to modify driver behaviour to increase safety for all travellers.

Community Safety Zones are typically implemented and advise motorists they are within a zone where public safety is of special concern, including school areas. Many set fines are doubled in Community Safety Zones, such as speeding and traffic signal-related offences. A standard Community Safety Zone sign is shown in Figure 1.

**Figure 1**  
**Community Safety Zone Sign**



## **Community Safety Zones**

### **Council has approved the designation of Community Safety Zones for all schools on the Regional road system**

In December 2002, the Region developed its own evaluation criteria to ensure Community Safety Zones are implemented consistently across the Region.

In May 2012, Council approved the implementation of Community Safety Zones at all school locations on the Regional road system, without the need for further assessment.

#### **4. Analysis and Implications**

##### **Schools that require a Community Safety Zone designation have been identified on the Regional road network**

School locations are reviewed on an annual basis to ensure the Community Safety Zone bylaw is current. During the 2018 review, staff identified a number of schools on Regional roads that are potential candidates for designation as a Community Safety Zone. These locations were provided to local municipal staff and York Regional Police for review and comment and, further to the feedback received, Community Safety Zones are recommended at the locations listed in Attachment 1 and mapped in Attachment 2.

##### **To maintain accuracy, administrative updates to the Community Safety Zone bylaw are required**

École Élémentaire Académie de la Moraine is no longer located on Yonge Street in the Town of Richmond Hill. This school now operates from a location on a local road in the Town of Aurora. As such, it can be removed from the bylaw.

A section of Woodbine Avenue was downloaded to the City of Markham and renamed Victoria Square Boulevard. As a result, the existing Community Safety Zone on the former Woodbine Avenue for Sir Wilfred Laurier Public School can be removed from the bylaw, as it no longer falls within the Region's jurisdiction.

The Community Safety Zone for Queensville Montessori Academy, located at 20728 Leslie Street, does not accurately reflect the school's location. It is recommended the limits described for this Community Safety Zone be revised, as shown in Attachment 1.

When the section of Woodbine Avenue was downloaded to the City of Markham, Woodbine Avenue Bypass (Y.R. 8B) was officially renamed Woodbine Avenue (Y.R. 8). The Community Safety Zone on the former Woodbine Avenue Bypass for

## **Community Safety Zones**

Sir John A. Macdonald Public School requires revision to reflect the new road name, as shown in Attachment 1.

### **5. Financial Considerations**

Costs associated with the manufacture, installation and removal of Community Safety Zone signs are included in the approved 2018 Transportation Services Operating Budget.

### **6. Local Municipal Impact**

Local municipal staff and York Regional Police have been engaged in determination of the Community Safety Zone revisions proposed in this report and are supportive.

### **7. Conclusion**

To ensure Community Safety Zone locations are consistent with the policy, staff review school locations annually through consultation with local municipal staff and York Regional Police. The recommendations in this report identify several updates be made to the Community Safety Zone bylaw to ensure it remains current.

For more information on this report, please contact Joseph Petrungaro, Director, Roads and Traffic Operations, at 1-877-464-9675 ext. 75220.

The Senior Management Group has reviewed this report.

May 25, 2018

Attachments (2)

8462092

Accessible formats or communication supports are available upon request



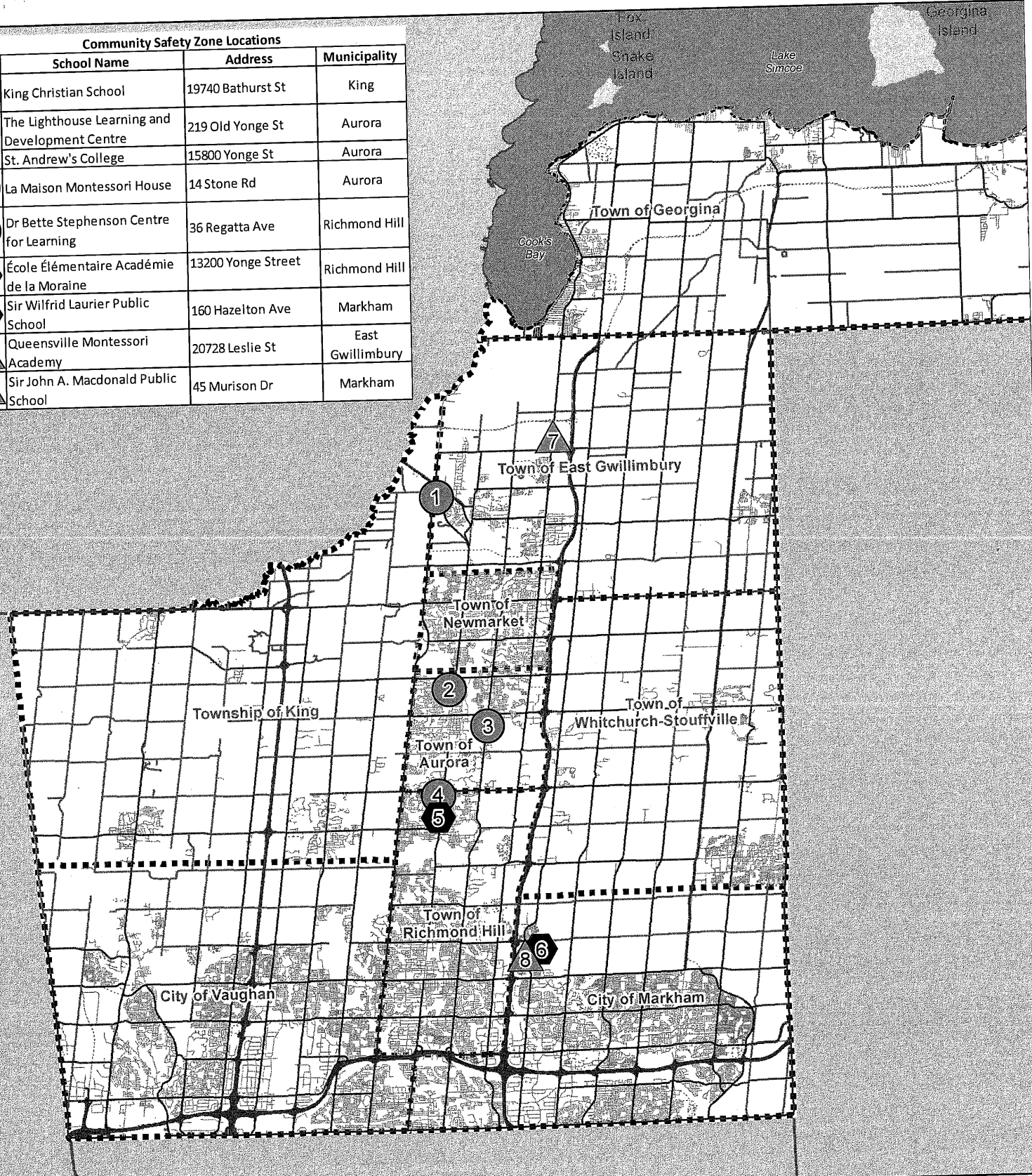
## Proposed Revisions to Community Safety Zone Bylaw

	Road	Limits	Municipality	Schools
<i>New</i>	Bathurst Street (Y.R. 38)	From Graham Sideroad to 500 metres south thereof	Township of King	King Christian School
<i>New</i>	Yonge Street (Y.R. 1)	From St. John's Sideroad (Y.R. 26) to 190 metres north of Orchard Heights Boulevard	Town of Aurora	St. Andrew's College  The Lighthouse Learning and Development Centre
<i>New</i>	Bayview Avenue (Y.R. 34)	From 200 metres south of Wellington Street (Y.R. 15) to 150 metres south of Stone Road	Town of Aurora	La Maison Montessori House
<i>New</i>	Yonge Street (Y.R. 1)	From 75 metres south of Regatta Avenue to Blackforest Drive	Town of Richmond Hill	Dr. Bette Stephenson Centre for Learning
<i>Removal</i>	Yonge Street (Y.R. 1)	From 400 metres north of King Road (Y.R. 11) to 800 metres north of King Road (Y.R. 11)	Town of Richmond Hill	École Élémentaire Académie de la Moraine
<i>Removal</i>	Woodbine Avenue (Y.R. 8)	From 650 metres south of Elgin Mills Road East (Y.R. 49) to 1000 metres south of Elgin Mills Road East (Y.R. 49)	City of Markham	Sir Wilfrid Laurier Public School
<i>Current</i>	Leslie Street (Y.R. 12)	From 270 metres south of Queensville Sideroad (Y.R. 77) to 640 metres south of Queensville Sideroad (Y.R. 77)	Town of East Gwillimbury	Queensville Montessori Academy
<i>Revision</i>	Leslie Street (Y.R. 12)	From 440 metres north of Queensville Sideroad (Y.R. 77) to 790 metres north of Queensville Sideroad (Y.R. 77)	Town of East Gwillimbury	Queensville Montessori Academy
<i>Current</i>	Woodbine Bypass (Y.R. 8)	From 150 metres north of Russell Dawson Road to 500 metres south of Russell Dawson Road	City of Markham	Sir John A. Macdonald Public School
<i>Revision</i>	Woodbine Avenue (Y.R. 8)	From 150 metres north of Russell Dawson Road to 500 metres south of Russell Dawson Road	City of Markham	Sir John A. Macdonald Public School

Note: Community Safety Zones in York Region are in effect 24 hours per day/seven days per week year round

Community Safety Zone Locations

Index	School Name	Address	Municipality
1	King Christian School	19740 Bathurst St	King
2	The Lighthouse Learning and Development Centre	219 Old Yonge St	Aurora
	St. Andrew's College	15800 Yonge St	Aurora
3	La Maison Montessori House	14 Stone Rd	Aurora
4	Dr Bette Stephenson Centre for Learning	36 Regatta Ave	Richmond Hill
5	École Élémentaire Académie de la Moraine	13200 Yonge Street	Richmond Hill
6	Sir Wilfrid Laurier Public School	160 Hazelton Ave	Markham
7	Queensville Montessori Academy	20728 Leslie St	East Gwillimbury
8	Sir John A. Macdonald Public School	45 Murison Dr	Markham

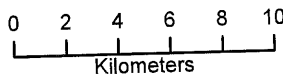


**Proposed Changes to Community Safety Zones**  
**Community Safety Zones**  
 June 7, 2018



Produced by:  
 The Regional Municipality of York  
 Roads and Traffic Operations, Transportation Services  
 May 2018

Data: © Queen's Printer for Ontario 2003-2018



**Legend**

- Minor Road
- Regional Road
- Provincial Highway
- Freeway
- ⋯ Municipal Boundary
- Proposed CSZ Location
- ⬡ CSZ Location to be Removed
- ▲ CSZ Location to be Revised

June 29, 2018

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

Dear Ms. Lyons:

**Re: Court Services Annual Report 2017**

Regional Council, at its meeting held on June 28, 2018, adopted the following recommendations of Committee of the Whole regarding "Court Services Annual Report 2017":

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

A copy of Clause 12 of Committee of the Whole Report No. 11 is enclosed for your information.

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

Sincerely,



Christopher Raynor  
Regional Clerk

/ C. Martin  
Attachments

Clause 12 in Report No. 11 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

## **12**

### **Court Services Annual Report 2017**

Committee of the Whole recommends adoption of the following recommendation contained in the report dated May 10, 2018 from the Regional Solicitor:

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

Report dated May 10, 2018 from the Regional Solicitor now follows:

#### **1. Recommendations**

It is recommended that:

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

#### **2. Purpose**

This report provides Council with an overview of the Court Services 2017 Annual Report (Attachment 1) submitted to the Attorney General. It provides a summary of Court Services 2017 workload activity, key accomplishments, and planned initiatives for 2018. The Annual Report is required under the Memorandum of Understanding with the Province of Ontario.

#### **3. Background**

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

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

## **Court Services Annual Report 2017**

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

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

### **Court Services provides two distinct functions of Court Operations and Prosecution**

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

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

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

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

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

### **Early Resolution was suspended effective January 1, 2017 due to a shortage of Justices of the Peace**

POA Courts have the option to offer an Early Resolution program in which defendants who opt to dispute their charges can request a meeting with a

## **Court Services Annual Report 2017**

prosecutor to resolve the charges prior to a trial. A shortage of Justices of the Peace province-wide has resulted in the Regional Senior Justice of the Peace closing the intake court periodically throughout 2016 and 2017. Due to the shortage, the Regional Senior Justice of the Peace directed all matters previously heard in the intake court to be scheduled in the courtroom. Court Services does not have the capacity within the court schedule to accommodate 30,000 early resolution matters. Therefore, effective January 1, 2017, the Early Resolution program was suspended and this option is no longer available to court users. Court Services is monitoring court capacity and the impact of the suspension on service delivery to determine whether or not Early Resolution should be reinstated in the future.

### **4. Analysis and Implications**

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

2017 Key Workload Drivers and Activity Statistics:

- 7,644 charges were filed per court administration clerk (160,515 total), which is 39 per cent higher than the provincial standard
- 3,760 disclosure requests were processed per prosecution clerk (33,842 total), representing a 8.5 per cent increase from 2016
- 51 per cent of all Part I charges are disputed, resulting in a seven per cent decrease from 2016, but is 13 per cent higher than the provincial average
- Over 169,000 customers are served through in-person and telephone service, representing less than one per cent increase from 2016
- Over 103,000 matters were dealt with by way of trial, which is less than 1 per cent decrease from 2016

#### **The dispute rate decreased in 2017 but time to trial increased by thirty six percent**

The dispute rate decreased seven per cent in 2017 compared to the previous year, largely as a result of the suspension of the Early Resolution program. The only options currently available to defendants in our courts are to pay or request a trial. The decrease is the largest decrease since the program was first introduced in 2012, but is still higher than the Provincial average of thirty eight per cent. A consistently high dispute rate puts additional pressure on court time, resources, and operating costs.



## **Court Services Annual Report 2017**

The average days to trial has increased thirty six per cent from 2016. While the suspension of Early Resolution has had a modest positive impact on the dispute rate, the lack of options for disputing charges has resulted in a sixty five per cent increase in trial requests and increased pressure on trial dockets. Despite this increase, staff were able to maintain workload within existing resources and meet legislative timeframes through efficiencies.

### **Court Services implemented a number of initiatives in 2017 in response to workload pressures**

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

#### **2017 Key Initiatives:**

- Improved information to the public by making the website more user friendly, streamlining the automated telephone service to improve the call flow, and providing training to staff
- Expanded the Part I Summons program to all York Regional Police and Ontario Provincial Police motor vehicle collision charges, resulting in fewer trials and reduction in officers and witnesses required to attend court
- Established a working group with key stakeholders to review opportunities to expand the use of Administrative Monetary Penalties
- Advocated for the timely POA streamlining and modernization initiatives with the support of the Municipal Court Managers Association, Regional Single Tier CAO's and LUMCO/MARCO.
- Developed a working group in partnership with York Regional Police to explore the use of video testimony for Part I trials
- Implemented the electronic transfer of disclosure to improve the efficiency in providing disclosure, in collaboration with York Regional Police
- Organized and hosted the first ever French Language Institute for Professional Development for the municipal courts

**Electronic transfer of records from York Regional Police allows Court Services to handle the increasing number of disclosure requests more efficiently**

Defendants have a Constitutional right to receive disclosure in connection with their charges, if requested. This includes the officer's notes and dash board camera video. The number of disclosure requests increased from 31,167 in 2016 to 33,842 in 2017. The reasons for the increase can be attributed to the substantial increase in trial requests.

In 2017, Court Services collaborated with York Regional Police to implement electronic transfer of disclosure from the police to the court. With implementation of electronic disclosure, the time required to process disclosure requests has been reduced significantly along with the use of paper and other resources required to transfer paper records. It will also allow for more timely disclosure to the defendants.

**Court Services has developed a multi-year business plan to drive operational efficiency in the area of court operations, prosecutions, and collections**

In 2018, Court Services will continue to identify areas for process improvement to create efficiencies and maintain performance measures. Staff will focus on developing key performance measurements and improving reporting capabilities will support the goal of a long-term, cost-effective and sustainable justice program. Court staff will continue to monitor legislative changes and emerging trends for operational efficiencies.

2018 Goals:

- Leverage technology to improve efficiencies and enhance customer service
- Implement Video Testimony with York Regional Police in Provincial Offences court proceedings
- Expand use of civil enforcement for default fines
- Respond to legislative amendments relevant to Regional strategies and operations including Provincial Offences Act Modernization and *Bill 68, Modernizing Ontario's Municipal Legislation Act, 2017*
- Finalize recommendations to expand the use of Administrative Monetary Penalties in York Region
- Prepare transition plan for the move to the Annex in 2020

**5. Financial Considerations**

There are no financial implications directly associated with this report. The performance measures set out in the 2017 Annual Report are reflected in the 2018 operating budget.

**6. Local Municipal Impact**

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

**7. Conclusion**

This report provides an overview of the activities and services provided by the Legal & Court Services Department, Court Services Branch, as outlined in the 2017 Annual Report. The Branch continues to balance its responsibilities and obligations to provide an efficient and effective service to the residents of York Region, the local municipalities, the province of Ontario, the judiciary, and over 30 law enforcement and regulatory agencies operating within the Region.

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

For more information on this report, please contact Lisa Brooks, Director of Court Operations at ext. 73209.

The Senior Management Group has reviewed this report.

May 10, 2018

Attachments (1)

#8547069

Accessible formats or communication supports are available upon request

Attachment 1



## *Annual Report*

For the Year Ended December 31, 2017

Legal & Court Services  
Court Services Branch

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## Court Services Mandate

Court Services provides two distinct functions: Court Operations and Prosecution. York Region operates the second largest *Provincial Offences Act* court program in Ontario.

### Provides Services to:

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

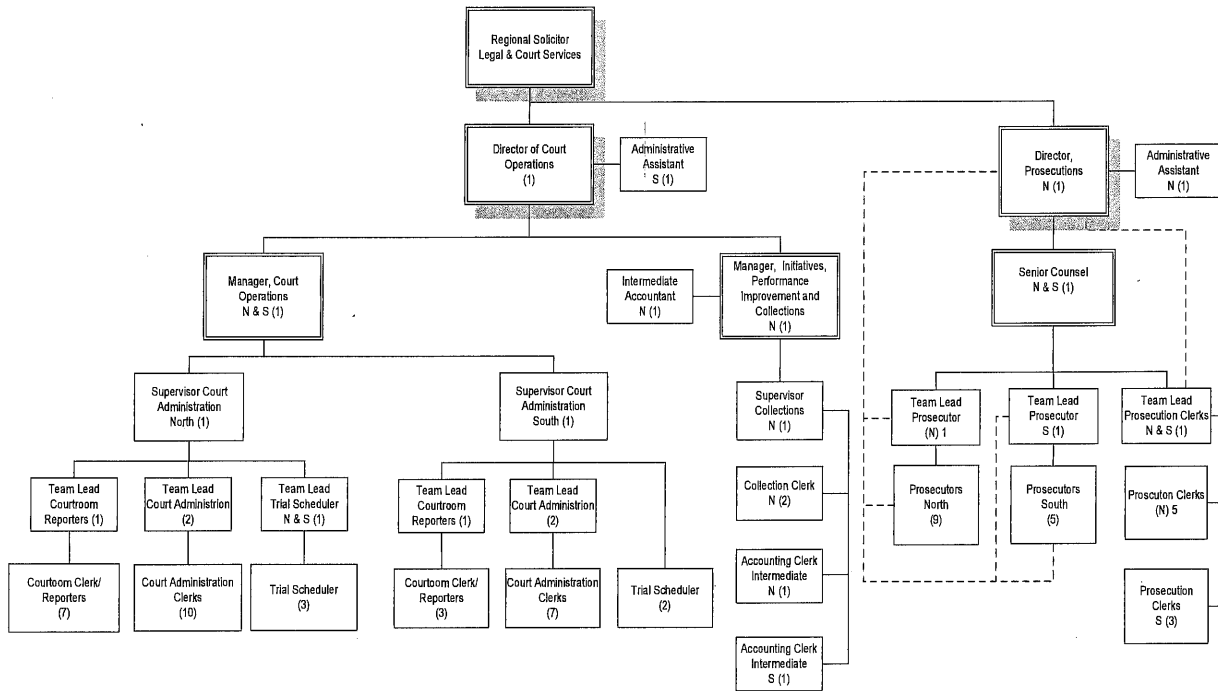
### Operates:

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

**Court Services Mission: To provide timely, quality and cost-effective access to justice.**



# Organization Chart at December 2017



(79 FTEs)

## **Message from the Director of Court Operations**

### **Lisa Brooks**

Court Services is committed to business and service excellence in the administration of justice. In 2017, Court Operations focused on implementing technology to create operational efficiency, and improving customer service delivery and the collection of defaulted fines. Court Operations continues to identify opportunities to partner with stakeholders to improve access to justice. In 2018, our focus will be expanding the use of technology by exploring opportunities for remote video testimony by officers, an initiative focused on creating a cost-effective and sustainable program. We will also start preparing for the implementation of changes as a result of *Provincial Offences Act* streamlining and modernization efforts.

## **Message from the Director of Prosecutions**

### **Hans Saamen**

Prosecutions are responsible for a wide range of legal services including the prosecution of charges before the Ontario Court of Justice and appeals and judicial reviews in the Ontario Court of Justice, the Ontario Superior Court and the Ontario Court of Appeal. In 2017, we focused on improving efficiencies in the use of electronic disclosure to receive and manage disclosure of York Regional Police charges, and the expansion of the Part I summons program for all York Regional Police and Ontario Provincial Police charges involving motor vehicle collisions to effectively and significantly reduce the number of cases requiring witnesses and officers attending court. As we move into 2018, we will be exploring opportunities to provide defendants access to disclosure through web based solutions. We will also focus on adapting to challenges arising from POA streamlining and modernization, as well as legislative reforms involving cannabis and automated speed enforcement.

## **2017 Key Initiatives and Achievements**

### **Customer Service**

Court Services improved information to the public by making the website more user friendly, streamlining the automated telephone service to improve the call flow, and providing training to staff to increase the skills, knowledge and techniques to consistently deliver exceptional customer service to the public.

### **Effective Scheduling**

In collaboration with stakeholders the Part I Summons program was expanded to all York Regional Police and Ontario Provincial Police motor vehicle collision charges, resulting in resolution of approximately 90% of charges without the need for a trial and reducing the number of officers and witnesses required to attend court.

### **Stakeholder Meetings**

York Region established a working group with key stakeholders to review opportunities to expand the use of Administrative Monetary Penalties.

York Region advocated for the timely POA streamlining and modernization initiatives with the support of the Municipal Court Managers Association, Regional Single Tier CAO's and LUMCO/MARCO.

York Region Court Services hosted a stakeholder meeting on June 6, 2017. The following updates were provided: Red light camera, Part I Summons Project, Best Practice Committee, Legislative updates, Operations and Collection updates and 2017 initiatives and next steps.

### **Technology Improvements**

Court Services developed a working group to explore the use of video testimony, in partnership with York Regional Police for Part I trials.

In collaboration with York Regional Police, Court Services implemented the electronic transfer of disclosure to improve the efficiency in providing disclosure.

The electronic ticket upload was expanded to include red light camera offences which have led to cost savings.

## **Collection Strategy**

Court Services implemented a revised collections strategy by expanding the use of civil enforcement, property tax rolling and improved use of collection agencies which contributed to 11 per cent increase in default fine revenue.

Court Services finalized additional agreements with local municipalities for the collection of provincial offences fines through property tax roll.

York Region is exploring opportunities to expand property tax rolling by partnering with the City of Toronto in the collection of default fines through property tax roll.

## **Municipal French Language Institute for Professional Development**

York Region organized and hosted the first ever French Language Institute for Professional Development for the municipal courts. The two-day session was offered to municipal court and prosecution staff to improve their ability to perform their duties in French, learn how to better serve their clients in French, and learn about available French tools and resources.

## **Accomplishments**

Lisa Brooks, Director of Court Operations, received a Peer Recognition Award for Innovation from the Municipal Court Management Association (MCMA) for her ability to be creative and forward thinking, promote new ideas and introduce unique solutions.

Lisa Brooks chaired the MCMA Statistics Committee to develop meaningful measures to assist with and enhance the delivery and management of Provincial Offences services. Sandra Garand, the Supervisor of Court Administration, chaired the MCMA Forms Committee to make recommendations on form development and act as liaison between its members and the Ministry of Attorney General.

Hans Saamen, Director of Prosecutions, presented at the Prosecutors Association of Ontario (PAO) conference and the Osgoode Hall Law School Certificate Program for Paralegals on issues involving evidence. Hans was also involved with the Ontario Traffic Council (OTC) working group on issues involving the implementation of Automated Speed Enforcement. Hans and Chris Bendick, Senior Counsel are involved in the inter-municipal and the Association of Municipalities of Ontario (AMO) Cannabis Working Groups on issues involving the implementation of provincial regulation for the use of recreational cannabis.

## **Notable Precedent Setting Cases**

Prosecutions successfully argued a number of precedent setting cases:

R v. Tsui - the Ontario Court of Appeal upheld the constitutional validity of provisions of the City of Vaughan's licensing by-law that relate to hours of operation and clothing requirements for attendants. Leave to appeal to the Supreme Court of Canada was denied.

R v. Wei - the Ontario Court of Justice approved a court procedure submitted by the Regional prosecutor to deal with charges where agents leave court after a defence adjournment request is denied.

R v. McGuigan - the Ontario Superior Court held that the testing procedure for radar devices is not part of the prosecution's first party disclosure obligation. A request must be made to the third party (police agency) that used the device.

## Key Workload Drivers

### Total Charges Filed (by Agency) in 2017

	Number of Charges	Percentage of Caseload
York Region Police	123,805	77.13%
Ministries and Other Agencies	14,041	8.75%
Ontario Provincial Police	11,749	7.32%
York Region	6,678	4.16%
Town of Whitchurch-Stouffville*	1,199	0.75%
Town of Aurora*	875	0.55%
City of Vaughan	872	0.54%
City of Markham	429	0.27%
Town of East Gwillimbury*	277	0.17%
Town of Richmond Hill	210	0.13%
Township of King*	243	0.15%
Town of Georgina	92	0.06%
Town of Newmarket	45	0.03%
<b>Total Charges Filed</b>	<b>160,515</b>	<b>100.00%</b>

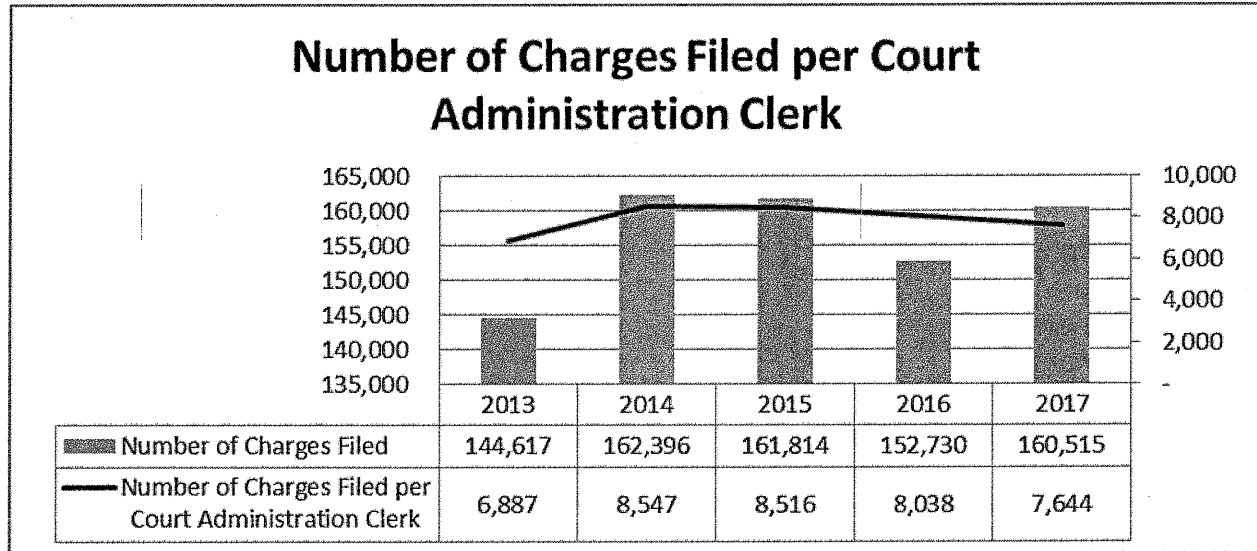
\*These municipalities have not yet “opted in” under section 18.6(1)(a) of the *Provincial Offences Act*. This means that their Parking Tickets are still being processed through the ICON computer system and are automatically included in the total number of charges filed. For other municipalities (those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

In 2017, the total charges filed in York Region remained stable with a five per cent increase.

Act Type	Number of Charges Filed
Certificate of Offence – Accidents (i.e. Motor Vehicle)	4,204
Federal Certificate of Offence	353
Federal Information	5
Certificate of Offence	141,443
Parking Infraction Notice	3,012
Information	11,498
<b>Grand Total</b>	<b>160,515</b>



The Provincial standard for number of charges filed per court administration clerk is in the range of 5,000 - 6,000. In 2017, the number of charges filed per court administration clerk was 7,644, a 4.9 per cent decrease from 2016, a result of additional staff. Court Services continues to look for innovative ways to manage workload while providing high quality of work and customer service.

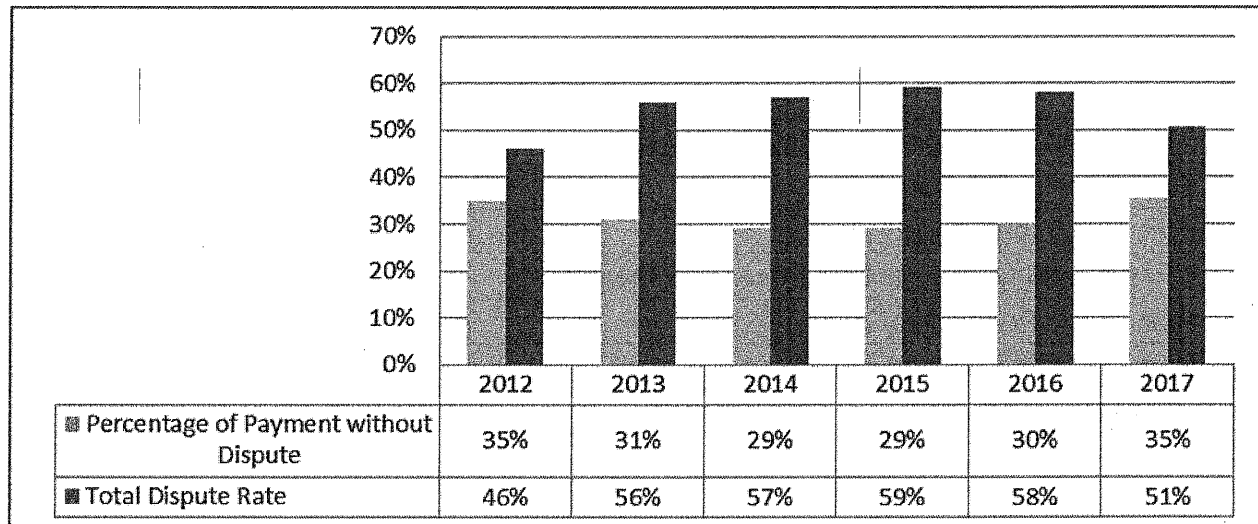


York Region continues to provide almost 170,000 in-person and telephone services to all court users at both court locations.

	Front Counter	Telephone	Total Customers Served
Newmarket Court Location	47,937	38,204	86,141
Richmond Hill Court Location	54,363	29,183	83,546
<b>Total</b>	<b>102,300</b>	<b>67,387</b>	<b>169,687</b>

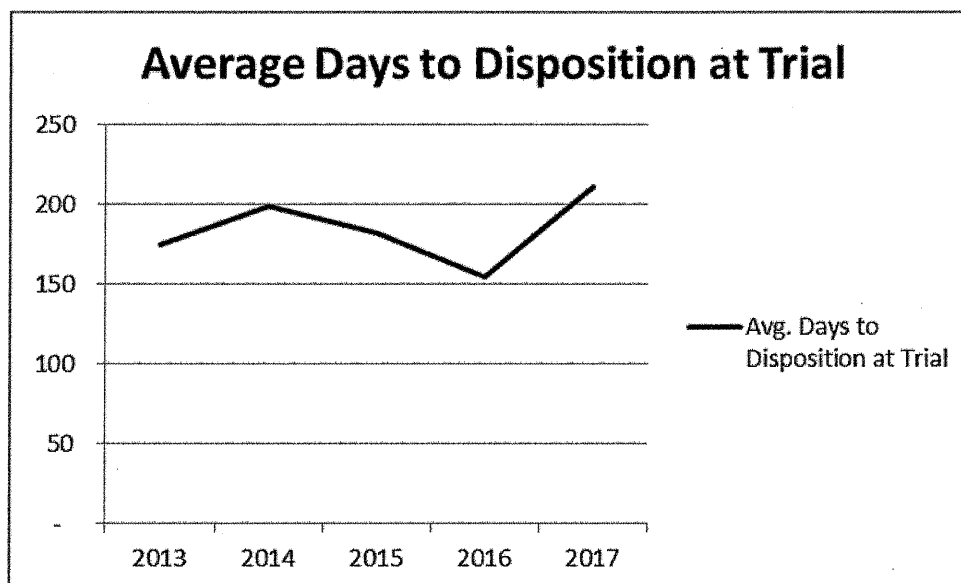
## High Dispute Rate

In 2017, the dispute rate decreased seven per cent from 2016, largely as a result of the suspension of the Early Resolution Program. At 51%, York Region's dispute rate is 13% higher than the provincial average. The high dispute rate in York Region creates pressure on the resources of the court program.



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

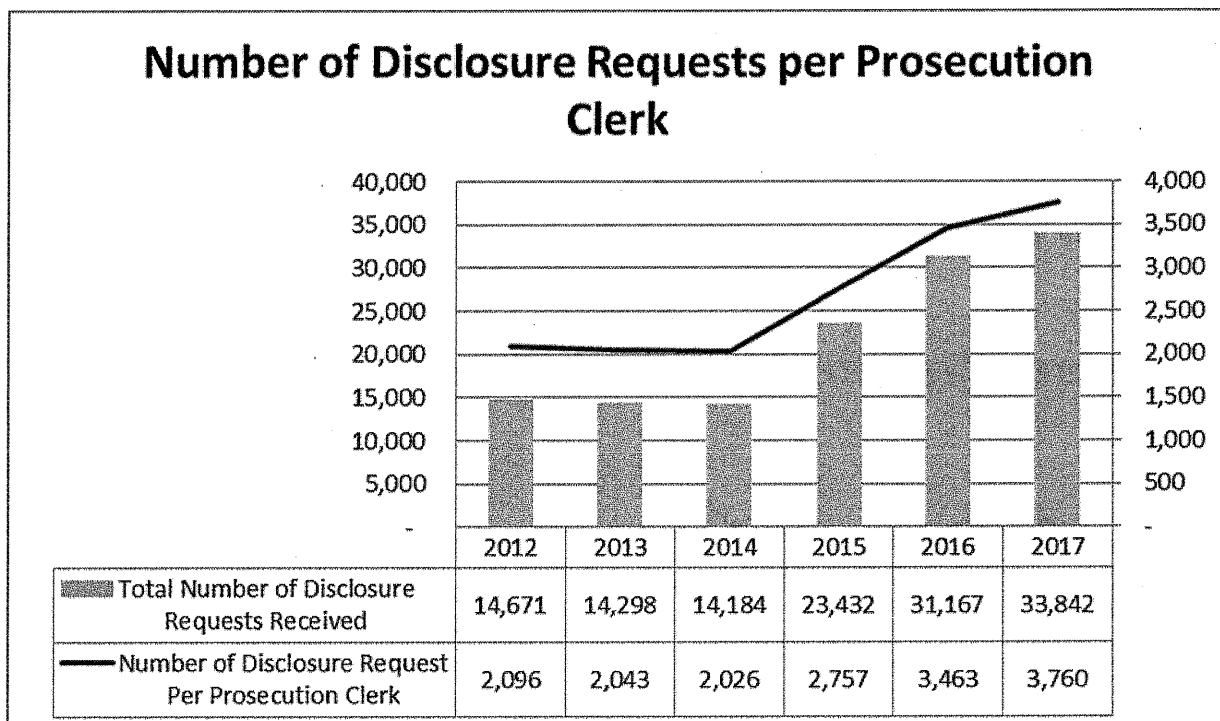
The average days to disposition at trial has increased 36 per cent from 2016. As the trial option is the only option available to defendants to dispute their charge, suspension of the early resolution has put increased pressure on trial dockets. The number of Trial requests received increased almost 65 percent compared to 2016, but court staff continues to maintain time to trial within the legislative timeframes through the redistribution of workload.



The Early Resolution program was suspended effective January 1, 2017, but Court Services still dealt with almost 2,500 Early Resolution matters as the program phased out. Over 103,000 matters were addressed in Trial Courts in 2017, which represents less than a one per cent decrease from 2016 (104,030 matters in 2016).

Appearance Room	Grand Total
Early Resolution	
ERM - Early Resolution Meeting Room	1,204
ERM2 - Early Resolution Meeting Room	1,290
<b>Total Number of Early Resolution Matters</b>	<b>2,494</b>
R3 - Traffic and Municipal Parking and Bylaws	20,897
R4 - Part One Traffic Court	13,776
T1 - Part One Traffic Court	18,085
T2 - Ministry and Municipal Parking and Bylaw Court	7,320
T3 - Part Three Provincial Court	25,093
T4 - Part One Traffic Court	18,543
<b>Total Number of Matters on Trial Dockets</b>	<b>103,714</b>

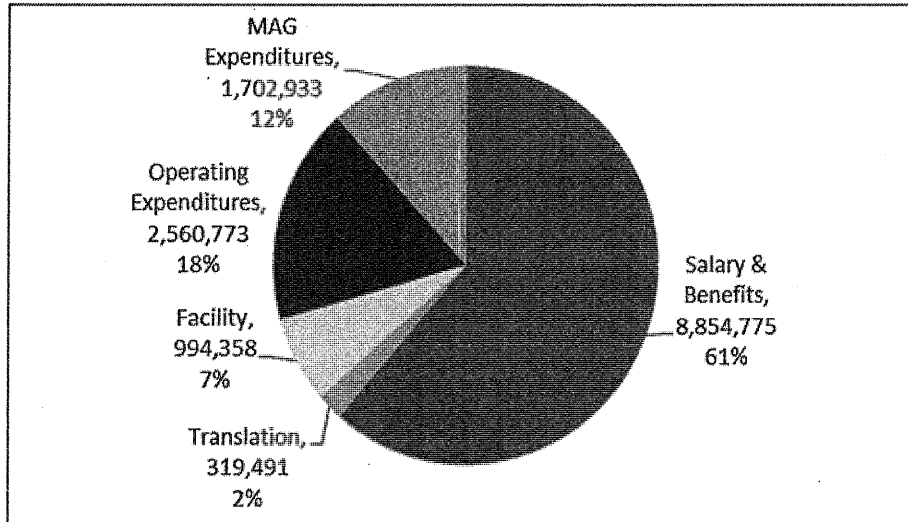
Changes to the Notice of Trial and notification to the defendants of a right to disclosure have increased the number of disclosure requests received by Prosecutions. The disclosure rates continue to increase as a result of the increased trial requests.



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

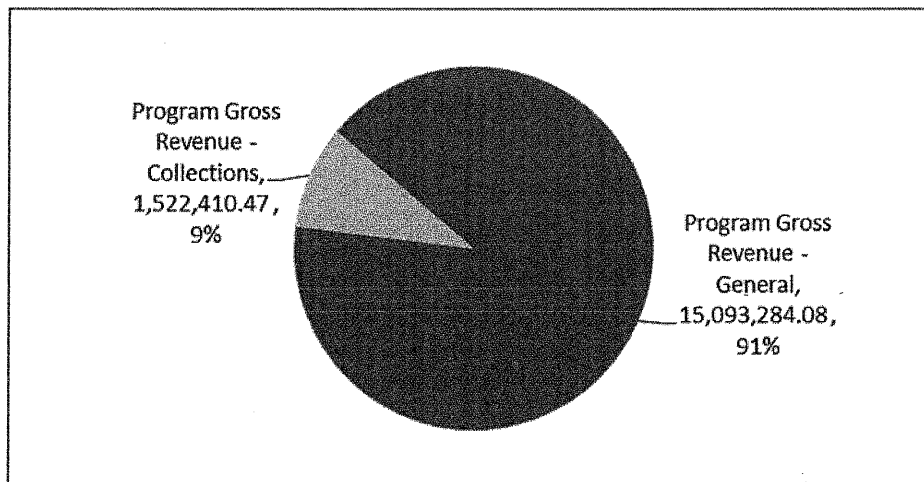
# 2017 Expenditure and Revenue Analysis

## 2017 Operating Budget by Expenditure Category



\*Ministry of Attorney General (MAG) expenditures decreased eight per cent in 2017 from the previous year as of result of decreased judicial and provincial prosecution hours

## 2017 Revenue Source



## Expenditure

### Salary and Benefits

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

### MAG Expenditures

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

### Operating Expenditures

Total cost of general operating expenses including; the purchase of charging documents, witness fees, general office supplies, postage expenses and other minor operating expenses.

### Facility

Total cost of facility expenses.

### Translation

Total cost of providing interpreter services to court users.

## 2017 Auditors Report

An independent audit of the consolidated financial statements of the Regional Municipality of York for the year ending December 31, 2017 was completed by KPMG in May 2017. Accordingly, the scope of the audit included the information about the results of the Region's Provincial Offences Office presented in the notes to the consolidated financial statement.

### Excerpt from the Regional Auditor's Report

#### PROVINCIAL OFFENCES ADMINISTRATION

The Region administers prosecutions and the collection of related fines and fees under the authority of the *Provincial Offences Act* ("POA"). The POA is a procedural law for administering and prosecuting provincial offences, including those committed under the *Highway Traffic Act*, *Compulsory Automobile Insurance Act*, *Trespass to Property Act*, *Liquor Licence Act*, Municipal By-laws and minor federal offences. Offenders may pay their fines at any court office in Ontario, at which time their receipt is recorded in the Integrated Courts Offences Network system ("ICON"). The Region recognizes fine revenue when the receipt of funds is recorded by ICON regardless of the location where payment is made.

The gross revenue is comprised primarily fines levied under Part I, II and III (including delay penalties) for POA charges. The total revenue for 2017 amounts to \$21,942,116 (2016 - \$20,645,959) and the net revenue amounts to \$2,183,364 (2016 - \$513,631). Balances arising from operation of the POA offices are consolidated with these financial statements.

**THE REGIONAL MUNICIPALITY OF YORK**

Provincial Offences Office

**Statement of Receipts and Expenses**

For the year ended December 31, 2017

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	Budget <u>2017</u> (Unaudited) \$	Actual <u>2017</u> \$	Actual <u>2016</u> \$
<b>Revenue</b>			
Fines and Miscellaneous Revenue Collected	20,406,783	21,942,116	20,645,959
<b>Expenses and Disbursements</b>			
Salaries and Benefits	8,723,789	8,854,775	8,872,653
General Administration	1,646,870	1,775,353	1,605,481
Program Related Services	1,786,994	1,927,260	2,046,110
Professional Services	978,010	803,293	872,258
Occupancy Expenses	1,032,579	1,013,828	1,207,058
Amortization	0	0	6,601
Asset Acquisitions	60,000	57,821	34,966
	<u>14,228,243</u>	<u>14,432,330</u>	<u>14,645,127</u>
Income before disbursements to area municipalities and others	6,178,540	7,509,786	6,000,832
Disbursements to Area Municipalities and Others	<u>(5,477,510)</u>	<u>(5,326,422)</u>	<u>(5,487,201)</u>
<b>Net Surplus/(Deficit)</b>	<b>701,030</b>	<b>2,183,364</b>	<b>513,631</b>
<b>Contribution from Reserves</b>	<b>624,539</b>	<b>0</b>	<b>0</b>
<b>Contribution to Reserves</b>	<b>0</b>	<b>857,795</b>	<b>1,000,000</b>
<b>Net Surplus/(Deficit) after Contribution to/from Reserves</b>	<b><u>1,325,569</u></b>	<b><u>1,325,569</u></b>	<b><u>(486,369)</u></b>

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The accompanying notes are an integral part of the financial statement



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**THE REGIONAL MUNICIPALITY OF YORK**  
**Provincial Offences Office**  
**Notes to the Financial Statement**  
**December 31, 2017**

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

**1. SIGNIFICANT ACCOUNTING POLICIES**

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

a) Revenues

Revenues are accounted on cash basis. The revenues of the court office consist of fines levied under Parts I, II and III (including delay penalties) for POA charges filed at the courts and located at The Tannery Mall, 465 Davis Drive, Newmarket and 50 High Tech Road, Richmond Hill. Offenders may pay their fines at any court office in Ontario, at which time their receipt is recorded in the Integrated Courts Offences Network system (“ICON”) operated by the Province of Ontario. The Region recognizes fine revenues when the receipt of funds is recorded by ICON regardless of the location where payment is made.

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

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

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

b) Expenses

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

c) Use of estimates

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

d) Reserve

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

## **Goals and Objectives for 2018**

### **Improve Technology**

- Implement Video Testimony in Provincial Offences court proceedings
- Explore the opportunity for electronic transfer of In-Car Camera Video
- Explore the possibility to create a York Region Case Management System

### **Expansion of the POA Fine Collection Strategy**

- Execute inter-municipal agreement with the City of Toronto for the collection of default fines through property tax roll
- Expand use of civil enforcement for default fines to include property liens, garnishment of wages and payment plans where applicable

### **Customer Service**

- Continue to enhance customer service platforms to improve access to court information and documents
- Expand use of data analytics to improve decision making, reduce costs and manage risks
- Finalize Notice of Fine and Due Date pilot project with the Ministry of Attorney General and the Behavioural Insights Unit

### **Legislative Changes**

- Respond to legislative amendments relevant to Regional strategies and operations including *Provincial Offences Act* Modernization and *Bill 68- Modernizing Ontario's Municipal Legislation Act, 2017*
- AMPS working group to finalize recommendations to expand the use of administrative monetary penalties in York Region

### **Advocacy**

- Continue to identify and advocate for POA Streamlining and Modernization initiatives

June 29, 2018

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

Dear Ms. Lyons:

**Re: Draft Rental Housing Incentives Guideline and Community Improvement Plan**

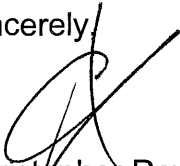
Regional Council, at its meeting held on June 29, 2018, adopted the following recommendations of Committee of the Whole regarding "Draft Rental Housing Incentives Guideline and Community Improvement Plan":

1. Council endorse the Draft Rental Housing Incentives Guideline included as Attachment 1 and approve staff consultation with local municipal, agency, industry and other stakeholders prior to reporting back to Council with a final version.
2. Staff be authorized to initiate preparation of a Community Improvement Plan required to implement the tax increment equivalent grants proposed in the Draft Rental Housing Incentives Guideline.
3. The Regional Chair write to the Ministers of Finance, Housing and Municipal Affairs to request assistance to fund York Region rental housing incentives, including allocating funds from the Non-Resident Speculation Tax collected in York Region.
4. The Regional Clerk circulate this report to local municipal Planning Commissioners and Directors.

A copy of Clause 4 of Committee of the Whole Report No. 11 is enclosed for your information.

Please contact Sandra Malcic, Manager Policy and the Environment at 1-877-464-9675 ext. 75274 if you have any questions with respect to this matter.

Sincerely,

A handwritten signature in black ink, appearing to be 'CR', written over the word 'Sincerely,'.

Christopher Raynor  
Regional Clerk

/C.Martin  
Attachments

Clause 4 in Report No. 11 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**4**

**Draft Rental Housing Incentives Guideline and  
Community Improvement Plan**

Committee of the Whole recommends:

1. Receipt of the presentation by Paul Freeman, Chief Planner.
2. Adoption of the following recommendations contained in the report dated June 8, 2018 from the Commissioner of Corporate Services and Chief Planner:
  1. Council endorse the Draft Rental Housing Incentives Guideline included as Attachment 1 and approve staff consultation with local municipal, agency, industry and other stakeholders prior to reporting back to Council with a final version.
  2. Staff be authorized to initiate preparation of a Community Improvement Plan required to implement the tax increment equivalent grants proposed in the Draft Rental Housing Incentives Guideline.
  3. The Regional Chair write to the Ministers of Finance, Housing and Municipal Affairs to request assistance to fund York Region rental housing incentives, including allocating funds from the Non-Resident Speculation Tax collected in York Region.
  4. The Regional Clerk circulate this report to local municipal Planning Commissioners and Directors.

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Report dated June 8, 2018 from the Commissioner of Corporate Services and Chief Planner now follows:

# **Draft Rental Housing Incentives Guideline and Community Improvement Plan**

## **1. Recommendations**

It is recommended that:

1. Council endorse the Draft Rental Housing Incentives Guideline included as Attachment 1 and approve staff consultation with local municipal, agency, industry and other stakeholders prior to reporting back to Council with a final version.
2. Staff be authorized to initiate preparation of a Community Improvement Plan required to implement the tax increment equivalent grants proposed in the Draft Rental Housing Incentives Guideline.
3. The Regional Chair write to the Ministers of Finance, Housing and Municipal Affairs to request assistance to fund York Region rental housing incentives, including allocating funds from the Non-Resident Speculation Tax collected in York Region.
4. The Regional Clerk circulate this report to local municipal Planning Commissioners and Directors.

## **2. Purpose**

This report summarizes the Draft Rental Housing Incentives Guideline (Guideline) to be circulated for review and comment prior to finalization. The Guideline responds to previous Council direction to address private purpose built rental housing supply and affordability pressures in York Region.

## **3. Background and Previous Council Direction**

### **Private purpose built rental housing is a key component of the housing market**

Complete communities include rental options that meet the needs of residents of all ages, stages and abilities. Rental options are the most viable option for many mid-range income households. Without sufficient rental supply, businesses may struggle to attract employees while senior and young adults leave communities in search of housing that meets their needs.

## **Draft Rental Housing Incentives Guideline and Community Improvement Plan**

### **Council has a long history of identifying and addressing housing need with an increased focus on private purpose built rental**

The 1994 Regional Official Plan, 2002 Housing Supply Strategy and October 2004 Housing and Our Economy study identified a need for a full mix and range of housing options to support the Region's population and economic viability.

In 2010 Council adopted the Region's updated Official Plan which provides more detailed direction to achieve a full mix and range of housing options, particularly rental options. The Region's 10-year Housing Plan: Housing Solutions: A Place for Everyone was approved in June 2014 and included goals focused on increasing and sustaining the rental supply.

In coordination with the Housing Plan, the Make Rental Happen Collaborative Advocacy Plan was developed and implemented by the York Region Human Services Planning Board. As part of this initiative, in November 2013 Council supported the development of a 225 unit private market rental development through the provision of a 36 month development charge (DC) deferral on a pilot basis. In May 2017 Regional Council approved a permanent policy for 36 month Regional DC deferrals for purpose built rental buildings of four stories or greater.

The updated Growth Plan provides more specific direction on the preparation of a Housing Strategy, including targets and implementation mechanisms for both affordable ownership housing and rental housing. The Guideline forms a component of this work and the current Municipal Comprehensive Review.

Over time Council has increased focus on the need to stimulate development of private purpose built rental housing as one of several initiatives required to help address significant housing challenges.

### **The York Region/Local Municipal Housing Working Group determined the need to support the development of new private purpose built rental housing**

In November 2016, Council supported the formation of a York Region/Local Municipal Housing Working Group (Working Group) and staff were directed to report back on the necessity and/or extent of housing incentives. The Working Group consists of local municipal planning staff as well as Regional Planning and Economic Development, Community and Health Services and Finance staff.

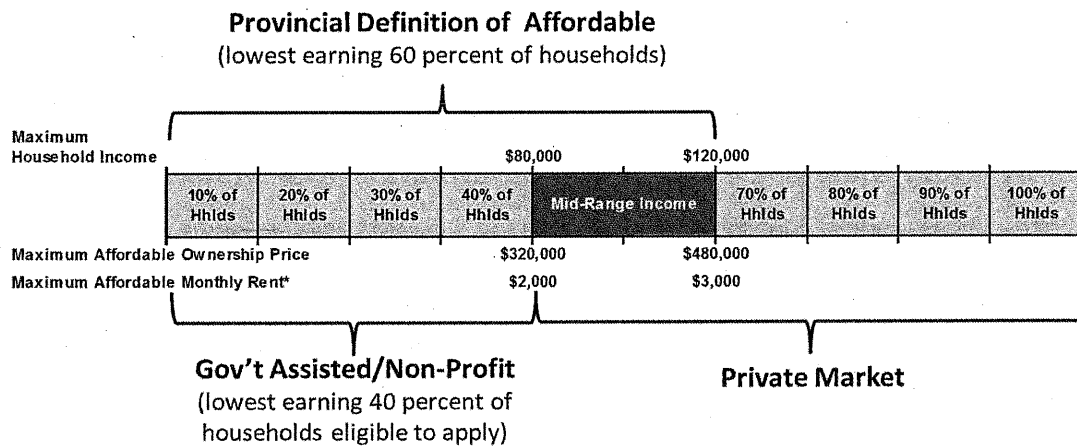
The Working Group evaluated the entire housing system (ownership and rental), and concluded that financial incentives should focus on increasing the private purpose built rental supply affordable to mid-range income households.



**Mid-range income households range from the fourth to sixth decile of the household income distribution**

The Guideline has been developed to address housing supply gaps for mid-range income households. The mid-range income group are those households that fall between the fourth and sixth deciles of the income distribution (Figure 1). The Provincial definition of affordable requires affordable housing options for these households which do not qualify to apply for government assisted/non-profit housing supports. They are meant to be housed by the private market. However, the private market is not delivering a product that is affordable for this income range and many of these households are struggling to make ends meet.

**Figure 1  
Mid-Range Income Households, 2017**



\* Based on 30 per cent of income spent on housing

**The Guidelines are based on Council endorsed Principles and average rents must be affordable to mid-range income households**

Based on the research and findings of the Working Group, in February 2018 Council endorsed Principles to develop the Guideline. In addition to the Council endorsed Principles, the Guideline incorporates criteria that, on average, rents may not exceed 175 per cent of average market rent of private purpose built apartments by bedroom type. The rental threshold recognizes that York Region average market rent is derived from an aging rental housing stock, and ensures developments that receive incentives are non-luxury and affordable to the mid-range income cohort.

The maximum affordable rent for mid-range income households ranges from approximately \$2,000 to \$3,000 per month based on the standard that a maximum of 30 percent of income be spent on housing. As is shown by the

## Draft Rental Housing Incentives Guideline and Community Improvement Plan

highlighted cells in Figure 2, 175 per cent of average market rent provides for affordable bachelor units for all mid-range income households, affordable 1 and 2-bedroom units for households at the fifth and sixth deciles, and affordable 3-bedroom units at the sixth decile of the income distribution.

**Figure 2**  
**Eligible rents and mid-range income affordability, 2017**

	Bach	1-Bdrm	2-Bdrm	3+ Bdrm	Total
Average Market Rent of Private Purpose Built Apartments*	\$892	\$1,170	\$1,346	\$1,526	\$1,279
175% Average Market Rent	\$1,561	\$2,048	\$2,356	\$2,671	\$2,238
Maximum Affordable Rent for Mid-Range Households (4 <sup>th</sup> Decile)	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Maximum Affordable Rent for Mid-Range Households (5 <sup>th</sup> Decile)	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500
Maximum Affordable Rent for Mid-Range Households (6 <sup>th</sup> Decile)	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000

Note: Grey highlighted cells denote affordability by household income decile and bedroom type

\*Source: CMHC Rental Market Report, Greater Toronto Area, 2017 Table 1.1.2, "Private Apartment Average Rents" (does not include secondary or government assisted/non-profit units)

## 4. Analysis and Implications

### Staff analyzed potential Regional housing incentives and propose two new incentives as reflected in the Guideline

Based on an analysis of potential financial incentives for feasibility and effectiveness by the Working Group, the following new Regional incentives are proposed:

1. Tax Increment Equivalent Grants for the Regional portion of property taxes for up to 5 years
2. 48 month deferrals for Regional development application fees.

A tax increment equivalent grant (TIEG) is an annual grant equal to all or a portion of the property tax increase (increment) following the completion of a project that has resulted in an increase in the assessed value of the property. The Guideline incorporates a five year TIEG with a grant for 80 per cent of the tax increment in year one, reduced by 20 per cent a year to full taxes paid in year five.

## **Draft Rental Housing Incentives Guideline and Community Improvement Plan**

Based on preliminary estimates, staff calculated that the cost of providing a 5-year TIEG is approximately \$1,750 per unit. Due to limited data on current purpose built rental projects, the TIEG analysis has been applied to the rental development at 212 Davis Drive in Newmarket as a hypothetical example.

Staff estimate that the cost of the 48 month deferral for Regional development application fee's is nominal (approximately \$50 per unit for lost interest). The deferral has been incorporated into the Guideline in order to signal that the Region is addressing rental housing need through the use of all financial incentives available. Staff will continue to consult on the merits of including this incentive.

In addition to Regional incentives, the Guideline identifies incentives that are available to local municipalities but not to York Region. The Guideline does not prescribe which incentives local municipalities should offer. Rather, a principle that local municipalities offer similar or better incentives is embedded.

### **The 36 month Regional development charge deferral is an existing incentive to help facilitate the development of purpose built rental buildings**

In addition to the two new incentives proposed in the Guideline, the existing 36 month Region development charge deferral continues to be an incentive available to purpose built rental buildings. Developers are not required to meet any new criterion to access the development charge deferral.

### **Provincial Non-Resident Speculation Tax revenue should be directed to this Program**

In April 2017 the Province released the Fair Housing Plan, a package of measures to help more people find affordable homes, increase supply, protect buyers and renters and bring stability to the real estate market. One of the measures introduced through the Fair Housing Plan is the 15 per cent Non-Resident Speculation Tax (NRST), which is applied to all municipalities in the Greater Golden Horseshoe.

The Ministry of Finance reported on the taxes collected during the six month period from April to November 2017 and the three month period from November 2017 to February 2018. Based on these reports, approximately \$173 million was collected, almost \$53 million (or 31 per cent) of which was collected from York Region property transactions. Staff recommend that the Regional Chair request the Province to provide a share of the NRST to support implementation of rental housing initiatives which would help realize the objectives of the Fair Housing Plan.

**A Community Improvement Plan is necessary to implement the proposed Tax Increment Equivalent Grants**

In order for a municipality to offer grants, a legal mechanism is required by the *Municipal Act*. As such a Community Improvement Plan (CIP) for the purposes of implementing the TIEGs is recommended. Staff are seeking authorization to initiate the multi-step process to develop a CIP which will include subsequent reports to Council that:

1. Recommend a CIP project area and approach
2. Seek final adoption of the CIP including funding requirements

Authorization to initiate the CIP process will allow staff to conduct background research and analysis and to engage in preliminary consultation with stakeholders. This process may be combined with the current Municipal Comprehensive Review. The Guideline recommends that a CIP be in place for five years.

**5. Financial Considerations**

The work completed by staff and the York Region/Local Municipal Housing Working Group towards developing a Rental Housing Incentives Guideline has been completed within the existing Regional staff complement, and within the approved business plan and budget.

Preliminary estimates yield that the cost of the planning application fee deferral and five-year TIEGs is approximately \$1,800 per unit. The Final Guideline will include proposed annual targets and a budget based on the Provincial response to the funding request and further analysis.

**6. Local Municipal Impact**

Local municipalities are key partners in addressing mid-range income affordable housing needs through the private market. Input received through the York Region/Local Municipal Housing Working Group has been instrumental in gaining a better understanding of local housing markets and challenges. For the Guideline to be successful, local municipal participation will be required.

**7. Conclusion**

A key component of mid-range income affordable housing options is a healthy rental supply that incorporates a full mix and range of private purpose built options. Council direction to sustain and grow the private purpose built rental supply has been articulated through a number of guiding policy documents including the Regional Official Plan and the York Region 10-Year Housing Plan.

In order to help stimulate the development of private purpose built rental housing, staff are recommending that the attached Draft Rental Housing Incentives Guideline be endorsed for circulation and consultation prior to finalization. Authorization to initiate a CIP is recommended in order to implement the proposed TIEGs.

For more information on this report, please contact Sandra Malcic, Manager Policy and the Environment at 1-877-464-9675 ext. 75274.

The Senior Management Group has reviewed this report.

June 8, 2018

Attachment (1)

#8547024

Accessible formats or communication supports are available upon request

# York Region Rental Housing Incentives Guideline, 2018

## 1.0 Background

### 1.1 Housing is a cornerstone of Complete Communities

Complete communities include a variety of housing options that meet the needs of residents of all ages, stages and abilities. A variety of housing options includes a mix and range of both ownership and rental housing that is affordable, suitably sized and in good condition. A diverse mix and range of housing options, including affordable options, is a major contributor to the quality of life of residents and workers, the economy, individual and community health and well-being.

### 1.2 There are Gaps in York Region’s Housing Supply

Since York Region was incorporated in 1971, it has changed from a largely homogeneous series of bedroom communities to a more diverse and integrated Region embarking on a number of city building initiatives. York Region forecasts to 2041 indicate that continued strong population, job and household growth are anticipated. Much of this growth will be concentrated in the Region’s Centres and Corridors, further establishing a more mature and interconnected urban structure. While this diversification of the housing stock is a positive contributor to increasing the mix and range of housing options, there remains a number of gaps in the York Region housing supply, including:

<b>Not Enough Rental Housing</b>	<b>Households Spend Too Much on Housing</b>	<b>Affordability is not Equally Distributed</b>	<b>Unit Sizes are not Equally Distributed</b>
At 14%, York Region has the lowest supply of rental housing in the Greater Toronto and Hamilton Area	With 28% owners and 52% of renters spending more than 30 per cent of income on housing costs, York Region has the highest proportion of households of both tenures spending too much on housing costs	Affordability is not equally distributed within and among local municipalities in York Region, leading to pockets of affordability rather than the equal distribution in complete communities	Over 95% of ground related units have 3 bedrooms or more and over half of high density units have 1 bedroom or less leading to larger units in peripheral developments and smaller units in core developments

\*Based on 2016 data

### 1.3 Private purpose built rental housing is a key component of the housing market

Insufficient rental housing contributes to negative effects on the social and economic wellbeing of a community. Without sufficient rental supply, businesses may struggle to attract employees while senior and young adults leave communities in search of housing that meets their needs.

Over the past few decades, growth in the York Region private rental market has been almost entirely reliant on individuals buying ownership units and renting them out, which is referred to as the secondary rental market. While this is an important segment of the overall rental market, there are a number of unhealthy side effects to an over reliance on it. Tenancy is less stable in the secondary

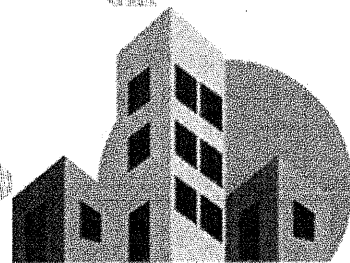
market due to the landlord's own-use provisions that permit easier evictions. Small scale landlords may be less aware of responsibilities and obligations to tenants than professional property managers. The secondary market for rental supply has contributed to property speculation contributing to increases in home-ownership prices.

Like the secondary market, government assisted/non-profit rental housing is also an important segment of the overall rental market. Similar to the secondary market, government assisted/non-profit housing cannot be relied on to meet all rental needs. There are income and asset eligibility criteria that exclude a number of households in need of rental housing from accessing this segment of the market which provides greater depths of affordability and requires greater levels of investment to achieve. The private purpose built rental market targets households with more moderate incomes. Purpose-built rental developments are not being pursued with current incentives available (see section 2.2). Additional incentives are required to stimulate private purpose-built rental that is affordable to mid-range income households, but the amount of investment required is less than for those in the government assisted/non-profit market.

#### 1.4 York Region/Local Municipal Housing Working Group

In November 2016 Regional Council received a report on the formation of a York Region/Local Municipal Housing Working Group (Working Group) to explore options to address housing supply and affordability issues. Council recommended "staff report back to Council on the outcome of discussions held at the York Region/local municipal housing working group on the necessity and/or extent of a housing incentives Framework."

The Working Group has determined financial incentives for ownership housing are not necessary, and this Guideline should only apply to purpose-built rental developments. This Housing Incentives Guideline addresses the use of incentives to increase the supply of private purpose built rental housing which may be the most viable housing option for mid-range income households.

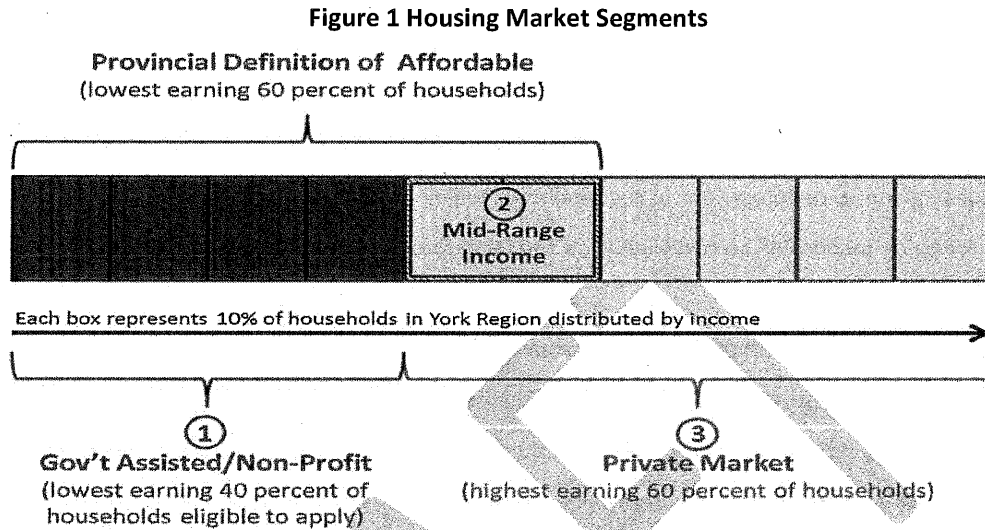


**YORK REGION**  
**Local Municipal**  
**Housing**  
**Working GROUP**



## 1.5 Focus on mid-range income

From an income perspective, the housing market can be viewed as containing three distinct but overlapping segments (Figure 1).



1. The Government Assisted/Non-Profit segment includes those households that may qualify to apply for additional supports to find acceptable housing in the Region. This is the lowest earning 40 per cent of households. From an income perspective, these households are eligible to apply for non-profit/government assisted housing through the centralized waitlist.
2. The Mid-Range Income segment includes households classified as requiring affordable housing options based on the Provincial definition, but do not qualify for additional supports. This segment includes 20 percent of the households in the Region between the lowest to the highest earning 40 per cent of households. The intention is that this segment be served by the private market.
3. The Private Market segment consists of the highest earning 60 per cent of households and incorporates the mid-range affordable segment. Households in this segment have traditionally been able to afford market housing.

Although the entire private market segment has traditionally been able to afford market housing, disparities between income and housing cost increases coupled with gaps in housing supply such as a lack of private purpose built rental units has led to many households in the mid-range income segment with few, if any housing options.

The York Region/Local Municipal Housing Working Group and this Housing Incentives Guideline focus on the Mid-Range Income segment of the income distribution and housing market.

## 1.6 Guideline Principles

Based on the findings of the Working Group, Council received an update report in February 2018 whereby the principles to develop an incentives guideline to support purpose built rental units for mid-range income housing needs were endorsed. This York Region Rental Housing Incentive Guideline, 2018 (the Guideline) is based on these principles:

- a. Apply to purpose built rental tenure only
- b. Priority given to high-rise and mid-rise developments
- c. Priority given to development in regional and local centres and corridors
- d. York Region incentives be contingent on the local municipality offering similar or better incentives
- e. Proponents be required to share pro forma work with staff
- f. Projects with support from senior levels of government be prioritized
- g. Restrictive covenant registered on title requiring that the property be developed and operated as a rental apartment complex for no less than 20 years
- h. Incentives offered may be tied to the duration the project will remain rental, duration of affordability and/or depth of affordability provided

## 2.0 York Region Rental Housing Incentive Guideline

### 2.1 Purpose of the Guideline

This Housing Incentives Guideline has been developed to address housing supply gaps for mid-range income households, many of which are spending more than 30 per cent of income on housing costs. Many of these households are over extending their budgets to pay for housing and/or are having issues finding adequate housing that meets their needs. The Working Group has determined that financial incentives for ownership housing are not needed through this Guideline. As such, the Guideline focuses on increasing the supply of private purpose built rental units that are affordable to the mid-range income group as a viable and reasonable housing option.

### 2.2 The existing 36 month Region development charge deferral is an existing incentive to build purpose built rental housing

In addition to two new incentives proposed in the Guideline, the existing 36 month Region development charge deferral program is acknowledged as an existing incentive to build purpose built rental housing. No new criteria is applied to access the development charge deferral. Developments that meet the criteria of the development charge deferral for purpose built high density rental buildings policy<sup>1</sup> approved by Council on May 25, 2017 may continue to access the program.

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<sup>1</sup> "High density" refers to developments with a minimum of four (4) stories.

## 2.3 New Regional Incentives

Based on an analysis of potential Regional financial incentives for feasibility and effectiveness as well as stakeholder consultation, the following new incentives are included in the Guideline:

1. A 48 month deferral for development application fees, applicable from the date the building permit is issued.<sup>1</sup>
2. A Tax Increment Equivalent Grant for the Regional portion of property taxes.<sup>2</sup>

A tax increment equivalent grant (TIEG) is an annual grant equal to all or a portion of the property tax increase (increment) following the completion of a project that has resulted in an increase in the assessed value of the property. The Guideline incorporates a five year TIEG with a grant for 80 per cent of the tax increment in year one, reduced by 20 per cent a year to full taxes paid in year five.

## 2.4 Requirements to Access the Guideline

In accordance with the established principles, in order to be eligible to apply for the development application fee deferral or tax increment equivalent grant, a development should:

1. Be affordable to the mid-range income group (maximum 175% of average market rent).<sup>3</sup>
2. Be developed, marketed and maintained as a rental property for a minimum of 20 years.<sup>4</sup>
3. Have Local Municipal support including similar or better incentives.
4. Include open pro forma work shared with Regional staff.
5. Demonstrate that attempts have been made to access senior government incentives.

In order for staff to evaluate a development, proponents will be required to provide Submission Details as outlined in Attachment 1.

## 2.5 Evaluation and Allocation of Funds

Eligible developments will be further assessed using the evaluation factors in Attachment 2. Potential incentives based on the evaluation will be brought forward in accordance with the procedure outlined in Section 3.

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<sup>1</sup> Applies to Regional fees related to plans of subdivision, plans of condominium and site plans. Only initial application fees are considered for deferral (Revisions and Resubmission fees do not qualify). The maximum duration of this deferral from the time application fees are due (at submission) is 54 months.

<sup>2</sup> Tax Increment Equivalent Grants will generally be over a five year period with an 80% grant in year 1 down to a 20% grant in year 4 and full taxes in year 5.

<sup>3</sup> Starting rents should not exceed 175% of average market rent by bedroom type on average. Individual units may exceed the identified rents as long as the average rents of all units of the same bedroom type do not exceed the maximum rents identified.

<sup>4</sup> The development may be registered as a condominium, but it must be operated as a rental property for a period of not less than twenty (20) years.

## 2.6 Local Municipal Incentives

A principle of this Guideline is that local municipalities offer similar or better incentives. Incentives to be offered by the local municipality are not prescribed. Potential incentives that could be offered by local municipalities include:

- Development Charge Fees (deferrals, reductions or grants)
- Development Application Fees (deferrals, reductions or grants)
- Building Permit Fees (deferrals and waivers)
- Parkland Fee's (deferrals, reductions or waivers)
- Parking reductions
- Height and Density (Section 37, Planning Act)
- Service allocation

## 3.0 Implementation Details

### 3.1 Process

In order for a project to be considered for incentives, the following process will be followed:

1. Proponent initiates pre-application consultation with Local Municipal staff
  - a. Pre-application only refers to development applications (subdivision, site plan, condominium)
  - b. Proponent interest in accessing incentives established
  - c. Local Municipal support and interest in providing incentives established in principle at the staff level
2. Local Municipal staff contacts Region to express interest in accessing incentives
  - a. Local Municipal staff provides Submission Details and associated pro forma work (Attachment 1 – Populated by Proponent)
3. Regional staff confirm eligibility for incentives (including confirmation of local municipal support in principle)
4. Proposal evaluated by Regional staff based on proponent Submission
  - a. As outlined in Attachment 2
5. Eligibility evaluation vetted by York Region staff level review panel
6. Opportunity and recommendations presented to Regional Housing Steering Committee
  - a. Committee provides direction to staff regarding Council recommendations (support as is, re-negotiate with proponent, do not support)
7. Staff provide Regional Council staff report based on Housing Steering Committee recommendations
8. Regional staff draft Agreement(s) to enter into with proponent based on Regional Council recommendations

#### **4.0 Monitoring, Reporting and Continuous Improvement**

These guidelines are intended to be in place for five years following adoption of the enabling Community Improvement Plan. Staff will monitor the outcomes of the incentives program on an ongoing basis. Factors such as number and location of units facilitated by the incentives, cost of delivering and status of the developments will be captured. This information will be reported to Council as an attachment to the annual Housing Plan progress reports.

The Guideline is viewed as a first component of a broader Housing Strategy required by the Provincial Growth Plan. Staff will continue to explore additional opportunities to facilitate the development of rental product and address affordability of both ownership and rental units. Future opportunities may include leveraging surplus land assets, the provision of a development shepherd to expedite planning approvals and the implementation of inclusionary zoning. Additional policy approaches will be considered through development of the Housing Strategy through the Municipal Comprehensive Review, updates to the Regional Official Plan, Housing Matters, the Housing Plan and the Affordable Housing Measuring and Monitoring Guidelines.

DRAFT

## Attachment 1 – Submission Details

1. Site Address:

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2. Proponent Name and Contact Information:

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3. Local Municipal Planner Name and Contact Information:

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4. Development Description (site size, number of stories, number of units):

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5. Has the pro forma work associated with the development application been shared with York Region staff or included with this submission?

Yes

No

6. Does your application require an Official Plan amendment to change the designation?

Yes

No

7. Does your application require a Zoning By-law Amendment to change the zoning?

Yes

No

8. Other planning applications required (site plan, subdivision, condominium, minor variance, consent)

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9. Units proposed and average rents per bedroom type:

	Bachelor	1-Bedroom	2-Bedroom	3-Bedroom +
Number of Units				
Average Rent				

10. Do you intend to incorporate any affordable units into the project? Please provide parameters below.

	Bachelor	1-Bedroom	2-Bedroom	3-Bedroom +
100-125% Average Market Rent				
80-100% Average Market Rent				
80% or less of Average Market Rent				

11. Minimum length of time affordability will be maintained:

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12. Minimum length of time building will remain rental:

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13. Description of senior level of government funding applied for and any results:

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14. Description of Local Municipal support for project:

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## Attachment 2 – Evaluation Factors

The following evaluation factors will be used to assess projects that have been deemed eligible to apply for incentives through the Guidelines. Priority and incentives will be given to projects that align with the Regions objectives as articulated through the following factors:

1. Duration of rental tenure (minimum 20 years)
2. Built Form (greater than 4 stories)
3. Location (alignment with urban structure and transportation investments)
4. Local Municipal contribution (meets or exceeds request for Regional contribution)
5. Incorporation of affordable units
6. Depth of affordability
7. Duration of affordability
8. Planning status (is designation and zoning in place)
9. Presence of family sized units (percent of units with 3 bedrooms or more)
10. Other Regional Objectives (sustainable building, incorporation of mixed use, distance to transit stop, partnerships with non-profit organizations)

June 29, 2018

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

Dear Ms. Lyons:

**Re: Integrated Bilateral Agreement – Public Transit Stream Funding  
(Formerly PTIF-2)**

Regional Council, at its meeting held on June 28, 2018, adopted the following recommendations, as amended, of Committee of the Whole regarding “Integrated Bilateral Agreement – Public Transit Stream Funding (Formerly PTIF-2)”:

1. Council endorse the selection of transit projects (illustrated in Table 13) that are currently in the Region’s ten-year Capital Plan for funding under the Public Transit Stream of the Investing in Canada Plan based on the criteria outlined in this report:
  - a. Transit Bus Replacement
  - b. Transit Bus Growth/Expansion
  - c. Transit Facilities
  - d. Transit Technology
  - e. GO/RER Grade Separations
2. The Chief Administrative Officer and the Commissioner of Finance be authorized to submit an application on behalf of the Region in the event that an application is required during the Council election hiatus.
3. To comply with the incrementality rules of the federal funding agreement, savings realized by the Region as a result of Public Transit Stream funding be reallocated to future rapid transit projects that are not currently in the approved ten-year Capital Plan.

4. An appropriate rapid transit reserve(s) be established during the 2019 budget process.
5. Staff report back to Council in 2019 with a potential list of rapid transit projects that could be added to the Capital Plan and funded from the rapid transit reserve(s) once federal and provincial funding criteria are more clearly defined.
6. The Region continue to seek full funding from Metrolinx, the province and the federal government for the following projects:
  - a. Remaining pre-construction activities, including design and engineering, for the Yonge Subway Extension
  - b. Bus rapidway projects.
7. In the event that full funding from Metrolinx, the province and the federal government is not available, consideration be given to a Public Transit Stream application for the remaining design and engineering needed to bring the Yonge Subway Extension to procurement-ready status and for an environmental assessment on the Jane Street Bus Rapid Transit project, with capital plan reductions and/or deferrals for the Region's share of the cost.
8. This report be circulated to Members of Parliament and Members of Provincial Parliament representing York Region and to the appropriate federal and provincial ministers.
9. The Regional Clerk circulate this report to the local municipalities.

A copy of Clause 4 in Committee of the Whole Report No.10 is enclosed for your information.

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

Sincerely,



Christopher Raynor  
Regional Clerk

/C. Clark  
Attachment

Clause 4 in Report No. 10 of Committee of the Whole was adopted, as amended, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**4**

**Integrated Bilateral Agreement -  
Public Transit Stream Funding  
(Formerly PTIF-2)**

**Minute No. 103 - Integrated Bilateral Agreement – Public Transit Stream Funding  
(Formerly PTIF 2) Report: Amendment to Recommendations**

It was moved by Mayor Barrow, seconded by Regional Councillor Heath that Council receive the memorandum from Bill Hughes, Commissioner of Finance dated June 14, 2018 and refer to Clause 4 of Committee of the Whole Report No. 10.

Carried

(See Minute No. 106)

**Minute No. 106** - That the recommendations be amended as described in the memorandum from Bill Hughes, Commissioner of Finance dated June 14, 2018.

Carried

(See Minute No. 103.)

1. Receipt of the presentation by Bill Hughes, Commissioner of Finance at the June 7, 2018 Committee of the Whole meeting.
2. Council endorse the following recommendations, as amended, contained in the report dated May 22, 2018 from the Commissioner of Finance:
  1. Council endorse the selection of transit projects (illustrated in Table 13) that are currently in the Region's ten-year Capital Plan for funding under the Public Transit Stream of the Investing in Canada Plan based on the criteria outlined in this report:

## **Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

- a. Transit Bus Replacement
  - b. Transit Bus Growth/Expansion
  - c. Transit Facilities
  - d. Transit Technology
  - e. GO/RER Grade Separations
2. The Chief Administrative Officer and the Commissioner of Finance be authorized to submit an application on behalf of the Region in the event that an application is required during the Council election hiatus.
  3. To comply with the incrementality rules of the federal funding agreement, savings realized by the Region as a result of Public Transit Stream funding be reallocated to future rapid transit projects that are not currently in the approved ten-year Capital Plan.
  4. An appropriate rapid transit reserve(s) be established during the 2019 budget process.
  5. Staff report back to Council in 2019 with a potential list of rapid transit projects that could be added to the Capital Plan and funded from the rapid transit reserve(s) once federal and provincial funding criteria are more clearly defined.
  6. The Region continue to seek full funding from Metrolinx, the province and the federal government for the following projects:
    - a. Remaining pre-construction activities, including design and engineering, for the Yonge Subway Extension
    - b. Bus rapidway projects.
  7. In the event that full funding from Metrolinx, the province and the federal government is not available, consideration be given to a Public Transit Stream application for the remaining design and engineering needed to bring the Yonge Subway Extension to procurement-ready status and for an environmental assessment on the Jane Street Bus Rapid Transit project, with capital plan reductions and/or deferrals for the Region's share of the cost.
  8. This report be circulated to Members of Parliament and Members of Provincial Parliament representing York Region and to the appropriate federal and provincial ministers.
  9. The Regional Clerk circulate this report to the local municipalities.

## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

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Committee of the Whole recommends:

1. Receipt of the presentation by Bill Hughes, Commissioner of Finance.
2. *Consideration of the following recommendations contained in the report dated May 22, 2018 from the Commissioner of Finance be deferred to the June 28, 2018 Council meeting to allow time for staff to bring forward additional recommendations regarding funding of the Yonge Subway Extension and bus rapidway projects:*
  1. Council endorse the selection of transit projects (illustrated in Table 13) that are currently in the Region's ten-year Capital Plan for funding under the Public Transit Stream of the Investing in Canada Plan based on the criteria outlined in this report:
    - a) Transit Bus Replacement
    - b) Transit Bus Growth/Expansion
    - c) Transit Facilities
    - d) Transit Technology
    - e) GO/RER Grade Separations
  2. The Chief Administrative Officer and the Commissioner of Finance be authorized to submit an application on behalf of the Region in the event that an application is required during the Council election hiatus.
  3. To comply with the incrementality rules of the federal funding agreement, savings realized by the Region as a result of Public Transit Stream funding be reallocated to future rapid transit projects that are not currently in the approved ten-year Capital Plan.
  4. Staff report back to Council in 2019 with a potential list of rapid transit projects that could be added to the Capital Plan once federal and provincial funding criteria are more clearly defined.
  5. The Region continue to seek full funding from Metrolinx, the province and the federal government for the following projects:
    - a) Remaining pre-construction activities, including design and engineering, for the Yonge Subway Extension
    - b) Bus rapidway projects.

## **Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

6. This report be circulated to Members of Parliament and Members of Provincial Parliament representing York Region and to the appropriate federal and provincial ministers.
7. The Regional Clerk circulate this report to the local municipalities.

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Report dated May 22, 2018 from the Commissioner of Finance now follows:

### **1. Recommendations**

It is recommended that:

1. Council endorse the selection of transit projects (illustrated in Table 13) that are currently in the Region's ten-year Capital Plan for funding under the Public Transit Stream of the Investing in Canada Plan based on the criteria outlined in this report:
  - a. Transit Bus Replacement
  - b. Transit Bus Growth/Expansion
  - c. Transit Facilities
  - d. Transit Technology
  - e. GO/RER Grade Separations
2. The Chief Administrative Officer and the Commissioner of Finance be authorized to submit an application on behalf of the Region in the event that an application is required during the Council election hiatus.
3. To comply with the incrementality rules of the federal funding agreement, savings realized by the Region as a result of Public Transit Stream funding be reallocated to future rapid transit projects that are not currently in the approved ten-year Capital Plan.
4. Staff report back to Council in 2019 with a potential list of rapid transit projects that could be added to the Capital Plan once federal and provincial funding criteria are more clearly defined.
5. The Region continue to seek full funding from Metrolinx, the province and the federal government for the following projects:
  - a. Remaining pre-construction activities, including design and engineering, for the Yonge Subway Extension
  - b. Bus rapidway projects.



## **Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

6. This report be circulated to Members of Parliament and Members of Provincial Parliament representing York Region and to the appropriate federal and provincial ministers.
7. The Regional Clerk circulate this report to the local municipalities.

### **2. Purpose**

This report updates Council on the integrated bilateral agreement funding programs under Phase II of the Investing in Canada Plan, and seeks Council's endorsement of potential projects to be submitted for funding under the Public Transit Stream.

### **3. Background and Previous Council Direction**

#### **Council has previously endorsed priority projects for infrastructure funding under Phase 1 of the Investing in Canada Plan**

Between 2015 and 2017, Council endorsed a number of projects for funding under Phase 1 of the Investing in Canada Plan and other federal programs. As a result, \$36.3 million has been allocated to the Region from the Public Transit Infrastructure Fund, which was subsequently combined with \$55 million from the Province of Ontario, for planning, design and engineering costs associated with the Yonge Subway Extension.

Council has directed that the Region only enter into funding agreements with the federal and/or provincial governments for capital projects that are currently in its ten-year Capital Plan or could be added to the Capital Plan without incurring additional debt.

On June 23, 2016, Council endorsed the priority projects listed in Table 1.

**Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

**Table 1  
Priority projects endorsed for Phase I of the Investing in Canada Plan  
and other federal programs**

<b>Program</b>	<b>Top priority projects</b>
<b>Phase I</b>	
Public Transit Infrastructure Fund (PTIF)	Yonge North Subway Extension (pre-construction)
Clean Water and Wastewater Fund (CWWF)	Total of 26 projects, including: York-Durham Sewage System Sewer Rehabilitation; Water Transmission Main Replacement; Upper York Sewage Solutions-Phosphorus Offset and Membrane Filtration Pilot
Green Municipal Fund	Electric Vehicle Base Case – Feasibility Study
	Non-emergency Electric Vehicle Replacement – Feasibility Study
	Municipal Building Retrofits – Pilot Project
Connect to Innovate (previously Rural and Remote Broadband)	York Telecom Network
<b>Other federal programs</b>	
Provincial-Territorial Infrastructure Component (PTIC)	Priorities include: Road widening to optimize provincial investments in Regional Express Rail; Humber sewage pump station; 16th Avenue sewer rehabilitation etc.
Railway Safety Improvement Program (RSIP)*	Safety assessment and improvements at rail crossings Rail level crossing safety improvements will be implemented on six regional road crossings on the Stouffville GO line in the City of Markham

Note:

\* Council endorsed submission in December 2016

**Council previously was seeking full funding from the provincial and federal government for the Yonge Subway Extension and the unfunded Bus Rapidway projects**

On June 23, 2016, Council also endorsed the principle that Metrolinx, the province and the federal government should fully fund the following projects:

## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

- a. Pre-construction activities, including design and engineering, for the Yonge North Subway Extension
- b. Construction of the Yonge North Subway Extension
- c. Bus rapidway projects.

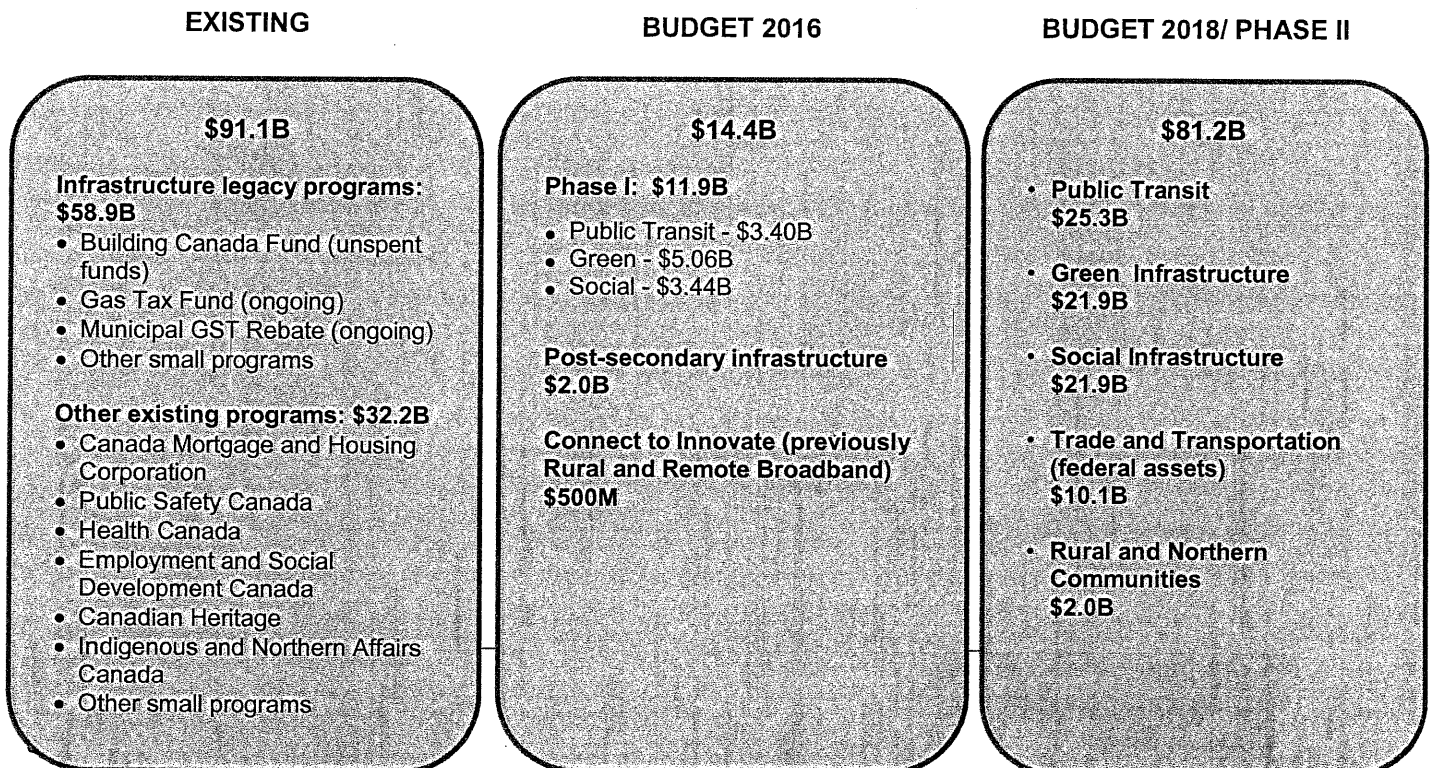
However, it now appears that a municipal contribution will be expected for subway construction based on Toronto's experience.

### The Investing in Canada Plan provides funding opportunities in two phases

The Investing in Canada Plan (the "Plan"), announced in the 2016 Federal Budget, is a long-term infrastructure investment plan divided into two Phases. Phase I focused on near-term projects, while Phase II focuses on projects with a longer horizon.

According to the 2018 Federal Budget, Phases I and II have total funding of \$11.9 billion and \$81.2 billion respectively. Phase II of the Plan is split into five streams – Public Transit, Green Infrastructure, Social Infrastructure, Trade and Transportation, and Rural and Northern Communities. Each of the streams, other than Trade and Transportation, has an associated integrated bilateral agreement. When combined with programs announced by previous governments, the federal government will invest a total of over \$180 billion over 11 years.

**Figure 1**  
**Federal Infrastructure Funding Programs**



## **Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

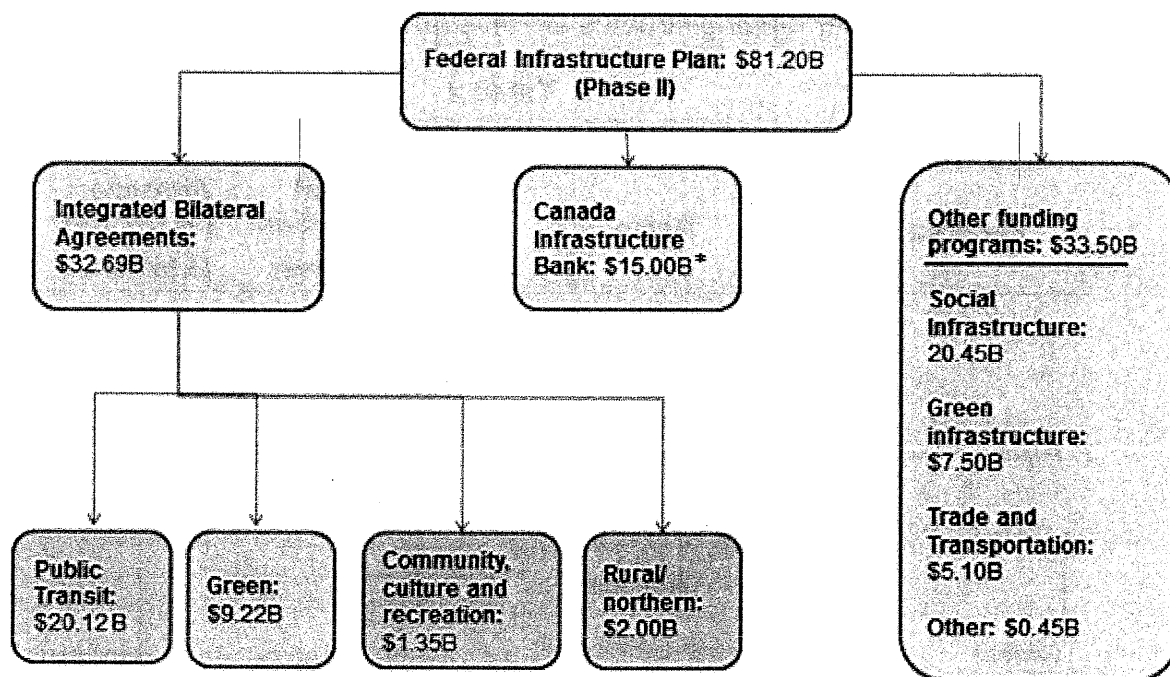
### **Phase II infrastructure funding is being delivered through several programs**

The federal government plans to deliver Phase II funding (\$81.2 billion over 11 years) through a number of programs, including:

1. \$32.69 billion under integrated bilateral agreements. Funding delivered through this channel will require the provinces and territories to cost share.
2. \$15.0 billion allocated to the Canada Infrastructure Bank, which will focus on leveraging private sector investment towards large-scale revenue-generating infrastructure projects.
3. \$33.5 billion through other funding programs, including:
  - \$20.45 billion for social infrastructure, which includes funding delivered through the Canada Mortgage and Housing Corporation, funding for early learning and child care, and funding for indigenous communities.
  - \$5.10 billion for trade and transportation infrastructure, including the \$2 billion National Trade Corridors Fund, \$1.325 billion for the Oceans Protection Plan, and \$1.925 billion to support VIA Rail and various operators of marine routes.
  - \$7.50 billion for green infrastructure, including \$2.8 billion for a series of national programs, \$2 billion for Indigenous communities, and \$2 billion in reserved funding not yet allocated to specific programs.
  - \$300 million for city-building plans under the Smart Cities Challenge and \$150 million allocated to the Superclusters Fund for business-led innovation.

## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

**Figure 2**  
Investing in Canada Plan - Phase II Funding



Note:

\* In addition to \$15 billion allocated to the Canada Infrastructure Bank in the 2017 Budget, the Government of Canada will be making another \$20 billion available for the Canada Infrastructure Bank. The latter portion is "repayable" to the Government of Canada.

### **The federal government recently finalized its Integrated Bilateral Agreement with Ontario**

On March 14, 2018, the Government of Canada signed an integrated bilateral agreement with the Province of Ontario. The agreement covers public transit infrastructure, green infrastructure, community, culture and recreation infrastructure, and infrastructure in rural and northern communities.

The agreement includes a federal commitment of \$11.8 billion as part of the four funding streams, together with a provincial commitment of \$10.2 billion to support long-term infrastructure projects across the province.

## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

For the Public Transit Stream, the federal government will provide funding for up to 50 per cent of the cost of rehabilitation projects and up to 40 per cent of the cost of new public transit construction and expansion projects. A national cap of 15 per cent of the funding can be directed to rehabilitation projects. The federal investments under funding streams are illustrated in Table 2.

**Table 2**  
**Federal Funding Under the Integrated Bilateral Agreement with Ontario**

<b>Funding</b>	<b>Rates</b>	<b>Federal Contribution (\$ billions)</b>	<b>Allocation for Ontario (\$ billions)</b>	<b>Ontario Cost Share (\$ billions)</b>
Public Transit	Up to 50 per cent for rehabilitation projects (investment directed to rehab projects is capped at 15 per cent nationally)	\$20.12	\$8.34*	\$7.28
	Up to 40 per cent for new public transit construction and expansion projects			
Green Infrastructure	Up to 40 per cent for all projects	\$9.22	\$2.85**	\$2.35
Community, Culture and Recreation Infrastructure	Up to 40 per cent for all projects	\$1.35	\$0.41	\$0.34
Rural and Northern Communities	Up to 50 per cent for projects in municipalities with a population over 5,000	\$2.00	\$0.25	\$0.21
	Up to 60 per cent for projects in municipalities with a population under 5,000			
<b>Total</b>		<b>\$32.69</b>	<b>\$11.85</b>	<b>\$10.17</b>

\*This amount includes \$872.2 million approved for the Ottawa Light Rail Stage 2 project, and up to \$660 million for the Scarborough Subway extension project, pending submission and approval

\*\* This amount includes \$218.9 million for the Ottawa Light Rail Stage 2 project, and \$384.2 million for the Port Lands Flood Protection and Enabling Infrastructure project.

**Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

**The Public Transit Stream could provide York Region with up to \$372 million in federal-provincial funding, translating to \$509 million worth of public transit projects**

Of the \$8.34 billion allocated to Ontario under the Public Transit Stream, York Region could receive up to \$203.6 million in federal funding and a further \$168.0 million in funding from the Province. To receive this funding, it would need to contribute 27 per cent of the total cost of the projects or between \$125 and \$137 million.

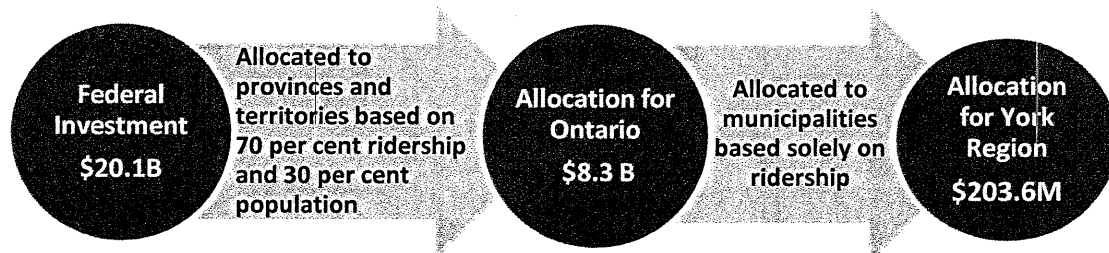
**Table 3  
Infrastructure Funding under Public Transit Stream**

<b>Infrastructure scenarios (\$ Millions)</b>	<b>Federal share</b>	<b>Provincial share</b>	<b>Region's share</b>	<b>Total</b>
100 per cent new projects	204	168	137	509
85 per cent new, 15 per cent rehabilitation	204	162	125	491

**York Region's funding allocation was based on a formula that disadvantages growing municipalities and those with newer transit systems**

While the allocation of federal investment to provincial and territorial jurisdictions is based 70 per cent on ridership and 30 per cent on population, the allocation to municipalities is based solely on ridership (see Figure 3 below).

**Figure 3  
Public Transit Stream Funding Allocation Methodology**





## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

### Alternative allocation methodologies could have better met the Region's need for transit funding

If the allocation methodology had been based on either 100 per cent current population or 100 per cent Growth Plan population, the Region would have received significantly more funding (Table 4).

**Table 4**  
**Public Transit Stream Funding Allocation Scenarios (\$ billions)**

	Current Methodology: 100 per cent Ridership	Approximate allocation – 100 per cent population	Approximate allocation – 2041 Growth Plan population
Ontario	8.3	8.3	8.3
Toronto	4.9	1.6	1.6
<b>York Region</b>	<b>0.2</b>	<b>0.7</b>	<b>0.8</b>
York Region to Toronto Ratio	1: 24	1: 2.3	1: 1.9

As a result of the ridership-based funding formula, 58.7 per cent of the transit funding will go to the City of Toronto, compared to York Region's share of 2.4 per cent (Table 5).

**Table 5**  
**Ontario's Transit Allocation under the Public Transit Stream**

(\$ millions)	Federal Maximum Transit Allocation	Provincial Cost Share	Total Funding
<b>York Region</b>	<b>204</b>	<b>168</b>	<b>372</b>
Toronto	4,897	4,040	8,936
Brampton	192	158	350
Metrolinx	593	890	1,483
Mississauga	339	280	619
Peel	6	5	10

Source: <https://news.ontario.ca/moi/en/2018/03/under-the-180-billioninvesting-in.html>

## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

### **Public Transit Stream funding will not be adjusted for inflation or carrying costs**

Funding under the integrated bilateral agreement will be reimbursed over the course of the ten-year program and the amount of the funding will not be increased to reflect inflation. As the Region's ten-year Capital Plan is approved using current dollars, the \$509 million in total funding would be equivalent to approximately \$417 million worth of projects in the 2018 Capital Plan (Table 6).

**Table 6**  
**Net Present Value of Public Transit Stream Funding (\$ millions)**

	Federal share	Provincial share	Region's share	Total
100 per cent new projects	167	138	112	417
85 per cent new, 15 per cent rehabilitation	167	134	103	404

Source: York Region Finance Department

The Region is also required to pre-fund the federal and provincial share of the projects until it is reimbursed. While the process for obtaining funding from the federal and provincial governments has been streamlined, it is estimated that the Region would still be "out-of-pocket" for about six to eight months. This could result in foregone interest of up to \$6 million.

### **To be eligible for funding, projects must meet at least one of the following public transit outcomes**

To be eligible for funding under the Public Transit Stream, projects must meet at least one of the following Public Transit Outcomes, as defined in the integrated bilateral agreement:

- Improved capacity of public transit infrastructure
- Improved quality and/or safety of existing or future transit systems
- Improved access to a public transit system

**The Green Infrastructure Stream might also provide the Region with funding to advance infrastructure projects, including higher order rapid transit**

Under the Green Infrastructure Stream, \$2.85 billion has been allocated to Ontario. The Province has also committed to cost share 33 per cent or \$2.35 billion. This stream of funding will support several areas, as illustrated in Table 7.

**Table 7  
Green infrastructure Stream Funding Areas  
Ontario Share of \$2.85 billion**

<i>Funding Area</i>	<i>Examples</i>
Greenhouse gas emission mitigation investments (minimum \$1.3 billion)	<p>Projects that will result in reduced greenhouse gas emissions:</p> <ul style="list-style-type: none"> <li>• electricity generation and transmission (e.g., smart grid and renewables)</li> <li>• built environment (i.e., energy efficiency)</li> <li>• transportation (e.g., electric vehicles and alternative fuel infrastructure)</li> <li>• active transportation infrastructure</li> <li>• higher order rapid transit (e.g., heavy rail, subway, light rail transit, or bus rapid transit)</li> <li>• the adoption of vehicles that use a renewable fuel source (e.g., fleet electrification) in a public transit fleet</li> </ul>
Climate change adaptation, resilience, and disaster mitigation	<p>Projects that will support community resilience:</p> <ul style="list-style-type: none"> <li>• constructed infrastructure (e.g., dikes, winter ice roads replacement) and natural infrastructure projects (e.g., natural shorelines and wetlands) that will result in increased infrastructure capacity to withstand and adapt to climate change impacts, and climate-related disaster mitigation</li> </ul>
Environmental quality investments (e.g., water and wastewater projects)	<p>Infrastructure projects that will result in:</p> <ul style="list-style-type: none"> <li>• increased capacity to treat and manage water and wastewater</li> <li>• capacity to reduce or remediate soil and air pollutants.</li> <li>• investments in natural infrastructure, as well as upgrades to water, wastewater infrastructure, replacement of diesel storage tanks, and reduction of the environmental impact of landfills.</li> </ul>

## **Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

The methodology for distributing Green Infrastructure Stream funds to municipalities within Ontario has not been announced yet (except for the \$218.9 million that was committed to Ottawa's Light Rail Transit Stage 2 project and \$384.2 million for the Toronto's Port Lands Flood Protection and Enabling Infrastructure project). It is uncertain whether this funding will be provided through an allocation process or by a competitive/application-based process. It is also possible that local municipalities may be eligible to receive a share of this funding. It is expected that the federal government will fund up to 40 per cent of municipal projects, with 33 per cent to be cost shared by the Province and 27 per cent by municipalities.

The Green Infrastructure Stream could be a source of additional transit funding, as higher order transit is eligible under the greenhouse gas emission mitigation category.

### **Bundling of the Public Transit and the Green Infrastructure funding, if allowed, could provide increased funding for rapid transit**

The Green Infrastructure Stream was stacked with the Public Transit Stream funding for Ottawa's light rail project. Staff have been advised by provincial staff that municipalities may be able to bundle various funding streams. However, this cannot be confirmed until the program is launched later in the year.

The Region also has high priority water and wastewater projects that will need to be considered in relation to the need for rapid transit.

### **Municipalities will need to respond once intakes are launched in early 2019**

The Ontario Minister of Infrastructure has sent a letter to the Regional Chair, indicating that programs under the integrated bilateral agreement are expected to be launching in Ontario toward the end of 2018, to better align with municipal election cycles and allow municipalities the flexibility for their new councils to approve priorities sometime in early 2019. In the unlikely event that funding applications are requested during Council's election hiatus, it is recommended that the Chief Administrative Officer and Commissioner of Finance be authorized to submit an application on behalf of the Region using the criteria outlined in this report.

#### 4. Analysis and Implications

**As it grows, the Region will require larger and more complex infrastructure that is both expensive and challenging to manage**

As the Region continues to fulfill the Provincial Growth Plan objectives, infrastructure requirements become more complex, often requiring increasingly demanding conditions of ministerial approval or tri-party agreements. Table 8 provides examples of some of these large infrastructure projects. The transportation projects in Table 8 cannot be accommodated through Regional revenues and will require both funding from other levels of government and new revenue sources for the Region's share (if any).

**Table 8  
Potential Large Infrastructure Projects for York Region**

Project	Est. Cost (\$ Million)
<b>TRANSPORTATION PROJECTS</b>	
Yonge Subway Extension (construction)	5,100 <sup>1</sup>
Bus Rapid Transit Plan (Metrolinx 2041 Regional Transportation Plan)	5,350 <sup>2</sup>
<ul style="list-style-type: none"> <li>• Highway 7 West BRT Extension (Highway 50 – Helen St.)</li> <li>• Yonge BRT (Richmond Hill, Aurora, Newmarket (19th Ave. – Mulock Dr.)</li> <li>• Highway 7 East BRT Extension (Unionville GO – Donald Cousens Pkwy.)</li> <li>• Jane North BRT/LRT (Highway 7 – Major Mackenzie Dr.)</li> <li>• Steeles BRT/LRT (Jane St. – McCowan Rd.)</li> <li>• Leslie North BRT/LRT (Highway 7 – Major Mackenzie Dr.)</li> <li>• Major Mackenzie BRT/LRT (Jane St. – Leslie St.)</li> <li>• Major Mackenzie West Priority Bus (Highway 427 – Jane St.)</li> <li>• Major Mackenzie East Priority Bus (Leslie St. – Mount Joy GO)</li> <li>• Green Lane Priority Bus (Davis Dr. – East Gwillimbury GO)</li> <li>• Woodbine Ave. – Steeles Ave. to Major Mackenzie</li> </ul>	
Langstaff Road Extension (crossing the Macmillan CN rail yard)	620
<b>ENVIRONMENTAL SERVICES PROJECTS</b>	
Upper York Sewage Servicing	715
West Vaughan Sewage Servicing	328
Northeast Vaughan Sewage Servicing	162
Duffin Creek Water Pollution Control Plant Outfall (beyond 630 megalitres per day)	271
Primary Trunk Sewer	254

## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

- <sup>1</sup> Project costs are as of September 2017. 75 per cent of the Yonge Subway Extension lies in York Region, while 25 per cent lies in the City of Toronto. \$5.1 billion is the current estimate, adjusted to future dollars for the expected years of construction.
- <sup>2</sup> Other than the Yonge BRT (Richmond Hill, Aurora, Newmarket (19th Ave. – Mulock Dr.) and the Highway 7 East BRT Extension (Unionville GO – Donald Cousens Pkwy.) that are in future dollars, all projects are in 2017 dollars.

### **The Region will be challenged to fund its share of new rapid transit priorities**

While Metrolinx's 2041 Regional Transportation Plan acknowledges York's key transit projects, including the Yonge Subway Extension and the Bus Rapid Transit Plan, funding details are vague. In the past, bus rapid transit projects for the Region have been fully funded by the Province. However, the Region was required to contribute to the funding of the Toronto York Spadina Subway Extension.

The Yonge Subway Extension project is expected to require a municipal contribution to supplement funding from other levels of government. York Region's share could be over a billion dollars (Table 9).

**Table 9**  
**York Region's share of \$5.1 billion**  
**Yonge Subway Extension Cost Share Scenarios**

	<b>Contribution Required (\$ billions)</b>
<b>York pays for 33 per cent</b>	1.28
<b>York pays for 27 per cent</b>	1.03

Under these scenarios, the Region would need new revenue sources to meet its share of the funding while maintaining reasonable property tax increases.

### **Incrementality rules under the Public Transit Stream require that its funding not displace municipal spending**

The incrementality criteria for funding under the Phase II integrated bilateral agreements are less stringent than for Phase I of the Investing in Canada Plan.

Under Phase I, funding recipients were required to use their allocation towards previously unbudgeted/unfunded activities or to accelerate projects. This requirement limited the flexibility for municipalities to invest in their priorities, particularly for those municipalities that follow good asset management practices and have multi-year budgets.

## **Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

Under Phase II, the terms and conditions of the program specify that federal funding cannot displace total municipal spending on public transit. Staff were advised that the federal government expects that funding through this program will result in an increase in overall provincial and municipal infrastructure investments over 10 years. Provincial staff have advised that projects that are within existing Capital Plans may be eligible for federal funding as long as the incremental funding is reinvested into new public transit infrastructure.

Based on the above conditions, the following options could be considered:

- Projects within the ten-year Capital Plan could be considered eligible under this stream of funding (subject to federal approval). Associated savings could then be allocated to other new public transit projects that are not currently in plan (e.g., Yonge Subway Extension and Bus Rapid Transit).
- New projects currently not in the ten-year Capital Plan could be considered eligible. No reinvestment of the incremental funding would be required.

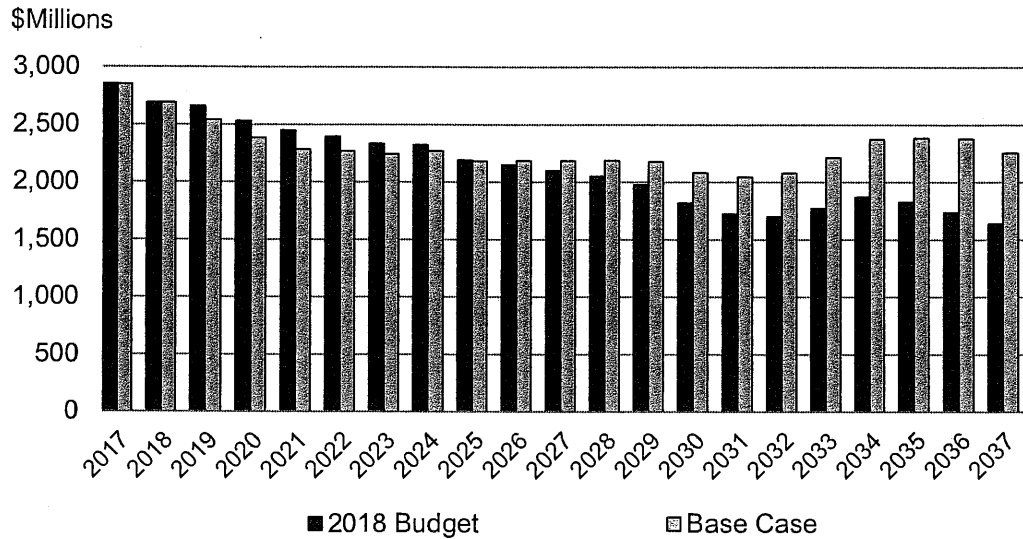
**To stay on track with the fiscal strategy, the Region will need to ensure that its share of the Public Transit Stream contribution does not increase debt levels**

As can be seen in the debt projection in Figure 4, the Region's debt levels remain high. Additions to the Capital Plan or lower-than-expected development charge collections could add to the existing debt burden.



**Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

**Figure 4  
Outstanding Debt Projection**



Note: Base Case includes 2018 Budget and additional road projects approved in the 2018 development charge bylaw amendment plus Steeles Avenue projects (on the contingency list in the 2017 development charge bylaw)

**The Regional contribution of \$125 million to \$137 million could result in a budgetary pressure, depending on the types of projects selected**

In the absence of new revenue sources, the Region will need to identify the source of its \$125 to \$137 million funding contribution.

The revised incrementality rules under Phase II provide the Region with some flexibility to mitigate the fiscal impact of its own contribution. Funding projects that are already in the Capital Plan would not add any budgetary pressure.

However, projects that are not in the Capital Plan could cause a budgetary pressure that would need to be offset by removing or deferring other projects that are in the Capital Plan. These projects could be either transit projects or non-transit projects.

## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

### Some types of expenditures are not eligible for funding, which will raise the contribution needed from the Region

Under the bilateral agreement, expenditures relating to land acquisition and employment salaries and benefits are considered ineligible costs, which could result in the Region's share being substantially higher than 27 per cent (see Table 10).

**Table 10**  
**Example to Illustrate Impact of Ineligible Costs**

	Project A	Project B	
<b>Cost Category</b>	\$	\$	
Land	150	0	
Project Management (Staff)	59	0	
Eligible Costs	300	509	
Total Project Costs	509	509	
<b>Funding Contribution</b>			
Federal Contribution	120	204	Based on 40 per cent of Eligible Costs
Provincial Contribution	100	168	Based on 33 per cent of Eligible Costs
York Region's Contribution	<b>289</b>	<b>137</b>	Remaining Costs

### Staff are evaluating potential projects for Public Transit Stream funding based on a number of policy and financial criteria previously approved by Council

On June 23, 2016, Council approved a report entitled "Federal and Provincial Infrastructure Funding Opportunities," which identified a number of evaluation criteria for federal funding. When prioritizing projects for Council's consideration in 2019 (or for early submission if required), staff will consider the ability of the project to support the Region's policy priorities, the extent to which the project is fiscally prudent, the ability of the project to maximize the available grants and the extent to which the project satisfies the Public Transit Stream Outcomes. The evaluation criteria are detailed in Table 11 below.

**Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

**Table 11  
Criteria for evaluating potential Public Transit Stream Projects**

Objective	Criteria
Regional policy priority	Critical infrastructure to support growth
	Critical for asset management
	Achieving policy priority (e.g., reduces congestion)
	Large complex projects benefitting more than one municipality
Fiscally prudent	In ten-year capital plan
	Reduces debt
	Minimizes tax levy pressure
Grant maximization	Highest combined federal and provincial funding to York Region
Meets one of Public Transit Outcomes (Federal Criteria)*	Improved capacity of public transit infrastructure
	Improved quality and/or safety of existing or future transit systems
	Improved access to a public transit system

\*Newly added to reflect the criteria of Phase II federal funding – Public Transit Stream

**Council could consider three broad groups of options for the Public Transit Stream**

Staff have identified three groups of projects or potential candidates for Council's consideration under the Public Transit Stream:

**YONGE SUBWAY  
EXTENSION**

**BUS RAPID TRANSIT**

**TRANSIT PROJECTS  
CURRENTLY IN  
CAPITAL PLAN;  
SAVINGS TO BE  
REALLOCATED TO  
NEW RAPID TRANSIT  
PROJECTS**

## **Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

Within each of these options, individual projects would need to be selected for submission. Combinations of projects from the three options would also be possible.

### **The Yonge Subway Extension is a top transit priority for the Region, but land acquisition costs are ineligible**

Council has consistently maintained that the Yonge Subway Extension is the Region's top transit priority. The project would extend the subway from Finch station to the Langstaff/Richmond Hill transit hub at Highway 7 and Yonge Street. It would be second only to Union Station for intermodal connections to GTA transit networks, including connections to bus rapid transit, conventional transit, heavy commuter rail and 407 express rapid transit services. In its 2041 Regional Transportation Plan, Metrolinx recognized the Yonge Subway Extension as a key transit project. However, the implementation plan, titled "Making It Happen," does not provide funding details.

Funds have been secured for the planning, design and engineering phase. However, additional engineering may be required to ensure the project is "procurement ready." The next major step would be land acquisition. Land costs have traditionally not been eligible for federal and provincial funding, which would mean that the project cannot directly benefit from Public Transit Stream funding (except possibly for additional engineering).

### **One or more of the next wave of Bus Rapid Transit projects could be an option for the Public Transit Stream, although Bus Rapid Transit projects have traditionally been 100 per cent funded by the Province**

Five potential next wave Bus Rapid Transit projects are shown in Table 12. Four have environmental assessments in place and one still needs an environmental assessment. Metrolinx endorsed these projects in its 2041 Regional Transportation Plan, but they are not yet funded.

## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

**Table 12**  
**Bus Rapid Transit Projects in the Region**

	<b>BRT Projects</b>	<b>Estimated Costs (\$ millions)</b>
	Hwy 7 East BRT – Unionville GO to Cornell Terminal	\$437
<b>With approved EAs</b>	Yonge Street BRT – 19 <sup>th</sup> Ave. to Savage	\$713
	Hwy 7 West BRT – Hwy 50 to Helen	\$297
	Yonge St. BRT – Davis to Green Ln across & Green Ln. to East Gwillimbury GO	\$184
<b>Requiring EA</b>	Jane Street BRT – Hwy 7 to Major Mackenzie	\$425

Bus rapid transit projects may be eligible under the Green Infrastructure Stream, creating the potential for bundling with the Public Transit Stream. Construction of the current \$1.8 billion bus rapidway program in the Region has been 100 per cent funded by the Province. Allocating Public Transit Stream funding towards bus rapid transit may result in the Region having to pay a share of the cost.

Bus rapid transit projects are not currently in the Region's ten-year Capital Plan. Funding construction of these projects would require capital offsets for the Region's 27 per cent share of eligible costs, as well as any ineligible costs. In addition, the associated operating costs would add pressure to the Region's budget.

**Transit projects currently in the ten-year Capital Plan could be funded under the Public Transit Stream and savings could then be allocated to new rapid transit projects**

Major investments continue to be made by all levels of government to improve transit services in York Region, and the Region continues to invest in projects to optimize these initiatives. These investments will help expand service and improve reliability. Table 13 below details these projects and their approximate costs. Some of these projects could be selected for submission for funding under the Public Transit Stream.

**Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)**

**Table 13  
Projects to Optimize Regional Transit Initiatives**

Project	Amounts (\$ millions)
<b>Transit Bus Replacement</b>	
Conventional Bus Replacement	153.6
Viva Bus Replacement	127.6
Mobility Plus Bus Replacement	9.9
<b>Transit Bus Growth /Expansion</b>	
Conventional Bus Expansion	43.2
Viva Bus Expansion	25.2
Mobility Plus Bus Expansion	1.8
<b>Transit Facilities</b>	
YRT Garages Rehab/Replacement	19.2
Transit Vehicle Garage - North	15.5
Transit Vehicle Garage - Southeast/ 55 Orlando Garage Expansion	86.0
Transit Vehicle Garage - Southwest	17.0
Mackenzie-Vaughan Hospital Terminal	8.5
<b>Transit Technology</b>	
Transit Management System Upgrade/Replacement	22.0
<b>GO/RER Grade Separations</b>	
Rutherford (GO RER)	13.7
Elgin Mills	2.8
Wellington (GO RER)	7.5
<b>Total</b>	<b>553.4</b>

Notes:

- Project costs are based on 2018 Capital Program for years 2018 – 2027, and will be updated in the 2019 Budget
- Transit Bus Replacement category will involve the purchase of new buses, and should therefore qualify as “new” projects under the Public Transit Stream, subject to federal review and approval
- “YRT Garages Rehab/Replacement” will likely be considered as a rehabilitation project under the Public Transit Stream (capped at 15%), subject to federal review and approval
- Numbers do not add due to rounding

## Integrated Bilateral Agreement - Public Transit Stream Funding (Formerly PTIF-2)

The projects under this option are already in the Capital Plan. As a result, minimal capital offsets would be required to meet the Regional contribution. The Public Transit Stream funding could be used to support both these transit projects in the capital plan and the rapid transit projects (such as the Yonge Subway Extension or Bus Rapid Transit) that are not currently in the Capital Plan, when applied appropriately in the right sequence. The Public Transit Stream funding could be used to fund transit projects currently in the Capital Plan; the associated savings could be contributed to a rapid transit reserve, which could then be used to pay for costs that would be deemed ineligible under the bilateral agreement, such as the purchase of land and overhead costs for the Yonge Subway Extension or other rapid transit projects that are not in the Capital Plan. This approach would comply with the incrementality rules, as the savings would be reinvested in new public transit infrastructure.

### **The Region may still need new revenue sources to fully fund its share of large transit projects such as the Yonge Subway Extension in a financially sustainable way**

While the savings from the budget that would otherwise be invested in a public transit project could be reallocated to buy land and fund the Region's portion of the subway to a maximum of \$372 million; the Region will need sustainable sources of revenue to fund its share of the Yonge Subway Extension to avoid unacceptable debt and tax levy increases.

On May 17, 2018, Council endorsed a report entitled, "Meeting Growth Plan Infrastructure Demands and Financial Sustainability: 2018 Update". Council again requested that the province extend *City of Toronto Act, 2006* revenue-raising powers to the Region. It is anticipated that *City of Toronto Act, 2006* revenue-raising powers, specifically the Municipal Land Transfer Tax and the Vehicle Registration Tax, could raise on the order of \$415 - \$510 million annually for the Region. As public transit benefits all residents and businesses in the Region, the proceeds from new revenue sources could be used for the Region's portion of the subway, among other things.

The Yonge Subway Extension and an expanded Bus Rapid Transit program would need to be pursued sequentially, even with new revenue sources, if the Region were to be expected to cost share these large projects.



## **5. Financial Considerations**

**The fiscal impact of the proposed projects is not expected to create any additional debt pressure**

If Council approves this report, Regional staff will engage provincial and federal counterparts to confirm that the use of federal and provincial dollars to fund transit and transit-related road projects that are currently in the ten-year Capital Plan falls within program rules. This will free up existing funding for new rapid transit initiatives.

## **6. Local Municipal Impact**

Additional transit investment enabled through the Public Transit Stream funding would benefit the local municipalities.

## **7. Conclusion**

This report provides background on the integrated bilateral agreement under the Public Transit Stream, including allocation, Regional share, and preliminary timelines for intake. It seeks Council direction on transit projects to be considered for funding under the Public Transit Stream, as shown in Table 13 in the report. Further direction from Council will be sought in 2019 when program criteria are available. In the event that an early submission is required, Council is asked to authorize the Chief Administrative Officer and the Commissioner of Finance to submit an application on behalf of the Region, with a preliminary list of the projects based on this report.

For more information on this report, please contact Edward Hankins, Director, Treasury Office, at 1-877-464-9675 ext. 71644.

The Senior Management Group has reviewed this report.

May 22, 2018

8466461

Accessible formats or communication supports are available upon request

June 29, 2018

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

Dear Ms. Lyons:

**Re: Revised Terms of Reference for the Community Partnership Council and Update on the 2017 to 2021 York Region Newcomer Strategy**

Regional Council, at its meeting held on June 28, 2018, adopted the following recommendations of Committee of the Whole regarding "Revised Terms of Reference for the Community Partnership Council and Update on the 2017 to 2021 York Region Newcomer Strategy":

1. Council approve the revised Community Partnership Council Terms of Reference as set out in Attachment 1.
2. Regional Chair Emmerson send a letter to the Minister of Immigration, Refugees and Citizenship and copied to local Members of Parliament, requesting increased funding to deliver its Local Immigration Partnerships program.
3. The Regional Clerk circulate this report to the local municipalities, local Members of Parliament, the Community Partnership Council, the Human Services Planning Board of York Region, and the Municipal Diversity and Inclusion Group for information.

A copy of Clause 16 of Committee of the Whole Report No. 10 is enclosed for your information.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Christopher Raynor', written over a horizontal line.

Christopher Raynor  
Regional Clerk

/C. Clark  
Attachments

Clause 16 in Report No. 10 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**16**

**Revised Terms of Reference for the  
Community Partnership Council and Update on the  
2017 to 2021 York Region Newcomer Strategy**

Committee of the Whole recommends adoption of the following recommendations contained in the report dated May 28, 2018 from the Commissioner of Community and Health Services:

1. Council approve the revised Community Partnership Council Terms of Reference as set out in Attachment 1.
  2. Regional Chair Emmerson send a letter to the Minister of Immigration, Refugees and Citizenship and copied to local Members of Parliament, requesting increased funding to deliver its Local Immigration Partnerships program.
  3. The Regional Clerk circulate this report to the local municipalities, local Members of Parliament, the Community Partnership Council, the Human Services Planning Board of York Region, and the Municipal Diversity and Inclusion Group for information.
- 

Report dated May 28, 2018 from the Commissioner of Community and Health Services now follows:

**1. Recommendations**

It is recommended that:

1. Council approve the revised Community Partnership Council Terms of Reference as set out in Attachment 1.
2. Regional Chair Emmerson send a letter to the Minister of Immigration, Refugees and Citizenship and copied to local Members of Parliament, requesting increased funding to deliver its Local Immigration Partnerships program.

## **Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update**

3. The Regional Clerk circulate this report to the local municipalities, local Members of Parliament, the Community Partnership Council, the Human Services Planning Board of York Region, and the Municipal Diversity and Inclusion Group for information.

### **2. Purpose**

This report provides a progress update on the actions included in the 2017-2021 York Region Newcomer Strategy, and recommends revisions to the Community Partnership Council's Terms of Reference. It also recommends that the Regional Chairman write to the federal government requesting increased funding to deliver its Local Immigration Partnership program. In addition, the report provides information on recent federal and provincial government policy and program directions to support newcomer integration.

### **3. Background and Previous Council Direction**

#### **York Region's Local Immigration Partnership and its Community Partnership Council are working together to create welcoming and inclusive communities for all newcomers**

In 2009, York Region was selected by the federal government to lead the Local Immigration Partnership initiative, which supports the settlement and integration of newcomers.

Local Immigration Partnerships are required to establish a partnership council that is representative of the community. There are 77 Local Immigration Partnerships across Canada, with 35 in Ontario.

York Region's first Community Partnership Council was established in 2010. It includes diverse representation from municipalities and the settlement, language, job skills and employment training, police, education, health and social services sectors. The Community Partnership Council is co-chaired by Mayor Frank Scarpitti, City of Markham and Nella Iasci, Executive Director, Job Skills. The Community Partnership Council includes provincial and federal partners who support implementation of the 2017 to 2021 York Region Newcomer Strategy through funding, policy development and partnerships to advance the integration of newcomers in York Region.

## **Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update**

### **Local Immigration Partnerships influence large-scale social change through cross sectoral collaboration and coordination**

Immigration, Refugees, and Citizenship Canada support and value Local Immigration Partnerships for their work in undertaking community level research, building partnerships and strategic planning to improve coordinated service delivery for newcomers. The work of the Local Immigration Partnerships is done through cross-sector coordination among service providers and other organizations who work together to address challenges facing newcomers.

The York Region Local Immigration Partnership works with service providers to improve settlement and integration. This includes:

- **Working with York Region's Welcome Centres** to update the demographic profile of newcomers in our communities to inform local planning
- **Partnering with York University** as part of their Building Migrant Resilience in Cities project to understand how newcomers access information and the capacity of service providers to provide this information and meet the needs of newcomers
- **Conducting new research to understand the secondary migration** of newcomers into our communities that will allow for evidenced based planning for programs and services that leverages immigrants' rich educational, professional and cultural potential

### **Immigrants represent 47 per cent of York Region's population**

According to the 2016 Census, immigrants account for 47 per cent (515,225) of York Region's population. Much of York Region's population growth since 2006 is the result of immigrants moving to York Region. The growing immigrant population will continue to change the demographic and cultural diversity of York Region in the years to come.

Municipal policies and delivery of services will need to respond to the changing demographics and support the economic and social integration of newcomers into our communities. Additional statistics are provided in Attachment 2.

## **Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update**

### **4. Analysis and Implications**

**In May 2017, Council approved the 2017 to 2021 York Region Newcomer Strategy which focuses on actions to support the economic and social integration of newcomers**

Actions are organized under the following five themes:

1. Strengthen newcomer employability
2. Promote inclusive workspaces
3. Address information needs
4. Increase local service planning
5. Strengthen social cohesion

**The first year of implementation of the 2017 to 2021 York Region Newcomer Strategy has been completed**

A complete list of actions can be found in Attachment 3. Some examples of this work are provided below.

- **Brought together about 500 newcomers, employers, professional associations and government representatives at the 2017 Gateway Conference** for Internationally Educated Professionals on October 30, 2017. The conference helped attendees to gain knowledge of programs, services and employment opportunities in York Region, and to develop skills to help them succeed in the workplace. A 98.7 per cent satisfaction rate was received from survey participants
- **To help newcomers struggling to find employment, the Region is developing a business case that identifies a model of services delivery to improve employability.** Stakeholders and service providers including settlement service organizations, employment agencies, employment and training service providers, employers, newcomers at large and provincial and federal governments will be consulted throughout the project beginning in 2018 to inform this work

## **Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update**

- **Work is underway with members of the Community Partnership Council to endorse the Inclusion Charter for York Region.** The Community Partnership Council initially championed the Charter and provided valuable insight as the Charter was developed. The Charter supports and enhances the Region's commitment to communities that are welcoming and inclusive
- **Work is underway to develop a Snapshot of Recent Immigrants in York Region** including their demographics using 2016 Census data. The information will be completed in 2018 and will inform local planning for our service providers, including York Region's Welcome Centres
- **Work is underway to develop a new web strategy** and modernize [YorkWelcome.ca](http://YorkWelcome.ca), the Region's portal, to provide information for newcomers, service providers and employers in a variety of formats. Consultation with users and service providers will be undertaken this summer. The web strategy will be completed in 2018, and the website will be updated in 2019

### **Recruitment for the 2019 to 2022 Community Partnership Council will begin in the fall of 2018, with the new Community Partnership Council appointed by spring 2019**

In 2016, Council re-appointed the Community Partnership Council to a second term, which will finish at the end of 2018. Recruitment for the Community Partnership Council's third term will begin in the fall of 2018. Members will be sought from a cross section of sectors and will be recommended for appointment based on their ability to implement and support the directions of the 2017-2021 York Region Newcomer Strategy's actions. Recommendations will be made to Council for appointments in spring 2019. A selection committee comprised of the Regional Chair, the Chief Administrative Officer and the Commissioner of Community and Health Services are responsible for recruiting the Community Partnership Council members.

### **The Community Partnership Council Terms of Reference require amendments to align with new membership**

The Community Partnership Council's Terms of Reference is reviewed and amended by Council, if needed, in the fourth year of every Council term. The Terms of Reference were last approved and revised by Council in September 2014.



## **Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update**

Staff reviewed the Terms of Reference and recommend revisions. The revised Terms of Reference is included as Attachment 1. Highlights of recommended revisions include:

- **Composition:** Revised to include newcomers with lived experience, consistent with other Community Partnership Councils across Canada
- **Qualifications:** Removal of the requirement for organizations to have been in operation with a Board of Directors, to allow for the participation of residents with lived experience to be members of the Community Partnership Council. This change would better reflect the diversity of York Region.
- **Other Updates:** Several housekeeping changes to update the format of the Terms of Reference

### **Immigration continues to be a priority for the federal and provincial government**

In November 2017, the federal government released a multi-year plan to admit up to one million immigrants by 2020. This would include up to 310,000 individuals in 2018, 330,000 in 2019 and 360,000 in 2020, as show in Table 1.

Economic immigrants are individuals with skills and abilities to contribute to Canada's economy. They will account for the majority (60 per cent) of immigrants under this plan. Economic immigrants include those admitted through the Federal Skilled Workers Program (individuals with arranged employment or experience in the managerial, professional, or technical sectors), Federal Skilled Trades (individuals with experience in a skilled trade), and the Canadian Experience Class (temporary foreign workers or foreign students with Canadian skilled, professional or technical work experience).

The next group, Family Reunification, includes spouses, partners, children, parents and grandparents of permanent residents. The smallest category is Refugees and Humanitarian (individuals seeking asylum and persons selected on humanitarian grounds).

## Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update

Table 1:  
Future Immigration Targets to Canada

Category	Target 2018	Target 2019	Target 2020
Economic	177,500	201,000	202,500
Family Reunification	86,000	88,500	91,000
Refugee and Humanitarian	43,000	45,650	48,700
Total	310,000	330,000	360,000

### **A 2017 bilateral agreement on immigration will provide \$91 million for training programs to help newcomers meet provincial requirements to work in their field**

The provincial Minister of Citizenship and Immigration and the federal Minister of Immigration, Refugees and Citizenship signed a new Canada - Ontario Immigration Agreement in 2017 to guide a bilateral relationship on immigration until 2023. The new Agreement includes four new areas of focus:

- Recognizing the role of local governments in attracting and retaining newcomers
- Promoting multiculturalism
- Attracting and retaining French speaking immigrants
- Supporting the economic and social integration of immigrants and refugees (in alignment with the federal government plan to increase immigration levels)

Funding is likely to be distributed to service providers through a call for proposals process for bridge training programs to help newcomers reduce challenges in attaining accreditation. Staff will continue to monitor funding opportunities for our community partners.

### **2018 Federal and Provincial Budgets support the economic and social integration of immigrants**

The 2018 federal budget allocates \$440 million for programs and services to manage the increased immigration target. At the provincial level, Ontario has several programs to address the economic and social integration of vulnerable populations, which includes newcomers. Provincial funding is provided by multiple ministries, including the Ministry of Citizenship and Immigration and the Ministry of Advanced Education and Skills Development.

## **Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update**

Although more details on funding allocations and implementation are required to fully assess regional implications, many of the federal and provincial programs that were announced align with York Region's priorities. For example, to improve newcomer employability there will be increased investments through job placement programs for students.

Staff will continue to monitor and leverage funding opportunities especially as they relate to economic integration such as bridge training programs, research to understand barriers to employment, and projects for employers to improve diversity in the workplace, and social integration such as programs to improve English and French language skills, on-line immigration portals and initiatives to promote multiculturalism and diversity in communities.

### **5. Financial Considerations**

Funding for the York Region Local Immigration Partnership Program is provided by the federal and provincial governments, and the Region, with occasional corporate sponsors contributions. From 2011/2012 to 2017/2018, Immigration, Refugees and Citizenship Canada contributed \$1.8 million for the York Region Local Immigration Partnership. Federal funding supports two staff positions, but does not fund implementation of actions under the 2017 to 2021 York Region Newcomer Strategy. Over the same period, the Region contributed \$1.1 million for the York Region Local Immigration Partnership.

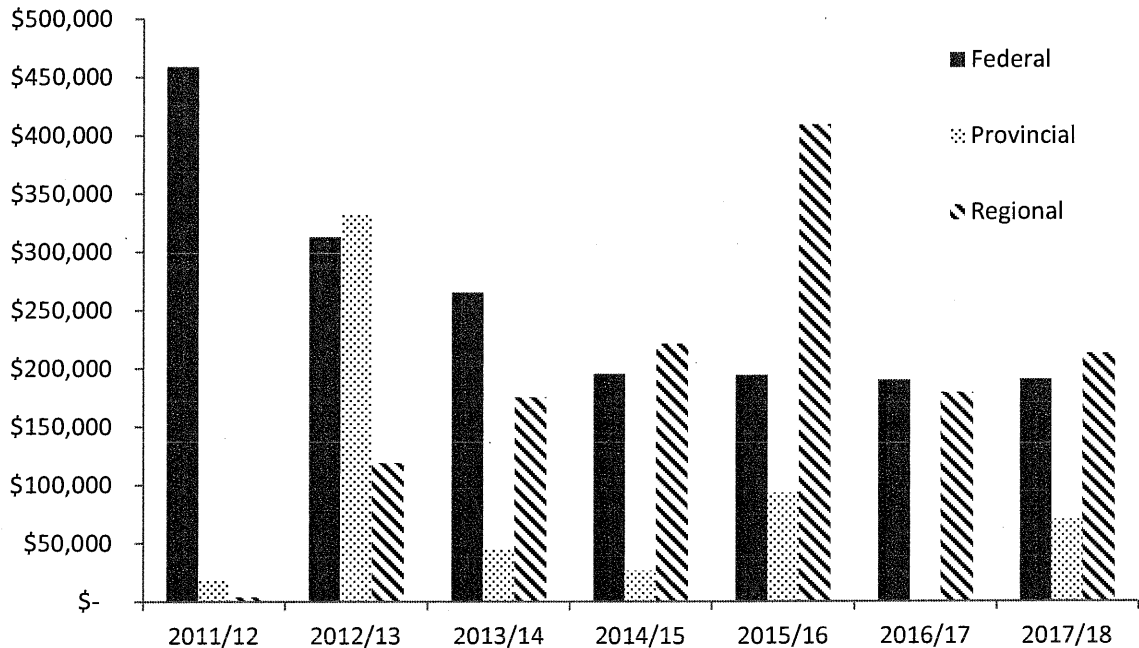
In 2018/2019 Immigration, Refugees and Citizenship Canada is providing \$248,558, representing the first increase in funds since 2011/2012; a 31 per cent increase over 2017/2018. While the increase is welcomed, the total is still well below initial levels. As shown in Table 1, since 2011/2012, there has been a decrease in federal funding, resulting in the need for Regional funding to make up the difference.

Provincial funding has been provided from time to time depending upon provincial priorities. The province has provided some funding to implement actions in the 2017 to 2021 York Region Newcomer Strategy, including \$30,000 from the Ministry of Citizenship Immigration and \$40,000 from the Ministry of Advanced Education and Skills Development for the Gateway Conference for Internationally Educated Professionals. The Ministry of Citizenship and Immigration has also provided \$30,000 towards development of the business case for newcomer employability.

**Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update**

Figure 1 illustrates the funding for the Local Immigration Partnership from 2011 - 2018.

Figure 1:  
Funding Allocated under the Local Immigration Partnership and Actions  
(2011 – 2018)



The Regional contribution is from January 1 to December 31  
The federal and provincial contributions are from April 1 to March 31

Over the first four years of the program, federal funding fell from \$313,000 to \$195,000. Since then it has remained stable at around \$190,000 a year. While the 2018/19 increase means that the funding is now sufficient to cover the cost of the two staff positions, it is not enough to cover any implementation costs. In order to help meet current and growing needs in York Region, this report recommends that the Regional Chairman advocate to the federal government for increased funding for the Local Immigration Partnership program.

The York Region Local Immigration Partnership will also continue to work with federal and provincial funding partners to advocate for resources to support the implementation of the 2017 to 2021 York Region Newcomer Strategy's actions.

## **Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update**

### **6. Local Municipal Impact**

The Local Immigration Partnership has a positive impact on communities across York Region. Local municipalities have an important role in creating communities that are welcoming and in helping newcomers integrate economically and socially. Actions are already underway in local municipalities that celebrate multiculturalism, promote diversity in the workplace, and reduce barriers to employment. As the immigrant population in our municipalities grow, it will become increasingly important for municipalities and local service providers to develop policies and plan for services and programs that address the changing needs of our residents.

The York Region Local Immigration Partnership staff are presenting the 2017-2021 York Region Newcomer Strategy to local municipal staff in 2018 to learn about actions that are underway at the local level, and to identify opportunities to support activities that promote economic and social integration within communities.

### **7. Conclusion**

The 2017-2021 York Region Newcomer Strategy aligns with York Region's strategic direction to promote well-being in York Region. Its actions strengthen newcomer employability, support inclusive workplaces, promote multiculturalism and advance social inclusion for our community partners.

With 47 per cent of York Region's population as immigrants, all three levels of government need to work together to help immigrants participate to their full potential, economically and socially. This will strengthen York Region's economy and enhance quality of life.

While the Community Partnership Council's current term ends in 2018, the actions under the 2017 to 2021 York Region Newcomer Strategy will continue to be implemented in partnership with the Community Partnership Council members and other community partners.

The next year will mark multiple advancements that will include: the completion of a business case for a service delivery model to help newcomers who are struggling to find employment, an enhanced web portal for newcomers to access services, the development of a mentoring program, and employment placement opportunities.

**Revised Terms of Reference for the Community Partnership Council and update on the 2017 to 2021 York Region Newcomer Strategy Update**

For more information on this report, please contact Lisa Gonsalves, Director, Strategies and Partnerships at 1-877-464-9675 ext. 72090.

The Senior Management Group has reviewed this report.

May 28, 2018

Attachments (3)

#8461837

Accessible formats or communication supports are available upon request

# **York Region Local Immigration Partnership Community Partnership Council Terms of Reference 2019-2022**

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## **Description**

The York Region Local Immigration Partnership (LIP) is a federally funded program by Immigration, Refugees and Citizenship Canada. LIPs are community partnerships focused on strengthening the role of local and regional communities in serving and integrating immigrants.

LIPs are steered by a council that is responsible for the development and implementation of a strategy that responds to local communities. In York Region, the Community Partnership Council seeks to have a diverse representation of sectors.

Members of the York Region Community Partnership Council will provide a collaborative framework to develop a coordinated, comprehensive and strategic approach to immigrant integration in the Region.

## **Mandate**

The mandate of the Community Partnership Council (CPC) is to advise, support and collaborate with the Region on the development and implementation of the strategy that supports immigrant integration under the following objectives:

- To create a community that is welcoming and inclusive
- To support the economic, social, cultural, and civic/political integration of newcomers living in York Region
- To identify local priorities, assets and gaps and develop solutions to current and anticipated needs of newcomers in York Region

# Membership

## 1. Composition

The CPC will be comprised of sector representatives who will provide input into the implementation of the 2017-2021 York Region Newcomer Strategy and action plan based on their experience, knowledge and sectors that they represent.

The CPC will consist of representatives from a wide cross-section of sector organizations that:

- Provide settlement and integration programs and services to recent immigrants in York Region; or
- Have expertise and knowledge in the areas of research, policy development, and human service planning; or
- Provide a lived experience that represents the diverse newcomer communities within York Region.

Representatives would include the following areas:

Regional Representatives	Regional Council
Municipal	Local municipalities with rapid immigrant growth and experience with newcomer programs and services
Settlement Services	All five York Region Welcome Centres
Language Training	An organization that provides English-as-a-Second-Language training and can identify service gaps
Employment Skills and Training	An organization that works with immigrants and provides skills training for the labour market; understands the challenges that immigrants face with integration and accessing employment
Labour Market Development	An organization that understands employer challenges, opportunities, educational needs, attraction and retention issues
Academic	A least one academic institution that can identify key issues impacting the integration of immigrants
Police Services	York Regional Police (YRP) to help understand diverse needs and the YRP programs to address them
Health Services	Various health services to help increase access for immigrants
Education	Both Regional and Catholic school boards as they deliver a number of settlement supports directly to students
Francophone Community	An organization or agency to share knowledge and awareness about the needs of York Region's Francophone community



Social Services	At least one organization that is familiar with integration of new immigrants and their families and provides social services specific to newcomers
Lived Experience	Immigrant(s) who can provide a lived experience.

## 2. Ex-officio members

Ex-officio members will be invited to attend CPC meetings but attendance is not a requirement and will not affect quorum. Ex-officio members may provide advice to the CPC on funding opportunities and policy developments from the ministries or organizations they represent, which includes:

- Regional Municipality of York – represented by York Region Chairman and CEO
- Immigration, Refugees and Citizenship Canada
- Ontario Ministry of Advanced Education and Skills Development
- Ontario Ministry of Citizenship and Immigration
- Human Resources and Skills Development Canada
- Central Local Health Integration Network
- Any others designated by the York Region Chairman and Chief Executive Officer

## 3. Qualifications

To support the mandate of the CPC preference will be given to individuals and organizations that meet one or more of the following criteria:

- Have been providing services or programs for immigrants living in York Region;
- Have extensive experience in settlement and integration through service delivery, research or have a lived experience;
- Be familiar with the challenges faced by employers to integrate immigrants into the labour force;
- Are able to engage and consult with representatives from the broader sector that they represent.

## 4. Terms of Office

Members appointed to the Community Partnership Council will serve for a term of up to four years to coincide with the terms of the York Regional Council. Members remain eligible for reappointment after each municipal election.

## 5. Recruitment

A selection committee comprised of the Regional Chair, the Chief Administrative Officer and the Commissioner of Community and Health Services are responsible for recruiting the Community Partnership Council members. The Region will identify organizations that will be invited to participate on the CPC. Recommendations for CPC sector representatives will be made to Regional Council who will make the final appointment.

Upon invitation, organizations that wish to participate on the CPC will be asked to complete a nomination form that identifies the individual or organization, and describes that individual or organization's qualifications and availability to participate on the CPC.

## **6. Appointment of Co-Chairs**

Regional Council or the Regional Chair will appoint a member of Regional Council and a member of the CPC to act as Co-Chairs of the CPC. Chairing of the meetings will rotate between the Co-Chairs.

## **7. Membership Review**

The membership may be reviewed annually by Regional Council or the Regional Chair. The Regional Chair can amend the Terms of Reference, appoint new members to the CPC or request the resignation of a CPC member. Membership will be reviewed and evaluated based on the following criteria: ability of members to carry out duties, attendance, and whether the current membership meets the current requirements of the CPC.

## **8. Resignation of Members**

Resignation from the CPC during the term of the CPC must be given in writing to the Co-Chairs of the CPC.

To maintain a high level of commitment and consistency, members may be required to resign if they have been absent from three consecutive meetings without good cause and did not provide a designate.

Community representatives may also be asked to resign from the CPC if they no longer meet the Qualifications or are in breach of the Membership Responsibility Agreement (Appendix 1).

## **9. Reimbursement of Expenses**

CPC members will serve without any kind of remuneration. Members who are persons with disabilities will be provided with the resources related to their disability and that are deemed necessary for them to fully participate on HSPB.

## **Meetings**

There will be up to four CPC meetings per year. Additional meetings may be called by the Co-Chairs if required or upon the advice of the Local Immigration Partnership team.

A quorum of the CPC is half the number of members plus one, including one Co-Chair or the Alternate Co-Chair. If a quorum is not present at a meeting of the CPC thirty (30) minutes after the scheduled commencement time, the members present may continue to meet but the CPC shall not make any decisions until such time as quorum is achieved.

## **Structure**

The Region will oversee the administration of the York Region LIP and be solely responsible for its deliverables to Immigration, Refugee and Citizenship Canada. The establishment of the CPC and the final approval of the strategy will require approval by Regional Council.

### **1. Governance**

CPC is a collaborative model that advises on strategic priorities and the implementation of the strategy. CPC members will help determine priorities, issues and activities to meet the objectives of the strategy by providing input through:

- CPC meetings
- Community consultations, and
- Research and analysis

The responsibilities of the Co-Chairs include working with Regional Staff to:

- Review agendas and minutes
- Attend York Regional Committee and Council meetings and make deputations on behalf of the CPC as needed
- Be available for media contact as spokesperson for the strategy and the work of the LIP

### **2. Working Groups**

The development and implementation of a strategy and action plan may require the establishment of working groups. CPC members may be asked to participate as well as other community stakeholders. The establishment, coordination and deliverables of these working groups will be supported by the LIP Team. Results of working groups will be shared with CPC members and Regional Council as appropriate.

### **3. Staff Support**

The Commissioner of Community and Health Services has been authorized by Regional Council to oversee the implementation of the LIP initiative in York Region. Under the authority of the Commissioner, the Community and Health Services Department will establish a team that will:

- Manage the work of the CPC to develop and implement the strategy to advance immigrant integration in York Region
- Conduct necessary research related to the development and implementation of the strategy and outcome measures
- Coordinate and support community consultations
- Coordinate media relations related to LIP
- Meet reporting requirements and financial accountability to Immigration, Refugee and Citizenship Canada

## **Conduct and Procedures**

### **1. General**

The CPC will be guided by the following values and ethics: Respect, Integrity, Commitment, Equity, and Fairness.

### **2. Conflict of Interest**

Member conflict of interest matters will be addressed through the Membership Responsibility Agreement (Appendix 1).

### **3. Amendments to the Terms of Reference**

The Regional Chair can review and amend the Terms of Reference in the fourth year of every Council term. York Regional Council will have the authority to make changes to these Terms of Reference as required.

### **Membership Responsibility Agreement**

I, \_\_\_\_\_, understand that I have the following responsibilities as a member of:

- Community Partnership Council
- A working group of the Community Partnership Council

My role is to provide Regional Council and staff with advice regarding human services matters in York Region.

As a member of the Community Partnership Council or one of its working groups, I understand and agree to carry out the responsibilities set out in this Membership Responsibility Agreement and further detailed in the Terms of Reference.

I understand that if I fail to fulfill those responsibilities, I may be removed as a member of Community Partnership Council or one of its working groups.

### **Responsibilities**

1. It is considered a conflict of interest if I give advice, in the course of carrying out my duties, that directly benefits my personal, financial or business interests, or the personal, financial or business interests of my immediate family, being my parent, my spouse or my child.
2. I am ultimately responsible and accountable for using good judgment in the course of carrying out my duties.
3. If I am asked to speak publicly to an organization or professional association as a member of the Community Partnership Council or one of its working groups I must notify the Region.
4. If I choose to speak as a private citizen at a conference, meeting or other public forum and I am not speaking as a representative of the Region, I understand that I do not appear to represent the opinion or policy of the Region and may not present any information I have received or reviewed as a result of my membership on the Community Partnership Council or one of its working groups.
5. If I am approached by the media I will refer all inquiries to the Region's Community and Health Services Department.
6. I understand that the information discussed at the Community Partnership Council meetings may become public record.
7. I will not use confidential information shared with the Community Partnership Council or one of its working groups for personal, financial or business use without written consent from the Region.
8. I will not use the Community Partnership Council mail, phone or email communication list, or those of its working groups, for personal or business purposes and understand that this information must only be used to conduct the business of HSPB or one of its working groups.
9. I will not use my personal email, listserv, social media accounts, or other modes of communication to represent the opinions or policies of the Region.

I understand and agree that I will be a member of the Community Partnership Council or one of its working groups starting on [DATE] and ending on [DATE] unless my membership ends early for any of the reasons outlined in this Membership Responsibility Agreement or the Terms of Reference.

**Acceptance of Appointment to Community Partnership Council or one of its working groups:**

Signature: \_\_\_\_\_

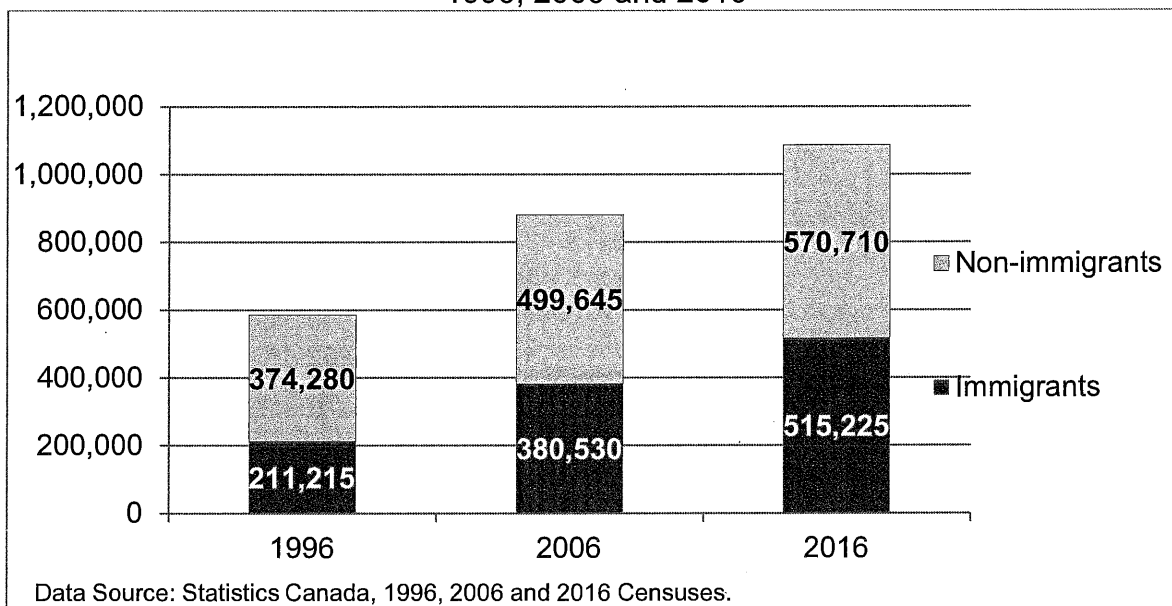
Name: \_\_\_\_\_

Date: \_\_\_\_\_

**York Region's Immigrant Population**

The following figure shows York Region's immigrant and non immigrant populations for the years 1996, 2006 and 2016.

**Figure 1**  
Immigrant and Non-Immigrant Population in York Region  
1996, 2006 and 2016



Between 1980 and 2016, 403,235 landed immigrants chose to live in York Region, 56 per cent of whom were economic immigrants. Economic immigrants include individuals who were selected for their ability to contribute to Canada's economy; their ability to meet labour market needs, to own, manage or build a business, to make a substantial investment, to create their own employment or to meet specific labour market needs (Source: Statistics Canada, 2016 Census Profile).

Between 2006 and 2016, the population of recent immigrants in York Region (immigrants who have been in Canada for five years or less) grew by 10.6 per cent, the second highest in the Greater Toronto Area after Halton Region at 56.3 per cent. During the same time, the City of Toronto and the Region of Peel's recent immigrant population declined.

Table 1 shows the growth rate of recent immigrants by municipality between 2006 and 2016. The majority of recent immigrants reside in the City of Markham, the Town of Richmond Hill and the City of Vaughan. While fewer recent immigrants reside in York Region's smaller, northern municipalities during this period, migration into these areas grew substantially. According to the Region's long term planning policies and population and development forecasts, this growth is expected to continue.

Table 1  
Recent Immigrant and Total Population including Growth in York Region by Local Municipality

Municipality	Recent Immigrants, 2006	Recent Immigrants, 2016	Recent Immigrant Growth, 2006-2016	Total Municipal Population, 2016
Aurora	1,285	1,855	44.4%	55,445
East Gwillimbury	115	280	143.5%	23,991
Georgina	325	385	18.5%	45,418
King	150	175	16.7%	24,512
Markham	18,875	20,660	9.5%	328,966
Newmarket	1,985	2,295	15.6%	84,224
Richmond Hill	12,360	14,000	13.3%	195,022
Vaughan	11,120	10,790	-3.0%	306,233
Whitchurch-Stouffville	255	975	282.4%	45,837
<b>York</b>	<b>46,470</b>	<b>51,410</b>	<b>10.6%</b>	<b>1,109,909</b>

Source: Statistics Canada, 2006 and 2016 Censuses.

Note: Due to random rounding by Statistics Canada, the total value may not match the individual values since totals and sub-totals are independently rounded. Similarly, percentages, which are calculated on rounded data, may not necessarily add up to 100 per cent.



**Update on Implementation of the 2017-2021 York Region Newcomer Strategy  
May 2017-April 2018**

<b>Economic Integration</b>	<b>Strengthen Newcomer Employability</b>	
	<b>Host 3<sup>rd</sup> Gateway Conference for Internationally Educated Professionals</b>	<ul style="list-style-type: none"> <li>• <b>Brought together about 500 newcomers, employers, professional associations and government representatives at the 2017 Gateway Conference for Internationally Educated Professionals</b> on October 30, 2017</li> <li>• Thirteen workshops were offered on marketing, networking and communications skills and other sector specific topics. Over 30 marketplace exhibitors shared information</li> <li>• Attendees gained knowledge of programs, services and employment opportunities in York Region. They also learned skills to help them succeed in the workplace. A 98.7 per cent satisfaction rate was received from survey participants</li> <li>• Secured \$70,000 from the Ontario Ministries of Citizenship Immigration and Advanced Education and Skills Development and an additional \$26,000 through corporate sponsorships to support the conference</li> </ul>
	<b>Develop a business case to Enhance Newcomer Employability</b>	<ul style="list-style-type: none"> <li>• To help newcomers struggling to find employment, <b>the Region is developing a business case that identifies a model of services delivery to improve employability.</b> Stakeholders and service providers including settlement service organizations, employment agencies, employment and training service providers, employers, newcomers at large and provincial and federal governments will be consulted throughout the project beginning in 2018 to inform this work.</li> </ul>
<b>Advocate for additional bridging programs, language training and accreditation opportunities</b>	<ul style="list-style-type: none"> <li>• Skills Catalyst Fund. <b>Worked with Toronto Region Conservation Authority (CPC member) to secure provincial funding for the Newcomer Youth Green Economy Project.</b> This project provides employment opportunities for newcomer youth to build technical and soft skills for employment in the environment sector. A total of 40 student placements will be provided that will include 20 students in 2018 and an additional 20 in 2019.</li> <li>• <b>Mentorship Program. Seneca College (CPC member) secured funding for a mentoring program for newcomers in York Region.</b> The project aims to recruit five employer</li> </ul>	

		partners, 175 mentors, and 382 newcomers within their fields by 2021
	<b>Promote Inclusive Workplaces</b>	
	<b>Promote existing diversity and inclusion tools to employers</b>	<ul style="list-style-type: none"> <li>• <b>Promoting Inclusivity.</b> Planning is underway with Workforce Planning Board and the Human Services Planning Board to host a forum for employers to be held in 2018 to promote the benefits of inclusivity for employers through learning opportunities, tools and resources to assist employers with their workforce needs</li> </ul>
	<b>Support the implementation of the Inclusion Charter for York Region</b>	<ul style="list-style-type: none"> <li>• <b>Implementing the Inclusion Charter for York Region.</b> Work is underway with members of the Community Partnership Council to endorse the Inclusion Charter for York Region. The Community Partnership Council initially championed the Charter and provided valuable insight as the Charter was developed. The Charter supports and enhances the Region's commitment to communities that are welcoming and inclusive</li> </ul>

<b>Social Integration</b>	<b>Address Information Needs</b>	
	<b>Update YorkWelcome.ca</b>	<ul style="list-style-type: none"> <li>• <b>Developing a new web strategy to modernize YorkWelcome.ca,</b> the Region's portal, to provide an integrated suite of information for newcomers, service providers and employers. Consultation with users and service providers will be undertaken this summer. The web strategy will be completed in 2018 with an update to the website in 2019</li> <li>• YorkWelcome.ca provides information on living, working and learning in York Region as well as providing information on how to access services</li> </ul>
	<b>Develop resource of services available to newcomers</b>	<ul style="list-style-type: none"> <li>• <b>One stop shop resource for newcomers.</b> Research is underway to develop a one stop resource that is available for newcomers, service providers and front line staff. The goal is to ensure easier navigation of the services available which is integrated with other sources of information such as Access York and Welcome Centres</li> </ul>
	<b>Map community assets including formal and informal services</b>	<ul style="list-style-type: none"> <li>• <b>Connecting with informal services.</b> Research and stakeholder consultation is underway to identify formal and informal services that newcomers use. A database will be developed to help Welcome Centres market their services, with an anticipated launch in 2018</li> </ul>

<b>Increase Local Service Planning</b>	
<b>Advocate for Welcome Centre community hub model</b>	<ul style="list-style-type: none"> <li>• <b>Advocated for Welcome Centres as Community Hubs</b>, the Local Immigration Partnership and Richmond Hill Welcome Centre hosted the provincial Special Advisor on Community Hubs</li> <li>• Five Welcome Centres across York Region provide integrated services for our newcomers. Core services including employment supports, language classes, and settlement services such as assistance with housing, health care are offered in each location providing a one-stop shop for clients. The Welcome Centre model has been recognized as a leading practice in the delivery of integrated services</li> </ul>
<b>Develop local capacity to respond to newcomers needs</b>	<ul style="list-style-type: none"> <li>• <b>Work is underway to develop a Snapshot of Recent Immigrants in York Region</b> including their demographics and the information will inform local planning for our service providers, including York Region's Welcome Centres. Updated Newcomer Profiles will be completed in 2018</li> <li>• <b>Community Research with York University.</b> The Building Newcomer Resilience in Cities research aims to understand how immigrants get information about services they need and use to inform development of a one stop resource for newcomers, service providers and front line staff. The research will also engage service providers to understand how they share information with their clients and their capacity to respond to their changing needs</li> <li>• <b>Developing local resources.</b> Information on police and transit services has been shared through workshops at the Welcome Centres. The Region is working with York Regional Police and Transit Services to develop videos to share this information to a wider audience. This supports our newcomers in understanding of the services that are available to them in their communities</li> </ul>
<b>Strengthen Social Cohesion</b>	
<b>Identify and support local opportunities to strengthen social cohesion within</b>	<ul style="list-style-type: none"> <li>• <b>Presentations are being delivered to local municipal staff in 2018</b> to better understand what actions are underway at the local level and where there may be opportunities to support activities to promote these social connections within communities</li> </ul>

	<b>communities</b>	<ul style="list-style-type: none"><li>• <b>Sharing current demographic information</b> including recent immigrant distribution and growth in municipalities and at the census tract level with municipalities, staff and service providers to support local planning</li><li>• The <b>Library Settlement Partnership</b> which began under the first strategy continues to provide programming across the region at 15 branches. Meetings are being undertaken with the Library Settlement Partnership to explore opportunities to provide programming at local community centres</li></ul>
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June 29, 2018

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

Dear Ms. Lyons:

**Re: Servicing Capacity Assignment for Aurora, East Gwillimbury and Newmarket**

Regional Council, at its meeting held on June 28, 2018, adopted the following recommendations of Committee of the Whole regarding "Servicing Capacity Assignment for Aurora, East Gwillimbury and Newmarket":

1. Council authorize staff to assign capacity of 10,500 persons to Aurora, Newmarket and East Gwillimbury based on the principles outlined in this report.
2. Council request each local municipality to continue to provide their annual capacity allocation information to the Region to inform future capacity assignment reports.
3. Council request each local municipality to continue participation in the Region-wide Long Term Water Conservation Strategy and Inflow and Infiltration Reduction Strategy.
4. The Regional Clerk circulate this report to the Clerks of the local municipalities.
5. The Regional Clerk circulate this report to the Ontario Minister of the Environment and Climate Change.

A copy of Clause 5 of Committee of the Whole Report No. 11 is enclosed for your information.

Please contact James Steele, Director, Infrastructure Asset Management, extension 73018 or Karen Whitney, Director, Community Planning and Development Services, extension 71505 if you have any questions with respect to this matter.

Sincerely,

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

Christopher Raynor  
Regional Clerk

/ C. Martin  
Attachments

Clause 5 in Report No. 11 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**5**

**Servicing Capacity Assignment for Aurora, East Gwillimbury and Newmarket**

Committee of the Whole recommends adoption of the following recommendations contained in the report dated June 8, 2018 from the Commissioner of Environmental Services, Commissioner of Corporate Services and Chief Planner:

1. Council authorize staff to assign capacity of 10,500 persons to Aurora, Newmarket and East Gwillimbury based on the principles outlined in this report.
2. Council request each local municipality to continue to provide their annual capacity allocation information to the Region to inform future capacity assignment reports.
3. Council request each local municipality to continue participation in the Region-wide Long Term Water Conservation Strategy and Inflow and Infiltration Reduction Strategy.
4. The Regional Clerk circulate this report to the Clerks of the local municipalities.
5. The Regional Clerk circulate this report to the Ontario Minister of the Environment and Climate Change.

---

Report dated June 8, 2018 from the Commissioner of Environmental Services, Commissioner of Corporate Services and Chief Planner now follows:

# **Servicing Capacity Assignment for Aurora, East Gwillimbury and Newmarket**

## **1. Recommendations**

It is recommended that:

1. Council authorize staff to assign capacity of 10,500 persons to Aurora, Newmarket and East Gwillimbury based on the principles outlined in this report.
2. Council request each local municipality to continue to provide their annual capacity allocation information to the Region to inform future capacity assignment reports.
3. Council request each local municipality to continue participation in the Region-wide Long Term Water Conservation Strategy and Inflow and Infiltration Reduction Strategy.
4. The Regional Clerk circulate this report to the Clerks of the local municipalities.
5. The Regional Clerk circulate this report to the Ontario Minister of the Environment and Climate Change.

## **2. Purpose**

This report requests Council authorization for staff to assign 10,500 persons of water and wastewater servicing capacity to Aurora, Newmarket and East Gwillimbury to support forecasted growth due to delay in approval of Upper York Sewage Solutions Individual Environmental Assessment.

## **3. Background and Previous Council Direction**

**In 2016, a total capacity of 71,838 persons was assigned by Council to the eight local municipalities serviced by the York Durham Sewage System**

Local municipal growth requires water and wastewater servicing. The amount of servicing capacity, expressed in persons, is assigned to local municipalities, and in turn, local municipalities allocate capacity to developers to support residential growth.

On September 22, 2016 Council confirmed assignment of water and wastewater servicing capacity of 71,838 persons within the York Durham Sewage System



## **Servicing Capacity Assignment for Aurora, East Gwillimbury and Newmarket**

service area making the total capacity of 175,092 persons available to support growth to 2021.

### **Town of Georgina is not serviced by the York Durham Sewage System**

The Town of Georgina is serviced by Lake Simcoe-based water, including water and wastewater treatment facilities, and is the only local municipality not serviced by the York Durham Sewage System. As identified in the 2016 capacity assignment report, the Keswick Water Resource Recovery Facility has capacity sufficient to support growth to 2036 within its service area.

### **Limited capacity was available in 2016 for the Towns of Aurora, East Gwillimbury and Newmarket**

Upper York Sewage Solutions was anticipated to be approved by 2017 and commissioning of the Water Reclamation Centre scheduled for 2024. Uncertainty surrounding approval of the Upper York Sewage Solutions Individual Environmental Assessment (UYSS IEA) limited the Region's ability to assign capacity to Newmarket, Aurora and East Gwillimbury. Nevertheless, 1,000

persons and 1,500 persons capacity were assigned to Aurora and Newmarket, respectively. These assignments were subject to geographic constraints for Aurora and the approval of the UYSS IEA for Newmarket.

### **Region-wide water and wastewater capacity outlook will be reported in 2019**

Work to provide a five-year water and wastewater capacity outlook for the next round of capacity assignment to facilitate growth beyond 2021 is underway. Staff will provide Council with the capacity outlook in (Q3) 2019.

The 2019 capacity outlook will take into consideration population and growth forecasts established through the Region's Municipal Comprehensive Review, short term forecast and each municipality's unused capacity.

### **Allocation of servicing assignment by local municipalities is guided by local servicing protocols**

Local servicing protocols were developed through a series of Council reports in consultation and cooperation with local municipalities. The following list summarizes elements of local servicing protocols, established to address Regional and local municipal planning objectives.

## **Servicing Capacity Assignment for Aurora, East Gwillimbury and Newmarket**

- Detailed monitoring of servicing allocation to development
- Formal “use it or redistribute it” policies
- Determination of strategic priorities that best meet growth management objectives of local municipalities and the Region
- Phasing plans for community/secondary plan areas
- Clear, transparent and fair criteria for allocation
- Planning tools including Holding Zone provisions, conditions of approval and agreements to ensure development is implemented once servicing is available
- Linkage between land use planning approval process and infrastructure planning and delivery timing

### **4. Analysis and Implications**

#### **Aurora and Newmarket require additional capacity to support their growth needs to 2021**

Table 1 summarizes available capacity at the end of 2017 and capacity required for Aurora, East Gwillimbury and Newmarket to accommodate growth to 2021. Estimated growth over the four years between the beginning of 2018 to 2021 is calculated from the short term forecast. These calculations are validated by both regional and local municipal staff. The short term forecast is based on the status of current development applications. In addition, local municipal and regional staff work closely to monitor capacity used each year.

At the end of 2017, Newmarket had 5,017 persons capacity available, however, only 3,517 persons can currently be allocated to development. The remaining 1,500 persons of capacity remains contingent on commissioning the Newmarket forcemain, currently scheduled for 2021.

## Servicing Capacity Assignment for Aurora, East Gwillimbury and Newmarket

**Table 1**  
**Capacity Required for Growth to 2021 in Aurora, East Gwillimbury and Newmarket**

Municipality	2016 Unused Capacity	Used Capacity 2016	Used Capacity 2017	Unused Capacity at Year-end 2017	2018 – 2021 Growth as per Short Term Forecast	Additional Capacity Required to Year-end 2021
Aurora	7,375	2,480	206	4,689	6,180	1,491
East Gwillimbury	20,925	5,307	4,270	11,348	9,040	0 <sup>(1)</sup>
Newmarket	4,284 <sup>(2)</sup>	173	594	3,517	5,048	1,531
<b>Total</b>						<b>3,022</b>

1. All but 106 persons capacity is assigned through a developer pre-paid DC agreement.
2. This figure excludes the 1,500 persons capacity from the 2016 capacity assignment since it will not be available until 2021, after commissioning of the forcemain twinning.

Interim solutions are required to address the shortfall in capacity given the delay in approval of Upper York Sewage Solutions Individual Environmental Assessment.

### **Interim solutions can provide capacity to temporarily address the constraints and increase system resiliency**

Some capacity can be released through a number of solutions to relieve immediate constraints created by the timing of the Upper York Sewage Solutions Individual Environmental Assessment. Proposed servicing options are summarized in Table 2.

**Table 2**  
**Proposed Sources of Capacity (population)**

Interim Servicing Option	Servicing Capacity (persons)	Timing (Class EA Schedule)
Newmarket Forcemain Twinning (committed)	1,500	2021 Commissioning (Approved)
Bayview Pumping Station Modifications or Aurora Pumping Station Upgrades	7,000	2021 Commissioning (Schedule A+ Pre-approved)
New Pumping Station (near Yonge Street and Henderson Avenue) and Forcemain	4,500	2022 Commissioning (Schedule B)
YDSS Reserve	4,000	Interim Borrowing As Required

## **Servicing Capacity Assignment for Aurora, East Gwillimbury and Newmarket**

In March, 2018, the Ontario Minister of Natural Resources and Forestry signed a declaration order, allowing the construction of the forcemain twinning in Newmarket to proceed prior to approval of the Upper York Sewage Solutions Individual Environmental Assessment. Construction of the forcemain is planned to begin in 2019, with commissioning expected in 2021.

Construction of the proposed infrastructure, including the Newmarket Forcemain Twinning, provides needed capacity to address the current constraints and allows additional operational flexibility, helping to mitigate system risks during planned or unplanned maintenance and unusual operating circumstances.

Regional staff have consulted with staff from each of the local municipalities about these servicing opportunities.

### **A total capacity of 11,500 persons can be made available through interim servicing projects**

Staff completed feasibility studies to identify solutions that can be implemented to support growth in Aurora, Newmarket and East Gwillimbury until the Upper York Sewage Solutions Individual Environment Assessment is approved and associated infrastructure is constructed.

The recommendations to provide interim servicing focused on diverting wastewater generated in different service areas located in Aurora and Newmarket to downstream of the Aurora Pumping Station.

Capacity of 7,000 persons can be made available through modifications to the Town of Newmarket's Bayview Pumping Station or upgrades to the Region's Aurora Pumping Station. This work falls under Schedule A+ of the Municipal Class Environmental Assessment and is considered pre-approved. Refinement of the solutions begins with the design of the work to commence in (Q2) 2018. Commissioning is currently scheduled to be complete in 2021.

Additional capacity of 4,500 persons can be made available through construction of a new pumping station located near the intersection of Yonge Street and Henderson Avenue in Aurora. This scope of work falls under Schedule B of the Municipal Class Environmental Assessment. Consultants have been prequalified and selection of a design consultant is underway. This work is expected to be complete in 2022.

Additional information on these two projects is provided in Attachment 1.

## **Servicing Capacity Assignment for Aurora, East Gwillimbury and Newmarket**

### **A Regional reserve of 1,963 persons remains available to support non-profit housing projects**

In 2008, Council established a capacity reserve to ensure that opportunities were realized to build multi-unit non-profit housing owned by York Region (Housing York Inc.), or other non-profit housing organizations. There is an adequate supply of servicing (1,963 persons) to ensure new housing opportunities will have servicing available to 2021. Staff will continue to monitor the capacity reserve to ensure availability of servicing for non-profit housing in the York Durham Sewer System.

### **Assignment of 10,500 persons capacity will provide Aurora, Newmarket and East Gwillimbury temporary relief of the capacity constraint**

Since the infrastructure associated with the interim projects provide solutions to local constraints, it is reasonable to assign the full capacity of the projects at this time. This assignment of 10,500 persons capacity will provide Aurora, East Gwillimbury and Newmarket growth to 2023. The remaining 1,000 persons capacity will be reserved for Centres and Corridors once the actual capacity provided by the interim solutions is confirmed.

Proposed capacity assignment for each municipality is summarized in Table 3. The methodology used to calculate capacity needs considered remaining capacity in each municipality and anticipated capacity needs based on the short-term residential forecast.

When assigning capacity, staff will apply appropriate measures (e.g. planning holding provisions) to ensure the availability of capacity is coordinated with the timing of development, allowing development to proceed without increasing the risk on the wastewater system. Staff have also confirmed that requisite water supply is available for the proposed residential assignment, however, as part of the development review process, site specific constraints, based on the industrial or commercial use, will be identified.

**Table 3**  
**Proposed Capacity Assignment (population)**

Local Municipality	Servicing Capacity (persons)
Aurora	4,933
East Gwillimbury	2,727
Newmarket	2,840 <sup>(1)</sup>
Total	10,500

1. Capacity previously assigned to Newmarket (1,500 persons) subject to twinning of Newmarket forcemain is not included in these figures.

**Staff will continue to monitor capacity available to local municipalities**

Staff will continue to monitor the consumption of capacity and pace of growth across the Region. If the need for additional capacity is identified through short term forecasting, staff will work with local municipal staff to address additional capacity needs as they arise. Work may include evaluating opportunities such as developer-funded inflow and infiltration reduction projects, Regional or Local Municipal inflow and infiltration reductions, or additional Local Municipal and Regional infrastructure solutions, depending on the circumstances.

**5. Financial Considerations**

**Funding for two interim solution projects has been included in the approved Environmental Services Ten-year Capital Plan**

In 2016, the Region committed to provide interim solutions to bridge the capacity gap for the three constrained municipalities. Two infrastructure projects have been developed and \$15 million in funding has been re-allocated in the approved Environmental Services Ten-year Capital Plan. Implementing these projects will help to mitigate the delay of the infrastructure associated with the Upper York Sewage Solutions Individual Environmental Assessment.

**6. Local Municipal Impact**

**All nine local municipalities have been consulted on the interim capacity proposed for constrained municipalities**

Staff have presented and discussed the content of this report with local municipal staff, including CAOs, Planning Commissioners and Directors as well as planning and engineering staff.

**Continued delay of the Upper York Sewage Solutions approval impairs planned growth and economic development**

The Upper York Sewage Solutions project is a critical component of the Region's future wastewater infrastructure, accommodating planned employment and residential growth within Aurora, Newmarket and East Gwillimbury. Continued delay in approval of the Upper York Sewage Solutions project will impact the local municipalities' ability to meet the growth targets set out in their official plans and economic development opportunities.

## **7. Conclusion**

To accommodate growth while awaiting Provincial approval of the Upper York Sewage Solutions Individual Environmental Assessment, two interim solution projects are included in approved Environmental Services Ten-year Capital Plan. Completion of these projects allows the Region to assign capacity of 10,500 persons to support growth in Aurora, East Gwillimbury and Newmarket to 2023.

A remaining 1,000 persons capacity will be reserved for Centres and Corridors once the actual capacity provided by the interim solutions is confirmed.

Staff will continue to monitor servicing capacity and the status of the Upper York Sewage Solutions Individual Environmental Assessment and provide an update capacity outlook for the next capacity assignment report in 2019.

For more information on this report, please contact James Steele, Director, Infrastructure Asset Management, extension 73018 or Karen Whitney, Director, Community Planning and Development Services, extension 71505.

The Senior Management Group has reviewed this report.

June 8, 2018

Attachment (1)

#8547018

Accessible formats or communication supports are available upon request

## FEASIBILITY STUDY RECOMMENDATIONS

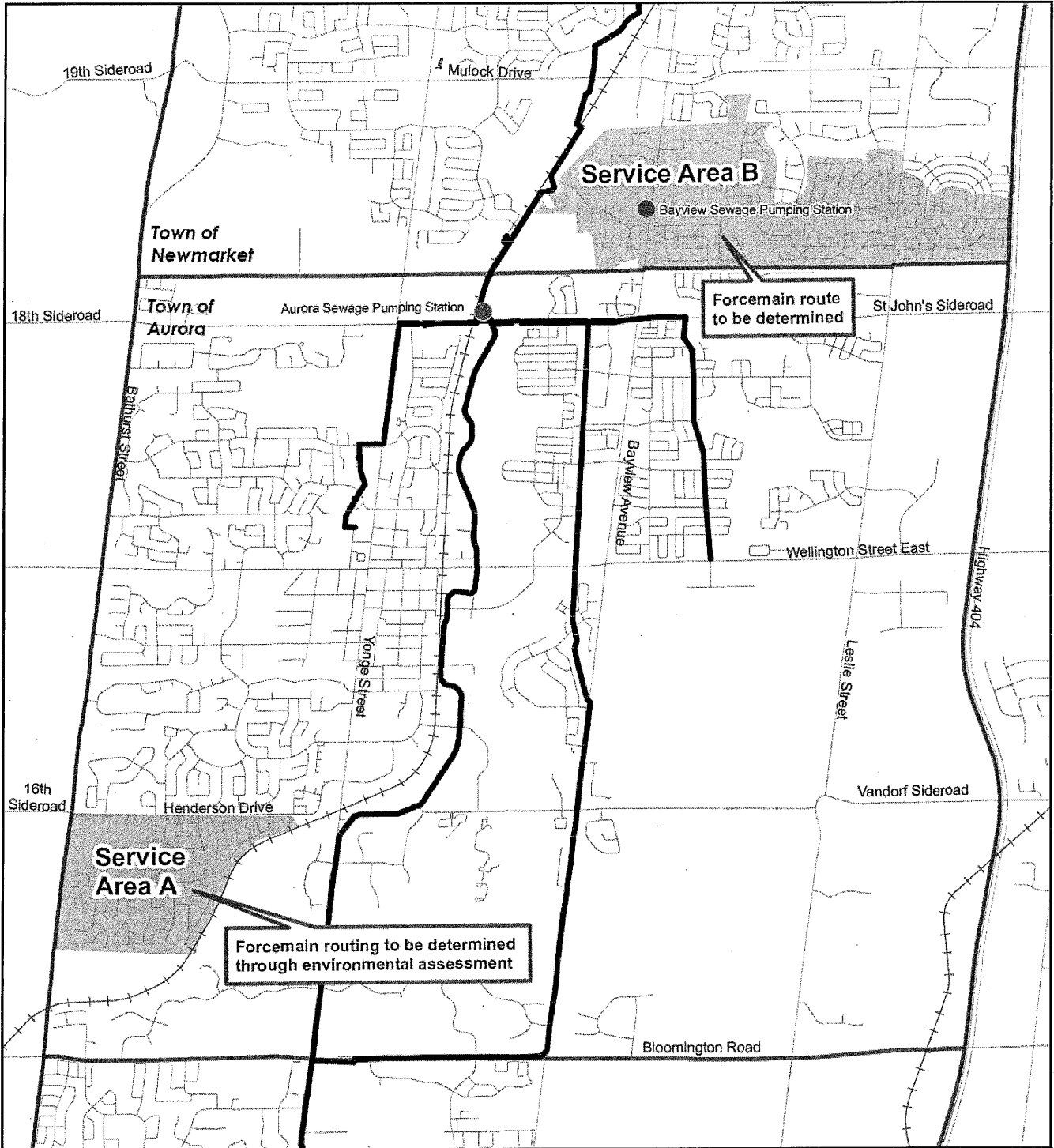
Recommendations from a Feasibility Study provided interim servicing based on diversion of wastewater around the Aurora Pumping Station and included two projects. Service areas for these projects are shown in the figure on the following page.

The first project involves the evaluation of two options to recover capacity at Aurora Pumping Station, equivalent to approximately 7,000 persons. Work required for either option falls under Schedule A+ of the Municipal Class Environmental Assessment and is, therefore, pre-approved. Once the option is selected, design and construction can proceed immediately with commissioning scheduled for 2021.

- One option includes modifications to the Town of Newmarket's Bayview Pumping Station and construction of a new forcemain to divert flows from a specific catchment (Service Area B) downstream of the Region's Aurora Pumping Station.
- The second option includes modifications to the Region's Aurora Pumping Station and construction of a new forcemain diverting wastewater stored in the equalization tank around the pumping station.

The second project consists of a new sewage pumping station to divert flows from the South Aurora service area (Service Area A) to downstream of Aurora Pumping Station. The work required for this project falls under Schedule B of the Municipal Class Environmental Assessment which has begun. If implemented, this alternative will result in the recovery of a service population of approximately 4,500 persons at Aurora SPS, and could be in service by 2022.





**Service Areas Included in Feasibility Study**

Servicing Capacity Assignment for Aurora,  
East Gwillimbury and Newmarket




May 15th, 2018




Produced by:  
Infrastructure Asset Management,  
Environmental Services Department  
The Regional Municipality of York, June 2018

Data: © Queen's Printer for Ontario 2003-2018

**Legend**

-  Service Area
-  Existing Forcemain
-  Pumping Station

yorkmaps 

June 29, 2018

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

Dear Ms. Lyons:

**Re: Update on Implementation of the Human Services Planning Board of  
York Region 2016 to 2018 Action Plan**


Regional Council, at its meeting held on June 28, 2018, adopted the following recommendation of Committee of the Whole regarding "Update on Implementation of the Human Services Planning Board of York Region 2016 to 2018 Action Plan":

1. The Regional Clerk forward this report to the Human Services Planning Board of York Region, the Community Partnership Council under the Local Immigration Partnership, the Ontario Municipal Social Services Association, and local municipalities for information.

A copy of Clause 17 of Committee of the Whole Report No. 10 is enclosed for your information.

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

Sincerely,



Christopher Raynor  
Regional Clerk

/C. Clark  
Attachments

Clause 17 in Report No. 10 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 28, 2018.

**17.**

**Update on Implementation of the  
Human Services Planning Board of York Region  
2016 to 2018 Action Plan**

Committee of the Whole recommends adoption of the following recommendation contained in the report dated May 25, 2018 from the Commissioner of Community and Health Services:

1. The Regional Clerk forward this report to the Human Services Planning Board of York Region, the Community Partnership Council under the Local Immigration Partnership, the Ontario Municipal Social Services Association, and local municipalities for information.

---

Report dated May 25, 2018 from the Commissioner of Community and Health Services now follows:

**1. Recommendations**

It is recommended that:

1. The Regional Clerk forward this report to the Human Services Planning Board of York Region, the Community Partnership Council under the Local Immigration Partnership, the Ontario Municipal Social Services Association, and local municipalities for information.

**2. Purpose**

This report provides an update on implementation of the Human Services Planning Board of York Region 2016 to 2018 Action Plan.

## **Update on Implementation of the Human Services Planning Board of York Region 2016 to 2018 Action Plan**

### **3. Background and Previous Council Direction**

#### **York Region champions collaborative human services planning**

The Human Services Planning Board of York Region (the Board) is a York Region led, multi-sector collaborative comprised of leaders and decision makers from social service agencies, funders, government and the education, health care and private sectors. The Council approved mandate of the Board is to enhance the effectiveness and efficiency of human services in York Region through capacity building and collaborative advocacy. Board meetings are held quarterly and allow members to network and foster synergies, innovation and ideas.

Council appointed the Board to its first term in April 2010 and re-appointed it to a second term in March 2015. The second term will conclude in November 2018.

The Board is co-chaired by Regional Councillor John Taylor, Town of Newmarket and Susan LaRosa, Community Leader Member. Regional Councillor Mario Ferri, City of Vaughan is also a member of the Board.

#### **Human Services Planning Board of York Region updated its Making Ends Meet Action Plan to help improve economic, social and health conditions of residents living with low and moderate income**

In November 2015, Council endorsed Making Ends Meet in York Region: A Road Map for 2015 to 2018. The Road Map considered the changing economic landscape, examined evidence-based research and data, and set a course for action to address two community results:

1. Housing options that are affordable for everyone in our community
2. Progressive employment opportunities in a changing economy

The Board brought together partners and community leaders from across York Region and formed two Action Groups to identify collective actions that could be taken to achieve the Board's housing and progressive employment results. This work was consolidated into a 2016 to 2018 Human Services Planning Board of York Region Action Plan, endorsed by Council in January 2017.

## **Update on Implementation of the Human Services Planning Board of York Region 2016 to 2018 Action Plan**

### **4. Analysis and Implications**

**Human Services Planning Board of York Region engaged a variety of stakeholders and partners to build awareness in the community about the importance of helping low and moderate income residents make ends meet**

Between 2016 and 2018, Board members worked together to implement collective actions in eight areas (four areas for housing and four areas for employment). Attachment 1 provides an update on the status of the actions. Examples of actions are highlighted below:

#### **2016 – 2018 Human Services Planning Board of York Region Action Plan: Housing Affordability**

##### **1. Develop strategies that encourage more housing affordability options**

More purpose built rental is required. Rental housing is a vital component of the housing continuum. It provides housing for people who do not want the expense or responsibility of maintaining an ownership dwelling and is the only option for low and moderate income residents and workers who cannot afford housing in the ownership market.

According to the February 2018 Housing Initiatives and Incentives Update, the rental supply in York Region increased from twelve per cent of the housing stock in 2006 to fourteen per cent in 2016. However, growth in the private purpose-built rental market continues to be slow and, based on completion data, the majority of this growth was in the secondary market.

Through the Make Rental Happen Campaign, launched in November 2013, Board members have been advocating and engaging all levels of government, the building industry and corporate leaders for more purpose-built private rental housing. The campaign has raised public awareness about York Region's housing issue. Example actions:

- Over 80 participants attended a discussion hosted by the Board focusing on creating conditions to develop more private rental housing and the benefit that developing more rental housing could have on the economic competitiveness of our communities
- Over 75 community members participated in a housing challenge to explore opportunities to address the Region's housing issue. The winning team is exploring the creation of online resources that will connect local York Region landlords with tenants and to help people find suitable housing and supports in the Region

## **Update on Implementation of the Human Services Planning Board of York Region 2016 to 2018 Action Plan**

### **2. Identify programs and tools that provide incentives to increase the private market rental housing supply**

The Board's research and advocacy efforts led to formation of a York Region/Local Municipal Housing Working Group. Comprised of local and Regional planning and housing staff, the group is exploring options to address housing supply and affordability. This work reinforces earlier research by the Board and aligns with the objectives of the Make Rental Happen Campaign. An example action:

- The Working Group shared local municipal best practices, heard from several external speakers and evaluated potential housing incentives. In February 2018, Council endorsed the Housing Initiatives and Incentives Update, which highlighted the principles for developing a purpose built rental affordable housing incentives framework

### **3. Advocate for funding, policies and programs that support housing affordability options**

The Board continues to advocate to other levels of government to leverage funding and challenge governments to increase the supply of rental housing, and access to affordable and adequate housing for residents. Example actions:

- Regional staff delivered presentations to all nine local municipal councils to raise awareness about the need for more affordable housing options and to advocate for partnerships to increase the supply of private market rental housing in the Region
- The Board is raising awareness about new funding opportunities to help partners increase the rental housing supply in the Region, and monitoring the new federal National Housing Strategy: A Place to Call Home and the provincial Portable Housing Benefit to understand the potential impact they may have on our housing goals

### **4. Enhance services and supports to help residents' access affordable housing options**

The high cost of housing can limit the ability of residents with low and moderate incomes to pay for things like healthy food, recreation, child and elder care and transportation, which can negatively impact their physical and mental health. The Board has been an incubator of ideas and partnerships that have resulted in positive housing outcomes for residents. Example actions:

- Toronto Region Conservation Authority partnered with 360°kids to restore and adapt a Toronto Region Conservation Authority owned heritage residential property in Markham into transitional housing for young people moving out of foster care

## **Update on Implementation of the Human Services Planning Board of York Region 2016 to 2018 Action Plan**

- The Board completed a research study to better understand how a lack of affordable housing options can impact our residents and communities. The research will be used to explore opportunities for new partnerships and initiatives to help residents access affordable housing options

### **2016 – 2018 Human Services Planning Board of York Region Action Plan: Progressive Employment**

#### **1. Explore new workforce development strategies**

The Board has brought partners together to better understand the impact of underemployment and precarious employment on the Region's economic vitality and competitiveness. The Board's work in this area aligns with the objectives of the Region's 2016 to 2019 Economic Development Action Plan to "support education/training and employment supports to enhance career progression at all stages of life". Example actions:

- Over 80 participants, including employment experts, academia, local employers and government, attended an Employer Learning Forum to learn about strategies to navigate the changing employment landscape, and best practices to build progressive employment opportunities in the workplace
- The Board has begun work on a research study on Community Benefits Approaches to explore how leveraging dollars on infrastructure and development projects, or goods and services can provide physical, social and economic benefits to the local community. The provincial and federal governments have indicated they will be requiring community benefits as part of major infrastructure projects. Infrastructure Canada will also require community benefits in future infrastructure funding agreements with the provinces and, through them, with municipalities. Having a strategy for community benefits can help position the Region and local municipalities to secure funding for infrastructure initiatives such as transit and housing
- United Way Greater Toronto, NPower Canada and the Region delivered the Career Navigator™ Program. This innovative program provides life skills training and wrap around supports to help young adults access and build careers in the information technology sector

#### **2. Build and showcase a business case for employers outlining the benefits of adopting progressive employment practices**

The Board has been working with partners to develop a business case and tools that encourage employers to adopt practices to improve employee experiences, improve work-life balance, elevate morale and increase productivity. An example action:

## **Update on Implementation of the Human Services Planning Board of York Region 2016 to 2018 Action Plan**

- Over 400 tool kits, highlighting positive employment practices, were distributed to employers across York Region to help them measure aspects of precarity in the workplace and address their workforce needs

### **3. Advocate for public policy and programming that support progressive employment practices**

The Board continues to monitor the implications of provincial employment legislation such as the *Fair Workplaces, Better Jobs Act, 2017* and the provincial Basic Income Guarantee on the progressive employment community result.

Example actions:

- Board members provided advice and recommendations to inform the Region's response on the design of a provincial Basic Income Guarantee pilot as part of a broader consultation process
- A workshop was held for 92 human service sector organizations and employers to help develop experiential learning opportunities to prepare post-secondary students entry into the labour market

### **4. Enhance services and supports to help residents pursue progressive employment opportunities**

The Board's Making Ends Meet Action Plan has informed priorities of organizations/agencies/funders in the human services sector. The Board continues to explore opportunities to advocate for programs and services that support its progressive employment goals such as access to employment and transportation programs for families who are precariously employed. Example actions:

- In 2017, the Region invested \$1.8 million in 14 initiatives to support economic independence of 1,390 low and moderate income residents. Of the 1,390, 139 obtained part-time employment, 213 obtained full-time employment, and 198 continued with training or went on to post-secondary education
- The Board advocated for programs that helped 17,980 low and moderate income residents access transportation to bring their children to child care, attend interviews, and go to work and appointments helping them to stabilize in the workforce



## **Update on Implementation of the Human Services Planning Board of York Region 2016 to 2018 Action Plan**

### **Human Services Planning Board of York Region member organizations work together to increase their collective impact to make a difference in the lives of residents living with low and moderate income**

In addition to the Board's collaborative advocacy efforts and capacity building work, member organizations have implemented individual action plans to support the housing and progressive employment community results. Some examples include:

- Community & Home Assistance to Seniors provided essential wrap-around supports to improve housing safety and housing retention for vulnerable seniors. They also helped seniors with cognitive impairments who were at risk of eviction from their homes as a result of hoarding
- Human Endeavour provided a bricklaying training program to prepare individuals entering into the construction sector. To date, seven participants have secured meaningful employment through the program
- YMCA Greater Toronto expanded its existing employment programs to improve employment outcomes. It developed youth-focused workshops on employability and life skills to help youth move along the employment continuum
- Community & Home Assistance to Seniors partnered with Toronto Region Conservation Authority to provide programming that supports improved access to Toronto Region Conservation Authority facilities and greenspace systems, improving health and well-being and aging in place for seniors living in York Region

## **5. Financial Considerations**

There are no financial implications arising from the recommendations made in this report.

## **6. Local Municipal Impact**

The Board's work has had positive impacts on local municipalities and their residents. Successful implementation of the Making Ends Meet Action Plan requires alignment, collaboration and partnerships with local municipal initiatives that help residents living with low and moderate income. This includes continuing discussions with local municipalities on the York Region/Local Municipal Housing

## **Update on Implementation of the Human Services Planning Board of York Region 2016 to 2018 Action Plan**

Working Group about options to address housing supply and affordability and the Board's work to address progressive employment.

### **7. Conclusion**

The current term of the Board ends on November 30, 2018. Through the actions in the last four years, the Board has made a difference to help low and moderate incomes residents. Through its mandate of capacity building and collaborative advocacy it is expected that the Board's work will continue to support regional priorities and nurture innovative actions and solutions that will improve the lives of York Region residents.

For more information on this report, please contact Lisa Gonsalves, Director Strategies and Partnerships Branch at 1-877-464-9675 ext. 72090.

The Senior Management Group has reviewed this report.

May 25, 2018

Attachment (1)

8461943

Accessible formats or communication supports are available upon request

## Making Ends Meet in York Region

Update on Implementation of the  
Human Services Planning Board of York Region 2016 to 2018 Action Plan

### Housing options that are affordable for everyone in our community

Develop strategies that encourage more housing affordability options

#### **Make Rental Happen for Jobs Breakfast**

- **Over 80 participants attended a breakfast discussion to focus on creating conditions to develop more private rental housing and attract and retain talent** – the Board hosted a Make Rental Happen for Jobs Breakfast discussion to raise awareness of the benefit that developing more rental housing could have on the economic competitiveness of our communities
- Participants attended and engaged in dialogue with key stakeholders including the building industry, employer representatives and government leaders

#### **Blueprint: Affordable Housing Challenge**

- **Over 75 community members participated in a housing challenge to explore opportunities to address the Region's housing issue** - ventureLAB partnered with York Region, United Way Greater Toronto and Seneca College on Blueprint: Affordable Housing Challenge to identify solutions to York Region's housing challenge
- The winning team is exploring the creation of online resources that will connect local York Region landlords with tenants and to help people find suitable housing and supports in the Region

<p>Identify programs and tools that provide incentives to increase the private market rental housing supply</p>	<p><b>York Region/Local Municipal Housing Working Group</b></p> <ul style="list-style-type: none"><li>• <b>The Region’s housing incentives framework will focus on stimulating the construction of purpose built rental units affordable to middle-income households</b> - In 2017, the Working Group met six times and shared local municipal best practices, heard from several external speakers and evaluated potential housing incentives</li><li>• In <u>February 2018</u>, Council endorsed the Housing Initiatives and Incentives Update, which highlighted the principles for developing a purpose built rental affordable housing incentives framework</li><li>• This innovative work was incubated under the Human Services Planning Board of York Region’s Make Rental Happen initiative</li></ul>
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<p>Advocate for funding, policies and programs that support housing affordability options</p>	<p><b>Make Rental Happen Housing Presentations</b></p> <ul style="list-style-type: none"> <li>• <b>Housing presentations to all nine local municipalities help to create awareness about the need for more affordable housing options</b> – Regional staff delivered presentations to all nine local municipal councils to raise awareness about the need for more affordable housing options and to advocate for partnerships to increase the supply of private market rental housing in the Region</li> </ul> <p><b>Monitoring Federal and Provincial Policy</b></p> <ul style="list-style-type: none"> <li>• <b>The Board is raising awareness about new funding opportunities to help partners increase the rental housing supply in the Region</b> – the Board is monitoring the new federal National Housing Strategy: A Place to Call Home and the provincial Portable Housing Benefit to understand the potential impact they will have on our housing goals</li> <li>• In 2017, Canada Mortgage and Housing Corporation (a Board member) presented to both the Board and York Region/Local Municipal Housing Working Group members on federal funding opportunities under the National Housing Strategy that could support affordable housing development across the Region</li> <li>• It is hoped that by continuing to raise awareness about these funding opportunities that new partnerships will be formed and successful applications made for investments that will increase the rental housing supply in the Region</li> </ul>
<p>Enhance services and supports to help residents access affordable housing options</p>	<p><b>Mill Street Project, Markham</b></p> <ul style="list-style-type: none"> <li>• <b>Mill Street heritage home converted to transitional housing for young people</b> - a partnership between 360°kids and the Toronto and Region Conservation Authority to restore and adapt a Toronto Region Conservation Authority owned heritage residential property in Markham into transitional housing for young people moving out of foster care</li> </ul> <p><b>Housing Research Study</b></p> <ul style="list-style-type: none"> <li>• <b>Two community consultations held with 71 stakeholders explored opportunities to</b></li> </ul>

	<p><b>address the lack of affordable housing options</b> – the Board completed a research study to better understand how a lack of affordable housing options can impact our residents and communities</p> <ul style="list-style-type: none"> <li>• The research will be used to explore opportunities for new partnerships and initiatives to help residents access affordable housing options</li> </ul>
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**Progressive employment opportunities in a changing economy**

<p>Explore new workforce development strategies</p>	<p><b>Employer Learning Forum</b></p> <ul style="list-style-type: none"> <li>• <b>Over 80 participants, including employment experts, academia and government attended an Employer Learning Forum to learn about strategies to navigate the changing employment landscape, and best practices to improve work/life balance, elevate employee morale and increase employee engagement</b> – the Board, in partnership with IBM Canada (a Board member) and Workforce Planning Board of York Region hosted an Employer Learning Forum – ‘Succeeding in Today’s Changing Economy’</li> <li>• Building on the findings and recommendations from a joint research study by United Way Greater Toronto, the Board and the Region titled <u>The Precarity Penalty Executive Summary: York Region</u>, the event focused on creating awareness about the changing nature of work and highlighted ways that employers could build progressive employment opportunities in their workplace</li> </ul> <p><b>Community Benefits Approaches Research Study</b></p> <ul style="list-style-type: none"> <li>• <b>Community benefits research will help to create progressive employment opportunities through workforce development and supply chain opportunities</b> – the Board has begun work on a research study on Community Benefits Approaches to explore how leveraging dollars on infrastructure and development projects, or goods and services can provide physical, social and economic benefits to the local community. These benefits may include jobs, training and apprenticeship for targeted groups such as young graduates, newcomers, internationally educated professionals and disadvantaged groups</li> </ul>
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- There have been five project teams meetings, 28 individual stakeholder interviews, two group sessions and a workshop to identify legal and procurement practices to better understand how the Region could approach the development of community benefits approaches
- The study will include a jurisdictional analysis of leading community benefit practices, a framework for use by practitioners wishing to use community benefits, and a step by step tool kit, for York Region, its nine local municipalities and the community, on how to implement community benefits approaches
- The provincial and federal governments will be requiring community benefits on major infrastructure projects. For example, the Provincial *Infrastructure for Jobs and Prosperity Act, 2015* requires consideration of community benefits in all major public infrastructure projects by 2020
- Infrastructure Canada will also require community benefits in future infrastructure funding agreements with the provinces and, through them, with municipalities. The Region and local municipalities rely on funding from other levels of government for a number of different projects and programs. Community benefits can help position the Region and local municipalities to secure funding for infrastructure initiatives such as transit and housing

#### **Career Navigator™ Program**

- **Career Navigator™ program provides tangible benefits to multi-barriered young adults and employers to provide meaningful careers in the information technology sector -** United Way Greater Toronto, NPower Canada and the Region delivered the Career Navigator™ Program. This innovative program provides life skills training and wrap around supports to help young adults access and build careers in the information technology sector. In 2017:
  - 32 new employers were recruited into the NPower program
  - 85 participants were recruited into NPower's Boot Camp program, 62 of which went on to complete the Skills Training Program
  - 41 participants from York Class 2 and 3 graduated from the NPower program, 90 per cent

	<p>of which were placed into full-time employment within four months</p> <ul style="list-style-type: none"> <li>○ One graduate entered into post-secondary education</li> </ul>
<p>Build and showcase a business case for employers outlining the benefits of adopting progressive employment practices</p>	<p><b>Job Precarity Tool</b></p> <ul style="list-style-type: none"> <li>● <b>Over 400 tool kits were distributed to employers across York Region to help them address their workforce needs</b> - United Way Greater Toronto partnered with KPMG on the development of a Job Precarity Tool that highlights positive employment practices and helps businesses promote workforce security</li> <li>● With the support of the Workforce Planning Board of York Region, the tool was presented to a group of York Region employers during the development phase to test its ability to measure aspects of precarity in the workplace and apply a solution based on applicable case studies</li> </ul>
<p>Advocate for public policy and programming that support progressive employment practices</p>	<p><b>Ontario Basic Income Pilot Consultation</b></p> <ul style="list-style-type: none"> <li>● <b>Provincial Basic Income pilot design supports economic independence</b> - Board members provided advice and recommendations to inform the Region's response on the design of a Basic Income Guarantee pilot as part of the broader provincial consultation process. Some of the recommendations have been included in the provincial Basic Income pilot design</li> </ul> <p><b>York University Experiential Workshop</b></p> <ul style="list-style-type: none"> <li>● <b>A workshop was held for 92 sector organizations and employers in the human services sector in November 2017 to help develop experiential learning opportunities for post-secondary students</b> - the Region, in partnership with the Board and York University, is developing a model to guide the creation of experiential learning opportunities, within the human services sector to prepare students entry into the labour market</li> <li>● It is York University's vision that this new experiential learning model will be piloted as part of the new York University Markham campus</li> </ul>



Enhance services and supports to help residents pursue progressive employment opportunities

**Alignment to Making Ends Meet in York Region Strategy**

- **The Region invested \$1.8 million in 14 initiatives to support economic independence of low and moderate income residents, to help them have and keep jobs that match their skills and achieve financial stability through the Community Investment Fund in 2017** - Of the 1,390 residents who participated in these Regionally funded initiatives, 139 obtained part-time employment, 213 obtained full-time employment, and 198 continued with training or went on to post-secondary education
- **The Board advocated for programs that helped 17,980 low and moderate income residents access transportation to help them become more self-sufficient** - the Board advocated for programs to help low and moderate income residents access transportation to bring their children to child care, attend interviews, go to work and appointments to help them stabilize in the workforce. For example, the Transit Ticket Program funds York Region non-profit agencies to distribute transit fares to clients from low and moderate income households.
- Between 2015 to 2017 a total of 17,980 individuals were served by Transit Ticket Program. In 2018, a total of an additional 7,650 individuals are projected to be served by this program.
- The new Transit Assistance Program pilot provides a subsidy to eligible residents living on low income, increasing their access to transportation, programs and services to help them become more self-sufficient



June 15, 2018

His Worship Tony Van Bynen  
395 Mulock Drive  
P.O. Box 328 Station Main  
New Market, Ontario  
L3Y 4X7

Dear Mayor Van Bynen,

On behalf of the Coaches Association of Ontario, we would like to thank you for reviewing our request to issue an official proclamation recognizing National Coaches Week from September 22 - 30 in the City of New Market.

National Coaches Week encourages Canadians to say thanks and celebrate the tremendous positive impact coaches have on athletes and communities. This week will focus on putting a spotlight on coaches and give this, largely volunteer, integral part of Canadian sport a thanks.

With events held across the province and country to celebrate coaching, National Coaches Week provides coaches with the recognition they deserve for the time they devote to ensuring Canadians live an active, healthy lifestyle. I am requesting that September 22<sup>nd</sup> to 30<sup>th</sup>, 2018 be publicly proclaimed National Coaches Week in New Market to say thanks to the more than 300,000 coaches who call New Market and Ontario home.

Throughout the week, communities all across Ontario will be showing their support for coaches through community events, proclamations and lightings to celebrate and recognize coaches. For more information on our organization and the 4<sup>th</sup> annual National Coaches week initiative, please visit [www.coachesontario.ca/coachesweek](http://www.coachesontario.ca/coachesweek).

The Coaches Association of Ontario is an independent, non-profit, coach-led organization, founded in 2002, that strengthens development opportunities and provides resources, representation and recognition for coaches in all sports of all levels. We believe coaches' contributions should be financed and rewarded appropriately, and the Coaches Association of Ontario advocates that sports and the coaching profession continue in a culture of innovation, continual renewal and professional development.

I look forward to working with you on this years' National Coaches Week.

Thank you,

A handwritten signature in black ink, appearing to read 'Susan Kitchen', written in a cursive style.

**Susan Kitchen** | Executive Director

**Coaches Association of Ontario**

Suite 200A | 1 Concorde Gate | Toronto, ON M3C 3N6 | 416-426-7088



Coaches Helping Coaches  
[www.coachesontario.ca](http://www.coachesontario.ca)

-1 Concorde Gate, Toronto, ON M3C 3N6 (416) 426-7086



Annual International Trigeminal Neuralgia Awareness Day on October 7th, 2018!

We would be thankful for your authorization to "Light up Teal" (or Blue) on October 7th, 2018. If you're not the main person to make this kind of authorization could you, please forward this request to the individual that provides this sort of permissions? This year we would like to shine a little brighter teal with the Light Up Teal illumination initiative by asking not only your structure to light up teal but if you can pay it forward and suggest another iconic building and public spaces to join us. The 2018 Light up Teal illumination initiative is to bring light and awareness to the World Health Organization by asking them to please add Trigeminal Neuralgia to their "Health Topic List" of illnesses which will expand awareness, grant access to further resources, and create opportunities for funding research for Trigeminal Neuralgia and Facial Pain Disorders. Our goal this year is to have over 200 World Landmarks, international bridges, buildings, and structures to "Light up Teal" for October 7th, 2018. We're flexible with dates.

All approvals will be mentioned on TNnME websites, social network sites as well as continuous press announcements, newspapers article, and/or blog posts We will make sure to send any coverage to help keep everyone posted and this year we would like your help and letting us know your social media sites so we can give public thank you and mentions.

All mentions of approvals will be listed on 2018 "Light up Teal" on TNnME web-site.

Follow this link for TNnME Media Page [Hashtags: #LightUpTeal #trigeminalneuralgia #FacialPainDisorders #TNTeal #WHO #WHOHealthtopiclist #we\\_are\\_not\\_invisible](#) See below for details and please let us know should there be anything we could do to get your authorization and support.

Name of Organization: TNNME (Trigeminal Neuralgia and Me) and The Facial Pain Research Foundation (Non-Profit)  
International Awareness: Education and Financing for Trigeminal Neuralgia and Facial Pains Disorders

Contact Person: Toni Saunders Email address: Reason related to submitting the illumination request: 6th International Trigeminal Neuralgia Awareness Day October 7th, 2018

Date of Special Lighting: Sunday Oct 07, 2018 (We're flexible with dates as we had approvals from last year October 1st thru October 13th in 2017! **First choice date: 10/7/2018 Second choice date: 10/6/2018 Third date choice: 10/8/2018**

**Colors Requested:** Colors 1 = Teal Colors 2 = Blue Colors 3 = Light Blue, **Colors Requested:** Teal, RGB #0080 80 128, 128, blue RGB #0000FF 0,0, 255

notes to Requestee and Editors:

WHAT IS TRIGEMINAL NEURALGIA? Definition Trigeminal neuralgia (TN) is a very painful disorder of the portion of the fifth cranial nerve (trigeminal nerve) that supplies sensation to the face. It is characterized by recurrent electric shock-like (paroxysmal) pains in one or more branches of the trigeminal nerve (maxillary, mandibular, and/or ophthalmic branches), each supplying a different portion of the face.

Severe facial pain can last from a second to 15 minutes or longer; some individuals may have up to 100 lightning-like bursts of stabbing pain in a day. Although remissions are common, trigeminal neuralgia usually is a long-term condition.

It can be triggered by such stimuli as heat or cold, windy hitting the face, chewing, yawning, or talking. Because the sudden, sharp pain causes the individual to wince, the condition is known as Tic Douloureux or painful twitch