



Town of Newmarket Council Information Package

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Date: January 5, 2024

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None.



PORT COLBORNE

Legislative Services

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

T 905.835.2900 ext 106 F 905.834.5746

E saima.tufail@portcolborne.ca

December 15, 2023

Via email: lucasw@tweed.ca

Municipality of Tweed
c/o Lucas Wales, Deputy Clerk
255 Metcalf Street
Tweed, ON K0K 3J0

Dear Mr. Wales:

Re: Municipality of Tweed regarding 1/3 Funding Grant Programs

Please be advised that, at its meeting of December 12, 2023 the Council of The Corporation of the City of Port Colborne resolved as follows:

That the correspondence from the Municipality of Tweed regarding 1/3 Funding Grant Programs be supported.

A copy of the above noted resolution is enclosed for your reference.

Sincerely,

S. Tufail

Saima Tufail
Acting City Clerk

cc. MP Kramp-Neuman
MPP Bresee
Niagara MPs (Dean Allison, Chris Bittle, Tony Baldinelli, and Vance Badawey),
Niagara MPPs (Sam Oosterhoff, Jennifer Stevens, Wayne Gates, and Jeff Burch),
Hastings County Warden,
Association of Ontario Municipalities
All Ontario Municipalities

Municipality of Tweed Council Meeting
Council Meeting



Resolution No.

665

Title:

Councillor J. Flieler

Date:

Tuesday, November 14, 2023

Moved by

J. Flieler

Seconded by

P. Valiquette

WHEREAS Municipalities are facing ever increasing demands for services along with demands for repairs, maintenance, and replacement of existing infrastructure to the detriment of the tax paying public they serve as the cost of living continues to rise throughout the country;
AND WHEREAS the Federal and Provincial governments in the past contributed through partnerships to fund projects that have been out of the financial reach of small municipalities;
AND WHEREAS these 1/3 funding agreements have been instrumental in allowing municipalities to adequately plan and execute projects to protect the aging infrastructure already in place;
AND WHEREAS the Municipality of Tweed has successfully completed more than 19 capital projects using these funding scenarios over the years;
AND WHEREAS it is incumbent upon our Federal and Provincial governments to assist municipalities with limited access to funding except through municipal taxes to re-establish this very important funding stream;
NOW THEREFORE BE IT RESOLVED THAT Council lobby the relevant Federal and Provincial representatives to bring these concerns to the forefront;
AND FURTHER, that Council consider making a Delegation at the 2024 ROMA Conference;
AND FURTHER, that copies be sent to MP Kramp-Neuman, MPP Bresee, the Hastings County Warden, the Association of Municipalities of Ontario, and all Ontario municipalities.

Carried



December 18, 2023

Chris Raynor
Regional Clerk, York Region
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Via email: Regional.Clerk@york.ca

RE: TRANSITIONING MARKHAM'S BLUE BOX PROGRAM TO PRODUCT PRODUCERS IN 2026 (5.1)

This will confirm that at a meeting held on November 29, 2023, the Council of the City of Markham adopted the following resolution:

1. That the report entitled "Transitioning Markham's Blue Box Program to Product Producers in 2026" be received; and,
2. That in accordance with Ontario Regulation 391/21: Blue Box, the City transition all eligible Blue Box services to Product Producers as represented by Circular Materials effective January 1, 2026; and,
3. That the Director of Environmental Services be authorized to notify Miller Waste Systems Inc. of Markham's intention to terminate Blue Box collection services in accordance with the terms and conditions outlined in the City's Residential and Multi-Residential Waste Management Collection contract, in a form satisfactory to the City Solicitor; and,
4. That the City Treasurer, in conjunction with the Director of Environmental Services, be authorized to approve and implement a strategy to fulfill the City's obligations related to payment of the Early Termination Fee; and,
5. That the City Solicitor be authorized to prepare any necessary contract amendments and/or other documentation necessary to give effect to the termination of Blue Box collection services and payment of the Early Termination Fee; and,
6. That the Mayor and City Clerk be authorized to execute any necessary contract amendments and/or any other documentation necessary to give effect to the termination of Blue Box collection services and payment of the Early Termination Fee in a form satisfactory to the City Solicitor; and,
7. That Staff report back with future updates on the transition process; and,
8. That a copy of this report be sent to the Ministry of the Environment, Conservation and Parks, to York Region, and to the local area municipalities; and,
9. That Staff be authorized and directed to do all things necessary to give effect to this resolution; and further,
10. That the foregoing resolutions be reported out in the public Council meeting on November 29, 2023.

Should you have any questions, please contact Claudia Marsales, Senior Manager, Waste Management & Environment at 905.477.7000 ext. 3560 or via email at CMarsales@markham.ca.

Yours sincerely,

Kimberley Kitteringham
City Clerk

Cc:

Town of Aurora: info@aurora.ca

Town of East Gwillimbury: town@eastgwillimbury.ca

Town of Georgina: info@georgina.ca

Township of King: serviceking@king.ca

Town of Newmarket: info@newmarket.ca

City of Richmond Hill: access@richmondhill.ca

City of Vaughan: service@vaughan.ca

Town of Whitchurch–Stouffville: customer.service@townofws.ca

Attachment:

Confidential Report: Transitioning Markham's Blue Box Program to Product Producers in 2026



Report to: General Committee

Meeting Date: November 21, 2023

SUBJECT: Transitioning Markham’s Blue Box Program
PREPARED BY: Claudia Marsales, Senior Manager of Waste & Environmental Management, x3560
PUBLIC TITLE: Transitioning Markham’s Blue Box Program to Product Producers in 2026

RECOMMENDATION:

- 1) THAT the report entitled “Transitioning Markham’s Blue Box Program to Product Producers in 2026” be received; and
- 2) THAT in accordance with *Ontario Regulation 391/21: Blue Box*, the City transition all eligible Blue Box services to Product Producers as represented by Circular Materials effective January 1, 2026; and
- 3) THAT the Director of Environmental Services be authorized to notify Miller Waste Systems Inc. of Markham’s intention to terminate Blue Box collection services in accordance with the terms and conditions outlined in the City’s Residential and Multi-Residential Waste Management Collection contract, in a form satisfactory to the City Solicitor; and
- 4) THAT the City Treasurer, in conjunction with the Director of Environmental Services, be authorized to approve and implement a strategy to fulfill the City’s obligations related to payment of the Early Termination Fee; and
- 5) THAT the City Solicitor be authorized to prepare any necessary contract amendments and/or other documentation necessary to give effect to the termination of Blue Box collection services and payment of the Early Termination Fee; and
- 6) THAT the Mayor and City Clerk be authorized to execute any necessary contract amendments and/or any other documentation necessary to give effect to the termination of Blue Box collection services and payment of the Early Termination Fee in a form satisfactory to the City Solicitor; and
- 7) THAT Staff report back with future updates on the transition process; and
- 8) THAT a copy of this report be sent to the Ministry of the Environment, Conservation and Parks, to York Region, and to the local area municipalities;
- 9) THAT Staff be authorized and directed to do all things necessary to give effect to this resolution;
- 10) AND THAT the foregoing resolutions be reported out in the public Council meeting on November 29, 2023

PURPOSE:

The purpose of this report is to inform Council of the Blue Box transition process to date – as determined by the Product Producers (“Producers”) and their representatives – as well as to obtain approval to terminate Blue Box collection services with Miller Waste Systems Inc. (“Miller”) effective January 1, 2026. Additionally, Staff are providing a

high-level overview of the anticipated financial and service level impacts resulting from the Blue Box transition process, beginning in 2026.

EXECUTIVE SUMMARY:

- Province passed *O. Reg 391/21* which requires the transition of all municipal Blue Box programs to Producer responsibility by Jan 1, 2026
- Producers retained Circular Materials (“CM”) to oversee the Blue Box transition process and administer Ontario’s new Blue Box program under a province-wide Common Collection System
- Staff explored ‘Opt-in’ and ‘Opt-out’ options, however CM confirmed they will award and administer all new service contracts effective Jan 1, 2026 meaning these options are not available to Markham
- CM divided the province into 35 catchment areas and placed York Region and the Local Area Municipalities in Catchment #10 and will be issuing an RFP for Blue Box collection services for Catchment #10 in Q4 2023 or early Q1 2024
- Effective Jan 1, 2026, the City will no longer have financial, administrative or operational control over the Blue Box program and the City will need to terminate Blue Box collection services with Miller
- In order to terminate Blue Box collection services with Miller, the City will need to pay the Early Termination Fee as per contract #089-R-19
- Staff are developing a strategy to fulfil the obligations related to payment of the Early Termination Fee
- Starting in 2026, Blue Box cost avoidances are expected as the City will no longer be responsible for delivery of the Blue Box program
- Staff will report back with recommendations related to service delivery for non-eligible sources and provide details regarding impacts to the recycling depots, the Styrofoam recycling program, the public space recycling program, and the super mailbox recycling program and associated financial implications
- The City’s contract with Miller will continue for garbage, leaf and yard material, and green bin collection

BACKGROUND:

In 2021, the Province passed *Ontario Regulation 391/21: Blue Box* which was adopted under the *Resource Recovery and Circular Economy Act, 2016*. This regulation shifts responsibility for residential Blue Box programs from all 400+ Ontario municipalities to Producers of Blue Box materials, making them directly accountable for managing their products and packaging.

Between July 1, 2023 and December 31, 2025, all existing residential Blue Box programs in Ontario will move to a single, provincial collection system that is funded, administered, and operated by the Producers.

Transition of Ontario’s new Blue Box system will be completed on December 31, 2025 and will feature new Blue Box collection contracts awarded and executed by the Producers. A new Common Collection System will then begin across Ontario on January 1, 2026 and municipalities will no longer have financial, operational or administrative control over the collection of Blue Box materials from residential sources, or for material receiving/transfer and processing.

Circular Materials (“CM”) is responsible for implementation of new Province-wide Blue Box system

The Producers retained CM to oversee and implement the new Blue Box system on their behalf. Previously, CM indicated that municipalities may be able to continue to provide Blue Box services on behalf of the Producers and determined ‘Opt-in’ and ‘Opt-out’ options for Blue Box transition. Staff presented these options to Council earlier this year and have explored them further. However, CM recently confirmed their intent to award and administer all new Blue Box service contracts effective January 1, 2026, meaning these options are not available.

In an effort to reduce the number of collection contracts administered across Ontario, CM divided the province into 35 large collection catchment areas. CM also published a schedule of dates for the issuance of Request for Proposals (“RFP’s”) for Blue Box collection services in each catchment area. Simultaneously, CM is issuing RFP’s for Blue Box material receiving/transfer locations and material processing services.

CM placed York Region and the Local Area Municipalities in Catchment #10 and announced that RFP #2022-06 for Blue Box collection services in this catchment area will be issued in late 2023 or early 2024. All waste management companies can submit bids, and it is not known at this time whether the whole catchment area will be awarded to a single service provider or if the catchment will be divided-up and awarded to multiple service providers. CM has indicated that current municipal boundaries may be redrawn within catchment areas to achieve collection efficiencies. Miller has indicated their intention to bid on the RFP #2022-06 and the contract will be awarded to the lowest bidder. The new collection contract(s) for Catchment #10 will be scheduled to commence January 1, 2026.

Effective January 1, 2026, the City will no longer have financial, administrative or operational control over the Blue Box program and will need to terminate Blue Box collection services with Miller. The City’s long-term collection contract with Miller for garbage, leaf and yard material, and green bin will continue.

Impacts of Blue Box transition on the City’s collection contract

In August 2020, Council approved issuance of contract #089-R-19 for Residential and Multi-Residential Waste Collection Services, an 8-year service agreement with Miller. The collection contract anticipated the possibility of Blue Box transition during the contract term and required the separate collection of Blue Box materials and co-collection of garbage and organics.

Additionally, proponents bidding on RFP #089-R-19 were required to submit pricing in the event the Blue Box portion of the collection contract was terminated at a future date during the contract term. This pricing is identified in the City’s current contract with Miller as the Early Termination Fee, and is the sole and exclusive remedy available to Miller for the early termination of the work related to Blue Box collection.

The Early Termination Fee serves as a cost-recovery mechanism for Miller, to compensate for stranded assets (i.e. 17 side loader recycling collection vehicles) and reduced services in the event the Blue Box portion of the contract is terminated. The full amount of the Early Termination Fee is payable to Miller in annual installments over the remaining term of the contract.

The Miller contract is set to expire on February 28, 2030. Should termination of the Blue Box portion of the contract occur as anticipated, on January 1, 2026, there would be 50 months remaining on the contract term. As such, the estimated Early Termination Fee is \$3,965,356.59 (incl. HST Impact) which is to be paid in annual installments from 2026 to 2030.

Staff have confirmed that CM will not provide reimbursement for contract termination fees or other related costs incurred by municipalities as a result of the Blue Box transition process.

Municipalities to decide if they will continue to pay for Blue Box collection from Non-Eligible Sources

Ontario Regulation 391/21: Blue Box sets out which class of properties Producers must collect Blue Box materials from. The regulation defines these properties as Eligible Sources. Eligible Sources include single-family homes, multi-residential buildings/sites, public & private schools and specified retirement & long-term care homes.

Additionally, the regulation does not require Producers to collect Blue Box materials from properties defined as Non-Eligible Sources. Non-Eligible Sources include municipal facilities and community buildings such as arenas, libraries, offices and works yards, as well as churches or places of worship, institutional/commercial/industrial properties, not-for-profit organizations, daycares, and commercial farms. In areas where there is a mixture of residential and commercial properties, such as Business Improvement Areas (“BIAs”), the residential portions are eligible and the commercial portions are non-eligible. The Producers have stated that they will not provide Blue Box collection services to properties that are defined as Non-Eligible Sources when they assume control of the Blue Box program starting January 1, 2026.

Staff are in the process of identifying all non-eligible sources in Markham that are currently receiving Blue Box collection. Preliminary estimates indicate roughly 200 non-eligible curbside stops and 90 non-eligible bulk collection stops. The City is not required to continue providing Blue Box collection to non-eligible sources. Recommendations for the future servicing of these properties will be brought forward to Council for consideration in 2024. Should Council approve continued Blue Box service to non-eligible sources, associated costs would be the responsibility of the City and would need to be incorporated into future budget processes.

The status of potential financial or operational support from the Producers for Markham’s recycling depots, Styrofoam recycling program, public space recycling program and super mailbox recycling program have not yet been determined by CM. Staff will report back to Council once more details are available.

Additional Impacts of the Common Collection System

There will be no service level changes in Markham during the Blue Box transition period ranging from July 1, 2023 to December 31, 2025. Service level changes will begin province-wide on January 1, 2026, under the Common Collection System. A list of known and anticipated service impacts are shown below in Table #1.

Table #1 – Impacts of Common Collection System	
Starting 2026	Post 2026
<ul style="list-style-type: none"> Expanded list of items accepted in Blue Box (e.g. Styrofoam, plastic film, single-use plastics) Producers to provide Blue Boxes for all households, call centre for service issues and all promotion/education CM's new collection contract may affect City's collection schedule as service area not based on municipal boundaries (i.e. potential change from 4-day to a 5-day collection schedule) 	<ul style="list-style-type: none"> <i>O Reg. 391/21</i> allows for every other week collection of Blue Boxes Collection method may change from Blue Boxes to carts Potential change from single-stream to dual-stream collection (i.e. require separation of paper and plastics)

FINANCIAL IMPACTS

Effective January 1, 2026, the City will no longer have control over the Blue Box program and will need to terminate Blue Box collection services with Miller. Should termination of the Blue Box portion of the contract occur as anticipated, on January 1, 2026, the City is required to pay Miller the Early Termination Fee as set out in contract #089-R-19. The estimated Early Termination Fee is \$3,965,356.59 (incl. HST Impact) to be paid in annual installments from 2026 to 2030. Staff are developing a strategy to fulfil the obligations related to payment of the Early Termination Fee.

Staff do not anticipate any incremental financial impacts to the 2024 Operating Budget, however additional resources for public education may need to be considered in 2025 leading up to the transition of the Blue Box program. From a revenue perspective, as Markham's transition date is scheduled for December 31, 2025, the City will receive RPRA Funding (formally "WDO") in both 2024 and 2025. The last funding disbursement will take place in Q1 of 2026 (and accrued for 2025) as the incumbent program wraps up and financial responsibility of the Blue Box program shifts to the Producers.

Starting in 2026, Staff anticipate Blue Box-related cost avoidances, as the City will no longer be responsible for providing Blue Box services to curbside residential and multi-residential sources, or for the supply of containers, and delivery of public education. However, as previously referenced, the City will owe Miller payment for the Early Termination Fee. Additionally, the City may decide to continue providing Blue Box collection for non-eligible sources, which would have cost implications and represent ongoing operating expenses.

The estimated financial impacts for 2026 are shown on the following page in Table #2.

Table #2 – Estimated City Impact		
2026		
	MIN	MAX
*Net Blue Box Cost Avoidance	(\$3,390,000)	(\$3,740,000)
**Est. Early Termination Fee Payment	\$790,000	\$790,000
***Service for Non-Eligible Sources	\$470,000	\$570,000
Total Net Cost Avoidance	(\$2,130,000)	(\$2,380,000)

*Net = (\$5.65m) to (\$6.24m) Gross BB Cost Avoidance + \$2.26m to \$2.50m WDO/RPRA Funding Wrap-up

Est. WDO/RPRA Funding Amount = (Gross BB Cost Avoidance) x (40%)

**Payment amount = Early Termination Fee / 5 Years (pending development of payment strategy)

***Projected using 2023 commercial market rates for collection and processing

CONCLUSION:

Ontario Regulation 391/21: Blue Box shifts responsibility for residential Blue Box programs from all 400+ Ontario municipalities to Producers of Blue Box materials, making them directly accountable for their products and packaging.

Effective January 1, 2026, the Producers will have financial, administrative and operational control over the Blue Box program and will be responsible to adhere to legislated service levels. Many details of the Blue Box transition process and the common collection system are still to be determined and Staff will report back to Council as necessary.

CM has confirmed that they will be establishing their own Blue Box collection contracts starting January 1, 2026, which will require the City to terminate the Blue Box portion of its collection contract with Miller and pay the Early Termination Fee.

LEGAL CONSIDERATIONS:

The City will be required to notify Miller of the City's intention to terminate Blue Box collection services in accordance with the terms and conditions outlined in contract #089-R-19, and the City Solicitor will be required to prepare any necessary contract amendments or other required documentation.

ALIGNMENT WITH STRATEGIC PRIORITIES:

Aligns with GOAL 4 – Stewardship of Money and Resources. Transition of Markham's Blue Box program to Producer responsibility and the subsequent termination of Blue Box collection services with Miller aligns with changes that occur in the business and regulatory environments and will help ensure the ongoing financial viability of the City.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable.

BUSINESS UNITS CONSULTED AND AFFECTED:

The Legal and Finance Departments have been consulted and their comments have been incorporated.

RECOMMENDED BY:

Eddy Wu
Director, Environmental Services

Morgan Jones
Commissioner, Community Services

ATTACHMENTS:

“Transitioning Markham’s Blue Box Program to Product Producers in 2026 –
Presentation to GC.ppt”

CONFIDENTIAL

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DOWNTOWN STRATFORD

November 17, 2023

Hon. Chrystia Freeland, Finance Minister
510-344 Bloor Street W
Toronto, Ontario M5S 3A7

Subject: The Downtown Stratford Business Improvement Area (DTSBIA) is Urging the Federal Government to Provide More Business Support for CEBA loan Businesses.

Dear Hon. Chrystia Freeland, Finance Minister,

The Downtown Stratford BIA was grateful to see some movement regarding the CEBA loans. However, after reviewing the new forgivable portion of the loans, in the announcement, the feedback from our partners, stakeholders, and members, all echoed the message that more needs to be done to lessen bankruptcies, vacancies and the subsequent increase in social issues in our community.

Tourist areas, such as Stratford, were the hardest hit by the pandemic as the stoppage of the revenue streams hit our entertainment industry and the ripple effect spilled over into restaurants, retail, and service providers. The Stratford economy was halted.

According to a 2023 report, taken from Statistics Canada's website, small businesses are major contributors to the Canadian economy. In 2022, businesses with 1 to 99 employees comprised 98.0% of all employer businesses in Canada and employed 10.7 million individuals which is almost two-thirds (63.0%) of all employees. By comparison, businesses with 100 to 500 employees, employed 3.6 million individuals (21.0% of employees) and businesses with more than 500 employees employed 2.7 million individuals (16.0% of employees) in Canada. As such, smaller businesses play an important role in employing Canadians and are a significant driver in shaping the economy.

Downtown Stratford is not made up of large corporate chains that can balance out their revenue shortfalls in a tourist area with other larger metropolitan locations that have recovered much quicker. For the most part our restaurants and shops are sole proprietorships and entrepreneurs who are fighting to keep their doors open. As the pandemic fades, elsewhere, the aftermath in tourist cities, like Stratford, hangs on. In addition Stratford businesses are facing a raft of new challenges: the cost-of-living crisis, rising prices, increased labour costs, supply disruptions, and climate events – the list goes on and on.

These new challenges and increased costs all end up raising the prices that businesses have to charge for their goods and services. This increase means both the Provincial and Federal Governments are benefiting from more tax revenue on these increased prices. The only ones not winning are the business owners as margins are shrinking with efforts to remain competitive in this difficult marketplace

For the businesses that are being crushed with heavy debt and operating in an economic sector that has been hit hard, we see closures. In Stratford Downtown alone we have 15 business closures (11 of which

DOWNTOWN STRATFORD

were hospitality businesses) to date in 2023, when looking from the start of the pandemic we have had 35 closures. Currently there are 9 of our downtown businesses that have been for sale for a number of months as owners try to escape debt. As well as there have been dozens of other small business closures in the City of Stratford in 2023. These closures represent hundreds of jobs lost with well over a hundred in the last week alone.

These lost jobs cost all levels of government revenue in taxes and an increased cost in social services to help them transition into a new career. These funds would be better served to reduce unemployment in Stratford with the businesses that grow our economic infrastructure

To limit or minimize the number of vacancies and bankruptcies affecting our downtown businesses, the Downtown Stratford BIA respectfully requests businesses pursuing the announced five percent (5%) loan also qualify for forgiveness on the forgivable portions of the loan. Of importance to note many businesses do not qualify for a loan due to the current debt load that they are dealing with. Banks and even private loan companies are not lending funds to businesses in the hospitality business (restaurants, cafes, and accommodators) even with buildings and properties as collateral. These sectors are being deemed as high risk. Businesses face remortgaging or taking out high interest rate second mortgages on their homes putting their entire existence in jeopardy.

Therefore, we are calling upon the Federal Government to Extend the full CEBA program deadline by extending the forgiveness (up to \$20,000 of the maximum \$60,000) deadline for businesses to coincide with the new repayment deadline of December 31, 2026. Let our entrepreneurs have a fighting chance.

Sincerely,

DocuSigned by:

8513F3A4EFB74C8...

Shawn Malvern

Chair of the Board of Directors DTSBIA

on behalf of the Downtown Stratford Business Improvement Area (DTSBIA)



City of Stratford, Corporate Services Department

Clerk's Office

City Hall, P. O. Box 818, Stratford, Ontario N5A 6W1

Tel: 519-271-0250, extension 5237

Email: clerks@stratford.ca

Website: www.stratford.ca

December 19, 2023

Sent via e-mail: chrystia.freeland@parl.gc.ca

Honourable Chrystia Freeland, Minister of Finance of Canada

344 Bloor Street West

Suite 510

Toronto, Ontario

M5S 3A7

Dear Honourable Chrystia Freeland, Minister of Finance of Canada:

Re: Resolution – CEBA Loan Businesses

At the November 27, 2023, Stratford City Council meeting, correspondence from the Downtown Stratford Business Improvement Area regarding more business support for CEBA loan businesses was provided for endorsement as part of the Consent Agenda (CA-2023-141). Enclosed with this letter is a copy of the correspondence received.

At the meeting, Council adopted the following resolution:

R2023-520

THAT CA-2023-141, being correspondence from the Downtown Stratford Business Improvement Area regarding more business support for CEBA loan businesses, be endorsed;

AND THAT a copy of this resolution be forwarded to Chrystia Freeland, Minister of Finance of Canada, John Nater, Perth-Wellington MP, and all municipalities in Ontario for endorsement.

Sincerely,

T. Dafoe

Tatiana Dafoe, Clerk

Enclosed – as referenced above

/vt

cc: John Nater, MP Perth-Wellington
Jamie Pritchard, General Manager of the Downtown Stratford BIA
Ontario Municipalities



Legislative Services
 Jaclyn Grossi
 905-726-4768
 clerks@aurora.ca

Town of Aurora
 100 John West Way, Box 1000
 Aurora, ON L4G 6J1

December 19, 2023

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

Delivered by email
 justin.trudeau@parl.gc.ca

The Honourable Doug Ford, Premier of Ontario
 Premier's Office, Room 281
 Legislative Building, Queen's Park
 Toronto, ON M7A 1A1

Delivered by email
 premier@ontario.ca

Dear Prime Minister Trudeau and Premier Ford:

Re: Town of Aurora Council Resolution of December 12, 2023
Motion 10.3 – Councillor Gilliland; Re: Community Safety and Inciteful Speech

Please be advised that this matter was considered by Council at its meeting held on December 12, 2023, and in this regard, Council adopted the following resolution:

Whereas there has been an escalation in terrorist activity and unrest around the world that has triggered homeland rallies and advocacy that supports inciteful actions, which are causing uncertainty and unsafe feelings in our own country; and

Whereas inciteful speech is knowingly being utilized to create division, manipulation and spread misinformation, which could be defined as violent extremist propaganda and encouraging violent crimes; and

Whereas any loss of innocent civilian life is unacceptable and tragic; and

Whereas other local municipal councils and residents in Aurora have expressed concerns of uncertainty and safety who are asking for peace, protection and security; and

Whereas law exists to help maintain public safety, security, peace and order in society, and in Canada, where the responsibility for criminal justice is shared between the Federal, Provincial and territorial governments; and

Whereas it is important to protect our general freedoms of speech, while respecting the principles to protect and respect human rights, whether in

Town of Aurora Council Resolution of December 12, 2023
Community Safety and Inciteful Speech
December 19, 2023

2 of 2

person or in a free, open and secure internet, and to ensure transparency and accountability;

- 1. Now Therefore Be It Hereby Resolved That the Town of Aurora acknowledges that residents in the community have expressed feelings of uncertainty and safety concerns, due to the recent global unrest, and condemns all acts of terror and violence resulting in loss of life or injury; and**
- 2. Be It Further Resolved That the Town of Aurora call on all levels of government to acknowledge this uncertainty and safety concerns in Canada and look to strengthening their available tools to deny inciteful speech that encourages violent extremists the ability to publicly manipulate, advocate, and incite violence or physical harm to another human being, whether it be online or in person; and**
- 3. Be It Further Resolved That Council encourages our community and diverse local leaders of faith to bring the community together to promote peace, healing and understanding during this difficult time; and**
- 4. Be It Further Resolved That a copy of this resolution be provided to both the Federal and Provincial government and all municipalities in Ontario.**

The above is for your consideration and any attention deemed necessary.

Sincerely,



Jaclyn Grossi
Deputy Town Clerk
The Corporation of the Town of Aurora

JG/lb

Attachment (Council meeting extract)

Copy: All Ontario Municipalities



100 John West Way
Aurora, Ontario
L4G 6J1
(905) 727-3123
aurora.ca

Town of Aurora

Council Meeting Extract

Tuesday, December 12, 2023

10. Motions

10.3 Councillor Gilliland; Re: Community Safety and Inciteful Speech

Moved by Councillor Gilliland

Seconded by Councillor Gaertner

Whereas there has been an escalation in terrorist activity and unrest around the world that has triggered homeland rallies and advocacy that supports inciteful actions, which are causing uncertainty and unsafe feelings in our own country; and

Whereas inciteful speech is knowingly being utilized to create division, manipulation and spread misinformation, which could be defined as violent extremist propaganda and encouraging violent crimes; and

Whereas any loss of innocent civilian life is unacceptable and tragic; and

Whereas other local municipal councils and residents in Aurora have expressed concerns of uncertainty and safety who are asking for peace, protection and security; and

Whereas law exists to help maintain public safety, security, peace and order in society, and in Canada, where the responsibility for criminal justice is shared between the Federal, Provincial and territorial governments; and

Whereas it is important to protect our general freedoms of speech, while respecting the principles to protect and respect human rights, whether in person or in a free, open and secure internet, and to ensure transparency and accountability;

1. Now Therefore Be It Hereby Resolved That the Town of Aurora acknowledges that residents in the community have expressed feelings of uncertainty and safety concerns, due to the recent global unrest, and condemns all acts of terror and violence resulting in loss of life or injury; and
2. Be It Further Resolved That the Town of Aurora call on all levels of government to acknowledge this uncertainty and safety concerns in Canada and look to strengthening their available tools to deny inciteful

speech that encourages violent extremists the ability to publicly manipulate, advocate, and incite violence or physical harm to another human being, whether it be online or in person; and

3. Be It Further Resolved That Council encourages our community and diverse local leaders of faith to bring the community together to promote peace, healing and understanding during this difficult time; and
4. Be It Further Resolved That a copy of this resolution be provided to both the Federal and Provincial government and all municipalities in Ontario.

Yeas (7): Mayor Mrakas, Councillor Weese, Councillor Gilliland, Councillor Gaertner, Councillor Thompson, Councillor Gallo, and Councillor Kim

Carried (7 to 0)



The County of Brant

David Bailey
MAYOR

December 21, 2023

Re: County of Brant Resolution – Gender-based Violence and Intimate-partner Violence

I am writing on behalf of the County of Brant council to request that your municipality declare a gender-based violence and intimate partner violence epidemic across Canada, as seen in the attached County of Brant resolution which was passed at the County of Brant Council meeting of November 28, 2023.

Sincerely,

David Bailey
Mayor
County of Brant

Encl. County of Brant Resolution – Gender-based Violence and Intimate-partner Violence



November 28, 2023

Re: County of Brant Resolution – November 28, 2023

At the meeting of November 28, 2023, the Council of the County of Brant adopted the following:

WHEREAS more than 72 municipalities and regions including the Cities of Toronto, Ottawa, Burlington, Windsor, London, Woodstock and most recently, Brantford, along with Peel, Durham and Halton Regions, Norfolk County, Haldimand County, and, of course, Renfrew County, across Ontario have declared a gender-based violence and/or intimate partner violence epidemic; and

WHEREAS by declaring gender-based violence and intimate partner violence an epidemic, The County of Brant can join the growing number of municipalities and regions in Canada in demanding action from all levels of government to address this growing epidemic; and

WHEREAS the incidences of gender-based violence and intimate partner violence increased exponentially throughout the COVID-19 pandemic and have not decreased, while funding to provide the growing demand of services and support for victims and survivors of intimate partner and gender-based violence has not kept pace; and

WHEREAS In 2022, the Canadian Centre for Justice and Community Safety Statistics (a division of Statistics Canada) issued a report to the House of Commons Standing Committee on the Status of Women that highlighted the rural rate of reported intimate partner violence against women to be 598 per 100,000 population in Ontario, which compares to 378 per 100,000 population in urban locations; and

WHEREAS those experiencing gender-based and intimate partner violence in rural and farming communities, like those in the County of Brant, face unique risk factors such as isolation, lack of and/or barriers to service and support, strong traditions and community values around firearms, and a sense of responsibility for livestock and pets, which prevent women from seeking support and increase the risk of domestic violence and domestic homicide; and

WHEREAS The Brant OPP reported that, as of September 2023, year-to-date domestic disturbance calls have increased by 4.3%; and

WHEREAS Nova Vita answered over 4,500 crisis and support calls in 2022, and in the same year, 648 women who were seeking safe shelter from family violence were turned away because the shelters were full and had no bed space to offer them. This number doesn't include their children; and

WHEREAS In Ontario last year, a woman was killed every week (52 femicides in 52 weeks) and, In Canada, a woman was killed every 2 days; and

WHEREAS 30% of women report having experienced a sexual assault since the age of 15, and 44% of women report having experienced some form of intimate partner violence (IPV) in their lifetime; and

WHEREAS Gender-Based Violence impacts individuals, families, and communities, and it also places a costly burden on the health, social, and justice systems. In 2009, it was estimated that IPV had an economic cost of \$7.4 billion annually and sexual violence a cost of \$4.8 billion annually; and

WHEREAS the Province of Ontario states that it will not declare gender-based and intimate partner violence an epidemic as the term epidemic refers to the spread of diseases; and

WHEREAS Merriam Webster defines disease as a condition of the living animal or of one of its parts that impairs normal functioning and is typically manifested by distinguishing signs and symptoms; and

WHEREAS the numerous physical, psychological, and behavioral symptoms that are a consequence of gender-based and intimate partner violence reveal that it meets the definition of disease.

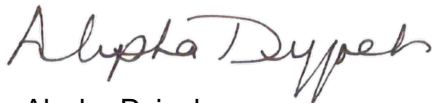
THEREFORE, BE IT RESOLVED:

- A. THAT The County of Brant Council DECLARE Gender-based violence and Intimate Partner Violence an epidemic in the County of Brant; and**
- B. THAT The County of Brant Council RECOMMEND that gender-based violence and intimate-partner violence be declared an epidemic in the Province of Ontario; and**
- C. That The County of Brant Council REQUEST that Femicide be added as a term to the Criminal Code of Canada and state its position to the Honourable Arif Virani, Minister of Justice and Attorney General Canada, and the Prime Minister of Canada; and**
- D. THAT The County of Brant Council REQUEST that the Federation of Canadian Municipalities (FCM), the Association of Municipalities of Ontario (AMO) and all municipalities and regions in Ontario declare a gender-based and intimate partner violence epidemic across the country; and**
- E. THAT The County of Brant REQUEST the provincial and federal governments rightfully declare intimate partner and gender-based violence an epidemic and enact the additional 95 recommendations from the inquest into the 2015 murders of Carol Culleton, Anastasia Kuzyk and Nathalie Warmerdam in Renfrew County, Ontario, which provide a roadmap to preventing intimate partner violence from escalating to femicide; and**
- F. THAT The County of Brant REQUEST that the provincial and federal governments provide the necessary support to municipalities, regions and their emergency and social**

services to meaningfully address the gender-based violence and intimate-partner violence epidemic; and

- G. THAT staff BE DIRECTED to assess what would be required to complete a Community IPV Action Plan that includes items such as resources to address the local IPV epidemic, an awareness campaign, funding a dedicated rural outreach worker through Nova Vita, approaches to engaging with at-risk youth, and other opportunities for County of Brant Council to support, and bring a report back to council before the end of the year for possible inclusions to be considered for the 2024 budget; and*
- H. THAT staff BE DIRECTED to include within the plan the ways the County of Brant can ensure that all victims of intimate partner violence are included, regardless of gender, sex, identity, family status, social economic status, and other barriers to accessing traditional intimate partner violence support services.*
- I. THAT a copy of this resolution BE FORWARDED to the Brant County Health Unit, as well as the three MPs and three MPPs representing the County of Brant residents.*

Respectfully,



Alysha Dyjach
Director of Council Services, Clerk
County of Brant



Legislative Services
Jaclyn Grossi
905-726-4768
clerks@aurora.ca

Town of Aurora
100 John West Way, Box 1000
Aurora, ON L4G 6J1

December 19, 2023

The Honourable Doug Ford, Premier of Ontario
Premier's Office, Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Delivered by email
premier@ontario.ca

Dear Premier Ford:

**Re: Town of Aurora Council Resolution of December 12, 2023
Motion 10.1 – Councillor Gilliland; Re: Homelessness Crisis**

Please be advised that this matter was considered by Council at its meeting held on December 12, 2023, and in this regard, Council adopted the following resolution:

Whereas the homelessness crisis is taking a devastating toll on families and communities, undermining a healthy and prosperous Ontario, and that Council accepts that the responsibility to address these challenges rests with community stakeholders, partners, and residents as well as regional, federal, and provincial governments and agencies; and

Whereas the Town of Aurora recognizes the challenges of mental health, addictions, and homelessness, which are complex issues that have a significant and detrimental impact on the residents of the Town of Aurora and surrounding areas within Ontario; and

Whereas addressing and responding to these issues has placed extreme stress on all levels of regional, municipal, and non-municipal programs and services, including various not-for-profit organizations and provincially funded health services within the Town of Aurora and surrounding areas;

- 1. Now Therefore Be It Hereby Resolved That the Town of Aurora acknowledge that homelessness in Ontario is a social, economic and health crisis, including people with substance use disorders; and**
- 2. Be It Further Resolved That the Town of Aurora commits to ending homelessness in the community in collaboration with the Region, and both the Provincial and Federal governments; and**

Town of Aurora Council Resolution of December 12, 2023
Homelessness Crisis
December 19, 2023

2 of 3

3. **Be It Further Resolved That the Town of Aurora call on the Region, the Province and Federal governments to increase action and supports on the following:**
 - a. **Commit to ending homelessness in Ontario; and**
 - b. **Work with the Association of Municipalities of Ontario (AMO) and a broad range of community, health, and economic partners to develop, resource, and implement an action plan to achieve this goal; and**
 - c. **Provide a long-term financial commitment to assist in the creation of more affordable and supportive housing for people in need, in York Region, including people with substance use disorders; and**
 - d. **Increase investments in evidence informed substance use prevention and mental health promotion initiatives that provide foundational support for the health, safety and well-being of individuals, families, and neighbourhoods, beginning from early childhood; and**
4. **Be It Further Resolved That a copy of this motion be sent to the Premier of Ontario; the Minister of Municipal Affairs and Housing; the Minister of Children, Community and Social Services; the Minister of Health; the Minister of the Solicitor General; the Minister of Finance; the Chief Medical Officer of Health; Town of Aurora local MPs and MPPs; the Association of Municipalities of Ontario; and all Ontario municipalities.**

The above is for your consideration and any attention deemed necessary.

Sincerely,



Jaclyn Grossi

Deputy Town Clerk

The Corporation of the Town of Aurora

JG/lb

Attachment (Council meeting extract)

Copy: Hon. Paul Calandra, Minister of Municipal Affairs and Housing
Hon. Michael Parsa, Minister of Children, Community and Social Services, MPP
Aurora—Oak Ridges—Richmond Hill

Town of Aurora Council Resolution of December 12, 2023
Homelessness Crisis
December 19, 2023

3 of 3

Hon. Sylvia Jones, Minister of Health
Hon. Michael S. Kerzner, Solicitor General
Hon. Peter Bethlenfalvy, Minister of Finance
Dr. Kieran Moore, Chief Medical Officer of Health
Dawn Gallagher Murphy, MPP Newmarket—Aurora
Tony Van Bynen, MP Newmarket—Aurora
Leah Taylor Roy, MP Aurora—Oak Ridges—Richmond Hill
Association of Municipalities of Ontario (AMO)
All Ontario Municipalities



100 John West Way
Aurora, Ontario
L4G 6J1
(905) 727-3123
aurora.ca

Town of Aurora

Council Meeting Extract

Tuesday, December 12, 2023

10. Motions

10.1 Councillor Gilliland; Re: Homelessness Crisis

Moved by Councillor Gilliland

Seconded by Councillor Gaertner

Whereas the homelessness crisis is taking a devastating toll on families and communities, undermining a healthy and prosperous Ontario, and that Council accepts that the responsibility to address these challenges rests with community stakeholders, partners, and residents as well as regional, federal, and provincial governments and agencies; and

Whereas the Town of Aurora recognizes the challenges of mental health, addictions, and homelessness, which are complex issues that have a significant and detrimental impact on the residents of the Town of Aurora and surrounding areas within Ontario; and

Whereas addressing and responding to these issues has placed extreme stress on all levels of regional, municipal, and non-municipal programs and services, including various not-for-profit organizations and provincially funded health services within the Town of Aurora and surrounding areas;

1. Now Therefore Be It Hereby Resolved That the Town of Aurora acknowledge that homelessness in Ontario is a social, economic and health crisis, including people with substance use disorders; and
2. Be It Further Resolved That the Town of Aurora commits to ending homelessness in the community in collaboration with the Region, and both the Provincial and Federal governments; and
3. Be It Further Resolved That the Town of Aurora call on the Region, the Province and Federal governments to increase action and supports on the following:
 - a. Commit to ending homelessness in Ontario; and
 - b. Work with the Association of Municipalities of Ontario (AMO) and a broad range of community, health, and economic partners to

develop, resource, and implement an action plan to achieve this goal; and

- c. Provide a long-term financial commitment to assist in the creation of more affordable and supportive housing for people in need, in York Region, including people with substance use disorders; and
- d. Increase investments in evidence informed substance use prevention and mental health promotion initiatives that provide foundational support for the health, safety and well-being of individuals, families, and neighbourhoods, beginning from early childhood; and

4. Be It Further Resolved That a copy of this motion be sent to the Premier of Ontario; the Minister of Municipal Affairs and Housing; the Minister of Children, Community and Social Services; the Minister of Health; the Minister of the Solicitor General; the Minister of Finance; the Chief Medical Officer of Health; Town of Aurora local MPs and MPPs; the Association of Municipalities of Ontario; and all Ontario municipalities.

Yeas (7): Mayor Mrakas, Councillor Weese, Councillor Gilliland, Councillor Gaertner, Councillor Thompson, Councillor Gallo, and Councillor Kim

Carried (7 to 0)



19 Holland Rd W. RR.#1
Kakabeka Falls, ON POT 1W0

www.conmee.com

On December 19th 2023, Council passed the following resolution at its regular meeting:

RESOLUTION 2023-0247

Moved by Councillor Arnold

Seconded by Councillor Halvorsen

WHEREAS duly elected Officials of a Municipality, or a Township are expected to be above reproach and to conduct themselves with integrity, truth, justice, honesty, transparency and courtesy.

AND WHEREAS there are people of dubious character who have a Criminal Record, having been convicted of a Federal Offence of any of the Federal Statutes of Canada, but not limited to the Criminal Code or Narcotic Control Act, who are currently on Council of a Municipality or have let their name stand for election for Mayor, Reeve or Councillor as a municipal candidate.

NOT WITHSTANDING the provisions of the Ontario Human Rights Code

THEREFORE BE IT RESOLVED that the Township of Conmee lobby the Provincial Government to amend The Municipal Act and Municipal Elections Act, as may be, so that people with a criminal record who have not had their record pardoned from the RCMP Data Base by order of the Governor General of Canada, be prohibited from becoming a candidate in municipal elections or holding office in municipal council

AND THAT an elected local government official be disqualified from office upon conviction of a criminal offense and must resign

AND THAT Council of the Township of Conmee direct the Clerk to send a copy of this resolution to the Ontario Premier Doug Ford, Attorney General Doug Downey, Solicitor General Michael Kerzner, Minister of Municipal Affairs Paul Calandra, MPP Kevin Holland, MPP and Leader of the Official Opposition Marit Stiles, MPP and Critic of the Attorney General Kristyn Wong-Tam, MPP and Critic of Solicitor General John Vanthof, MPP and Critic of Municipal Affairs Jeff Burch, Association of Municipalities of Ontario, Rural Ontario



19 Holland Rd W. RR.#1
Kakabeka Falls, ON POT 1W0

www.conmee.com

Municipal Association, Northern Ontario Municipal Association, Thunder Bay District
Municipal League, and all Ontario municipalities

CARRIED



December 22, 2023

Sent via E-mail
david.piccinico@pc.ola.org

David Piccini, MPP
Northumberland-Peterborough South
117 Peter St
Port Hope, ON L1A 1C5

Re: Rising Municipal Insurance Costs

Dear MPP Piccini,

At its regular meeting held December 12, 2023, the Council of the Township of Asphodel-Norwood considered the above-noted matter and passed the following resolution:

WHEREAS Ontario Municipalities are experiencing higher insurance rates at each renewal with limited access to insurance providers willing to quote on municipal insurance needs;

AND WHEREAS the Township of Asphodel-Norwood's annual insurance premiums have increased from \$150,280 to \$299,729 from 2020 to 2024, representing an accumulated increase of 99.5% over this period;

AND WHEREAS these annual increases are unsustainable and divert funds from critical municipal services as one of the most significant constraints in limiting yearly tax levy increases;

NOW THEREFORE BE IT RESOLVED that the Council of the Township of Asphodel-Norwood directs staff to send a letter to the MPP for Northumberland-Peterborough South calling for action to reduce insurance costs;

AND FURTHER BE IT RESOLVED that this Resolution be forwarded to the Association of Municipalities of Ontario (AMO), the Minister of Finance, the Minister of Municipal Affairs and Housing, and all Ontario Municipalities for support.

Trusting you will find the foregoing satisfactory, but please do not hesitate to reach out with any questions or concerns.

Sincerely,



Melanie Hudson, Acting Clerk
Township of Asphodel-Norwood

Cc: Hon. Peter Bethlenfalvy, Minister of Finance
Hon. Steve Clark, Minister of Municipal Affairs and Housing
Association of Municipalities of Ontario (AMO)
All Ontario Municipalities

From: Clerks@vaughan.ca
To: [Clerks](#)
Subject: Item 1, Committee of the Whole (Working Session) Report No. 50, Council December 12, 2023
Date: January 2, 2024 10:04:04 AM

Sent on behalf of Todd Coles, City Clerk

Lisa Lyons
Director of Legislative Services and Town Clerk
The Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, Ontario L3Y 4X7

Dear Lisa Lyons:

RE: AUTOMATED SPEED ENFORCEMENT (ASE) IMPLEMENTATION PLAN

[Linked](#) for your information is Item 1, Report No. 50, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on December 12, 2023.

To assist us in responding to inquiries, please quote the item and report number.

Sincerely,

Todd Coles
City Clerk
905-832-8504 | clerks@vaughan.ca

City of Vaughan | Office of the City Clerk
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca

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CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2023

Item 1, Report No. 50, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on December 12, 2023.

1. **AUTOMATED SPEED ENFORCEMENT (ASE) IMPLEMENTATION PLAN**

The Committee of the Whole (Working Session) recommends:

- 1) **That the recommendations contained in the report of the Deputy City Manager, Public Works dated November 29, 2023, be approved; and**
- 2) **That the presentation by Peter Pilateris, Director, Transportation and Fleet Management Services, and Brenda Bisceglia, Manager, Mobility Management/MoveSmart, and C1, presentation material titled “*Automated Speed Enforcement (ASE) Implementation Plan*” be received.**

Recommendations

1. That use of Automated Speed Enforcement in the City of Vaughan be adopted through an Administrative Monetary Penalty System, and that all necessary By-laws be brought forward to give effect to this recommendation;
2. That the Deputy City Manager of Public Works be authorized to execute any agreement or document, in a form satisfactory to Legal Services, required to implement or administer the Automated Speed Enforcement program within the City of Vaughan that falls outside of the scope of the Corporate Procurement Policy 15.C.03;
3. That the proposed Community Safety Zone Policy be approved as outlined in Attachment 1;
4. That the By-laws be enacted to amend Traffic Bylaw 284-94, as amended, authorizing one hundred and four (104) Community Safety Zones under the proposed Community Safety Zone Policy as outlined in Attachment 2;
5. That staff be authorized to administer the proposed Community Safety Zone Policy, and to establish Automated Speed Enforcement locations;
6. That staff be authorized to proceed with a Single Source Procurement with the identified Supplier, GTechna, for the works required to integrate Automated Speed Enforcement with the By-law & Compliance, Licensing & Permit Services existing case management system as required;

CITY OF VAUGHAN**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2023**Item 1, CW(WS) Report 50 – Page 2

7. That approval be delegated to the Deputy City Manager, Community Services to further increase the single source contract value for #SSA22-040 *Online Permit System to Allow Issuance of Visitor, Construction, and Resident Parking Permits (supplier - GTechna)* if required, subject to approved funding being available;
8. That a robust communication plan be developed regarding the use of Automated Speed Enforcement within the City of Vaughan; and
9. That the City Clerk forward a copy of this report to the Regional Municipality of York (York Region), York Region's local municipalities, York Regional Police, York Region District School Board, York Region Catholic School Board, Metrolinx, the Ministry of Transportation Ontario, and the Ministry of the Attorney General.



Committee of the Whole (Working Session) Report

DATE: Wednesday, November 29, 2023

WARD(S): ALL

TITLE: AUTOMATED SPEED ENFORCEMENT (ASE) IMPLEMENTATION PLAN

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To seek approval to implement the Automated Speed Enforcement Program in the City of Vaughan under the Administrative Monetary Penalty System, to provide delegated authority to the Deputy City Manager of Public Works to execute the required agreements to launch Automated Speed Enforcement and to provide authority to amend an existing Single Source Award contract with one of the required suppliers, GTechna. The report also seeks approval of the proposed 2023 Community Safety Zone Policy and selection criteria process.

Report Highlights

- In July 2022, the Province of Ontario (the Province) amended the *Highway Traffic Act* to allow Automated Speed Enforcement to become enforceable under Administrative Penalties.
- The City of Vaughan's Automated Speed Enforcement program is anticipated to commence by Q4 2024, subject to the execution of the required agreements for ticket processing and with both the Ministry of the Attorney General and Ministry of Transportation finalizing the required agreements.
- Delegated Authority is required to allow the Deputy City Manager of Public Works to execute agreements with various parties that are critical to a successful Automated Speed Enforcement implementation that fall outside the scope of the Corporate Procurement Policy 15.C.03.

Report Highlights Continued

- The Province only allows Automated Speed Enforcement to be implemented within community safety zones and school zones. The City of Vaughan (the City) has established a proposed Community Safety Zone Policy and warrant process to establish new community safety zones which are supported by data and evidence based.
- Community safety zones will be identified and implemented through the proposed Community Safety Zone Policy, obligatory traffic bylaw amendments, and regulatory signage.
- Staff will identify Automated Speed Enforcement locations based on a priority ranking system driven by the data set out in the proposed Community Safety Zone Policy.
- It is anticipated that the Automated Speed Enforcement program will launch with ten (10) mobile cameras, two (2) per ward, and cameras will remain in a given location for approximately three (3) months.
- The Corporate and Strategic Communications department will leverage numerous channels to educate the public on Automated Speed Enforcement.

Recommendations

1. That use of Automated Speed Enforcement in the City of Vaughan be adopted through an Administrative Monetary Penalty System, and that all necessary By-laws be brought forward to give effect to this recommendation;
2. That the Deputy City Manager of Public Works be authorized to execute any agreement or document, in a form satisfactory to Legal Services, required to implement or administer the Automated Speed Enforcement program within the City of Vaughan that falls outside of the scope of the Corporate Procurement Policy 15.C.03;
3. That the proposed Community Safety Zone Policy be approved as outlined in Attachment 1;
4. That the By-laws be enacted to amend Traffic Bylaw 284-94, as amended, authorizing one hundred and four (104) Community Safety Zones under the proposed Community Safety Zone Policy as outlined in Attachment 2;
5. That staff be authorized to administer the proposed Community Safety Zone Policy, and to establish Automated Speed Enforcement locations;
6. That staff be authorized to proceed with a Single Source Procurement with the identified Supplier, GTechna, for the works required to integrate Automated Speed Enforcement with the By-law & Compliance, Licensing & Permit Services existing case management system as required;
7. That approval be delegated to the Deputy City Manager, Community Services to further increase the single source contract value for #SSA22-040 *Online Permit*

System to Allow Issuance of Visitor, Construction, and Resident Parking Permits (supplier - GTechna) if required, subject to approved funding being available;

8. That a robust communication plan be developed regarding the use of Automated Speed Enforcement within the City of Vaughan; and
9. That the City Clerk forward a copy of this report to the Regional Municipality of York (York Region), York Region's local municipalities, York Regional Police, York Region District School Board, York Region Catholic School Board, Metrolinx, the Ministry of Transportation Ontario, and the Ministry of the Attorney General.

Background

The legislative authority for Automated Speed Enforcement became effective on December 1, 2019.

Automated Speed Enforcement (ASE) is a system that consists of a hardware device including a camera and a speed measurement tool which operate together to take an image of a vehicle traveling past the device at a rate of speed greater than the posted speed limit. This data is then recorded and a penalty notice with a designated fine is sent to the vehicle's registered owner for payment, regardless of the driver. The total payable amount includes a set fine, a victim fine surcharge, and applicable administrative costs. The Ministry of Transportation does not issue demerit points toward a driver's license and therefore a passenger vehicle owner's driving record or insurance rating is not impacted.

Automated Speed Enforcement is identified as one of the most critical road safety initiatives under the MoveSmart Mobility Management Strategy (MoveSmart).

The ASE program's target is to reduce speed, increase road safety, and raise public awareness to drive within the posted speed limits. It is a highly effective road safety tool and is designed to work in parallel with other MoveSmart initiatives, including engineering traffic calming measures, enforcement, and education. ASE is used to promote compliance with posted speed limits and reduce speeds and collisions in school and community safety zones.

A Members Resolution in favour of the implementation of ASE was unanimously supported by City Council on September 28, 2022. Several other authorities across North America and the world have relied on ASE as a speed enforcement and speed reduction tool and have reported significant success. York Region provided an update to Regional Council's Committee of the Whole on June 16, 2022, summarizing the achievements of the Region's ASE pilot program and the benefits of the continued use and expansion of the program.

The Province of Ontario has enacted a regulation to allow the operation of Automated Speed Enforcement under an Administrative Monetary Penalty System to reduce demands on the Provincial Court System.

The Province amended the *Highway Traffic Act* to allow ASE to become enforceable under Administrative Penalties rather than the *Provincial Offences Act* (POA). This change allows municipalities to develop an in-house ticket adjudication and processing program. The Administrative Monetary Penalty System Program (AMPS) allows for greater flexibility as municipalities can operate an ASE program through their processing centre or via a Joint Processing Centre (JPC) in partnership with another municipality. A processing centre refers to a municipal facility overseeing ticket issuance, processing, and dispute resolution processes through staff resources employed by that municipality.

The *Highway Traffic Act* authorizes the use of Automated Speed Enforcement in school zones and community safety zones.

The *Safer School Zones Act* authorizes ASE in schools and community safety zones. A school zone is an area of the road close to a school or within one hundred and fifty (150) metres of a school front. *The Highway Traffic Act* delegates authority to municipalities to designate part of a roadway under its jurisdiction as a community safety zone. School zones usually have reduced speed limits and must be designated with by-laws per the *Highway Traffic Act*. A community safety zone is an area that is deemed a higher risk or area of concern and is also designated through a by-law amendment. Fines are doubled within these designated areas and are directed to the vehicle's registered owner; therefore no demerit points are issued.

The Province has stipulated that ASE warning signs be implemented ninety (90) days in advance of a camera's activation and later replaced with regulatory camera-in-use signs when activated at any given location.

The City of Vaughan has developed the proposed Community Safety Zone Policy with a two-stage selection criteria which has resulted in a recommendation of one hundred and four (104) Community Safety Zones.

The proposed Community Safety Zone Policy identifies a warrant process for community safety zone designation including school zones. Identifying potential community safety zone sites follows a two-staged process which is based on best practices and Provincial guidelines.

The first step involves identifying areas with land uses that have the potential to benefit from community safety zone designations because of their tendency for the presence of vulnerable road users. These areas include:

- School Zones
- Trail Access Points
- Retirement Housing

- Community Centers
- Parks
- Places of Worship

All school zones are recommended to be designated as community safety zones and do not require a second stage warrant approval.

The second stage of the proposed Community Safety Zone Policy assesses the safety concerns of the identified locations other than schools by considering the presence of risk factors. The process includes a risk-scoring matrix to assess each location based on the following factors:

- Vehicular volumes
- Number of lanes
- Length of sidewalk
- Truck volume
- Bus stops
- Intersections and entrances
- Operating speeds
- Collision history

Applying the proposed warrant to the City's entire road network resulted in the identification of one hundred and four (104) warranted community safety zone locations. Ninety-seven (97) of these locations are at or near school zones, and seven (7) are at other land uses.

ASE site selection will include school zones and parks, with a selection of locations that may consist of other land uses such as retirement housing, community centres, and places of worship.

Staff will be responsible for prioritizing and selecting ASE locations and rotation schedules. A regulatory signage plan for community safety zones and ASE identified locations will be developed to satisfy Provincial legislation. Subsequent traffic by-law amendments will be forthcoming that identify individual locations that fulfill the proposed Community Safety Zone Policy warrant process within the City.

The City of Toronto has twelve (12) municipalities utilizing their Joint Processing Centre, including York Region. Participating municipalities rely on Toronto's Joint Processing Centre to process Automated Speed Enforcement tickets.

The City of Toronto, (Toronto) was the first municipality within Ontario to establish ASE as a safety tool. It operates its ASE program under the POA, which requires disputed tickets to be adjudicated through the Provincial Court System. Toronto currently is the

only municipality to operate a JPC and is issuing tickets on behalf of other municipalities.

Due to high volumes, Toronto is currently placing limits on the number of tickets it can process on behalf of other municipalities. As such, some municipalities are looking into the feasibility of implementing their own JPC or partnering with municipalities that have a JPC currently under development. For example, York Region, the Town of Newmarket, the City of Barrie, the City of Waterloo, and the City of Brampton are assessing the feasibility of implementing their own JPC in the future.

There are procurement considerations that are required to be met to implement Automated Speed Enforcement by the anticipated launch date of Q4 2024.

Staff have identified three (3) procurements to implement ASE:

1. Camera Vendor: The contract for supply, installation, operation, maintenance, and decommissioning of ASE cameras and supporting infrastructure.
2. GTechna: The software used for case management.
3. Regulatory Signage: The contract to develop a signage plan for the installation of signs for Community Safety Zones and Automated Speed Enforcement.

The City of Vaughan will leverage the opportunity to participate in the collaborative procurement of a camera vendor and assess all options for ticket processing centres.

The City's Corporate Procurement Policy 15.C.03 encourages the use of collaborative procurements in which combining the volume of Goods and/or Services to be purchased results in the best value for Vaughan. Toronto awarded the services of Redflex Traffic Systems to provide ASE hardware and services on behalf of all participating municipalities.

In May 2019, Toronto issued a Request for Proposal #9148-19-0048 for the Provision of Automated Speed Enforcement Services for five (5) years and five (5) one (1) year extension options. Toronto awarded the contract to Redflex Traffic Systems (Canada) Limited, (Redflex). Through the contract, Redflex is responsible for supplying, installing, operating, maintaining, and decommissioning an ASE system/infrastructure and maintaining ASE image processing services.

To utilize Toronto as a JPC, the City would be required to work with Redflex as its camera vendor. Toronto's RFP#9148-19-0048 permits other municipalities to utilize its contract with Redflex. In accordance with the City's Corporate Procurement Policy 15.C.03, Section 24 – Collaborative Procurement, the City would be required to execute a contract with Redflex upon successful negotiations with the supplier in a form satisfactory to Legal Services.

Should the opportunity to execute an agreement for ticket processing with another municipality, such as York Region, materialize, the City will consider engaging that municipality for ticket processing. Staff will continue to monitor and assess all options available for processing centres. A final decision will be made by staff based on timing, service costs, and ticket capacity allocation.

Council approval is required to amend the existing single source contract with GTechna to permit the integration of Automated Speed Enforcement into the City of Vaughan's existing case management system.

The City is working to administer the ASE program through AMPS, a system already in use by By-law and Compliance, Licensing, and Permit Services that currently administers the parking ticket program. GTechna is the current vendor that will facilitate the software system integration with the Toronto JPC.

To meet the Q4 2024 ASE launch, the City requires an AMPS program and software solution to be able to facilitate the transfer of information and tickets with the JPC. Not utilizing the current vendor GTechna would require an open procurement which would result in additional delays. By-law and Compliance, Licensing, and Permit Services has confirmed that a systems integration with Toronto and the current vendor GTechna is possible and testing has already occurred.

By-law and Compliance, Licensing, and Permit Services are in contract with GTechna via a Single Source Award (SSA22-040). Staff anticipates that the integration of ASE by GTechna will result in a change order to the existing single source contract of approximately fifteen thousand dollars (\$15,000), thus bringing the cumulative value of the GTechna contract over the \$100,000 threshold established by the City's Corporate Procurement Policy.

The City's Procurement Policy provides criteria that must be met to procure via single-source procurement. Given the need for standardization and compatibility with previously acquired services and the special knowledge, skills, and expertise required, it is the Director of Procurement Services' determination that this justifies the use of single source procurement in this case.

Given the anticipated amount of the contract, Council approval is required to proceed with any necessary amendment to the existing GTechna Single Source Award.

Further, staff are asking that the Deputy City Manager of Community Services be authorized to further increase the single source contract value for #SSA22-040 *Online Permit System to Allow Issuance of Visitor, Construction, and Resident Parking Permits (supplier - GTechna)* if required, subject to approved funding being available.

Previous Reports/Authority

MoveSmart Mobility Management Strategy Annual Progress Report, Extract from Council Meeting Minutes of March 22, 2022 (Report No. 11, Item 1 of the Committee of the Whole (Working Session)):

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=101578>

MoveSmart Mobility Management Strategy, Extract from Council Meeting Minutes of March 10, 2021 (Report No. 10, Item 1 of the Committee of the Whole (Working Session)): [filestream.ashx](https://pub-vaughan.escribemeetings.com/filestream.ashx) ([escribemeetings.com](https://pub-vaughan.escribemeetings.com))

Support for a Piloted Automated Speed Enforcement Program in the City of Vaughan, Members Resolution Racco, Extract from the Council Meeting Minutes of September 28, 2022 (Report No. 32, Item 19 of the Committee of the Whole (1)):

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=120316>

Automated Speed Enforcement and Administrative Penalty System, Extract from York Region Council Meeting Minutes of June 16, 2022; Committee of the Whole Report of May 27, 2022, Transportation Services, Joint Report of the Commissioner of Public Works and the Regional Solicitor and General Counsel.

<https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=35845>

Processing Centre for Automated Enforcement Infractions, Extract from York Region Council Meeting Minutes of September 14, 2023: Committee of the Whole Report September 6, 2023, Transportation Services, Report of the Commissioner of Public Works:

<https://yorkpublishing.escribemeetings.com/FileStream.ashx?DocumentId=40993>

Analysis and Options

The Administrative Monetary Penalty System shifts the processing of Automated Speed Enforcement tickets to a municipality and away from the Provincial Court System.

The City currently has a parking ticket enforcement program under AMPS. As such, procedures and technical software are already in place to issue, settle, and collect tickets that are in default. The City's ASE program will work off the same processes and procedures. Some of the realized advantages of the AMPS program include:

- Replaces the court-based trial system governed by the POA.
- Provides a fair and equitable dispute resolution process.
- Provides greater access to dispute resolution services.
- Screening reviews are conducted at an in-person meeting, or disputes can be submitted via an online form.

- The system is flexible, customer-focused, and convenient.
- Allows the Provincial Courts greater opportunity to address more severe types of offenses.
- Empowers the local municipality to operate its penalty system.

As an operator of an ASE program under AMPS, the City will be mandated to provide annual reports back to the Province, highlighting important key performance indicators such as ticket issuance, program success, and other technical data.

Implementation of Automated Speed Enforcement requires the City of Vaughan to enter into various agreements.

Delegated Authority is required to allow the Deputy City Manager of Public Works to execute the necessary agreements that are critical to ASE implementation and include agreements with the following:

1. The Ministry of Transportation (MTO): This agreement provides that MTO will provide vehicle owner information to the JPC on behalf of the City.
2. Ministry of the Attorney General (MAG): This agreement sets out: (1) The City's responsibility to remit money to the Victims' Justice Fund, and (2) the City's access to the Defaulted Fines Control Centre, which is used for license plate denials.
3. A Joint Processing Centre: This agreement allows the JPC to receive photos, issue penalty notices, and share costs related to the processing centre.

The Privacy Impact Assessment is a requirement that forms part of the MTO Agreement. The Information and Privacy Commissioner will be consulting with each municipality that is interested in implementing an ASE program under AMPS.

Financial Impact

Financial estimates to administer the Automated Speed Enforcement program are based on Toronto's Joint Processing Centre processing capacity restraints.

Financial estimates for the implementation of the City's ASE program are currently based on Toronto's JPC processing capacities. Several municipalities are considering opening their own processing centers and the City continues to explore other potential partnerships, including York Region that would modify the financial estimates associated with administering the ASE program.

The ASE program is anticipated to launch by Q4 2024. Various City departments are assessing resource requirements to support the ASE program beyond 2024, and any additional operating funds or additional resources required to administer the program will be requested in the future through the City's annual budget process.

One-time startup operating costs of approximately one hundred thousand dollars (\$100,000) have been identified to launch the ASE program and will be enabled through previously approved funding. The By-law & Compliance, Licensing & Permit Services capital project *BY-9538-16 By-law & Compliance Group GTechna System Upgrade* will facilitate the necessary upgrades to import ticket data, and an initial partnership fee is required should the City execute an agreement with the Toronto JPC.

Approved funding for the implementation of regulatory traffic signage for both ASE and community safety zones has been identified through capital projects *FL-9579-21 Traffic Signs Speed Limit Policy* and *RP-6767-18 Road Safety Program Automated Speed Enforcement*.

ASE is intended to be a financially cost-neutral program. It is anticipated that as the program matures all operational costs will be recovered through the collection of penalties imposed. The Province has suggested that any monetary gains be reinvested into future road safety programs and communications with a focus on pedestrian and cycling facilities. It is anticipated that as speed compliance improves, recoveries generated through ASE will decrease as road safety across the City improves.

Operational Impact

The implementation of Automated Speed Enforcement is a comprehensive initiative requiring collaboration and expertise across the organization.

A working group consisting of nine (9) departments was created to facilitate the process of launching the ASE program. The working group includes the following departments:

- By-law & Compliance, Licensing & Permit Services
- Legal Services
- Procurement Services
- Financial Services
- Financial Planning & Development Finance
- Office of the City Clerk
- Office of the Chief Information Officer
- Transportation & Fleet Management Services
- Corporate and Strategic Communications

Staff propose to operate ten (10) mobile Automated Speed Enforcement cameras, allocating two (2) cameras per ward within community safety zones.

It is anticipated that the ASE program will commence with each ward receiving two (2) mobile cameras. The ASE mobile cameras will rotate approximately every three (3) months.

A comprehensive communication plan will be created to raise driver awareness regarding Automated Speed Enforcement implementation throughout the City of Vaughan.

A robust communication plan will advise residents and drivers about the new ASE program before commencement right through to implementation. Residents will be educated on the value that ASE provides in keeping communities safe and motorists will be informed about the warning and camera activation periods on the City's local road network.

Automated Speed Enforcement is an effective tool to improve road safety.

The use of ASE has proven to be a worthwhile and effective countermeasure in numerous municipalities to improve road safety by reducing vehicle speeds and collisions in targeted areas such as school zones and community safety zones.

A study based on Toronto's ASE data conducted by researchers from The Hospital for Sick Children (SickKids) in collaboration with the Toronto Metropolitan University (TMU) showed that drivers exceeding the speed limit decreased at eighty percent (80%) of the locations with an ASE device. The proportion of drivers speeding at thirty (30), forty (40), and fifty (50) kilometres per hour speed limit zones dropped by an average of seven kilometres per hour (7 km/h) during ASE deployment. There was also an eighty-seven percent (87%) drop observed among drivers exceeding the speed limit by twenty kilometres per hour (20 km/h) or more at ASE locations. The City of Mississauga has also noted an average decrease in vehicle speeds by eight kilometres an hour (8 km/h) where cameras were deployed and an average increase of twenty-six percent (26%) in speed limit compliance.

Broader Regional Impacts/Considerations

York Region has already adopted the ASE program. Discussions with York Region exploring opportunities for ticket processing at a joint facility remain ongoing. Road safety and speed compliance is a region-wide safety priority. Therefore, the establishment of an ASE program within the City will complement York Region's efforts to ensure overall improved road safety across the network. An aligned speed enforcement strategy will work to improve driver behavior and support York Regional Police's efforts to improve traffic safety, reduce speeding, and help protect vulnerable road users.

Conclusion

The implementation of ASE is a key program within MoveSmart. ASE will support many key initiatives including the joint Traveler Safety Plan with local municipal partners, the Speed Compliance Plan, the Safer School Zone Plan, and the Neighbourhood Traffic

Calming Plan, thereby ensuring a comprehensive and multifaceted approach to improving road safety across both the local and regional road networks.

The City anticipates launching the ASE program under AMPS by Q4 2024 provided the necessary agreements for ticket processing and with the Ministry of the Attorney General and the Ministry of Transportation can be executed.

For more information, please contact Peter Pilateris, Director Transportation and Fleet Management Services ext. 6141, and Susan Kelly, Director of By-Law & Compliance, Licensing & Permit Services, ext. 8952.

Attachments

1. Proposed Community Safety Zone Policy #19.C.07.
2. List of one hundred and four (104) locations to be designated as Community Safety Zones.

Prepared by

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Approved by



Zoran Postic, Deputy City Manager,
Public Works

Reviewed by



Nick Spensieri, City Manager



THE CORPORATION OF THE CITY OF VAUGHAN

CORPORATE POLICY

POLICY TITLE: COMMUNITY SAFETY ZONE

POLICY NO.: 19.C.07

Section:	Roads, Traffic & Operations		
Effective Date:	Click or tap to enter a date.	Date of Last Review:	Click or tap to enter a date.
Approval Authority:	Policy Owner:		
Council	DCM, Public Works		

POLICY STATEMENT

A policy to identify locations for Community Safety Zones designations within the City of Vaughan. The policy includes an evaluation process and a warrant in the form of a set of criteria to identify locations that are justified for Community Safety Zones.

PURPOSE

This policy provides a comprehensive process for determining the suitability of a candidate location as a Community Safety Zone. Community Safety Zones are locations where public safety is a concern and where increased enforcement and fines have the potential to address safety issues. This policy also provides a process for prioritizing Community Safety Zone candidate locations, identifying appropriate boundaries, and presenting criteria for the installation of signs. The objective is to provide an evidence-based approach to assess the implementation of Community Safety Zones in designated areas with a higher road safety risk as identified through analysis of existing road conditions and traffic/pedestrian data. Staff will apply the policy to determine which locations are appropriate for designation as a Community Safety Zone. This decision must be codified in a by-law; once staff have applied the policy to identify locations that are appropriate for designation as Community Safety Zone, by-laws will be brought forward for Council approval.

SCOPE

This policy will apply to all roadways under the jurisdiction of the City of Vaughan as a process to identify areas that require enhanced traffic road safety measures to support vulnerable road users.

POLICY TITLE: COMMUNITY SAFETY ZONE

POLICY NO.: 19.C.07

LEGISLATIVE REQUIREMENTS

Section 214.1(1) of the Highway Traffic Act delegates authority to a municipal Council to designate highways under its jurisdiction as a Community Safety Zone. A municipal by-law is required to designate a Community Safety Zone location and to increase fines within its limits.

DEFINITIONS

- 1. Automated Speed Enforcement:** Automated speed enforcement systems use cameras and speed measurement devices to identify vehicles travelling above the posted speed limit and to provide the evidence needed to issue a citation. Automated speed enforcement systems may be used in school zones and/or community safety zones.
- 2. Community Safety Zone:** A designated stretch of roadway which permits the doubling of fines for moving violations. Community safety zone signage is used to notify drivers of the limits of a Community Safety Zone.
- 3. School Area:** An area “where a school is adjacent to a major highway or arterial road that school children walk along and cross. School area signs may be advisable where the school is adjacent to a residential street with relatively high traffic volumes.”¹

POLICY

The proposed policy is a two-step warrant system consisting of a set of criteria to justify a Community Safety Zones designation:

- Warrant 1: Designated Area of Special Concern
 - Warrant 2: Safety Warrant
1. Warrant 1 identifies specific locations where Community Safety Zones can be considered because of the propensity of these land uses to attract vulnerable road users near vehicular traffic resulting in potential safety concerns. Land uses that satisfy Warrant 1 include:
 - 1.1. School Zones
 - 1.2. Trail Access Points
 - 1.3. Retirement Housing
 - 1.4. Community Centers
 - 1.5. Parks
 - 1.6. Places of Worship

¹ Ontario Traffic Manual – Book 6 Warning Signs, 2001, page 105

POLICY TITLE: COMMUNITY SAFETY ZONE

POLICY NO.: 19.C.07

2. School zones are automatically considered warranted for Community Safety Zones and are not required to satisfy Warrant 2.
3. Where schools and parks are adjacent to each other, they are to be considered a single candidate site. Each candidate location will be reviewed to determine if other boundary roads (in addition to the road across the location's frontage) are also candidates for Community Safety Zone implementation.
4. Once Warrant 1 is satisfied (i.e., an area is confirmed as a designated area of special concern), Warrant 2 assesses the potential of implementing a Community Safety Zone to address safety issues by considering the presence of risk factors as noted below. The process includes a risk scoring matrix to assess each candidate location.
5. The following risk factors are included in Warrant 2:
 - 5.1. Volume: Higher volumes of vehicles result in a higher potential for conflicts with vulnerable road users.
 - 5.2. Number of lanes: Longer crossing distances associated with multi-lane roadways raise the exposure of vulnerable road users to conflicts with vehicles.
 - 5.3. Length of sidewalk: Sidewalks physically separate vulnerable road users from traffic and therefore offer safety advantages.
 - 5.4. Truck volume: Trucks require more room to manoeuvre, generally have larger blind spots, and the severity of collisions between trucks and vulnerable road users tends to be higher.
 - 5.5. Bus stops: Bus stops are a surrogate for the presence of pedestrians and the number of crossings made by pedestrians.
 - 5.6. Intersections and entrances: Intersections and large entrances increase the number of vehicle-vulnerable road user conflict points.
 - 5.7. Operating speeds: Higher operating speeds tend to result in greater severities when collisions do occur with vulnerable road users.
 - 5.8. Collision history: The collision history is a means of assessing the potential for collisions to occur.
6. Each risk factor is scored as 'high' (3), 'moderate' (2), or 'low' (1). The following table lists the risk factors and the corresponding thresholds used to determine the scores. Note this scoring process is used to determine the location's priority (per the priority list attached).

POLICY TITLE: COMMUNITY SAFETY ZONE**POLICY NO.: 19.C.07**

Risk Factor	Risk Factor Scoring			Score
	High (3)	Moderate (2)	Low (1)	
Average daily traffic	> 6000	3000 to 6000	< 3000	
Number of lanes	> 4	3 to 4	2	
Presence of sidewalks	None	One side	Both sides	
Truck volume (% of traffic)	> 5%	3% to 5%	< 3%	
Number of bus stops per km	> 4	2 to 4	< 2	
Intersection and entrances per km	> 10	4 to 10	< 4	
85 th percentile speed – posted speed (km/h)	> 10	0 to 10	< 0	
VRU collisions per year (5 years)	> 2	1 to 2	0	
Total Score				/ 24

7. The minimum score for a location to be compliant with Warrant 2 is 14. All warranted locations will be presented to Community Safety Zone stakeholders (e.g., York Regional Police, School Boards and York Region) for their review and consideration.
8. For school areas, Community Safety Zone Begins signs should be installed 100 m upstream of the School Area Begins signs. A Community Safety Zone sign should be installed the same distance (i.e., 100 m) beyond the School Area Ends sign. These distances are consistent with the placement criteria for warning signs provided in the Ontario Traffic Manual – Book 6 - Warning Signs.
9. For Community Safety Zone locations other than schools, the Community Safety Zone Begins signs should be installed 140 m in advance of the sensitive land use (i.e., the locations listed for Warrant 1) and the Community Safety Zone Ends signs shall be installed the same distance beyond (i.e., 140 m).
10. For zones greater than 1 km in length, additional Community Safety Zone signs shall be spaced not more than 300 m apart (or as specified in OTM Book 5).
11. In cases where the end and start points for two adjacent Community Safety Zones are within 250 m of each other, they should be treated as a single, continuous Community Safety Zone to reduce driver confusion and facilitate on-street enforcement. Furthermore, Community Safety Zone boundaries shall be determined as road sections meeting the conditions of Warrant 2 and shall be extended to encompass any immediately adjacent road sections that satisfy Warrant 1.
12. Once a section of road has been designated as a Community Safety Zone, it shall retain the designation until the land use changes.

POLICY TITLE: COMMUNITY SAFETY ZONE

POLICY NO.: 19.C.07

ADMINISTRATION			
<i>Administered by the Office of the City Clerk.</i>			
Review Schedule:	5 Years	Next Review Date:	Click or tap to enter a date.
Related Policy(ies):	Establishing Speed Limits on City Roadways – 19.C.03		
Related By-Law(s):			
Procedural Document:			
Revision History			
Date:	Description:		
Click or tap to enter a date.			
Click or tap to enter a date.			
Click or tap to enter a date.			

ATTACHMENT NO.2 Community Safety Zone Street Listing

STREET	DESCRIPTION
Aberdeen Avenue	North limit of Vineyard Court to the south limit of Chancellor Drive
Aberdeen Avenue	East limit of Alderson Avenue to the west limit of Ansley Grove Road
Ansley Grove Road	North limit of Blue Willow Drive/Embassy Drive to the south limit of Belview Avenue/Aberdeen Avenue
Apple Blossom Drive	East limit of Pleasant Ridge Avenue to the west limit of Clovis Street
Arnold Avenue	West limit of Yonge Street to the east limit of Brooke Street
Arnold Avenue	East limit of Atkinson Avenue to the west limit of Charles Street
Ashberry Boulevard	East limit of Weston Road to the west limit of Starling Boulevard
Atkinson Avenue	From the east limit of Bathurst Street to the north limit of Arnold Avenue
Autumn Hill Boulevard	West limit of Daphnia Drive to the east limit of Dufferin Street
Autumn Hill Boulevard	East limit of Thornhill Woods Drive to the west limit of Bathurst Street
Avro Road	South limit of Major Mackenzie Drive to the north limit of Caproni Drive
Bainbridge Avenue	East limit of Martin Grove Road to the west limit of Forest Drive
Balsamwood Road	East limit of Pleasant Ridge Avenue to the west limit of Clovis Street
Barons Street	North limit of Mactier Drive/Moody Drive to 50 metres south of the south limit of East's Corners Boulevard
Basaltic Road	East limit of Planchet Road to the south limit of Jacob Keefer Parkway
Bathurst Glen Drive	North limit of Autumn Hill Boulevard to the south limit of Hesperus Road
Belview Avenue	East limit of Ansley Grove Road to the west limit of Norglen Road/Glitter Road
Beverly Glen Boulevard	East limit of Redondo Drive (west leg) to the west limit of Mulholland Drive/Oakhurst Drive
Blue Willow Drive	East limit of Ansley Grove Road to the west limit of Michelle Drive
Brooke Street	South limit of Centre Street to the north limit of Thornridge Drive
Brownridge Drive	South limit of Wade Gate to the north limit of Clark Avenue West
Brownridge Drive	East limit of Carl Tennen Street to the west limit of New Westminster Drive
Bruce Street	South limit of Highway 7 to the north limit of Helen Street
Campbell Avenue	North limit of Rodeo Drive to the west limit of Atkinson Avenue
Canvas Road	South limit of Murraby Farm Lane to the north limit of America Avenue
Carl Tennen Street	North limit of Chelwood Drive to the south limit of Brownridge Drive
Carrier Crescent	East limit of Peter Rupert Avenue to the west limit of Edison Place
Carron Avenue	South limit of Cunningham Drive to the west limit of Melville Avenue
Cartwright Boulevard	West limit of Woolacott Road to the east limit of Bayside Court/Malden Street
Castillian Drive	North limit of Royal Pine Avenue to the south limit of Sonoma Boulevard
Centre Street	West limit of Yonge Street to the east limit of Thornbank Road
Chancellor Drive	East limit of Aberdeen Avenue to the west limit of Zucchet Court
Chatfield Drive	East limit of Ironside Drive to the west limit of Gorman Avenue

Chelwood Drive	East limit of Brownridge Drive to the west limit of Zahavy Drive
Church Street	East limit of Netherford Road to the west limit of Gracefield Court
Cityview Boulevard	North limit of Major Mackenzie Drive to the south limit of Lormel Gate
Clarence Street	North limit of Woodbridge Avenue to 900 metres north of the north limit of Meeting House Road
Clarence Street	North limit of Kingley Crest Way/Ronan Crescent to the south limit of Sonoma Boulevard
Clark Avenue West	East limit of Dufferin Street to the west limit of Charles Street
Claudia Avenue	East limit of Triton Avenue to the west limit of Martin Grove Road
Clover Leaf Street	West limit of Aberdeen Avenue to the east limit of Needle Point Road
Coast Avenue	North limit of America Avenue to the south limit of Murray Farm Lane
Comdel Boulevard	East limit of Weston Road to the west limit of Vellore Woods Boulevard
Confederation Parkway	North limit of Ten Oaks Boulevard to the south limit of Belvia Drive/Royal Appian Crescent
Conley Street	North limit of Steeles Avenue West to the west limit of Hord Crescent (west leg)
Coronation Street	South limit of Morning Star Drive to the north limit of Jade Crescent
Country Drive Lane	South limit of Ravineview Drive to the north limit of Village Vista Way
Coyote Way	South limit of Comdel Boulevard to the north limit of Hawkview Boulevard
Cranston Park Avenue	North limit of McNaughton Road to the south limit of Ashton Drive/Isaac Murray Avenue
Creditview Road	East limit of Terecar Drive to the north limit of Creditview Road
Criscione Drive	South limit of Napa Valley Avenue to the north limit of Sgotto Boulevard
Crofters Road	North limit of Paddington Place to the east limit of Clarence Street
Cunningham Drive	East limit of Dunblane Avenue to the west limit of St. Joan of Arc Avenue
Davos Road	East limit of Lourdes Avenue/Toulon Crescent to the west limit of Weston Road
Deepsprings Crescent	East limit of Komura Road to the west limit of Sweetriver Boulevard
Discovery Trail	North limit of Tierra Avenue to the south limit of America Avenue
Domingo Street	East limit of Mast Road/John Deisman Boulevard to the west limit of Treasure Road
Draper Boulevard	East Limit of Dufferin Street to the west limit of Brownridge Drive
Dufferin Hill Drive	West limit of Marathon Avenue to the east limit of Freemont Street
Farrell Road	East limit of Farrell Road to the west limit of Via Romano Boulevard
Fiori Drive	North limit of Chancellor Drive to the south limit of Beatrice Way
Firenza Road	West limit of Fossil Hill Road to the east limit of Kingsview Drive
Firglen Ridge	North limit of Hayhoe Lane to the south limit of Dorengate Drive
Fitz Maurice Drive	East limit of Via Romano Boulevard to the west limit of Abner Mills Drive/Hurst Avenue
Flamingo Road	East limit of Bathurst Street to the west limit of Highcliffe Drive
Fletcher Drive	East limit of Cranston Park Avenue to the west limit of St. Joan of Arc Avenue
Forest Drive	South limit of Janus Place/Kaiser Drive to the north limit of Bainbridge Avenue/Dunstan Crescent

Forest Fountain Drive	North limit of Royal Pine Avenue to the south limit of Sonoma Boulevard
Forest Run Boulevard	North limit of Ten Oaks Boulevard to the south limit of Toscana Boulevard
Fossil Hill Road	North limit of Saint Damian Avenue/Dybal Street to the south limit of Jordan Hofer Way
Foxhound Crescent	East limit of Starling Boulevard to the north limit of Ashberry Boulevard
Franklin Avenue	South limit of Braemar Court to the east limit of Markwood Lane
Gamble Street	West limit of Islington Avenue to the east limit of Waymar Heights Boulevard
Gesher Crescent	North limit of Lebovic Campus Drive to the east limit of Ilan Ramon Boulevard
Glen Shields Avenue	West limit of Dufferin Street to the west limit of Dufferin Street
Glenkindie Avenue	South limit of Cunningham Drive to the north limit of Falkirk Crescent
Golden Forest Road	West limit of Peter Rupert Avenue to the east limit of Golden Forest Road
Goodman Crescent	East limit of Netherford Road to the west limit of Gram Street
Grand Trunk Avenue	South limit of Ivy Glen Drive to the north limit of Carrier Crescent
Greenpark Boulevard	East limit of Valeria Boulevard to the west limit of Fifth Avenue
Harley Drive	East limit of Lawford Road to the west limit of Allenby Street
Hawker Road	South limit of Sylwood Crescent/Villandry Crescent to the east limit of Melville Avenue
Hayhoe Lane	West limit of Islington Avenue to the east limit of Firglen Ridge
Headwind Boulevard	North limit of Hyde Place to the East limit of Fellows Gate
Helen Street	East limit of Bruce Street to the south limit of Highway 7
Highcliffe Drive	North limit of Atkinson Avenue to the south limit of Janesville Road
Highmark Drive	East limit of Vellore Park Avenue to the west limit of Vellore Park Avenue
Hilda Avenue	South limit of Clark Avenue West to the north limit of York Hill Boulevard
Huntington Road	North limit of Nativio Street to the west limit of New Huntington Road
Hyde Place	East limit of Headwind Boulevard to the west limit of Ironside Drive
Ilan Ramon Boulevard	North limit of Little River Court to the south limit of Big Rick Drive/Shale Crescent
Ironside Drive	North limit of Chatfield Drive to the south limit of Stanton Avenue
Isaac Murray Avenue	West limit of St. Joan of Arc Avenue to the east limit of Cranston Park Avenue
Islington Avenue	North limit of Major Mackenzie Drive to the south limit of Nashville Road
Jack Pine Road	South limit of Petticoat Road to the north limit of Ascalon Drive
Jackson Street	South limit of Major Mackenzie Drive to the north limit of Church Street
Jacob Keefer Parkway	West limit of Basaltic Road to the south limit of Rutherford Road
James Street	North limit of Woodbridge Avenue to the south limit of William Street
Jardin Drive	East limit of Southview Drive to the east limit of Jardin Drive
Jevlan Drive	North limit of Carlauren Drive to the west limit of Silmar Drive
John Deisman Boulevard	West limit of Tierra Avenue to the west limit of Domingo Street

Jonathan Gate	East limit of Hilda Avenue to the west limit of Winding Lane
Joseph Aaron Boulevard	South limit of Clark Avenue West to the west limit of New Westminster Drive
Judith Avenue	North limit of Chelwood Drive to the south limit of Bayhampton Crescent
Juldán Place	East limit of Vellore Park Avenue to the west limit of Trudeau Drive
Julliard Drive	North limit of Rutherford Road to the east limit of Sweetriver Boulevard
Karen Street	North limit of York Hill Boulevard to the south limit of Winding Lane
Kavala Street	North limit of Petticoat Road to the south limit of Lealinds Road
Killian Road	West limit of Lamar Street/Sterling Crescent to the east limit of Oliver Lane
Killington Avenue	South limit of Moody Drive to the north limit of Moody Drive
Kingsview Drive	North limit of Firenze Road to the south limit of Maria Antonia Road
Kipling Avenue	North limit of Highway 7 to the south limit of Meeting House Road
Knightshade Drive	North limit of Autumn Hill Boulevard to the south limit of Ner Isreal
La Rocca Avenue	East limit of Via Campanile to the west limit of Ampezzo Avenue/Trinitia Avenue
La Rocca Avenue	East limit of Tupper Street to the west limit of Bologna Road
Lady Valentina Avenue	South limit of Via Romano Boulevard to the north limit of Lady Fenyrose Avenue/Sir Modesto Court
Landwood Avenue	North limit of Ten Oaks Boulevard to the south limit of Westolivia trail
Lawford Road	North limit of Major Mackenzie Drive to the south limit of Stanton Avenue
Lebovic Campus Drive	East limit of Thomas Cook Avenue to the west limit of Bathurst Street
Lindbergh Drive	East limit of Lawford Road to the west limit of Trammel Drive
Lio Avenue	East limit of Fontesalva Avenue to the west limit of Monte Carlo Drive
Lodegway Drive	East limit of Ravineview Drive to the west limit of Village Vista Way
Maple Sugar Lane	East limit of Pleasant Ridge Avenue to the west limit of Thornhill Woods Drive
Marc Santi Boulevard	West limit of Bathurst Street to the east limit of Cooks Mill Crescent
Marco Sgotto Avenue	South limit of Napa Valley Avenue to the north limit of Villa Antica Drive
Maria Antonia Road	East limit of Via Campanile to the west limit of Maximillian Street
Markwood Lane	From the north limit of Franklin Avenue to the south limit of Centre Street
Martin Grove Road	South limit of Regina Road/Woodstream Boulevard to 800m south of the south limit of Roysun Road
Martin Grove Road	South limit of Forest Drive to the north limit of Highway 7
Martin Grove Road	East limit of Dolores Crescent/Andy Crescent to the west limit of Castlepoint Drive/Dolores Crescent
Mast Road	North limit of Del Francesco Way to the west limit of Domingo Street
Matthew Drive	North limit of Blue Willow Drive to the east limit of Lavender Place
McNaughton Road	East limit of Cranston Park Avenue to the west limit of Keele Street
Meeting House Road	West limit of Clarence Street to the east limit of Rosebury Lane
Melville Avenue	290 metres north of the north limit of Rutherford Road to the south limit of Avro Road

Melville Avenue	North limit of Roseheath Drive to the west limit of Cranston Park Avenue
Millway Avenue	North limit of Highway 7 to the south limit of Pennsylvania Avenue
Milner Gate	West limit of Bathurst Street to the east limit of Mullen Drive
Mistysugar Trail	East limit of Pleasant Ridge Avenue to the west limit of Thornhill Woods Drive
Montcalm Boulevard	East limit of Fossil Hill Road to the west limit of Tulle Avenue
Monte Carlo Drive	North limit of Napa Valley Avenue to the south limit of Marbella Road/Nina Gate
Monte Carlo Drive	North limit of Lio Avenue/Alanno Way to the south limit of Napa Valley Avenue
Montebello Avenue	West limit of Forest Fountain Drive to the east limit of Amelynn Crescent (west leg)
Morning Star Drive	North limit of Medallion Boulevard to the west limit of Coronation Street/Hollyburn Court
Mullen Drive	East limit of New Westminster Drive to the west limit of Tansley Road
Mullen Drive	South limit of Tansley Road/McMorran Crescent to 75m south of the south limit of Troyer Court
Murray Farm Lane	East limit of Boom Road to the north limit of Portsmouth Road
Napa Valley Avenue	North limit of Rutherford Road to the west limit of Forest Fountain Drive
Needle Point Road	North limit of Clover Leaf Street to the south limit of Clover Leaf Street
Ner Isreal Drive	East limit of Bathurst Glen Drive to the west limit of Bathurst Street
Netherford Road	South limit of Major Mackenzie Drive to the north limit of Goodman Crescent
New Westminster Drive	North limit of Centre Street to the west limit of Bathurst Street
New Westminster Drive	South limit of Brownridge Drive to the north limit of Steeles Avenue West
Nickel Gate	East limit of Highway 27 to the west limit of Morning Star Drive
North Rivermede Drive	West limit of Highway 7 to the south limit of Audia Court
Norwood Avenue	East limit of Via Lanciano/Bachman Drive to the west limit of Melville Avenue
Ohr Menachem Way	South limit of Autumn Hill Boulevard to the north limit of Cabernet Road
Oland Drive	South limit of Foxhound Crescent to the north limit of Ashberry Boulevard
Old Jane Street	West limit of Yonge Street to the east limit of Brooke Street
Peak Point Boulevard	South limit of Ravineview Drive to the north limit of Meadow Ridge Court
Peter Rupert Avenue	South limit of Lealinds Road/Freedom trail to the north limit of Maverick Crescent (north leg)
Petticoat Road	West limit of Peter Rupert Avenue to the east limit of Craigvale Street
Pleasant Ridge Avenue	North limit of Langstaff Road to the south limit of Balsamwood Road
Plover Heights	South limit of Comdel Boulevard to the north limit of Hawkview Boulevard
Portsmouth Road	South limit of Murray Farm Lane to the north limit of America Avenue
Ravineview Drive	East limit of Bestview Circle (east leg) to the north limit of Bottero Drive
Redmond Drive	North limit of Ten Oaks Boulevard to the south limit of Apple Blossom Drive
Regency View Heights	South limit of Seabrooke Court to the east limit of Peak Point Boulevard
Retreat Boulevard	West limit of Cityview Boulevard to the east limit of Aidan Drive/Velia Court

Richler Avenue	East limit of Killington Avenue to the west limit of Barons Street
Rivermede Road	West limit of Highway 7 to the east limit of Ortona Court
Rosedale Heights Drive	From the south limit of Atkinson Avenue to the west limit of Atkinson Avenue
Roytec Road	East limit of Weston Road to the west limit of Jevlan Drive
Russet Way	West limit of Ansley Grove Road to the west limit of Williamsburg Lane
Sand Valley Street	East limit of Peter Rupert Avenue to the west limit of Cherry Bush Road
Sandwood Drive	South limit of Apple Blossom Drive to the north limit of Auburndale Drive
Santa Barbara Place	South limit of Velmar Drive to the north limit of Columbus Avenue
Santa Maria Trail	West limit of Discovery Trail to the east limit of Treasure Road
Secord Avenue	East limit of Killington Avenue to the west limit of Barons Street
Silmar Drive	South limit of Langstaff Road to the north limit of Jevlan Drive/Chrislea Road
Silverado Trail	East limit of Arrowood Crescent to the west limit of Forest Fountain Drive
Sir Sanford Flemming Way	East limit of Grand Trunk Avenue to the west limit of Coupler Drive
Sonoma Boulevard	West limit of Islington Avenue to the east limit of Forest Fountain Drive
Southdown Avenue	North limit of Valley Vista to the south limit of Shale Crescent
Spring Arbour Road	North limit of Ten Oaks Boulevard to the south limit of Westolivia Trail
Springside Road	East limit of Jane Street the west limit of Hawker Road
St. Joan of Arc Avenue	North limit of McNaughton Road to the south limit of Teston Road
Stan Gate	South limit of Langstaff Road to the north limit of Belview Avenue
Stanton Avenue	East limit of Ironside Drive to the west limit of Allenby Street
Stark Crescent	West limit of Vellore Park Avenue to the north limit of Shelbourne Drive
Starling Boulevard	North limit of Ashberry Bulevard to the south limit of Teal Crescent/Oxbow Court
Summeridge Drive	East limit of Loire Valley Avenue to the west limit of Bathurst Street
Sunset Ridge	North limit of Napa Valley Avenue to the south limit of Via Carmine Avenue
Sunset Ridge	West limit of Islington Avenue to the east limit of Ginger Grove
Sweetriver Boulevard	South limit of Auto Vaughan Drive to the north limit Camino Drive/Casabel Drive
Tacc Trail	South limit of Foxhound Crescent to the north limit of Ashberry Boulevard
Tall Grass Trail	South limit of Pine York Avenue to the north limit of Muzzo Court
Tansley Road	East limit of Millcroft Way to the west limit of Mullen Drive
Ten Oaks Boulevard	East limit of Freemont Street to the west limit of Dufferin Street
Terecar Drive	North limit of Langstaff Road to the south limit of Westcreek Drive/Creditview Road
Terra Road	South limit of Pine York Avenue to the north limit of Guery Crescent
Thomas Cook Avenue	North limit of Arianna Crescent/Golden Trail (south leg) the the south limit of Chaiwood Court
Thornhill Woods Drive	North limit of Elmway Court to the south limit of Autumn Hill Boulevard

Timber Lane	West limit of Tall Grass Trail to the east limit of Thistleridge Drive
Townsgate Drive	East limit of Bathurst Street to the west limit of Emerald Lane
Treasure Road	North limit of Ferdinand Avenue to the south limit of Santa Maria Trail
Trudeau Drive	North limit of Retreat Boulevard to the south limit of Venice Gate Drive
Valeria Boulevard	East limit of Santa Barbara Place to the west limit of Conti Crescent
Valley Vista Drive	East limit of Big Rock Drive/Chaya Sara Gardens to the west limit of Bathurst Street
Vaughan Mills Road	North limit of Lois Drive to the south limit of Rutherford Road
Velamar Drive	West limit of Woolacott Road to the east limit of Blackburn Boulevard
Vellore Park Avenue	North limit of Lormel Gate to the north limit of Highmark Drive
Vellore Woods Boulevard	North limit of Hawkview Boulevard to the south limit of Thicket Trail
Venice Gate Drive	East limit of Vellore Park Avenue to the west limit of Summit Drive
Via Campanile	North limit of Saint Francis Avenue to the south limit of Trinita Avenue
Via Campanile	North limit of Davos Road to the south limit of Ferrazzano Lane/Noce Way
Via Romano Boulevard	North limit of Mower Avenue/Foley Crescent to the south limit of Sir Francesco Street/Lady Veronica Lane
Villa Royale Avenue	East limit of Fossil Hill Road to the west limit of Weston Road
Village Vista Way	East limit of Ravineview Drive to the south limit of Country Drive Lane
Wade Gate	East limit of Brownridge Drive to the south limit of Brownridge Drive
Wallace Street	South limit of Woodbridge Avenue to the north limit of Highway 7
Wardlaw Place	East limit of Lawford Road to the west limit of Trammel Drive
Waymar Heights Boulevard	North limit of Davidson Drive to the south limit of Gamble Street
Westcreek Drive	South limit of Crestmount Boulevard to the west limit of Terecar Drive
Westmount Boulevard	East limit of Worth Boulevard to the west limit of Bathurst Street
Winding Lane	North limit of York Hill Boulevard to the west limit of Joshua Court
Winges Road	East limit of Whitmore Road to the north limit of Rowntree Dairy Road
Woburn Drive	East limit of Clarence Street to the west limit of Crofters Road
Woodbridge Avenue	East limit of Martin Grove Road to the west limit of Islington Avenue
Worth Boulevard	North limit of Beverley Glen Boulevard to the west limit of Westmount Boulevard
Worth Boulevard	East limit of Hammerstone Crescent to the west limit of Bathurst Street
York Hill Boulevard	South limit of Clark Avenue West to the west limit of Karen Street/Green Bush Crescent
Zahavy Drive	North limit of Chelwood Drive to the south limit of Brownridge Drive



The Township of Alnwick/Haldimand

COUNCIL RESOLUTION

Council Meeting Date: November 28, 2023
Council Resolution Number:
Agenda Item Number: 13.1
Agenda Item Title: 'Bill 3, Strong Mayors, Building Homes Act'
Mover: M.C. Orbell
Seconded: J. Stover

"Whereas the Province passed Bill 3 - 'Strong Mayors, Building Homes Act' in 2022 that provides 'Strong Mayor' powers to some Ontario municipalities; and

Whereas some municipalities support Bill 3, and others have expressed their opposition to it; and

Whereas the Council of the Township of Alnwick/Haldimand has considered resolutions from some of those municipalities at previous meetings;

Be it resolved that Council hereby declares its opposition to Bill 3; and

Further be it resolved that Council direct staff to send a copy of this resolution to Premier Doug Ford, the Honourable Minister Paul Callandra (Ministry of Municipal Affairs and Housing), MPP David Piccini, and all Ontario municipalities."

Minister of Labour, Immigration Training and Skills Development

- Carried
Defeated
Deferred
Recorded Vote

Mayor, John Logel



The Township of Alnwick/Haldimand

COUNCIL RESOLUTION

Council Meeting Date: November 28, 2023
Council Resolution Number:
Agenda Item Number: 16.11
Agenda Item Title: 'Call for an Amendment to the Legislation Act, 2006' - Resolutions of Support

Mover:

MC ONeill

Seconded:

J Storer

"Whereas the Council of the Township of Alnwick/Haldimand has considered resolutions from the Township of McKellar, the Municipality of Magnetawan, the Municipality of Wawa, the Township of Ryerson and the Village of South River;

Be it resolved that Council support Resolution No. 23-671 adopted by the Council of the Township of McKellar asking the Province to amend the Legislation Act, 2006 to include digital publications as an acceptable means of publication and notice requirements for Provincial Acts and Regulations; and

Further that this resolution be forwarded to the Minister of Municipal Affairs and Housing; MPP, David Piccini; President Neil Oliver of Metroland Media Group and all Ontario municipalities."

Carried

Defeated

Deferred

Recorded Vote

A handwritten signature in blue ink, appearing to be 'J Logel', written over a horizontal line.

Mayor, John Logel



The Township of Alnwick/Haldimand

COUNCIL RESOLUTION

Council Meeting Date: November 28, 2023
Council Resolution Number:
Agenda Item Number: 16.16
Agenda Item Title: County of Prince Edward - Resolution 'MOE to Expand Use of Permit-By-Rule'
Mover: M. Answorth
Seconded: M. O'Neill

"Whereas the Council of the Township of Alnwick/Haldimand reviewed the resolution from the County of Prince Edward regarding support for the Province to stop the Ministry of the Environment, Conservation and Parks (MECP) proposal to expand the use of the permit-by-rule to certain water taking activities, waste management systems and storm water management systems;

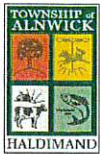
Be it resolved that Council support this resolution and direct staff to forward a copy of Council's resolution to Premier Doug Ford, MPP David Piccini, the Minister of ~~the Environment~~, Labour, Conservation and Parks, Association of Municipalities of Ontario (AMO), Ganaraska Conservation Authority, Lower Trent Conservation Authority, and all Ontario municipalities."

Immigration, Training & Skills Development

- Carried
- Defeated
- Deferred
- Recorded Vote



 Mayor, John Logel



The Township of Alnwick/Haldimand

COUNCIL RESOLUTION

Council Meeting Date: November 28, 2023
Council Resolution Number:
Agenda Item Number: 16.15
Agenda Item Title: Municipality of Wawa - Resolution to Support Bill C-310 to Amend Income Tax Act, re: Volunteer Firefighters Tax Credit
Mover: G. Boeth
Seconded: J. Stover

"Whereas the Council of the Township of Alnwick/Haldimand reviewed the resolution from the Municipality of Wawa calling upon the Government of Canada to support Bill C-310 and enact amendments to the Income Tax Act to increase the amount of tax credits for volunteer firefighting and search and rescue volunteer services; and


Whereas the Council recognizes the importance of volunteer firefighters and search and rescue volunteers and that without their services, many communities in Canada would have no fire and emergency response coverage; and

Whereas these individuals receive some form of pay to cover expenses, but do not draw a living wage from firefighting;

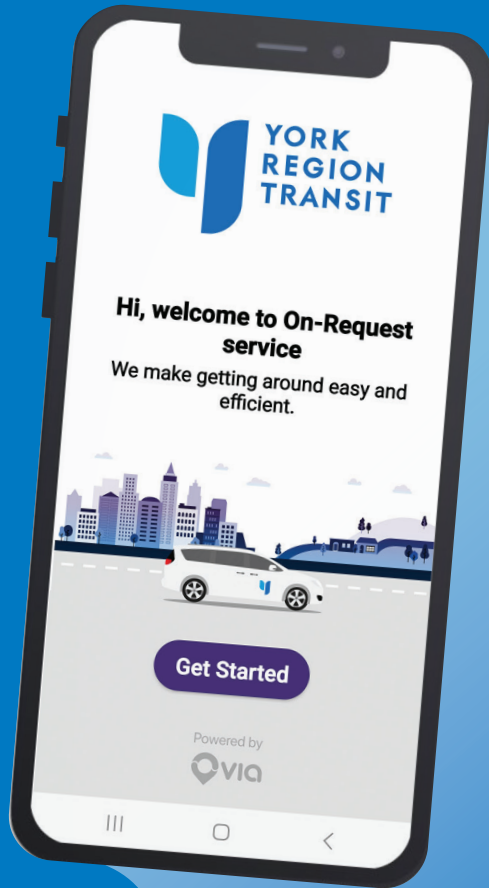
Be it resolved that the Council of the Township of Alnwick/Haldimand support the Municipality of Wawa's resolution to call upon the Government of Canada to support Bill C-310 and enact amendments to the Income Tax Act to increase the amount of tax credits for volunteer firefighting and search and rescue volunteer services from \$3,000 to \$10,000; and

Further that a copy of this resolution be forwarded to the Association of Fire Chiefs of Ontario, Office of the Fire Marshall, MP Philip Lawrence, Association of Municipalities of Ontario, and all Ontario municipalities."

- Carried
 Defeated
 Deferred
 Recorded Vote



Mayor, John Logel



New app for booking YRT On-Request trips

Starting Monday, January 15, 2024, YRT is launching a new mobile app, YRT On-Request, for the following On-Request services:

- > Holland Landing
- > Keswick
- > Kleinburg-Nashville
- > Newmarket Local
- > Richmond Hill Local
- > Stouffville

Book, track and manage your trips on the new YRT On-Request App. Available for free on the App Store and Google Play. Visit yrt.ca/OnRequestApp for more information.

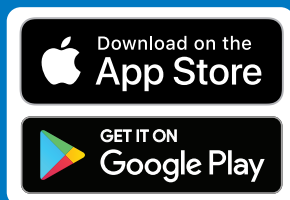
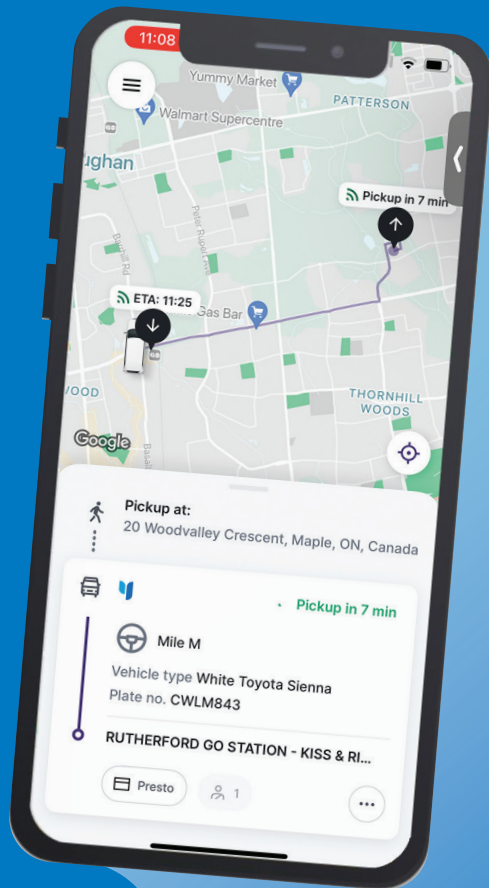
For trip planning assistance, call the YRT On-Request Contact Centre at 1-844-667-5327.

01-24 / T-23027



1-844-667-5327 | TTY: 711 | yrt.ca/MOR





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Book, track and manage your trips on the new YRT On-Request App. Available for free on the App Store and Google Play. Visit yrt.ca/OnRequestApp for more information.

For trip planning assistance, call the YRT On-Request Contact Centre at 1-844-667-5327.

01-24 / T-23027



1-844-667-5327 | TTY: 711 | yrt.ca/MOR





January 4, 2024

Sent to: [REDACTED]

Dear Jayme Jones-Blue:

RE: Lighting Request – January 29, 2024 – Superior Mesenteric Artery Syndrome Awareness Day

On behalf of the Town of Newmarket Council I am pleased to recognize Superior Mesenteric Artery Syndrome Awareness Day by illuminating the Fred A. Lundy Bridge located on Water Street in purple on January 29, 2024 from sunset until 11:00 PM.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

January 4, 2024

Sent to: [REDACTED]

Dear Jayme Jones-Blue:

RE: Lighting Request – January 29, 2024 – Superior Mesenteric Artery Syndrome Awareness Day

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), the Fred A. Lundy Bridge located on Water Street will be illuminated in purple on January 29, 2024 to recognize Superior Mesenteric Artery Syndrome Awareness Day. Please note that the lighting will occur from sunset until 11:00 PM. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to be "ETH", written in a cursive style.

Emily Thomas-Hopkins

Legislative Coordinator



January 4, 2024

Sent to: leora@kdcanada.org

Dear Leora Kim:

RE: Proclamation Request – January 26, 2024 – Kawasaki Disease Awareness Day

On behalf of the Town of Newmarket Council I am pleased to recognize January 26, 2024 as Kawasaki Disease Awareness Day.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

January 4, 2024

Sent to: leora@kdcanada.org

Dear Leora Kim:

RE: Proclamation Request – January 26, 2024 – Kawasaki Disease Awareness Day

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim January 26, 2024 as Kawasaki Disease Awareness Day. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to be "ETH", written in a cursive style.

Emily Thomas-Hopkins

Legislative Coordinator