



# Town of Newmarket Council Information Package

## Index of Attachments

Date: October 25, 2019

	<b>Pages</b>
<b>General Correspondence Items</b>	
<b>1. Resolution regarding Support for Conservation Authorities</b>	<b>2</b>
Municipality of Grey Highlands October 2, 2019	
<b>2. Resolution regarding Child Care Services at Conferences</b>	<b>4</b>
Municipality of East Ferris October 8, 2019	
<b>3. Resolution regarding the Provincial Policy Statement</b>	<b>6</b>
Municipality of West Elgin October 11, 2019	
<b>4. Support for the Town of Blue Mountains Resolution regarding Integrity Commissioner Matters</b>	<b>8</b>
Municipality of West Elgin October 11, 2019	
<b>5. Support for the Town of Penetanguishene's Resolution regarding Municipal Amalgamation</b>	<b>10</b>
Municipality of West Elgin October 11, 2019	
<b>6. Regional Council Decision - An Update on Public Consultations for the Municipal Comprehensive Review</b>	<b>14</b>
York Region October 17, 2019	
<b>7. Regional Council Decision - Annual Update on Invasive Species</b>	<b>34</b>

	York Region October 17, 2019	
<b>8.</b>	<b>Regional Council Decision - Automated Speed Enforcement</b>	<b>52</b>
	York Region October 17, 2019	
<b>9.</b>	<b>Regional Council Decision - Comments on Proposed Changes to the Provincial Policy Statement</b>	<b>64</b>
	York Region October 17, 2019	
<b>10.</b>	<b>Regional Council Decision - Five-Year Review and Update of Housing Solutions</b>	<b>88</b>
	York Region October 17, 2019	
<b>11.</b>	<b>Regional Council Decision - Large Office Building Development Charge Deferral Pilot Program</b>	<b>132</b>
	York Region October 17, 2019	
<b>12.</b>	<b>Regional Council Decision - Purpose-Built Rental Housing Initiatives</b>	<b>172</b>
	York Region October 17, 2019	
<b>13.</b>	<b>Regional Council Decision - Smart Commute Program Review</b>	<b>246</b>
	York Region October 17, 2019	
<b>14.</b>	<b>Resolution regarding 2019 Provincial Policy Statement Review</b>	<b>256</b>
	Township of Puslinch October 18, 2019	
<b>15.</b>	<b>Resolution regarding Local Health Care Services</b>	<b>262</b>
	Town of Kingsville October 25, 2019	

**Proclamation, Lighting Requests and Community Flag Raising**

- |   |     |
|---|-----|
| <b>1. Crohn's and Colitis Awareness Month</b> | 264 |
| Proclamation - November                       |     |
| Lighting - November 1 (purple)                |     |
| <b>2. World Prematurity Day 2019</b>          | 266 |
| Proclamation - November 17                    |     |
| Lighting - November 18 (purple)               |     |
| <b>3. World Children's Day</b>                | 268 |
| Lighting - November 20 (blue)                 |     |





**The Corporation of the Municipality of  
Grey Highlands**

206 Toronto Street South, Unit 1, Box 409  
Markdale, ON N0C 1H0  
Tel.: 519-986-1216

October 02, 2019

The Honourable Jeff Yurek  
Minister of the Environment, Conservation and Parks  
5<sup>th</sup> Floor 777 Bay St.  
Toronto, ON M7A 2J3

Sent via email: [jeff.yurek@pc.ola.org](mailto:jeff.yurek@pc.ola.org)

To Minister Yurek,

Re: Grey Highlands Resolution 2019-603

Please be advised that the following resolution was passed at the October 02, 2019 meeting of the Council of the Municipality of Grey Highlands.

**2019-603**

**Cathy Little, Dane Nielsen**

**Whereas** the Municipality of Grey Highlands is a member of the Grey Sauble Conservation Authority (GSCA), the Nottawasaga Valley Conservation Authority (NVCA) and the Saugeen Valley Conservation Authority (SVCA) and has a representative on each board of directors; and

**Whereas** each board of directors determines the policies, priorities and budget of their respective Conservation Authority (CA); and

**Whereas** each CA provides the Municipality of Grey Highlands with expert advice on the environmental impact of land use planning proposals and that the Municipality does not have staff with comparable expertise or experience; and

**Whereas** the CAs provide programs and services to the residents of Grey Highlands and other member municipalities that include recreation, education, water quality monitoring, reduction of vegetation loss and soil erosion, preservation of species at risk as well as protecting life and property through a variety of measures;

**Therefore** be it resolved that the Municipality of Grey Highlands supports continuation of the programs and services of the three CAs, both mandatory and non-mandatory, and that no programs or services of GSCA, NVCA and SVCA or of other CAs in Ontario be "wound down" at this time; and

**That** the Minister of Environment, Conservation and Parks give clear direction as to what programs and services are considered mandatory and non-mandatory and how those programs will be funded in the future; and

**That** this resolution be forwarded to the Minister of the Environment, Conservation and Parks, Premier Doug Ford, MPP Bill Walker, the Association of Municipalities of Ontario, the Grey Sauble Conservation Authority, the Nottawasaga Valley Conservation Authority, the Saugeen Valley Conservation Authority, Conservation Ontario and all Ontario municipalities.

**CARRIED.**

If you require anything further, please contact this office.

Sincerely,

A handwritten signature in cursive script that reads "Raylene Martell".

Raylene Martell  
Director of Legislative Services/Municipal Clerk  
Municipality of Grey Highlands

Cc:

Premier Doug Ford – [premier@ontario.ca](mailto:premier@ontario.ca)

MPP Bill Walker – [bill.walker@pc.ola.org](mailto:bill.walker@pc.ola.org)

Association of Municipalities of Ontario – [amo@amo.on.ca](mailto:amo@amo.on.ca)

Grey Sauble Conservation Authority – [d.robinson@greysauble.on.ca](mailto:d.robinson@greysauble.on.ca)

Nottawasaga Valley Conservation Authority – [hferguson@nvca.on.ca](mailto:hferguson@nvca.on.ca)

Saugeen Valley Conservation Authority – [j.hagan@svca.on.ca](mailto:j.hagan@svca.on.ca)

Conservation Ontario – [info@conservationontario.ca](mailto:info@conservationontario.ca)

Ontario Municipalities

## MUNICIPALITÉ · EAST FERRIS · MUNICIPALITY



390 HIGHWAY 94, CORBEIL, ONTARIO P0H 1K0  
 TEL.: (705) 752-2740 FAX.: (705) 752-2452  
 Email: [municipality@eastferris.ca](mailto:municipality@eastferris.ca)

---

## REGULAR COUNCIL MEETING

HELD

October 8<sup>th</sup>, 2019

2019-280

**Moved by** Councillor Lougheed**Seconded by** Deputy Mayor Voyer

WHEREAS the Municipality of East Ferris believes that conferences are vital forums for municipal leaders to interact amongst each other and discuss municipal issues;

AND WHEREAS despite new technological advances that allow remote communication, resource sharing, and networking; face-to-face interactions are one of the most crucial components for learning for municipal leaders;

AND WHEREAS parents attending conferences tend to face a childcare–conference conundrum as they struggle finding care for their children while attending and participating in conference sessions;

AND WHEREAS numerous reports and studies (1), including a recent 2019 report from the House Of Commons(2), indicate a lack of ‘Family-Friendly and Gender–Sensitive’ environments and policies as one of the barriers women face in pursuing and participating in all levels of politics;

AND WHEREAS most conferences such as ROMA, OGRA, AMO, FONOM, NeORA offer a companion program; the Municipality of East Ferris feels that the time has come for conference organizers to create the conditions for change and incorporate child care services throughout conferences;

BE IT HEREBY RESOLVED that this resolution be forwarded to ROMA, OGRA, AMO, FONOM, NeORA for considerations;

AND FURTHER that this resolution be forwarded to all Ontario Municipalities to request ROMA, OGRA, AMO, FONOM and NeORA to consider including a child care program during their conferences.

---

(1) ‘Advancing Equity and Inclusion: A Guide for Municipalities’, June 2015

<https://www.ourcommons.ca/Content/Committee/421/FEWO/Reports/RP10366034/feworp14/feworp14-e.pdf>

‘Welcoming & Inclusive Communities Toolkit’, 2014 <http://citiesofmigration.ca/wp-content/uploads/2017/10/AUMA-Welcoming-and-Inclusive-Communities-Toolkit.pdf>

‘How to ensure more women run for public office’, Macleans 2018 <https://www.macleans.ca/politics/how-to-ensure-more-women-run-for-public-office/>

**MUNICIPALITÉ · EAST FERRIS · MUNICIPALITY**

390 HIGHWAY 94, CORBEIL, ONTARIO P0H 1K0  
TEL.: (705) 752-2740 FAX.: (705) 752-2452  
Email: [municipality@eastferris.ca](mailto:municipality@eastferris.ca)

---

**REGULAR COUNCIL MEETING**

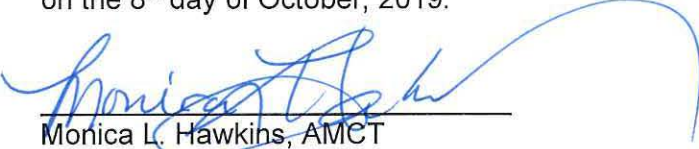
HELD

October 8<sup>th</sup>, 2019

*(2) Elect Her: A Roadmap for Improving the Representation of Women in Canadian Politics, April 2019*  
<https://www.ourcommons.ca/Content/Committee/421/FEWO/Reports/RP10366034/feworp14/feworp14-e.pdf>

**Carried Mayor Rochefort**

CERTIFIED to be a true copy of  
Resolution No. 2019-280 passed by the  
Council of the Municipality of East Ferris  
on the 8<sup>th</sup> day of October, 2019.



\_\_\_\_\_  
Monica L. Hawkins, AMCT  
Clerk





# The Municipality of West Elgin

22413 Hoskins Line, Box 490, Rodney Ontario N0L 2C0

October 11, 2019

At the Regular Meeting of Council on October 10, 2019, the Council of the Municipality of West Elgin passed the following Resolution:

## **Resolution No. 2019-520**

**Moved: Councillor Rowe**

**Seconded: Deputy Mayor Leatham**

**Whereas** The government of Ontario is consulting on proposed changes to the Provincial Policy Statement (PPS) to support the government's Housing Supply Action Plan and other land use planning related priorities. This consultation period closes on October 21, 2019;

**And Whereas** The Provincial Policy Statement is a consolidated statement of the government's policies on land use planning and is issued under section 3 of the Planning Act. The PPS applies province-wide and sets out the provincial policy direction for, among other things: The efficient use and management of land and infrastructure; Protecting public safety, the environment, and important resources including farmland;

**And Whereas** Municipalities are the primary implementers of the PPS through policies in their local official plans, zoning by-laws and other planning related decisions;

**And Whereas** The proposed draft policies would enhance agricultural protections to support critical food production and the agricultural sector as a significant economic driver;

**And Whereas** The proposed draft policies would direct large ground-mounted solar facilities away from prime agricultural and specialty crop areas, except for on-farm diversified uses;

**And Whereas** The Municipality of West Elgin is primarily an agriculture-based economy, and large grid-connected industrial wind turbine projects could also remove large portions of prime agricultural land from use, and are therefore not an appropriate use of prime agricultural land;

**Therefore** West Elgin Council supports the above policy statement with regard to large ground-mounted solar facilities; and recommends that PPS policies also include

P: 519.785.0560  
F: 519.785.0644

E: [deputyclerk@westelgin.net](mailto:deputyclerk@westelgin.net)  
[www.westelgin.net](http://www.westelgin.net)

language to direct wind turbine facilities away from prime agricultural and specialty crops, except for on-farm diversified use;

**And That** West Elgin Council hereby directs staff to send a copy of these comments prior to the October 21/19 deadline, to The Provincial Planning Policy Branch at <https://ero.ontario.ca/notice/019-0279>; with copies to Minister of the Environment Conservation and Parks, and MPP, Jeff Yurek.

**And Further That** a copy of this motion be sent to the Premier of Ontario; The Association of Municipalities of Ontario; The County of Elgin; and all municipalities in the Province of Ontario.

**Disposition: Carried**



# The Municipality of West Elgin

22413 Hoskins Line, Box 490, Rodney Ontario N0L 2C0

October 11, 2019

At the Regular Meeting of Council on October 10, 2019, the Council of the Municipality of West Elgin passed the following Resolution:

**Resolution No. 2019-530**

**Moved: Councillor Rowe**

**Seconded: Councillor Tellier**

That West Elgin Council hereby supports the Resolution of Town of the Blue Mountains regarding Integrity Commissioner Matters as attached.

**Disposition: Carried**





# The Municipality of West Elgin

22413 Hoskins Line, Box 490, Rodney Ontario N0L 2C0

October 11, 2019

At the Regular Meeting of Council on October 10, 2019, the Council of the Municipality of West Elgin passed the following Resolution:

**Resolution No. 2019-531**

**Moved: Deputy Mayor Leatham**

**Seconded: Councillor Tellier**

That West Elgin Council hereby supports the Resolution of the Town of Penetanguishene regarding Municipal Amalgamation as attached.

**Disposition: Carried**



October 2, 2019

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

Delivered by Email to:  
doug.ford@pc.ola.org

**BY EMAIL ONLY**

Dear Premier;

**RE: Resolution from the Town of Penetanguishene – Municipal Amalgamation**

As you are aware, the Town of Penetanguishene, Township of Tay and Township of Tiny provided a [joint letter response on June 5, 2019](#) regarding the Regional Governance Review.

Please also be advised that the Council of the Town of Penetanguishene, during their September 25, 2019 Council meeting and at the request of the Township of McKellar, adopted the following resolution:

"WHEREAS there are 444 municipalities in Ontario that are very efficient and well governed, and who respond quickly to ratepayer's needs;

AND WHEREAS in the 1990's the Conservative Government forced many municipalities to amalgamate on the guise they would become more efficient, effective, save money, lower taxes and ultimately reduce the provincial deficit;

AND WHEREAS there has never been a valid evidence-based study that supported these outcomes;

AND WHEREAS forced amalgamation actually accomplished just the opposite: ill feelings, increased animosity and mistrust, job losses, rise in local taxes and an increase in the provincial deficit;

AND WHEREAS there are many positive examples of small rural and northern municipalities working together in a collaborate and cooperative manner via, shared agreements that responds to local needs without amalgamation and provincial interference;





AND WHEREAS the Provincial Government has a large deficit due to their own decision-making;

AND WHEREAS recently the same Conservative Government recently reduced one large regional municipal government by 50%, without "consultation";

AND WHEREAS this same Conservative Government is presently reviewing other provincial regional governments through a purported "consultative" approach with a view to reduce or eliminate them;

AND WHEREAS the Provincial Government should investigate all other internal ways of reducing their deficit and becoming more fiscally responsible over time rather than downloading to the one level of government that is the most efficient, has the lowest cost and is closest to the electorate which will not put a dent in the provincial deficit;

AND WHEREAS the Province could look at what other provinces have done to reduce the debt with one singular education system, organizing unorganized municipalities, controlling OPP costs, substantially increase fines, and find a way to collect millions and millions of dollars in unpaid fines and instead, invest in the north to create jobs and stimulate and enhance economic development;

NOW THEREFORE BE IT RESOLVED THAT before the Provincial Government forces amalgamation in any of the 444 municipalities in Ontario, our AMO organization go beyond requesting "consultation" and "demand" that the Provincial Government do the following:

1. Hold a local referendum letting the citizens decide to amalgamate or not.
2. Conduct an evidence-based study to show that amalgamation actually saves costs, jobs, lowers taxes and reduce the provincial deficit.
3. Allow those municipalities to work out their own local collaborative agreement that best suit their local needs and to be permitted to do so on their own time line and volition.
4. To ensure that there is absolutely no conflict of interest in this consultative process.
5. To emphasize the political reality of forcing amalgamation on the many rural and northern municipalities across Ontario.

AND FURTHER THAT a copy of this resolution be sent to Doug Ford, Premier of



Ontario; Christine Elliott, Deputy Premier; Steve Clark, Minister of Municipal Affairs; Andrea Horwath, Leader of the New Democratic Party; and all MPPs in the Province of Ontario;

AND FURTHER THAT a copy of this resolution be sent to the Association of Municipalities of Ontario (AMO), the Northwestern Ontario Municipal Association (NOMA), Rural Ontario Municipalities Association (ROMA), Federation of Northern Ontario Municipalities (FONOM), and all Ontario municipalities for their consideration."

Please let me know if you have any questions or concerns.

Sincerely,

Stacey Cooper, Clerk  
Town of Penetanguishene

- c. Hon. Christine Elliott, Deputy Premier
- Hon. Steve Clark, Minister of Municipal Affairs
- MPP's in the Province of Ontario
- Association of Municipalities of Ontario (AMO)
- Northwestern Ontario Municipal Association (NOMA)
- Rural Ontario Municipalities Association (ROMA)
- Federation of Northern Ontario Municipalities (FONOM)
- All Ontario Municipalities



On October 17, 2019 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the clerks of local municipalities for information.

The original staff report is attached for your information.

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

Regards,

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

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [www.york.ca](http://www.york.ca)

*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.



# The Regional Municipality of York

Committee of the Whole  
Planning and Economic Development  
October 10, 2019

Report of the Commissioner of Corporate Services and Chief Planner

## An Update on Public Consultations for the Municipal Comprehensive Review

### 1. Recommendations

The Regional Clerk circulate this report to the clerks of local municipalities for information.

### 2. Summary

This report provides an update on the public consultations during 2018 and 2019 for the Regional Municipal Comprehensive Review (MCR) [Regional Official Plan](#) (ROP) update, review of long range community aspirations articulated in [Vision 2051](#) and outlines the next phases of consultation.

Key Points:

- York Region is currently undertaking a Municipal Comprehensive Review to update the Regional Official Plan and the Region's long term vision document Vision 2051
- A number of engagement methods are being used to consult with community members from all nine local municipalities
- Feedback gained through public consultations helps inform York Region Official Plan policies to reflect community needs, guide long-range planning for growth and development and help to determine the long term vision for York Region
- Consultation to date indicates that residents and workers want compact, walkable communities with affordable housing options that are close to community services and cultural events, desire the protection of green spaces and support continued investment in public transit infrastructure
- Public engagement and consultations will continue to inform the policy development process and future growth and development in York Region

### 3. Background

#### The Municipal Comprehensive Review informs the update of the Regional Official Plan

The Provincial government requires York Region to update population and employment forecasts to 2041, undertake a land needs assessment and review official plan policies to conform to Provincial direction. To plan for and accommodate growth and development in York Region, Regional staff are currently undertaking the MCR process to update the ROP. [Council approved a consultation work plan in January 2018](#) that provides the framework to manage and coordinate engagement and communication to a wide variety of external and internal audiences. This work plan takes an integrated approach of combining consultation on the MCR, ROP and Vision 2051 to achieve fulsome input and feedback from the public and other stakeholders. A number of reports are presented to Council leading to the development of a draft updated Regional Official Plan as outlined in Table 1.

**Table 1**  
**MCR Workplan**

Timing	Status	Report Title
Q1 2019	✓	Employment Land Conversion Criteria
Q2 2019	✓	Planning for Intensification - including draft MTSA's
	✓	Planning for Employment - including trends analysis
	✓	Implementing the Agricultural System
Q3 2019	✓	Growth and Infrastructure Alignment
Q4 2019		Update on Public Consultation
		Employment Area Conversion Process Update
Q1 2020		Planning for Growth - including draft forecast and land needs, and employment conversion recommendations
		Major Transit Station Areas Update
		Natural Heritage Planning
		Policy Directions Report
Q2 2020		Intensification and MTSA's - Final Recommendations
		Climate Change
		Planning for Employment - Final Recommendations

## **Public consultation is integral to York Region’s policy development process**

Public consultation is an integral component of the MCR process to inform the policies in the ROP. The goal of seeking public input is to help support York Region in building communities that are healthy, safe and complete, where residents are involved in planning the future of their cities and towns. Consultation approaches to date were selected based on the objective of increasing public participation and using researched best practices for effective engagement.

## **Technical consultations are occurring alongside public consultations**

Technical consultations are occurring alongside public engagement efforts for the MCR. This includes staff engaging all internal departments through a number of working groups and presenting to Regional committees on the MCR process. Staff will continue to engage committees and working groups throughout the update of the ROP and policy development process. Staff are also completing technical engagements with local municipalities and the development industry on a topic specific basis. Staff have and will continue to provide regular updates to BILD throughout the MCR process.

In addition to the methods used to date, staff are engaging on consultations for policy specific topics to support the update of ROP policies. This includes landowner engagements, meetings with the development industry, consulting on employment conversion requests and draft Major Transit Station Areas, as well as presentations to local municipal councils by the Chief Planner.

As technical consultations are ongoing, this report focuses on the broader feedback received to date through community engagement with residents and workers, with ongoing and additional consultations planned up until adoption of the ROP. Results from further public consultations and technical consultations will be presented alongside the draft ROP in 2020.

## **Effective engagement requires a diverse mix of consultation techniques**

In order to effectively engage the public, a diverse range of methods are used through the consultation process. These methods have included:

- Online surveys asking residents about what they want for their communities now and in the future
- Guided walks with the Chief Planner to learn about growth and long term plans across York Region
- Interactive mapping to support public awareness of MTSAs, where they are located and what future growth could look like within MTSAs that allows for feedback and public input
- Community Agency Forum to consult with agency staff that serve York Region residents

- Local municipal public information sessions or community events attended by Regional staff for MCR engagement
- Social media campaigns, including online polls and photo contests to engage the public and educate them on planning and development in York Region in an interactive way

A mixture of in-person and online methods are used to engage with residents and workers across the local municipalities. A number of communication tools have helped to inform the public of opportunities to share their ideas and are promoted through a variety of communication channels, including social media, York.ca website, an MCR newsletter, posters and newspaper ads.

## 4. Analysis

### **During the public consultation process to date, a number of key themes were identified by residents, businesses and workers in York Region**

The following key themes have been identified from the consultations so far. Generally, the public:

- Wants compact, walkable communities that offer employment opportunities, community facilities, services, stores and places for social connection
- Identified affordable housing as one of the most important components for building complete communities, but many residents identify they struggle with housing affordability in the current housing market
- Want their communities to produce fewer emissions and are aware of the impacts of a changing climate on York Region
- Identified the protection of forests, parks, trails and green spaces across communities and protecting agricultural lands from development as key priorities
- Identified transit as the top regional service that will be relied on most in the future and support continued investment in public transit infrastructure, particularly subway extensions and GO transit frequency enhancements

A brochure identifying these themes has been posted on the [MCR website](#) alongside the summary document (Attachment 1) of consultation to date.

The findings to date align with the community result areas and eight goal areas outlined in the 2019-2023 Strategic Plan and Vision 2051. The results from public consultations outlined in this report will help inform the recommended update to Vision and will be used to support development of the policies outlined in the updated ROP.

## **Consultation and engagement is an ongoing process to inform the Regional Official Plan update**

Staff are continuing to consult with the public to support the development of strategic documents and gather input on how to best plan for the future. As a result, public consultation is an ongoing process that will continue alongside technical consultations informing the development of a draft ROP update in 2020.

## **A series of targeted consultations are planned to augment traditional engagement methods**

Staff are planning a series of targeted consultations to engage residents that are often under-represented through traditional engagement methods. A targeted approach is required to ensure awareness and the opportunity for under-represented populations to inform the MCR process. In particular, seniors, youth, newcomers and persons with disabilities are generally under-represented using traditional engagement methods and a targeted consultation approach is required. The MCR consultation work plan is assessed and evaluated to promote representation from a diverse mix of community groups and demographics to ensure inclusive and representative engagement.

## **Engaging Indigenous peoples is a core component of the MCR**

Engagement with Indigenous peoples will be distinct from public and stakeholder communications and engagement plans, operating in a parallel process to other MCR consultations. Building on initial MCR engagement in 2014 and with the assistance of a consultant, engagement with Indigenous peoples will inform the development of the ROP. Staff anticipate facilitating a series of meetings with Indigenous peoples. Throughout this process, staff aim to continue existing relationships and build new relationships with Indigenous peoples across York Region.

## **5. Financial**

All costs associated with public consultations and engagement is addressed within the approved Planning and Economic Development budget.

## **6. Local Impact**

Local municipalities are key partners in planning for the future and engaging with communities. Throughout the MCR process, Regional staff are working alongside local municipal staff to partner in effective community engagement. The consultation results have been presented and shared with local municipal staff through the MCR Local Municipal Working Group, which meets on a regular basis.

In updating the ROP, Regional staff will continue to work in partnership with local municipal staff to address feedback and findings from public consultations. In addition, local

municipalities can use the findings and information to support their local planning initiatives and plans for growth that align with public interests and specific community needs. Regional staff will continue to seek opportunities to partner with local municipalities to engage communities and will continue to participate in community events hosted by local municipal staff.

## 7. Conclusion

Public engagement across all nine local cities and towns is integral to building communities where residents across every age and stage of life can live, work and play. Public consultations are integral to supporting the development of strategies, policies and plans Regional Council endorses and inform the everyday work of Regional staff. Public consultations and engagement help to develop and affirm the ways that York Region builds complete communities now and in the future.

This report summarizes the findings from the consultation to date and methods used to inform the ROP policy development process. Public consultations remain a key priority and engagement efforts will continue to educate the public and provide opportunities for residents and workers to inform the planning and economic development of York Region through the update of the ROP.

---

For more information on this report, please contact Danielle De Fields at 1-877-464-9675 ext. 71525. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Freeman, MCIP, RPP**  
Chief Planner

**Dino Basso**  
Commissioner of Corporate Services

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

September 26, 2019  
Attachments (1)  
eDOCS 9888714



# MUNICIPAL COMPREHENSIVE REVIEW: PUBLIC CONSULTATION REPORT

York Region is undertaking a Municipal Comprehensive Review (MCR) process consisting of a review of the Region's population and employment forecasts, a land needs assessment and an update of Regional Official Plan (ROP) policies. This update will help to guide York Region's future growth and align with Provincial direction. As a key component to undertaking the MCR process to update the ROP, the work plan includes engaging the community through a series of public consultations.

## Summary of Consultation Methods to Date

The report summarizes the public consultations conducted to date, as public engagement and targeted consultations will continue to inform the policies outlined in the update to the ROP. Through the MCR process, a series of campaigns, activities and survey questions were launched to engage the public and businesses to gather their feedback on how to plan for the future. The activities and events were regularly updated through the Municipal Comprehensive Review webpage, located on [York.ca](http://York.ca). Community consultation provides an opportunity for residents to provide feedback about the kind of place they want York Region to be now and in the future. This includes a targeted work plan for the MCR, with public consultations aligned with key reports to Council.

Consultation activities to date include diverse representation from:

- The public, including residents and business owners
- Regional Council
- Regional Committees and internal working groups
- Planning Advisory Committee
- BILD and development proponents
- Local Municipal Council and staff
- Indigenous peoples
- Boards and Agencies
- Various other stakeholders



## WHAT WE HEARD: KEY THEMES

A number of key themes are evident from the consultations to date that help to inform York Region's long-range planning.

The public:

1. Wants compact, walkable communities that offer employment opportunities, community facilities, services, stores and places for social connection
2. Identified affordable housing as one of the most important components for building complete communities, but many residents identify they struggle with housing affordability in the current housing market
3. Want their communities to produce fewer emissions and are aware of the impacts of a changing climate on York Region

4. Identified the protection of forests, parks, trails and green spaces across communities and protecting agricultural lands from development as key priorities
5. Identified transit as the top regional service that will be relied on most in the future and support continued investment in public transit infrastructure, particularly subway extensions and GO transit frequency enhancements

## ENGAGING RESIDENTS AND WORKERS

So far, residents and workers have been invited to participate in shaping the Region's diverse communities through a variety of consultation activities and events. Consultation methods include:

- An online survey asking residents about what they want for their communities now and in the future
- Guided walking tours with the Chief Planner to learn about growth and long term plans across York Region
- An interactive mapping tool to support public awareness of Major Transit Station Areas (MTSAs), where they are located and what future growth could look like within MTSAs for feedback and public input
- Community Agency Forum to consult with agency staff that serve York Region residents
- Local municipal public information sessions and community events that are used by staff for MCR engagement
- Social media campaigns, including online polls and photo contests to engage the public and educate them on planning and development in York Region

Through these methods, staff are able to gather key findings from the public to inform the MCR process. These online tools are used in conjunction with staff attending public community events and local municipal open houses. A summary of the public consultation methods to date and the findings are provided in more detail below.

## NEWSLETTERS

The Have Your Say: Your Community, Your Ideas, Your Future eNewsletter is the formal communication tool to inform residents, businesses, workers and stakeholders on both the technical updates and the consultation process. Residents and workers can subscribe to receive the newsletter to get regular updates on local events and social media campaigns. Over 350 subscribers regularly receive these updates.

## MAJOR TRANSIT STATION AREA CONSULTATIONS

Staff developed an interactive map to support discussions with the public and stakeholders on Major Transit Station Areas (MTSAs), which are areas generally within a 10-minute walk to an existing or planned York Region Transit vivastation, GO train or subway station. This provides an opportunity for residents and businesses to see where and how much growth is planned to occur within York Region over the long-term, specifically along major transit corridors and the growing role of public transit in the Region's city building initiatives.

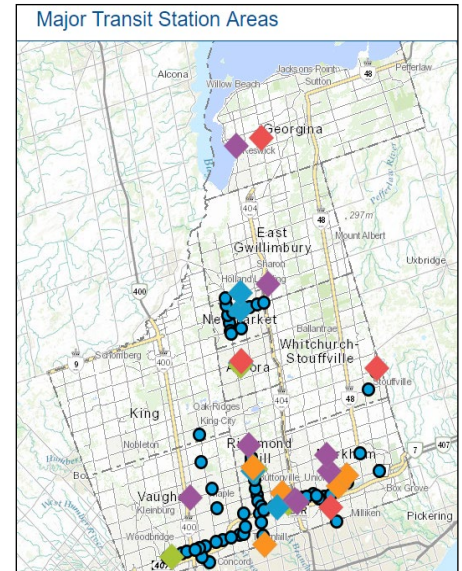
The interactive map has been used by a variety of stakeholders to gather information and allow participants to have their say about how the Region's long-term plans for the area match their vision for the future. The questions asked included:

1. What should be redeveloped and what should stay as it is today?
2. Are the boundaries that have been identified and posted appropriate?

3. What buildings types should be located near major transit stations?
4. Should the proposed minimum level of growth be adjusted and are they appropriate?
5. Additional comments

Key comments from the public in response to these questions included:

- Discussions on where higher density developments (such as an apartment or condominium) could support more effective transit use and support economic growth in a particular area and where lower density neighbourhoods should be maintained
- Discussions on specific adjustments to a proposed boundary or the minimum density target
- Discussions on the potential to include additional MTSAs
- Where complete community amenities, such as parks, open spaces, bike lanes and local bus networks should be maintained or developed to facilitate the creation of inviting public areas around transit and to accommodate an easier first/last mile for transit users



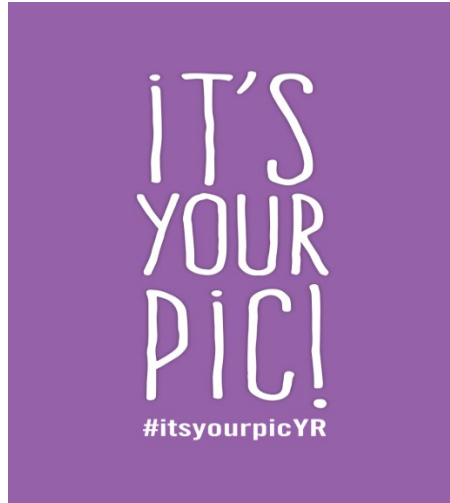
Throughout consultations, the map has been available online and staff have used this map in person to explain these concepts to residents based on where they live to facilitate discussions around MTSAs. Approximately 175 people viewed the map on their own, while an additional 150 (approximate) used the interactive map with Regional staff at various community events.

To date, Regional staff have attended five different community events to answer questions about intensification and MTSAs. These events included the York Region Family Fun Day hosted by Richmond Hill, Aurora Street Festival, Markham Open House, Lincolnville GO Public Open House and at the Richmond Hill Walk and Talk with York Region's Chief Planner. Through these events, staff were able to provide information to residents about MTSAs, how they support growth, how they impact their communities and provided the opportunity for feedback on where MTSAs are located across York Region.

Staff will continue to use this tool as an effective engagement method for discussing the appropriate level and type of development near MTSAs. Staff have promoted the use of the map through the MCR website, public events and the MyTransit Newsletter by York Region Transit (YRT). Staff will continue to engage local municipal staff to gather feedback on MTSAs and will share the feedback received through public consultations with the local municipalities throughout this process. Staff have been able to attend an open house in Markham to consult on MTSAs and will continue to work with local municipal partners to engage residents on this topic.

### 'IT'S YOUR PIC'

To engage the public, Regional staff ran four #itsyourpicYR photo contests on social media, including Instagram, Twitter and Facebook. Contestants were given the instructions to take one or more photos of a community gathering place within York Region and to hashtag the photo(s) #itsyourpicYR.



The four photo contest themes included:

1. Favourite Centre and Corridor
2. Favourite Cultural Institution
3. Favourite Urban Experience and Space
4. Favourite Countryside Activity and/or Agricultural Area

The It's Your Pic contest provided an interactive way to find out what residents value and provided an opportunity to share more information about these different locations across York Region. This social media campaign provided an opportunity for residents to highlight their favourite parts of their communities, while enjoying the natural heritage and built environment that York Region has to offer.

Over the four contests, there were close to 200 submissions, with favourite cultural institution having the highest number of contest participants with 120 photo submissions. Just over 91,000 people were reached through the campaigns, providing a fun and interactive way to engage with the public and increase awareness of the different initiatives happening across York Region.

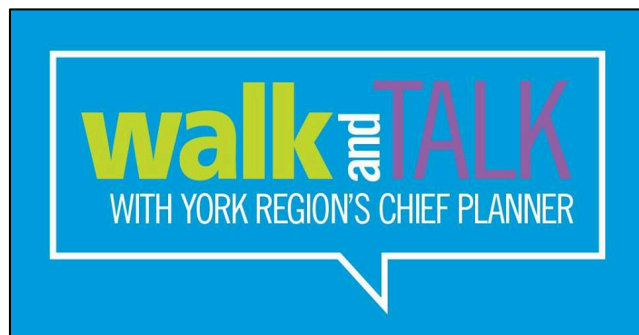
## WALK AND TALK WITH YORK REGION'S CHIEF PLANNER

Regional staff organized a number of guided 'Walk and Talk's' with York Region's Chief Planner to educate the public on York Region's urban structure. This provided residents with the opportunity to hear more about what York Region is doing to promote complete communities through York Region's city building initiatives and to hear about the programs and services we provide every day to support effective planning. The topics covered during the guided tours included discussions on economic development, heritage lands, transit and infrastructure development, parks, walking trails and open spaces, as well as neighbourhoods. In addition, these tours provided staff with the opportunity to gather feedback and comments from residents through in-person and survey methods, which included promotion of the MCR webpage and other opportunities for residents to inform York Region's planning process.

Tour areas included:

- Vaughan Metropolitan Centre
- Markham Centre

- Yonge Street in Richmond Hill
- Aurora Downtown



Members from the public who attended any one of the four tours were invited to participate in a post-tour survey to gather feedback on their experiences and what they learned from the Walk and Talk.

There were a total of 64 participants surveyed after attending one of the four walking tours to date. Every member surveyed after the walking tours answered “yes” to whether they found their walking tour insightful and 98% of participants would recommend a York Region event to a friend. The top findings for what participants enjoyed about the walking tour were what they learned from the discussion topics, the flow of the tour and the information that they learned about York Region.

The walking tours are promoted through a number of different ways. The top hits for where respondents had heard about these events were the Ontario Professional Planners Institute (OPPI) website, the York Region website and from a friend or colleague. The event was promoted on the OPPI website and offered to planners as a continual professional learning opportunity. More walking tours, including Newmarket, are scheduled for Fall 2019 to continue sharing with residents and gathering their feedback on how we plan for the future.

#### HAVE YOUR SAY: KEY ONLINE SURVEY FINDINGS

Throughout 2019, Regional staff ran the Municipal Comprehensive Review (MCR) ‘Have Your Say’ Online Survey. The survey was posted on the MCR webpage on York.ca, which provided the opportunity for members throughout the community to engage and have their say in the planning process. The survey was promoted to the public through social media campaigns and by Regional staff at a variety of public events and community forums.

The survey had 176 respondents for the main survey. However, staff also promoted a series of mini surveys targeted to complete communities, climate change and housing. An additional 60 respondents participated in the complete communities’ survey, 22 respondents in the climate change survey and 32 respondents participated in the housing survey.

The community survey covered seven thematic areas, with a number of key findings identified:

- Residents want compact walkable communities that offer employment opportunities and active recreational and cultural events
- Over 75% of respondents identified they felt they are spending too much of their income on housing costs, identifying the need for a greater mix of housing types and lower interest rates to help them in achieving homeownership
- Residents want to protect green spaces across their communities, particularly forests, parks and trails, as it is an inexpensive way to have fun and help them feel more active and relaxed

- Respondents had a relatively strong understanding of climate change, identifying health effects and property damage as key impacts resulting from climate change
- To support and strengthen agriculture and the Agri-Food industry, respondents identified the need to protect farm land from development
- A growing support for the use of public transportation, particularly if it is faster than using a car to go to work and community activities and if it is closely located to where they lived

The first portion of the survey asked for background information on the survey participants, which helped provide a better understanding of where they are from, where they work and age demographics of respondents. The survey provided representation from all nine local cities and towns relative to their population sizes. The largest proportion of respondents were from Markham and Vaughan, with relatively large responses from Aurora, Newmarket and Richmond Hill. Approximately 20% of respondents did not live in York Region, but may work or support residents who do live in York Region. Almost three quarters of respondents work in York Region, with the largest portion working in Newmarket, Richmond Hill, Markham and Vaughan. The largest portion of respondents was within the 35-44 age groups and followed by 45-54. The lowest representation of age groups was 18-24 and people aged 18 and below, which will be included in targeted consultations planned for Fall 2019. Similar themes and findings came from both MCR Community Wide Survey and the mini surveys. The thematic areas and the corresponding findings from the surveys are outlined below.

---

#### MCR MINI SURVEY QUESTION

As mentioned, a number of mini surveys have been released and will continue in the future due to their success. One of the campaigns occurred in August of 2019, where the public was asked this question on social media: **“Where would you place a new condominium complex in York Region? Please rank the pictures below (1 being the best and 5 being the least optimal location).”**

The survey question had wide reach with 503 completed responses and the majority of respondents between the ages of 55 to 64 and 65+. Of the total respondents, over 50 provided commentary on the post, with the majority having a positive or neutral sentiment towards the survey question. The top rated choice was the photo identified as Centres and Corridors, with 82% of respondents ranking it number 1. Interestingly, the second ranked photo was a picture of employment lands. This may be as a result of residents and workers looking for a better live-work balance. As expected, 71% of respondents (313/503) voted the photo of farm land as the least optimal location (number 5) for a new condominium complex in York Region.

---

#### COMPLETE COMMUNITIES SURVEY RESPONSES

According to respondents, there are a number of critical elements for creating a place where residents and workers can live, work and play. In building complete communities, residents identified a number of themes:

- Support for active recreational and cultural opportunities was the highest priority for building complete communities now and as residents’ age in their community
- Providing community supports and supporting social connection was important to respondents in ensuring complete communities across York Region
- Building mixed-use, compact communities supports the desire for more walkable communities and help to provide a healthier lifestyle for residents and supporting them to age in place

- Protection of green spaces, forests and other trails were a key priority to the public, particularly to support a healthier lifestyle
- Few respondents walked, cycled or took public transit to work or school, however, a much higher number of respondents were *likely* to walk, cycle or take public transit to get to other destinations (such as to get groceries, to go to the park or to visit friends)
- To make walking, cycling or taking public transit more desirable, respondents stated they would be more likely to do it if these other modes were faster than driving a personal vehicle
  - In particular, they would be more likely to use public transit if it operated more frequently and if more destinations were located in their community or neighbourhood

Responses provide support for building compact communities where residents can live, work and play by easily walking in pedestrian friendly areas and by living close to their work, school, local parks, grocery stores and public transit lines

---

## COMPLETE COMMUNITIES POLL

In addition to the 'Have Your Say' online surveys completed, Regional staff released a poll to the public through the MCR webpage that received 310 responses. The question asked was, **"As we plan for the future, what element of a complete community is most important to you? (Check all that apply)."** The top answers identified by respondents were:

1. Affordable housing options
2. Employment opportunities
3. Climate change

The complete communities' poll aligns with the findings from the 'Have Your Say' online survey and help to focus efforts in building complete communities based on what is most important to the public. Regional efforts focus on all identified areas, as they are interconnected in providing complete communities for residents and workers.

---

## TRANSPORTATION

When asked to look ahead 20 years, respondents identified the top things needed to improve how residents get to school, activity and work destinations:

- Increased transit frequency and subway extensions were the top ranking choices, supporting continued investment in public transit infrastructure
- All the top answers shifted away from the use of automotive vehicles, supporting bus lanes, bicycle lanes, a greater number of two-way GO Rail lines and other modes of public transit with more stops and increased frequency

---

## HOUSING

Reflective of the current housing system, approximately 90% of respondents stated they wanted to own a house and 10% wanted to rent in the next 7-15 years. One of the main themes coming from this section was the need for a greater mix and range of housing options for all residents, throughout various ages and stages. Other findings identified through the survey included:

- Over 70% stated they were spending too much of their income on housing costs (rent, mortgage, taxes, condo fees and utilities), aligning with key affordability challenges outlined in York Region’s annual [measuring and monitoring report](#)
- To appeal to residents to live in the Region’s centres and corridors, an increased focus needs to be on adding employment opportunities with more public transit options and more pedestrian-friendly areas to support residents to live there
- A greater mix of housing types, lower interest rates and more accessible mortgages were the top answers to help respondents achieve the goal of home ownership
- The top benefits of renting identified were no maintenance fees, more disposable income and no taxes

---

## EMPLOYMENT

The survey identified that strong employment outcomes were dependent on social connections and being able to live close to work. On the theme of employment, survey respondents stated:

- They ideally wanted to work in their communities (within walking distance of their homes), in a location easily accessible by transit or work at/from home, all supporting more environmentally friendly commuting patterns
- To remain a leader in the technology sector through to 2041:
  - The top answer respondents identified was the need be within walking distance to communities to network and connect with like-minded professionals
  - The second ranking answer was for more shared work spaces to increase productivity, innovation and collaboration

---

## CLIMATE CHANGE

70% of respondents were well aware or had a fair understanding of climate change and its impact on York Region’s communities. Climate change themes identified were:

- Respondents wanted York Region to focus its efforts on creating compact cities that produce fewer emissions by providing better access to public transit, cycling and walking paths
- Respondents indicated climate change will impact them in the future through property damage due to extreme weather events and through health effects from extreme heat or extreme cold
- Although almost 45% of respondents stated they had a car emergency kit, a similar number of respondents stated they were not prepared for an emergency but with this survey will take steps to get better prepared for an emergency

---

## NATURAL ENVIRONMENT AND AGRICULTURAL SYSTEM

Respondents identified strong support for preserving farm land and supporting access to the natural environment. Other themes included:

- Respondents stated protecting farm land from development was the most important component to support and strengthen the protection of agricultural lands and a thriving agri-food industry in York Region



- The best way to encourage people to be farmers in the future is to provide financial incentives or partnership options to decrease costs of inputs (not including land)
- Factors limiting the exploration of nature in York Region included:
  - no public washrooms,
  - poor connections to other natural areas,
  - not aware of the natural spaces in the community, and
  - being located too far away from home
- The top benefits of exploring the outdoors included feeling active, relaxed and calm, as well as an inexpensive way to have fun and exercise

---

## FISCAL RESPONSIBILITY

As residents look to the future, the Regional services they predict residents will rely on most are ranked:

1. Transit
2. Housing
3. Long Term Care
4. Water
5. Police Services

The survey findings for this section help to affirm some of the key themes identified through other consultation methods, as transit and housing continued to be top categories identified by the public as requiring Regional support and investment.

## OTHER CONSULTATION EFFORTS

Staff attended a variety of different public and cultural events, setting up engagement booths to promote the community survey and interact with the public to discuss a variety of planning topics. There were a number of other consultation efforts undertaken through community events and social media campaigns. Regional staff have attended a number of community events across the local municipalities in York Region to educate about the MCR process and to gather feedback across stakeholders. Regional staff will continue to leverage opportunities in partnership with local municipal staff and community-based events to continue to engage the public in new and innovative ways.

Events to date have included:

- Richmond Hill Seniors Day, where staff interacted with over 30 residents and promoted the community survey
- Community Open House organized by East Gwillimbury staff members. Regional staff attended the April 2019 Open House and surveyed over 40 respondents. They engaged community members by asking, **“As we plan for the future, what element of a complete community is most important to you?”**

At the Community Open House, the top choices identified by respondents were:

1. Employment opportunities
2. Affordable housing
3. Natural heritage and agriculture

- Earth Day Event: In April 2019, Regional staff provided a survey question to 94 respondents at an Earth Day Event located at The Region’s Administrative Centre. The question asked was, **“What, in your opinion, should York Region focus on to reduce the effects of Climate Change on communities?”**

The top choices identified by respondents were:

1. Focus on creating compact cities that produce fewer emissions because there is better access to public transit, cycling and walking paths (36%)
2. Build new/retrofit existing infrastructure including roads, transit ways, water and sewage pipes to withstand existing and future effects of climate change (33%)
3. Maintain and create more green spaces (19%)
4. Reduce carbon emissions (12%)

---

## COMMUNITY AGENCY FORUM

The Community Agency Forum held on May 30<sup>th</sup>, 2019 was a joint effort between Regional departments and York Regional Police for feedback, information-sharing and engagement with agencies that engage with York Region residents. Invitations were sent to community agencies across York Region, with the intended purpose to gather feedback to help the Region in providing direction on how communities grow and develop. The Community Agency Forum engaged community agency representatives and the thousands of York Region residents they support. It provided participants the opportunity to identify additional trends or gaps that have not been historically considered when planning to deliver community and health services to residents, helping to strengthen Regional social planning and efforts to create complete communities.

There were four breakout sessions with approximately 65 community agency representatives working through focused conversations, and were asked a series of questions with the objective of determining what the Region should focus on when planning for growth, reviewing and updating programs and services to best serve residents.

Overall themes York Region should focus efforts:

- Increase accessibility related to services, transportation, housing, well-paying jobs
- Improve affordability related to transportation and housing
- Improve safety and security to strive towards violence free communities
- Increase education and outreach on transportation, services, health care, mental health
- Create partnerships and collaboration opportunities for organizations to improve supports and services
- Improve mental health and quality of life for vulnerable populations
- Provide holistic services by using a community hub approach
- Improve elements of a complete community related to housing, transportation, employment opportunities, walkability and providing greenspaces

During the Community Agency Forum, attendees were also asked to participate in a dotmocracy activity that asked the question, **“What component is most important for supporting the work you do in the community and the York Region residents you support?”** The top answer identified by respondents as the most important component to support their work and the residents they serve is affordable housing options. A summary of the findings was shared with participants and results will be used to inform several plans and strategies being reviewed and updated. This also helps to support relationship-building and engagement with community partners and Regional staff.

## ENGAGING LOCAL MUNICIPAL STAFF AND OTHER STAKEHOLDERS

Regional staff engage with local municipal staff and other stakeholders through a variety of working groups, consultation meetings and outreach initiatives. In addition, the Chief Planner has made presentations to local municipal councils about the MCR. Regional staff have maintained a commitment to build effective relationships with local municipal staff as key partners in the planning process. Through the MCR Local Municipal Working Group, Regional staff have worked with local municipal staff to gather valued feedback and input on planning for the future. The feedback provided from residents through the various public consultation methods has been presented and shared to the MCR Local Municipal Working Group. Local municipal staff remain key partners in the consultation process and efforts will continue to collaborate on opportunities to engage with the public together. Through technical consultations, staff will consult local municipal staff throughout the MCR process on a policy specific basis and throughout the update of ROP policies.

Staff are also able to engage with members of the public and Regional Council through the Planning Advisory Committee (PAC). The York Region PAC is a committee appointed by Regional Council pursuant to the *Planning Act*. The mandate of the Planning Advisory Committee is to provide Regional Council and staff with advice regarding key land use planning matters in York Region.

Staff also engaged all internal departments through a number of working groups and presented to all Regional Committees on the MCR process. Staff will continue to engage committees and working groups throughout the update of the ROP and its corresponding policies. In addition, staff are completing technical engagements with local municipalities and the development industry on a topic specific basis. This includes landowner engagements, meetings with the development industry and consulting on employment conversions.

## NEXT STEPS

Staff will continue to engage the public through the consultation methods outlined in this report and will also continue technical consultations throughout the MCR process. A new survey will be released in the coming months to continue to engage residents and workers on how York Region will plan for growth.

In addition, staff are planning to hold consultation sessions on a variety of policy specific topics, including MTSA's and employment conversions. Staff also have planned Council education sessions for Vision, employment planning and growth management, as well as consultations with the development industry and are continuing to run social media campaigns to engage the public.

### Targeted Consultations

Although the input of many residents was captured through the various methods identified, there were a number of residents with lower representation. This included:

- Seniors
- Newcomers to Canada
- Youth
- Persons with Disabilities

As people who are traditionally under-represented using traditional engagement methods, staff will be proceeding with a series of targeted consultation sessions prior to the adoption of the ROP to ensure a diversity of

perspectives are incorporated throughout the MCR process. Staff will incorporate the findings from the targeted consultation sessions in the final MCR reports. Staff will attend community events hosted by agencies, local municipalities and other partners to find ways to engage the public and educate on the MCR process.

Engagement with Indigenous peoples will be distinct from any broader public or stakeholder communications and the engagement program and will operate in a parallel process to other MCR consultations. Building on initial MCR engagement in 2014, staff will be engaging with Indigenous peoples to inform the development of the ROP. Throughout this process, staff aim to continue existing relationships and build new relationships with Indigenous peoples across York Region.

#### **Application of Public Consultation Findings**

The information and analysis provided from the public consultations will inform the priority areas and policy subject areas articulated through the update of the ROP. Public engagement and continued community engagement will continue to remain a key priority throughout the development and implementation of Vision, 2019-2023 Strategic Plan and the ROP beyond the MCR process. These findings provide a clear direction for staff to help inform the long-term planning through a clear articulation of the vision that residents have for the future of York Region.

On October 17, 2019 Regional Council made the following decision:

1. The Regional Clerk forward this report to the Minister of Natural Resources and Forestry, expressing concern about continued invasive species impacts and requesting that funding be restored to key invasive species partner organizations to assist municipalities with mitigating the impacts of invasive species.
2. The Regional Clerk forward this report to the local municipalities.

The original staff report is attached for your information.

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

Regards,

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

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [www.york.ca](http://www.york.ca)

*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.



# The Regional Municipality of York

Committee of the Whole  
Environmental Services  
October 3, 2019

Report of the Commissioner of Environmental Services

## Annual Update on Invasive Species

### 1. Recommendation

The Regional Clerk forward this report to the Minister of Natural Resources and Forestry, expressing concern about continued invasive species impacts and requesting that funding be restored to key invasive species partner organizations to assist municipalities with mitigating the impacts of invasive species.

### 2. Summary

Key Points:

- Invasive species continue to be a significant financial burden to municipalities and conservation authorities in Ontario with an estimated combined annual expenditure of \$50.8 million
- The provincial government has significantly reduced funding to key invasive species-focussed partner organizations which will impact support and resources available to municipalities, conservation authorities and residents
- Emerald Ash Borer Management Plan budget and expenditures remain on track
- Staff remain vigilant and continue to work with local municipalities, conservation authorities, partner organizations and other levels of government to review and respond to emerging invasive species threats

### 3. Background

**Invasive species in Ontario have an estimated \$3.6 billion annual impact and are a growing environmental and economic concern**

Ontario has more invasive species than any other province or territory in Canada (over 660 species) and as a result municipalities continue to face significant pressures and costs. In 2019, an updated analysis was carried out by the Invasive Species Centre, in partnership with the Regional Public Works Commissioners of Ontario's (RPWCO) Urban Forestry Subcommittee. This analysis estimated that invasive species expenditures by Ontario

municipalities and conservation authorities are \$50.8 million per year (Attachment 1). Potential economic impacts from invasive species to Ontario's agriculture, fisheries, forests, healthcare, and tourism and recreation industries are estimated to be \$3.6 billion per year (Attachment 1). Economic impacts to these industries include crop yield losses, increased herbicide use and costs, direct impacts to fisheries and forest resource values and production.

### **Province reduced funding to organizations which provide valuable research and resources for invasive species mitigation**

Climate change is expected to increase the rate at which invasive species become established in Ontario and create conditions that allow established species to spread into new areas. The Region's Climate Change Action Plan will identify actions and objectives to address invasive species in a changing climate. The Province's, A Made-in-Ontario Environment Plan (2018) recognizes that climate change will have significant impacts and identifies specific actions to protect our natural environment from invasive species including working with partners and other governments.

In 2019 the provincial government significantly reduced funding to nine programs devoted to combating the introduction, spread and impacts of invasive species. The Invasive Species Centre received a \$50,000 reduction in funding for 2019. The Invading Species Awareness Program funding was reduced by 43% and funding to the Ontario Invasive Plant Council (OIPC) was eliminated entirely.

These funding cuts represent a set-back for preventing and mitigating invasive species impacts in York Region and Ontario. Elimination of funding to the OIPC threatens the loss of valuable expertise and resources such as best management practice documents for managing invasive plants in Ontario, invasive species factsheets, Clean Equipment Protocol, and The Invasive Plant Management Strategy Framework for Ontario Municipalities.

### **York Region collaborates with local municipalities, provincial and federal governments, non-governmental organizations and academia to manage invasive species**

Since 2008, York Region has worked with its partners to raise awareness of invasive species including emerald ash borer, and to prevent and mitigate adverse effects of invasive species on tree canopy and woodland cover.

Regional staff participate on the Communications Committee of the Ontario Invasive Plant Council and co-chair the Regional Public Works Commissioners of Ontario (RPWCO) Urban Forest Sub-committee, which provides a forum to share experiences amongst public works jurisdictions in Ontario.

Ontario's *Invasive Species Act, 2015* includes provisions to restrict possession, propagation and movement of regulated invasive species, and requires management plans be enacted when a regulated species is discovered. Risk assessments for individual invasive species have been completed by the province with a number of new species being proposed for



regulation later this year. Staff will continue to participate in reviewing regulatory proposals and track new species listings.

Regional staff also chair the York Region Invasive Species Technical Working Group which includes representatives from local municipalities, conservation authorities, surrounding jurisdictions including the Chippewas of Georgina Island First Nation, and the federal and provincial governments. Topics include updates on ash tree removal and replacement, and other priority invasive species (e.g. hemlock woolly adelgid, Phragmites, and dog-strangling vine). On August 7, 2019 Regional staff visited Georgina Island and met with staff from the Chippewas of Georgina Island Environmental Department to discuss the recent discovery of emerald ash borer on Georgina Island and to discuss other invasive species impacting the island such as dog-strangling vine and Phragmites. A follow-up meeting is scheduled to discuss collaboration regarding various environmental and natural heritage projects.

### **June 2011 Council endorsed the York Region Emerald Ash Borer Management**

At its meeting on June 23, 2011, Council endorsed the York Region [Emerald Ash Borer Management Plan](#) outlining an active management approach. The emerald ash borer will likely always be present; however, over the next 10 years, with a diminished supply of living ash trees and the impact of natural and introduced predators (e.g. parasitic wasps), their numbers should decline. Staff continue with proactive management to mitigate emerald ash borer impacts including assessment of priority ash trees for treatment and removal of hazard trees in the York Regional Forest. The Region has also partnered with Local Enhancement and Appreciation of Forests (LEAF) to offer an additional tree planting subsidy for residents who have lost an ash tree to emerald ash borer.

## **4. Analysis**

### **York Region at risk for a number of invasive pests, plants and aquatic species**

Regional staff and regulatory agencies remain vigilant in monitoring for invasive tree pests and diseases. In 2019, monitoring traps were installed in ash trees on Regionally-owned land to monitor the status of emerald ash borer populations. Survey results confirm that emerald ash borer continues to be present throughout the Region, and appears to be impacting urban ash trees to a greater degree than ash trees in woodlands. In April 2019 emerald ash borer was detected on Georgina Island for the first time.

Hemlock woolly adelgid, a tiny (0.8 mm) invasive insect that has killed billions of hemlock trees in the northeastern United States, was detected and eradicated (2012, 2013) at two sites in southern Ontario (Etobicoke and Niagara Region). In 2019, two new infestations were confirmed in Niagara Region: Niagara Gorge and Wainfleet Township. The Canadian Food Inspection Agency has completed a delineation survey and control measures are in place to prevent further spread.

Invasive plants continue to impact natural and agricultural areas throughout York Region. Forestry staff work in partnership with Roads Maintenance staff to implement best practices (e.g. manual removal and herbicide treatments) removing hazardous plants such as wild parsnip and giant hogweed along Regional roads.

There are currently 48 known invasive aquatic species including fish, mussels, plants and disease threatening the health and function of our watersheds including Lake Simcoe. Invasive quagga mussels continue to impact nutrient cycling and algal blooms in our lakes. The Region has made operational changes (\$100,000 annually) to our water intake systems to adapt to increasing levels of quagga mussels which clog the water intakes to our drinking water plants.

For more information and status updates on priority invasive species currently impacting or threatening York Region, see Attachment 2 – Priority Invasive Species in York Region.

### **York Regional Forest is a research site for biological control of emerald ash borer and dog-strangling vine**

Natural Resources Canada's biological control program for emerald ash borer has included release sites in the York Regional Forest since 2015. Two species of tiny (2-4 mm), stingless wasps were released, which pose no threat to residents. Larval wasps destroy emerald ash borer eggs and larvae. Biological control is an effective part of the solution to control introduced invasive species, and has been successful in the past (e.g. purple loosestrife, gypsy moth). Early indication is that the York Regional Forest release site has successfully established a wasp population contributing to the success of the biocontrol efforts across the watershed and beyond.

The biological control of dog-strangling vine with *Hypena* moth continues to advance in the York Regional Forest as part of a research partnership with Agriculture and Agri-Food Canada, the University of Toronto, and a private company. The *Hypena* moth caterpillar feeds only on this invasive plant, reducing its ability to mature and produce seed. Caterpillars have been released at seven sites since 2015 and three sites have confirmed established populations. The work has expanded in 2019 to include additional release sites and monitoring of all sites continues. Biological control is a long-term solution and it is anticipated that it will take several years to see tangible impacts.

### **Invasive European common reed (*Phragmites australis*) persists across York Region**

In 2019, Natural Heritage and Forestry staff, working in partnership with Roads Maintenance, carried out an initial inventory of invasive European common reed (*Phragmites*) within Regional road right of ways (Attachment 3). Findings from this first inventory conducted for *Phragmites* will be compared to future survey data to assess the spread of this invasive plant. Staff will consult with local municipalities, conservation authorities, community groups and other regional departments to identify priority areas for control (e.g. natural heritage feature protection, drainage infrastructure). *Phragmites* is extremely difficult to eradicate. It grows in and around waterways (ditches, ponds, wetlands) and there are no approved

herbicides for use to control it in and around water. In 2020, staff will pilot best management practices to address priority populations and evaluate effectiveness.

### **Public outreach provides tools and options to help residents manage emerald ash borer and other invasive species**

Invasive species education is a core component of programming, and focusses on awareness and identification of priority species, and sharing information resources related to control and mitigation. In partnership with Forests Ontario, the Region developed a Woodlot Owner Advisory Program which provides information to woodlot owners for managing the impacts of emerald ash borer. Through a partnership with Local Enhancement and Appreciation of Forests (LEAF), residents can receive an increased subsidy to replace lost ash trees with trees of a different species through the Backyard Tree Planting Program.

## **5. Financial**

### **Budget supports overall program including emerald ash borer priority tree removals and replacement of Regional road ash trees**

Currently, the majority of costs associated with emerald ash borer include tree protection, street tree removal and replacement along Regional roads, and hazard tree removal within the York Regional Forest. The original cost estimates from the Emerald Ash Borer Management Plan (2012–2021, \$10 million) remain on track. From 2012 to the end of 2019, approximately \$7.8 million will have been spent to manage impacts through the peak of the infestation. Emerald ash borer will likely persist on the landscape indefinitely, and beyond 2021 the Region will remain dedicated to managing impacts by supporting research and monitoring, treating priority ash trees to protect them from emerald ash borer and offering information and resources to residents. Any additional budget pressures associated with emerging invasive species impacts will be brought forward for Council’s consideration as part of future budget processes.

### **Minister is requested to restore provincial funding to key invasive species programming in Ontario**

Invasive species continue to be a significant financial burden to municipalities and conservation authorities in Ontario (Attachment 1). The Province’s funding cuts to key invasive species programs such as the Invasive Species Centre, Ontario Invasive Plant Council and the Invading Species Awareness Program is a considerable setback. These organizations provide leadership and educational resources, contribute to research, and provide technical expertise and collaborative opportunities for municipalities, conservation authorities and residents across Ontario. Provincial funding cutbacks reduce the Region’s ability to provide valuable outreach and education opportunities to residents through invasive species-related programming, and limit staff’s ability to provide accurate and reliable information to our residents. Provincial funding for invasive species prevention has supported early detection, rapid response and control which are imperative for a successful response to

the challenge of invasive species in Ontario. This report will be submitted to the Minister of Natural Resources and Forestry requesting the Minister to restore funding to key invasive species partner organizations (Invasive Species Centre, Invasive Species Awareness Program, Ontario Invasive Plant Council) to assist York Region and other municipalities with mitigating the growing impacts of invasive species.

## **6. Local Impact**

The Invasive Species Technical Working Group provides a forum for sharing knowledge about emerald ash borer as well as other invasive species. York Region staff will continue to collaborate with local municipalities in monitoring, prevention, education and outreach activities as well as sharing latest science.

All nine local municipalities have or are working on Emerald Ash Borer Management Plans or implementation strategies, which align with Regional interests. The Region focuses on managing impacts to Regional assets (e.g. street trees along Regional roads, York Regional Forest properties) and local municipalities focus on street trees on local roads, parklands and more. Jurisdictions work collaboratively on communications and outreach initiatives. Most local municipal plans include removing and replacing trees, with some protection of selected trees with insecticide.

## **7. Conclusion**

Emerald ash borer is established throughout York Region, and most recently confirmed on Georgina Island. Efforts to manage and mitigate emerald ash borer impacts will continue to be guided by our Emerald Ash Borer Management Plan, including removal and replacement of street trees and mitigating impacts to the York Regional Forest, as well as offering tree planting rebates to residents who have lost ash trees on their property.

Staff remain vigilant and continue to work with local municipalities, other levels of government and non-profit organizations to review emerging threats and work proactively to prevent and respond to the impacts of invasive species. In light of the recent funding reductions to invasive species focussed partner organizations, staff recommend that the provincial government reinstate funding to these organizations as there is no direct funding to municipalities. These organizations are integral in providing resources to municipalities and community groups working to manage the threat and impact of invasive species in Ontario.

For more information on this report, please contact James Lane, Manager, Natural Heritage and Forestry at 1-877-464-9675 ext. 75271 or Laura McDowell, Director, Environmental Promotion and Protection at ext. 75077.

---


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

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

September 19, 2019  
Attachments (3)  
eDocs #9694193

# ESTIMATED EXPENDITURES ON INVASIVE SPECIES BY ONTARIO MUNICIPALITIES & CONSERVATION AUTHORITIES

Between 2017-2019, the Invasive Species Centre (ISC) conducted online and telephone surveys to review current known and reported expenditures on invasive species incurred by municipalities and conservation authorities in Ontario. We received data from 147 municipalities and 23 conservation authorities specific to the most recent fiscal year or annual expenditures. Estimates are based on averages and extrapolations of this data.




Total estimated expenditures by municipalities and conservation authorities across Ontario:

## \$50.8 MILLION/YEAR

Estimated average expenditure per **Ontario municipality**:

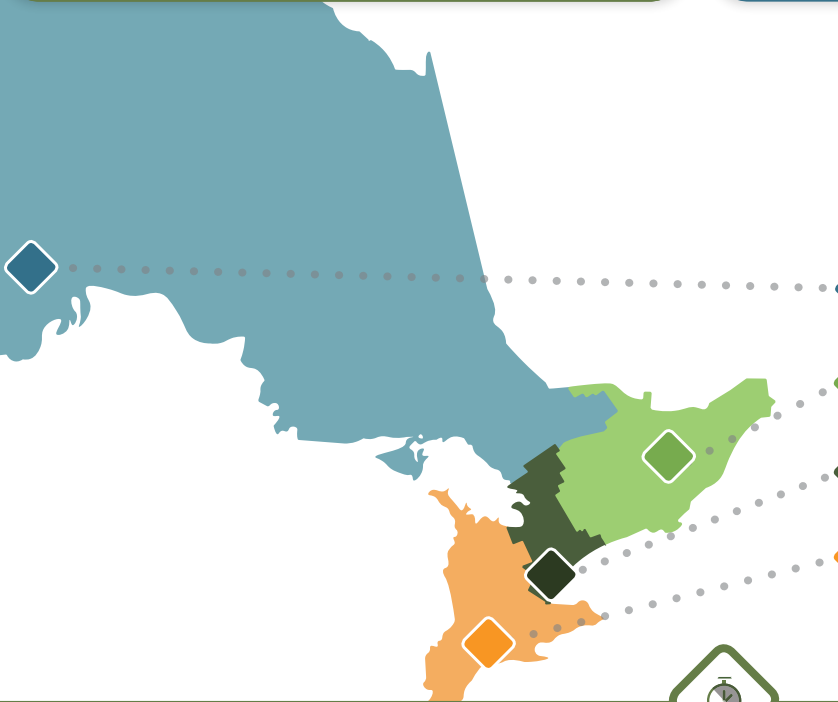
### \$218,148/YEAR

This number includes an average **\$1,077,562/YEAR** spent by **urban areas**, **\$213,518/YEAR** spent by **counties**, and **\$28,976/YEAR** spent by **townships**.



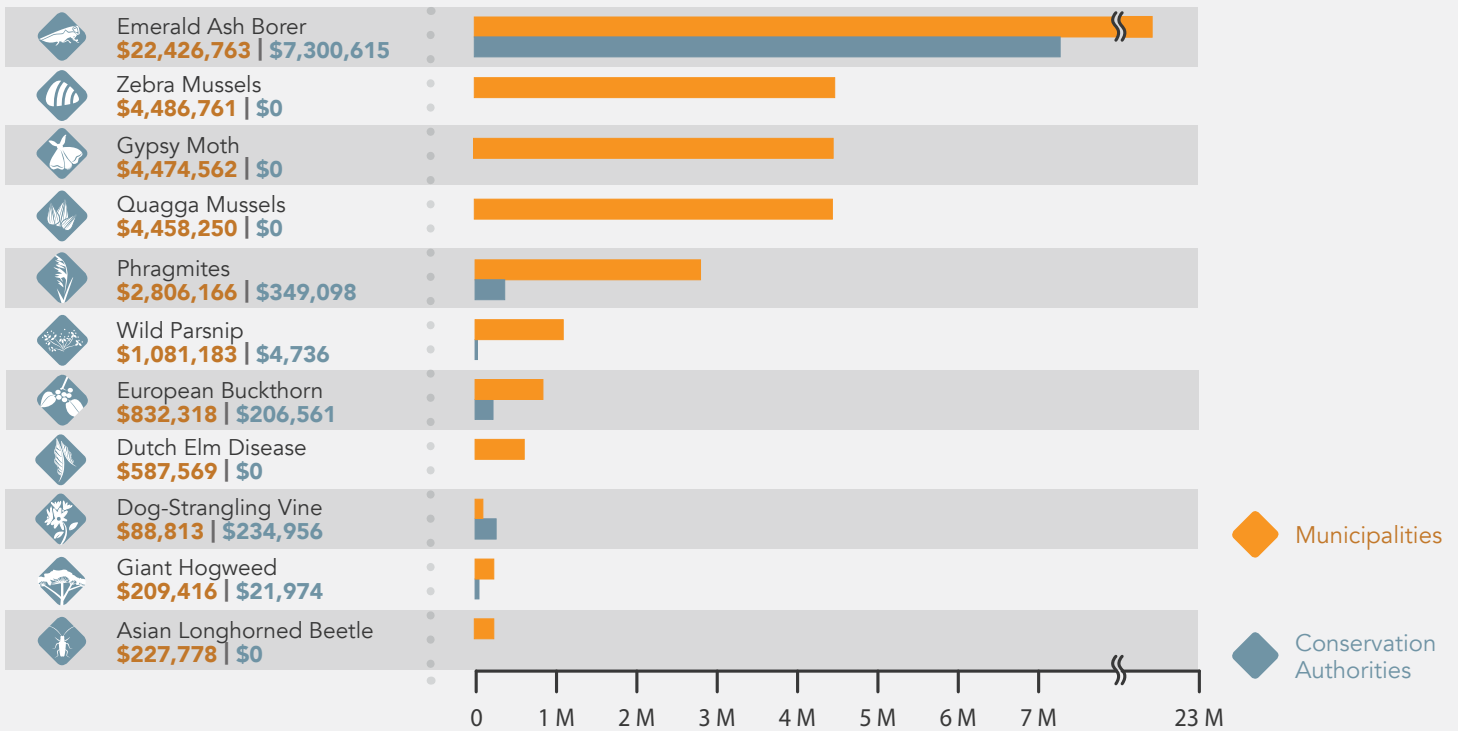
Estimated average expenditure per **Ontario conservation authority**:

### \$314,724/YEAR

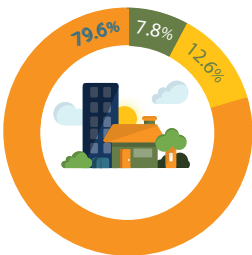
AVERAGE ANNUAL EXPENDITURES BY REGION:	
PER MUNICIPALITY	PER CONSERVATION AUTHORITY
\$10,770	\$9,735
\$132,424	\$293,757
\$527,573	\$710,222
\$172,939	\$127,403

### ESTIMATED ANNUAL EXPENDITURES ON INDIVIDUAL INVASIVE SPECIES

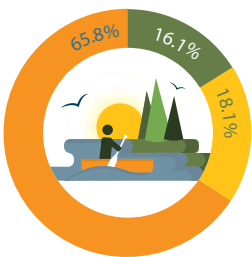


### HOW WAS THE MONEY SPENT?

#### Municipalities

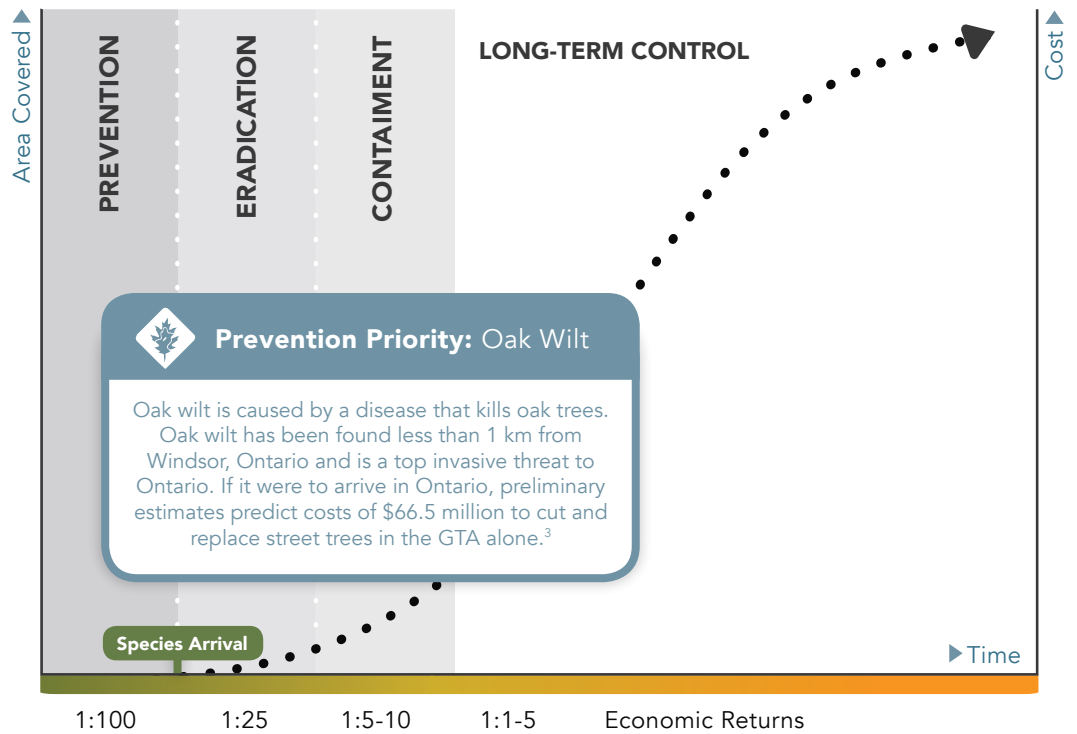


#### Conservation Authorities



- ◆ Prevention
- ◆ Detection
- ◆ Control & Management

**It pays to invest in prevention.** The invasion curve shows that investing in prevention provides economic returns **100x higher** than management after species arrival.<sup>2</sup>



<sup>1</sup> Vyn, Richard. 2017. "An Assessment of the Costs and Economic Impacts of Invasive Species in Ontario." Report prepared for the Invasive Species Centre.

<sup>2</sup> Adapted from the Generalised Invasion Curve (Agriculture Victoria, 2009).

<sup>3</sup> Canadian Forest Service, 2018. Unpublished data.

Zebra mussel photo: Amy Benson, U.S. Geological Survey, Bugwood.org.

Vyn, Richard. 2019. "Estimated Expenditures on Invasive Species in Ontario: 2019 Survey Results." Report prepared for the Invasive Species Centre.

Contact [info@invasivespeciescentre.ca](mailto:info@invasivespeciescentre.ca) for a copy of the full report.

# PRIORITY INVASIVE SPECIES

in York Region



Asian long-horned beetle life stages  
egg - adult beetle.

Photo Credit: K.R. Law, USDA APHIS PPQ,  
Bugwood.org

## ASIAN LONG-HORNED BEETLE (*Anoplophora glabripennis*)

**ORIGIN:** Native to Asia, can be introduced into Canada with infested wood packaging material (e.g. wooden pallets, crates, boxes, etc.).

**IMPACTS:** Adults lay their eggs in hardwood trees, and larvae then tunnel through the living tissue of the tree stopping the flow of water and nutrients, killing it.

Host tree species preferred by Asian long-horned beetle include birch, maple, elm, poplar, willow and mountain ash.

**WHERE:** Regulated area in Toronto and Mississauga.

Map: [inspection.gc.ca](http://inspection.gc.ca)

**UPDATE:** Monitoring for 2019 underway, if no new finds, CFIA will declare successfully eradicated.



Emerald ash borer - adult beetle.

Photo Credit: CFIA

## EMERALD ASH BORER (*Agrilus planipennis*)

**ORIGIN:** Native to Asia, proven to be highly destructive in its introduced range.

**IMPACTS:** Adults lay their eggs in ash trees, and larvae then tunnel through the living tissue of the tree stopping the flow of water and nutrients, ultimately killing it, usually within three years.

Host tree species preferred by emerald ash borer are green, black, white, blue and European ash (*Fraxinus* spp.).

**WHERE:** Spreading north throughout Ontario and into Quebec and New Brunswick. Satellite populations have been reported in Thunder Bay, ON, Winnipeg, MB and Halifax County, N.S.

**UPDATE:** Confirmed infestation on Georgina Island April 2019.



Adelgid nymphs with white woolly  
covering feeding on underside of  
hemlock needles

Photo Credit: Connecticut Agricultural  
Experiment Station, Bugwood.org

## HEMLOCK WOOLLY ADELGID (*Adelges tsugae*)

**ORIGIN:** Native to Asia.

**IMPACTS:** The hemlock woolly adelgid nymph feeds on the tree's stored starches, depleting its energy stores and thus damaging the tree.

The insect is inactive through much of the summer, resuming feeding and development in the fall. During this time, the nymph produces its distinctive woolly white covering. Hemlock woolly adelgid are small in size and only their woolly coverings are easily visible to the naked eye.

**WHERE:** Previously found in isolated locations in Ontario (Etobicoke, 2012 and Niagara Gorge, 2013) where infested trees were removed and destroyed. In 2017, a well-established population was discovered in southwestern Nova Scotia.

**UPDATE:** Two new reports confirmed in Ontario:  
Niagara Gorge and Wainfleet Township June 2019.



# PRIORITY INVASIVE SPECIES

in York Region



Gypsy moths in the City of Vaughan  
Photo Credit: R. Clark, York Region

## GYPSEY MOTH (*Lymantria dispar dispar*)

**ORIGIN:** Native to Europe and Asia, gypsy moth was first introduced to North America in the late 1860's in Boston and it has been spreading ever since. Gypsy moth was first discovered in Ontario in 1969 however widespread defoliation did not occur until 1981.

**IMPACTS:** This European defoliator feeds on a wide variety of tree species but appears to prefer oak (*Quercus*). The moth's larvae form (caterpillar) feeds aggressively on the tree's leaves, reducing growth and, in severe cases, killing the tree. Gypsy moth outbreaks occur every 7 to 10 years with peak feeding observed in July.

**WHERE:** The distribution of gypsy moth coincides with the range of the insect's preferred host species of oak however, no known populations of the insect have been found in the northern-most part of the oak species' range (e.g. New Liskeard and west of Thunder Bay). The gypsy moth is considered to be present throughout much of southern Ontario.

**UPDATE:** City of Toronto carried out aerial and ground treatments on public and private property from May 26-June 7, 2019. In York Region, staff continue to monitor gypsy moth populations and treatments are not warranted at this time.



Adult Spotted Lanternfly  
Photo Credit: Lawrence Barringer,  
Pennsylvania Department of Agriculture,  
Bugwood.org

## SPOTTED LANTERNFLY (*Lycorma delicatula*)

**ORIGIN:** Native to southern Asia and is often identified by its distinguished colouring.

**IMPACTS:** A significant potential threat to fruit and timber industries through aggressive sap-sucking by both nymph and adult growth stages. If this pest were to be established in Ontario it would have significant impacts on wine, grape, tender fruit, apple and timber (e.g. pine, oak, walnut) industries which have a total estimate economic total of over \$5 billion.

**WHERE:** The first confirmed North American sighting was in 2014 in Pennsylvania, USA. Currently only confirmed in the USA, it has been placed on Canada's regulated pest list to limit the threat of outbreak.

**UPDATE:** A total of \$17.5 million emergency funding was announced by the Pennsylvania Department of Agriculture in early 2018 to stop the spread in southeastern Pennsylvania.

# PRIORITY INVASIVE SPECIES

## in York Region



Dense patch of dog-strangling vine in the York Regional Forest

Photo Credit: D. Laxton, York Region

### DOG STRANGLING VINE (*Vincetoxicum rossicum*)

**ORIGIN:** Native to Eurasia, introduced to the northeastern United States in the mid 1800s for use in gardens.

**IMPACTS:** Forms dense stands that overwhelm and crowd out native plants and young trees, preventing forest regeneration. This is a serious concern for the conifer plantations in the York Regional Forest.

Leaves and roots may be toxic to livestock. Deer and other browsing animals also avoid dog strangling vine, which can increase grazing pressure on more palatable native plants.

This vine also poses a threat to monarch butterfly populations; butterflies lay their eggs on the plant but, the larvae are unable to successfully complete their life cycle.

**WHERE:** Currently it is spreading into backyards and natural areas across York Region at an alarming rate, as it produces seeds that are easily carried by the wind over great distances.



European common reed along road side in York Region

Photo Credit: C. Ogden, York Region

### EUROPEAN COMMON REED (*Phragmites australis*)

**ORIGIN:** Native to Eurasia and introduced to the eastern seaboard of North America in the early 19th century.

**IMPACTS:** An aggressive perennial grass that has been damaging ecosystems in Ontario for decades. The plant grows very quickly to heights of almost 5 metres (15ft) which crowds out native vegetation resulting in decreased plant biodiversity in turn impacting native wildlife populations. Dense stands of the plant can even lower water levels in ponds and wetlands.

**WHERE:** Increased sightings throughout York Region most prominently along road sides and in ditches.

**UPDATE:** As of July 2019, staff completed an inventory of populations along Regional roads and will be consulting with the local municipalities to identify priority areas for piloting removal using best management practices.



Photo Credit: D. Cappaert, Michigan State University, Bugwood.org

### GARLIC MUSTARD (*Alliaria petiolata*)

**ORIGIN:** Herb native to Europe.

**IMPACTS:** Can invade relatively undisturbed forests. Once established it can displace native wildflowers like trilliums (*Trillium spp.*) and trout lily (*Erythronium americanum*). It hinders other plants by interfering with the growth of fungi that bring nutrients to the roots of the plants.

Threatens several of Ontario's species at risk, including American ginseng (*Panax quinquefolius*).

**WHERE:** Established in southern and eastern Ontario (throughout York Region) as far north as Sault Ste. Marie, in parts of Quebec, and south to North Carolina and Kentucky in the United States.

# PRIORITY INVASIVE SPECIES

in York Region



Photo Credit: J. Ferreira, City of Brampton

## GIANT HOGWEED (*Heracleum mantegazzianum*)

**ORIGIN:** Southwest Asia (Caucasus Mountains).

**IMPACTS:** Poses a significant threat to human health. Giant hogweed sap can cause a condition called phytophotodermatitis, which makes skin extremely sensitive to sunlight, and can result in severe burns and blisters. It also outcompetes native plants, reduces biodiversity and degrades the quality of riparian habitats (the zone of land along or around a body of water). Giant hogweed can negatively impact agriculture and is listed as a noxious weed under the Weed Control Act.

**WHERE:** Sparsely scattered throughout York Region (and all of Southern Ontario). Confirmed reports as far north as Sudbury and Elliot Lake.



Photo Credit: K. Reese, York Region

## JAPANESE KNOTWEED (*Fallopia japonica*)

**ORIGIN:** Plant is native to eastern Asia and was first introduced into North America in the late 1800s.

**IMPACTS:** Commonly invades disturbed areas with high light, such as roadsides and stream banks. Reproduction occurs both vegetatively (rhizomes) and seeds, making this plant extremely hard to eradicate. The dense patches shade and displace other plant life and reduce wildlife habitat.

**WHERE:** Increased sightings throughout York Region, road sides and fields.

**UPDATE:** York Region staff are working with local municipalities to monitor the distribution of this plant in York Region. Mapped locations are being compiled.



Wild parsnip along road side in York Region

Photo Credit: C. Ogden, York Region

## WILD PARSNIP (*Pastinaca sativa*)

**ORIGIN:** Native to Eurasia. Likely brought to North America by European settlers, who grew it for its edible root.

**IMPACTS:** Can form dense stands and spreads quickly in disturbed areas such as abandoned yards, waste dumps, meadows, open fields, roadsides and railway embankments. Its seeds are easily dispersed by wind and water and by mowing or other equipment.

Like giant hogweed and other members of the carrot family, it produces sap containing chemicals that can cause human skin to react to sunlight, resulting in intense burns, rashes or blisters.

**WHERE:** Spreading rapidly in southern Ontario, with an increase in sightings along roadsides in York Region.

# PRIORITY INVASIVE SPECIES

in York Region



Photo Credit: Ontario Federation of Anglers and Hunters

## WATER SOLDIER (*Stratiotes aloides*)

**ORIGIN:** Plant is native to Europe and Northeast Asia. Likely introduced as an ornamental water plant sold for water gardens. It is submerged most of the year and rises to the surface in summer months.

**IMPACTS:** Water soldier decreases plant diversity by forming a dense vegetative mat and crowding out other aquatic plant species. Its presence can change water chemistry and influence populations of important aquatic organisms. The plant has sharp, serrated leaves which can be harmful to those who handle it. Dense patches can also obstruct recreational activities such as swimming and fishing.

**WHERE:** The only known populations in North America occur in the Trent River (east of Peterborough, ON) and the Black River (Sutton, ON). No new sightings of plants have been observed in the Black River since 2016, while the population in the Trent Severn continues to spread. Provincial and local partners are currently monitoring known populations and attempting to control the spread of this plant.

**UPDATE:** A new population of water soldier was reported in a large pond on private property within the floodplain of the Black River in the Town of Georgina. The Ministry of Natural Resources and Forestry, and the Ontario Federation of Angler and Hunters are working with the landowner to remove the plants to prevent introduction to the Black River and Lake Simcoe.



Photo Credit: Ohio State University, USDA Forest Service, Bugwood.org  
Water Soldier

## BEECH LEAF DISEASE

**ORIGIN:** The first detection of beech leaf disease was in Ohio, USA in 2012 and has spread rapidly since. The cause and method of spread is unknown.

**IMPACTS:** American beech trees are already at risk from beech scale and beech bark disease. Beech leaf disease shows characteristics of an invasive pathogen and is thought to affect the ability of the tree to photosynthesize. It first appears as dark bands on the leaf, later causing leaves to shrivel and dry.

In areas where the disease is established; close to 100% of American beech trees are affected. It also makes trees more susceptible to other pathogens and pests. After several years with the disease, the tree will die.

**WHERE:** First discovered in Elgin County in 2017 but has not been detected in York Region.

# PRIORITY INVASIVE SPECIES

in York Region



Photo Credit: D.W. French, University of Minnesota, Bugwood.org

## OAK WILT (*Fungus: Bretziella fagacearum*)

**ORIGIN:** First reported in Wisconsin in 1942 however, its origin is technically unknown.

**IMPACTS:** All oak species are at risk. The red oak is the most susceptible with mortality occurring the most rapidly (as soon as 30 days). White and bur oak appear to be slightly more resistant. Oak trees are a highly valuable resource and play a significant ecological role which includes providing food for many forms of wildlife.

**WHERE:** Oak wilt has spread throughout the Eastern United States. In 2016, Oak wilt was confirmed on Bell Isle in the Detroit River less than 1 kilometer from the shores of Windsor. Oak wilt is not currently known to be present in Ontario.

**UPDATE:** St. Clair Region Conservation Authority and Ministry of Natural Resources and Forestry have partnered to trap nitidulid beetles (who spread the fungus) to monitor for oak wilt in St. Clair Township.



Quagga mussels (left) Zebra mussels (right).

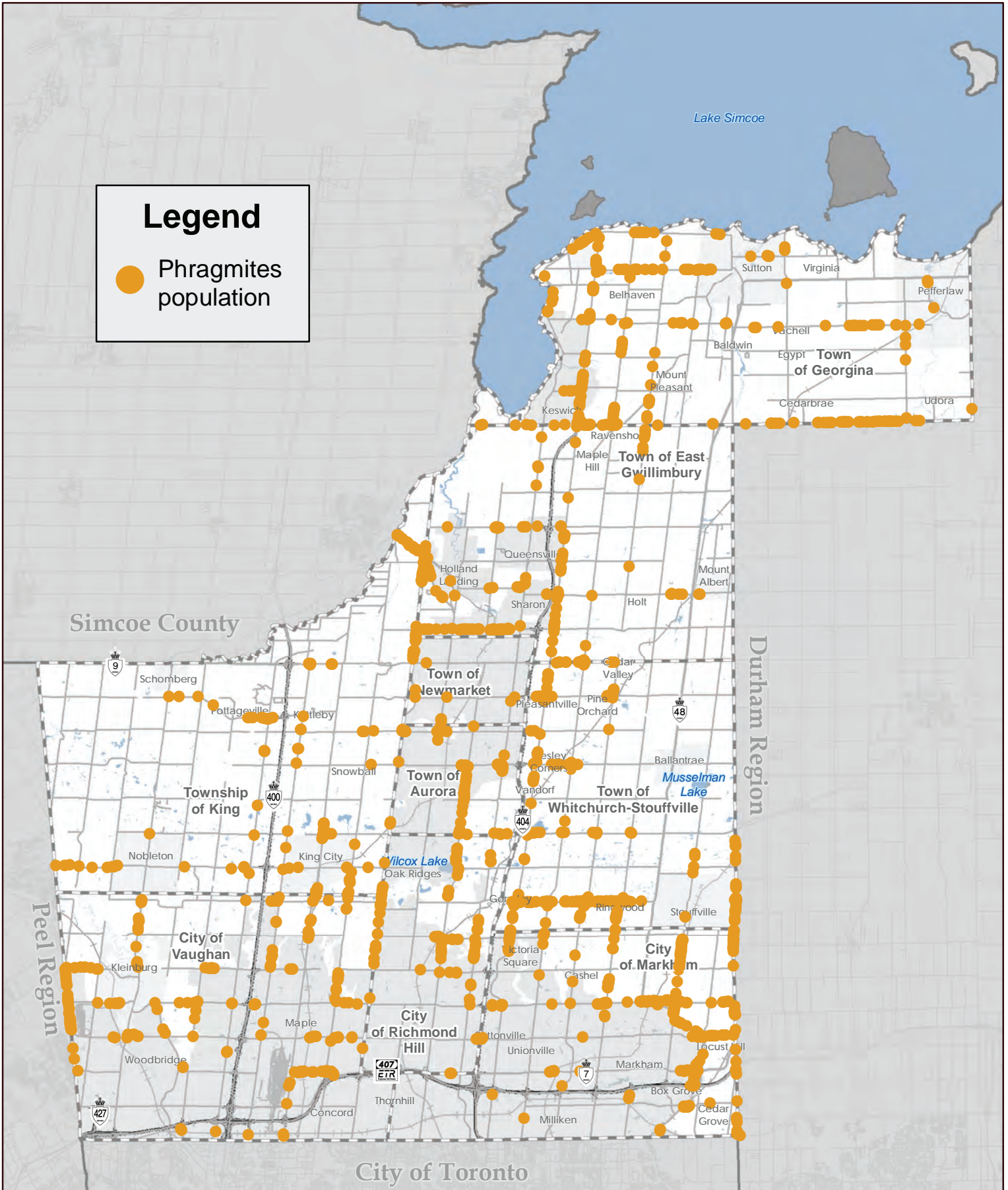
Photo Credit: Centre for Invasive Species Research, University of California, Riverside

## ZEBRA MUSSELS (*Dreissena polymorpha*) & QUAGGA MUSSELS (*Dreissena rostriformis bugensis*)

**ORIGIN:** Both mussel species originated from Europe and were introduced to North America in the 1980's by boats travelling between the continents.

**IMPACTS:** Firmly cling to materials and other organisms causing clogs in pipes, motors and other water-related equipment or infrastructure. They live in abundant clusters, taking away food sources for phytoplankton-dependent species and limiting biodiversity of native mussels, clams, turtles and crustaceans.

**WHERE:** Both mussel species are found throughout the Great Lakes Basin, including Lake Simcoe.



**European common reed (*Phragmites australis*)  
populations along York Region road right of ways**  
Annual Update on Invasive Species  
October 3, 2019



Produced by:  
The Regional Municipality of York  
Environmental Promotion and Protection,  
Natural Heritage and Forestry Services  
August 2019

Data © Queen's Printer for Ontario 2003-2019  
See York.ca for disclaimer information.

On October 17, 2019 Regional Council made the following decision:

1. Council authorize the use of automated speed enforcement technology on a two-year limited use pilot on Regional roads to assess the technology and impacts on the Region's Provincial Offences Courts.
2. Council authorize the Commissioner of Transportation Services to enter into an operating agreement with the Ministry of Transportation of Ontario for the use of automated speed enforcement technology by York Region.
3. Council authorize the Commissioner of Transportation Services to enter into an agreement with Redflex Traffic Systems (Canada) Limited to provide automated speed enforcement services.
4. Council authorize the Commissioner of Transportation Services to enter into a partnering agreement with the City of Toronto for processing automated speed infractions.
5. Council request that the Minister of Transportation seek approval of the Lieutenant Governor in Council to proclaim section 21.1 of the Highway Traffic Act into effect and enact a regulation pursuant to section 21.1(14) that would designate automated speed enforcement, red light camera and any future school bus stop arm camera offences as those for which an administrative penalty may be used.
6. The Regional Clerk circulate this report to York Regional Police and to the Clerks of the local municipalities with a recommendation that they advocate for legislative and regulatory amendments to allow automated speed enforcement to be administered through an administrative penalty system.
7. Staff report back within 12 months following implementation of the pilot on progress regarding automated speed enforcement technology and impacts on the Region's Provincial Offences Courts.

The original staff report is attached for your information and a proposed resolution for your Council to consider.

Please contact Joseph Petrungaro, Director, Roads and Traffic Operations at 1-877-464-9675 ext. 75220 or Lisa Brooks, Director, Court Operations at 1-877-464-9675 ext. 73209 if you have any questions with respect to this matter.

Regards,

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

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [www.york.ca](http://www.york.ca)

*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*





# The Regional Municipality of York

Committee of the Whole  
Transportation Services  
October 3, 2019

Report of the Commissioner of Transportation Services  
and the Regional Solicitor

## Automated Speed Enforcement

### 1. Recommendations

1. Council authorize the use of automated speed enforcement technology on a two-year limited use pilot on Regional roads to assess the technology and impacts on the Region's Provincial Offences Courts.
2. Council authorize the Commissioner of Transportation Services to enter into an operating agreement with the Ministry of Transportation of Ontario for the use of automated speed enforcement technology by York Region.
3. Council authorize the Commissioner of Transportation Services to enter into an agreement with Redflex Traffic Systems (Canada) Limited to provide automated speed enforcement services.
4. Council authorize the Commissioner of Transportation Services to enter into a partnering agreement with the City of Toronto for processing automated speed infractions.
5. Council request that the Minister of Transportation seek approval of the Lieutenant Governor in Council to proclaim section 21.1 of the Highway Traffic Act into effect and enact a regulation pursuant to section 21.1(14) that would designate automated speed enforcement and red light camera offences as those for which an administrative penalty may be used.
6. The Regional Clerk circulate this report to York Regional Police and to the Clerks of the local municipalities with a recommendation that they advocate for legislative and regulatory amendments to allow automated speed enforcement to be administered through an administrative penalty system.

### 2. Summary

This report seeks Council authority to implement automated speed enforcement on a two-year limited use pilot on Regional roads to assess the technology and impacts on Provincial Offences Courts.

#### Key Points:

- Since 2006, Council has endorsed the use of automated speed enforcement to improve road safety and influence driving behaviour
- Staff proposes to operate one mobile automated speed enforcement unit on a two-year limited use pilot starting in 2020 to assess technology and impacts on the Region's Provincial Offences Courts
- The Region needs to execute agreements with Ministry of Transportation of Ontario (MTO), Redflex Traffic Systems (Canada) Limited and City of Toronto to use automated speed enforcement technology

### 3. Background

#### **The Ministry of Transportation released a proposal for an automated speed enforcement regulation on September 3, 2019**

The Ministry released a proposal for [regulations](#) to support use of automated speed enforcement (ASE) by municipalities. Comments on the proposed regulation are due October 3, 2019.

The proposed regulation will outline the operation, procedural and evidentiary requirements for the use of ASE. These requirements will include a description of how photographs are to be used as evidence, the types of ASE technology that may be used, and a description of the enforcement procedures for POA charges.

#### **The Province has not enacted a regulation to allow operation of automated speed enforcement under an administrative penalty system to reduce impacts on Provincial Offences Courts**

Many interested municipalities, including the Region have indicated an administrative penalty system is the preferred system for dealing with automated speed enforcement charges to reduce impacts on the Region's Provincial Offences Courts (Courts). Technology-based offences such as ASE and red light camera infractions are well-suited for enforcement using administrative penalties. This would create a faster, more flexible customer-focused process for dealing with violations while relieving court capacity constraints.

Ministry of Transportation of Ontario staff has already indicated the Province will not enact a regulation to administer ASE through an administrative penalty system at this time and there is no such provision in the proposal released for consultation in September. Offences will therefore not be processed through an administrative penalty system as part of the initial rollout. The Region and interested municipalities will continue to advocate the Province for legislative changes to permit the use of an administrative penalty system for ASE and red light camera offences. Staff has provided comments in response to the consultation asking for enactment of amendments to authorize administrative penalties for ASE.

## **Council supports the use of automated speed enforcement to improve safety and influence driving behaviour**

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

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

## **Council has repeatedly advocated for legislative and regulatory amendments to allow automated speed enforcement and red light camera offences to be administered through an administrative penalty system**

In [February 2017](#), Council adopted a resolution to advocate for proclamation of s.21.1 of the *Highway Traffic Act* and regulations to allow technology-based enforcement of offences be administered through an administrative penalty system.

In [June 2018](#), Council reaffirmed the Region's support to implement automated speed enforcement technology on Regional roads for its safety benefits and to advocate for enforcement of both ASE and red light camera offences through an administrative penalty system.

In September 2018, the Regional Chair sent a letter to the Attorney General of Ontario in support of the June 2018 resolution. No response has been received.

In May 2019, York Regional Police Services Board requested the Attorney General, in support of Council's resolution calling for legislation to allow for administrative penalties, to be imposed for red light camera and automated speed enforcement. In the letter, the Board highlighted the impacts of limited court capacity on Courts and York Regional Police.

In June 2019, the Regional Clerk sent a letter to the Premier informing of Council's support of the York Regional Police Services Board position in relation to the timely implementation of measures to ease the pressure on Courts to support enforcement of road safety.

In [June 2019](#), Council was provided with an update indicating:

- The Region's Courts do not have the capacity to schedule additional trials resulting from ASE charges within current resources
- Staff will undertake a review of the feasibility of implementing ASE on a pilot basis to assess the impact on Courts
- Staff will continue to advocate for the operation of automated speed enforcement under an administrative penalty system

## **The City of Toronto, on behalf of participating municipalities, awarded the services of Redflex Traffic Systems to provide automated speed enforcement**

In May 2019, the City of Toronto issued a Request for Proposal on behalf of all municipalities in Ontario for the provision of ASE services for a period of five years. The vendor is required to supply, install and test new ASE systems at various sites identified by municipalities.

The City of Toronto awarded the contract to Redflex Traffic Systems (Canada) Limited, the highest scoring proponent identified in the evaluation process that met the requirements as set out in the Request for Proposal. Redflex Traffic Systems will be responsible for the supply, installation, operation, maintenance and decommissioning of an automated speed enforcement system and maintenance of ASE image processing services.

This process ensures the same equipment is used throughout the Province and provides cost savings associated with group purchasing. Award of this Request for Proposal is a crucial step as the specific model of ASE equipment selected is prescribed in the *Highway Traffic Act* regulation. The Region's participation aligns with co-operative purchasing provisions set out in the Region's Purchasing Bylaw. The contract between the City of Toronto and Redflex permits termination of the agreement, for convenience, with 30 days prior notice. In the event that the pilot is terminated after two years, the Region will exercise its termination rights under the contract with Redflex Traffic.

## **4. Analysis**

### **Courts are currently operating at full capacity for scheduling the current volume of disputed charges**

Any increase in charges brought about by ASE infractions would add significant pressure to the court system, resulting in the potential for unreasonable delays in time to trial for all charges, creating the need to add additional resources. Recognizing there would be significant increased pressure on Courts; staff has reviewed the feasibility of a limited use pilot.

### **Staff proposes to operate one mobile unit on a two-year limited use pilot starting in 2020 to assess technology and impacts on Courts**

To assess the capacity of Courts to absorb additional requests, staff proposes to operate one mobile ASE unit on a two-year limited use basis on Regional roads, starting in 2020. This would allow staff to quantify the number of charges and rate at which these charges are disputed. This opportunity will also allow for staff to evaluate the technology and service provided by the vendor. Staff will report preliminary findings to Council in 2021.

Staff will rotate the mobile unit among community safety zones throughout all nine local municipalities. The mobile unit allows for maximizing coverage across the Region. This will

help create a broad awareness of ASE to familiarize motorists with the technology and system.

### **Agreements with Ministry of Transportation Ontario, Redflex Traffic Systems and City of Toronto are required to operate an automated speed enforcement program**

To operate an ASE program, the Region is required to enter into necessary agreements with the following:

- Ministry of Transportation Ontario - an operational agreement for the use of automated speed enforcement on Regional roads and access of license plate registry.
- Redflex Traffic Systems (Canada) Limited - for the supply, installation, operation and maintenance of the ASE mobile unit within York Region.
- City of Toronto - for the operation and cost-sharing of the joint processing centre, which issues the Certificate of Offence. The City of Toronto will operate an ASE joint processing centre on behalf of partnering municipalities. The ASE joint processing centre will employ Provincial Offences Officers, designated by the Province, to issue charges captured by the cameras, as well as additional support staff for site selection, investigation, contract management and record management. Operating costs for the ASE joint processing centre will be cost-shared by partnering municipalities.

### **An education campaign will create driver awareness of operating automated speed enforcement in the Region**

Staff will create a communication plan to advertise the use of ASE in community safety zones on Regional roads. The communication plan will include the following tactics to effectively reach residents and motorists:

- On Street Regulatory Signage (Figure 1)
- Social media posts (Facebook, Twitter, Instagram)
- Website content about the program (york.ca)
- Information in York Region Matters
- Communication for public school boards to share
- Radio advertising (680 News tags, 105.9 The Region)

**Figure 1**  
**Automated Speed Enforcement Sign**



### **Implementing automated speed enforcement supports the 2019 to 2023 Strategic Plan and aligns with Vision 2051**

Automated speed enforcement on the Regional road network will improve traveller safety, aligning with the 2019 to 2023 Strategic Plan priority area of supporting community health, safety and well-being. Implementation of an ASE program reflects a responsive public service, a focus area of Vision 2051.

## **5. Financial**

The estimated cost to operate ASE on a two-year, limited use pilot program is \$500,000. The ability to recover costs will be reviewed. Costs are included in the approved 2019 Transportation Services Operating Budget and Outlook as well as the 2020 Transportation Services budget submission.

Any increase in charges resulting from ASE infractions by the Region and/or its local municipalities would add significant pressure to the court system, resulting in the potential for unreasonable delays in time to trial for all charges, creating the potential need to add additional resources.

## **6. Local Impact**

Local municipal staff have been advised of the Region's intentions to operate ASE in community safety zones on Regional roads. Findings from the Region's two-year limited use pilot will be shared with local municipalities for their future consideration of ASE in community safety zones.

Local municipalities are also permitted under the current legislation, once proclaimed, to use ASE on local roads and are responsible for all costs associated with a local ASE program. Revenue from local fines collected would remain with the Region's Provincial Offences Courts and would not be available to local municipalities to offset the costs of operating ASE on local roads.

### **Local municipalities are encouraged to advocate the Province to allow automated speed enforcement to be administered through an administrative penalty system**

Given the limited capacity in Courts and the inability for local municipalities to recover Provincial Offences Act fines, local municipalities should consider advocating the Ministry of Transportation Ontario to make legislative changes to the *Highway Traffic Act* to allow ASE to be administered under an administrative penalty system. Local municipalities will significantly benefit if the legislative changes are made as community safety zones and school zones are predominantly found on local roads. Local municipalities would benefit from the use of ASE by lowering operating speeds and allowing for the collection of revenue to offset operating costs.

## **7. Conclusion**

The Region's Courts are currently operating at full capacity for scheduling the current volume of disputed charges. To assess capacity, staff proposes to operate one mobile ASE unit on a two-year, limited use basis on Regional roads, starting in 2020. This would allow staff to quantify the number of charges and rate at which these charges are disputed. This opportunity would also allow staff to evaluate the technology and service provided by the vendor. To allow for the use of automated speed enforcement on Regional roads, the Region needs to execute agreements with Ministry of Transportation Ontario, Redflex Traffic Systems (Canada) Limited and City of Toronto.

---

For more information on this report, please contact Joseph Petrunaro, Director Roads and Traffic Operations, at 1-877-464-9675 ext. 75220, or Lisa Brooks, Director, Court Operations, at ext. 73209. Accessible formats or communication supports are available upon request.

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

**Joy Hulton**  
Regional Solicitor

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

September 19, 2019  
9735066



**Proposed resolution for local municipalities**  
**in relation to Item E.2.1. “Automated Speed Enforcement”**

WHEREAS the *Safer School Zones Act, 2016* received royal assent on May 30, 2017 to repeal the existing photo radar provisions of the *Highway Traffic Act (HTA)* and replace them with provision for automated speed enforcement;

AND WHEREAS s. 205.1 of the *HTA* allows municipalities, by bylaw, to implement and operate automated speed enforcement in community safety zones and school zones on roads under their jurisdiction;

AND WHEREAS municipalities are responsible for the implementation and operational costs of automated speed enforcement on roads under their jurisdiction;

AND WHEREAS the bylaws designating community safety zones and school zones or implementing automated speed enforcement are enacted under the *HTA* and would create HTA offences;

AND WHEREAS *HTA* offences are administered through the *Provincial Offences Act* courts and *HTA* fine revenue is not retained by the local municipality;

AND WHEREAS s. 434.1 of the *Municipal Act, 2001* authorizes municipalities to implement an administrative monetary penalty to assist and promote compliance with municipal bylaws;

AND WHEREAS penalties for offences resulting from the use of enforcement technology such as automated speed enforcement and red light cameras can be administered effectively and efficiently through an administrative monetary penalty system;

AND WHEREAS s. 21.1 of the *Highway Traffic Act* if proclaimed allows for a regulation to be made authorizing enforcement of prescribed offences through administrative monetary penalties;

BE IT RESOLVED THAT Council requests the Minister of Transportation seek the approval of the Lieutenant Governor in Council to proclaim s. 21.1 of the *Highway Traffic Act*, into effect and enact a regulation pursuant to section 21.1(14) that would designate automated speed enforcement and red light camera offences as those for which an administrative penalty may be used.



On October 17, 2019 Regional Council made the following decision:

1. Council endorse this report and Attachment 1 as the Region's submission to the Province in response to the Environmental Registry of Ontario (ERO) postings #019-0279: Provincial Policy Statement – Proposed Policies.
2. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and the Clerks of the local municipalities.

The original staff report is attached for your information.

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

Regards,

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

---

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

*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.



# The Regional Municipality of York

Committee of the Whole  
Planning and Economic Development  
October 10, 2019

Report of the Commissioner of Corporate Services and Chief Planner

## Comments on Proposed Changes to the Provincial Policy Statement

### 1. Recommendations

1. Council endorse this report and Attachment 1 as the Region's submission to the Province in response to the Environmental Registry of Ontario (ERO) postings #019-0279: Provincial Policy Statement – Proposed Policies.
2. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and the Clerks of the local municipalities.

### 2. Summary

This report provides Council with staff comments on proposed changes to the Provincial Policy Statement (PPS). The PPS provides long-term direction on land use planning matters of Provincial interest. The Province is consulting on proposed policy changes to the PPS to support the government's Housing Supply Action Plan.

#### Key Points:

- Province is proposing changes to the PPS with comments due by October 21, 2019
- While the PPS applies province-wide, proposed changes to incorporate a market-based approach which may conflict with area specific Growth Plan policies and directions, therefore a definition is needed for clarity
- Staff are supportive of the concept of the proposed regionally significant employment areas, but further clarification is required on how they are designated
- A proposed new policy requiring municipalities to fast-track priority development applications is redundant given the new shortened application review timelines prescribed by the Planning Act through Bill 108

### 3. Background

#### **Province is soliciting comments on proposed policy changes to the 2014 Provincial Policy Statement**

The [Provincial Policy Statement \(PPS\), 2014](#) is issued under the [Planning Act](#) and applies province-wide. The PPS provides the foundation for long-term direction on land use planning matters of Provincial interest, including housing, infrastructure, natural resources, agriculture, economic development, transportation, and natural hazards. York Region's Official Plan and all land use planning decisions must be consistent with the PPS. Planning decisions must also conform to Provincial plans, such as the Growth Plan in the Greater Golden Horseshoe.

The Province committed to reviewing the PPS in support of the Housing Supply Action Plan and released proposed changes to the PPS on July 22, 2019. The proposed changes are primarily to revise the wording in the 2014 PPS and are focused on the following objectives:

1. Increase housing supply and mix
2. Protect the environment and public safety
3. Reduce barriers and costs
4. Support rural, northern, and indigenous communities
5. Support certainty and economic growth

The Province remains committed to existing key objectives, including efficient use and management of land and infrastructure, long term protection of agricultural lands and natural resources.

### 4. Analysis

#### **Overall, proposed changes to the Provincial Policy Statement are generally supported**

York Region staff are generally supportive of the proposed changes to the PPS, subject to comments outlined in this report. Staff support changes that clarify the relationship between the PPS and other Provincial plans. This includes increasing the planning horizon from 20 to 25 years, aligning growth management with infrastructure planning, increasing housing supply and encouraging transit-supportive development and intensification to promote economic prosperity. Attachment 1 provides detailed comments on the proposed changes. These comments were informed by internal circulation to Regional departments and consultation with local municipalities.

Comments are to be submitted through the Environmental Registry of Ontario and are due by October 21, 2019.

## **Additional guidance on the relationship between the Provincial Policy Statement and other Provincial Plans is beneficial**

The PPS is to be read together with other Provincial plans that also govern land use decisions, such as the Growth Plan, Greenbelt Plan, and Oak Ridge Moraine Conservation Plan. As proposed, new wording identifies:

1. If the PPS and other more detailed Provincial plans provide similar policy direction, then the more detailed plan takes precedence
2. If they provide different policy direction on a land use matter, both the PPS and Provincial plans must be satisfied

Staff have considered the relationship between the PPS and other Provincial plans when formulating this response, since in some instances there are more detailed Provincial plans that apply in York Region. Staff have also identified where the relationship should be strengthened or clarified as discussed in this report.

Timely approvals of infrastructure becomes even more critical with proposed increase of land supply from 20 to 25-years. Timely approval of critical infrastructure is required to ensure that land supply can be adequately serviced and meet housing supply objectives. Parts of the Region's land supply approved by the Province in the 2010 Regional Official Plan are still constrained by water and wastewater servicing requirements, primarily due to outstanding environmental assessment approvals by the Province. The Province should ensure that critical infrastructure projects are approved in a timely manner to service the proposed 25-years land supply.

## **Clarification on the market-based approach is needed to ensure the Region's ability to provide a full range and mix of housing**

Currently, the PPS, 2014 seeks to accommodate an appropriate range and mix of housing (including affordable options). Proposed changes shift the focus to accommodating an appropriate market-based range and mix of housing. As written, it is unclear what a market-based approach means. York Region staff interpret a market-based approach to be a comprehensive look at the housing market, including the existing supply, demographic shifts, market demand and future trends.

The relationship between the intensification, density and affordability targets in the Growth Plan and the market-based approach proposed in the PPS needs clarification on how they align. It is recommended that the market-based approach be defined to clarify that market demand should be one of the lenses through which growth management decisions are assessed.

## **Proposed changes to allow settlement area boundary expansion to satisfy market demand should be balanced with other growth management objectives and infrastructure requirements**

The Province is proposing a policy change that would allow settlement area boundary expansion to satisfy market demand at the time of a municipal comprehensive review. Satisfying market demand can be subjective, therefore additional clarity is needed. It is recommended that the Province clarify market demand and identify it as one consideration together with other growth management objectives and infrastructure requirements.

## **Strong phasing policies in designated growth areas should be maintained to ensure orderly growth**

The current PPS requires phasing policies for designated growth areas to ensure intensification targets are achieved prior to, or concurrently with, new development in designated growth areas and ensure the timing of infrastructure and public service facilities. The proposed wording changes “require” to “encourage” phasing policies. Phasing policies are essential to the orderly development of designated growth areas to ensure that development does not outpace critical infrastructure delivery. It is recommended that the original wording be maintained to require phasing policies.

## **York Region staff are supportive of regionally significant employment areas, subject to clarification**

Staff are supportive of a new policy that allows for identification of regionally significant employment areas that provides flexibility to reflect local context and would be protected from conversions outside of a municipal comprehensive review, subject to the following clarifications:

1. A definition of regionally significant employment areas
2. Clarification on how they relate to provincially significant employment zones
3. Clarification these area are identified by upper- or single-tier municipalities
4. Confirmation that they are to be designated in Regional or single-tier Official Plans

## **Fast-tracking priority applications may be redundant based on reduced Planning Act timelines introduced through Bill 108**

The Province proposes to add a policy requiring municipalities to identify and fast-track priority development applications that support housing and job-related growth. Staff are concerned this proposed policy is redundant as a result of recent changes to the Planning Act reducing the timeframe for making decisions on development applications.

Staff are supportive of other options to help streamline the planning and development process, including better alignment between official plans and secondary plans and opportunities to significantly reduce the time it takes to develop new secondary plans.



## **Proposed changes to water and wastewater servicing policies could be difficult to implement**

York Region has a comprehensive program to provide York Region residents high quality water and wastewater services that meet high standards. In areas where municipal water and wastewater services are not available the current PPS permits private forms of communal servicing. A proposed change would give preference to private communal forms of servicing, which is likely to result in greater instances of private communal water and wastewater services. In aligning infrastructure and land use planning, growth is directed to areas with existing or planned municipal water and wastewater services, except in rare and unique circumstances. If the Province moves forward with the proposed policy change, mechanisms should be put in place to ensure public health and safety and financial sustainability of water and wastewater services over the long term.

### **5. Financial**

Work related to the preparation of this report is included within the approved Planning and Economic Development budget. Staff do not anticipate significant foreseeable financial implications to the Region based on the proposed changes to the Provincial Policy Statement. There could be financial implications associated with a market demand approach related to infrastructure and preference of private communal serving proposed by the Province.

### **6. Local Impact**

The proposed changes to the PPS have direct implications for local municipalities. A workshop was held with local municipal planning commissioners and directors, which informed the Region's response.

### **7. Conclusion**

This report has provided a high level summary of the proposed changes to the Provincial Policy Statement and staff's detailed comments in Attachment 1. These comments were informed by internal circulation to Regional departments and in consultation with local municipalities. York Region staff are generally supportive of proposed changes to the PPS, subject to the comments on the proposed changes outlined in this report.

It is recommended that staff submit this report and the attachments to the Province as the formal submission in response to the Environmental Registry of Ontario (ERO) postings #019-0279: PPS – Proposed Policies. Once the PPS changes are finalized, staff will assess the impacts of any further changes to the current Regional municipal comprehensive review process and report back to Council as necessary.

---

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

Recommended by: **Paul Freeman, MCIP, RPP**  
Chief Planner

**Dino Basso**  
Commissioner of Corporate Services

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

September 26, 2019  
Attachments (1)  
eDOCS # 10022449

## Detailed Staff Comments on the Proposed Changes to the 2014 Provincial Policy

Policy Number*	Rationale	Recommendation
<b>Part I: Preamble</b>		
Paragraph 2	While the current Vision makes reference to health and healthy communities, the references primarily pertain to minimizing risk to public health and safety and do not clearly emphasize the importance of the relationship between health and the built environment.	Recommend that the policy should be modified as follows: “The Provincial Policy Statement <a href="#">promotes healthy communities and</a> provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.”
<b>Part III: How to Read the Provincial Policy Statement</b>		
Relationship with Provincial Plans	Support additional wording about the interaction between the Provincial Policy Statement and the other Provincial Plans.	
<b>Part IV: Vision for Ontario’s Land Use Planning System</b>		
Paragraph 6	The inclusion of recreational examples is unnecessary and excludes other opportunities such as cultural learning at archaeological sites, boating, camping, bird watching, photography, etc.	Recommended that the paragraph be modified as follows: “...The Province must ensure that its resources are managed in a sustainable way to conserve biodiversity, protect essential ecological processes, <a href="#">promote</a> <del>and</del> public health and safety, provide for the production of food and fibre, minimize environmental and social impacts, provide for recreational opportunities ( <del>e.g. fishing, hunting and hiking</del> ) and meet its long-term needs...”

\* Policy numbers are based on the proposed policy number, unless otherwise stated.

Policy Number	Rationale	Recommendation
<b>Section 1.0: Building Strong Healthy Communities</b>		
1.1.1b	<p>York Region staff suggest that a market-based approach to housing may have unintended consequences, including:</p> <ol style="list-style-type: none"> <li>1. hindering the provision of affordable, age-friendly and purpose built rental housing. Historically, market-based trends in York Region show tremendous demand for housing patterns that are not affordable to a large portion of York Region residents.</li> <li>2. development outpacing the provision of new infrastructure.</li> <li>3. an emphasis on market demand for increasing settlement areas may lead to increased capital investment and on-going costs for infrastructure and/or inefficient use of infrastructure.</li> <li>4. not addressing anticipated demographics and economic shifts.</li> </ol> <p>It is also unclear how a market-based approach correlates with the Growth Plan's targets which are meant to influence market demand to provide certain housing types in certain places.</p> <p>Market demand is one of many factors that should be considered in ensuring appropriate range and mix of housing. Other key considerations include demographics, economy, and housing targets. York Region staff interprets a market-based approach to be a comprehensive look at the housing market, including the existing supply, demographic shifts, market demand and future trends.</p> <p>A definition, which recognizes that market demand is one of the lenses through which growth management decisions are assessed, would aid in the interpretation and implementation of a market-based approach.</p>	Recommended that the market demand should be a lens through which growth management decisions are assessed, not the only factor, to ensure an appropriate range and mix of housing is provided.
1.1.1e	Staff are supportive of emphasizing the integration of land use planning with transit investment, growth management, development, and infrastructure planning. This integrated approach will also reduce transportation and energy demands.	Recommend that the policy be modified as follows: “...minimize land consumption, <a href="#">transportation</a> , <a href="#">energy</a> and servicing costs;”

Policy Number	Rationale	Recommendation
1.1.1f	<p>Staff do not support the removal of “identify, prevent, and remove” as they are more specific and trigger an action in the development process. “Addressing” leaves this more open to interpretation and may be given lower priority to other competing planning issues.</p> <p>Accessibility is a universal aspect of a complete community, providing access, not only to persons with disabilities, but also strollers, elderly and children.</p>	<p>Recommend that the policy retain “identifying, preventing, and removing.”</p> <p>Recommend that the policy be further modified as follows:  “improving <a href="#">universal</a> accessibility for <a href="#">all</a> persons <del>with disabilities</del> by <a href="#">identifying, preventing and removing</a><del>addressing</del> land use barriers which restrict their full participation in society;”</p>
1.1.2	<p>Lengthening the planning horizon from 20 to 25 years is consistent with the Growth Plan which has been recently amended to lengthen the planning horizon to 2041. A longer planning horizon will help facilitate long-term infrastructure planning.</p> <p>Timely Provincial approval of critical infrastructure is essential to ensure that land supply can be adequately serviced and meet growth expectations and housing supply objectives. Parts of York Region’s designated land supply approved by the Province in the 2010 Regional Official Plan is still constrained by water and wastewater servicing needs, primarily due to outstanding environmental assessment approvals by the Province.</p>	<p>Recommend the Province provide timely approval of critical infrastructure to facilitate a 25 year land supply.</p>
1.1.3.2c	<p>Water quality is a key contributor to the quality of communities, both adjacent to water source and downstream, and should be included as a factor considered to determine land use patterns.</p>	<p>Recommend that the policy be modified as follows:  c) “minimize negative impacts to air <a href="#">and water</a> quality and climate change, and promote energy efficiency;”</p>
1.1.3.6	<p>Staff do not support weakening of this policy. Designated growth areas should be required to be developed in a compact form with a mix of uses and density. However, staff recognize the PPS applies Province-wide and the scale of compact form and mix of uses and density must be appropriate to the local context. This policy should</p>	<p>Recommend that the policy retain the original “shall.”</p>

Policy Number	Rationale	Recommendation
	remain strong to make efficient use of investments in transit and infrastructure and continue to protect our natural heritage system and agricultural land.	
1.1.3.7	Strong phasing policies are essential to ensure the timing of infrastructure and public service facilities in designated growth areas. If development is able outpace infrastructure delivery, critical issues may arise, such as increase traffic congestion and low water pressure. The proposed changes diminish the strength and significance of this policy.	Recommend that the policy retain the original "shall."
1.1.3.8	<p>Market demand is a subjective term and should be clarified. Market demand should be one consideration when municipalities identify "sufficient opportunities to accommodate growth" in conjunction with other growth management objectives and infrastructure requirements.</p> <p>Staff support the added text in sub-point e) which seeks to avoid impacts, as well as the retention of minimum distance separation in sub-point d). Staff request clarification that 1.1.3.8e) still refers to the most appropriate direction (geography) for expansion. Recommend that this policy should still "have regard for or apply the policies of Section 2 and 3" – as was stated in the 2014 PPS.</p>	<p>Recommend that the proposed addition of satisfying market demand be clarified and identify market demand as one of many considerations to provide sufficient development opportunities.</p> <p>Recommend sub-point e) be revised to clarify that the policy continues to refer to the most appropriate geographic direction for expansion.</p>
1.1.3.9	York Region staff does not support settlement area boundary adjustment outside of a municipal comprehensive review. Proposed changes have the potential to impact population and employment growth outside of a municipal comprehensive review process, which has the potential to impact the alignment between land use and infrastructure planning.	Recommended that this be removed or modified to only permit this in exceptional circumstances that are based on clear criteria.
1.1.4.1	Rural communities policies should include protection and promotion	Recommend that the policy be added as

Policy Number	Rationale	Recommendation
	of greenspace to support climate change mitigation and adaptation.	follows: <a href="#">“j) protect and promote greenspace to support climate change mitigation and adaptation”</a>
1.2.1	York Region staff supports the integration of infrastructure with growth management. The proposed change will support York Region’s Water and Wastewater Master Plans and growth management objectives.	
1.2.2	York Region staff actively engages with indigenous communities. However, there is no limitation within the policy on whom municipalities are required to engage with. The Ministry of Environment, Conservation and Parks provides direction to proponents on which communities to engage when undertaking environmental assessments. Similar direction would be beneficial for engaging with indigenous communities on land use planning matters.	Recommend that the policy be revised to require engagement with indigenous communities that hold or have validly asserted treaty or aboriginal rights that may be affected by the land use planning matter. Alternatively, the Ministry of Municipal Affairs and Housing should provide direction on what Indigenous communities should be engaged as part of the planning matter.
1.2.4a	Coordination with local municipalities is essential for integrated and collaborative land use planning. Consultation regarding the allocation of population, housing, and employment projections is not enough to comprehensively plan for long-term regional growth.	Recommend that the policy be modified as follows: “a) identify, <a href="#">coordinate</a> and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper tier municipalities shall be based on and reflect provincial plans where these exist and are informed by provincial guidelines;”
1.2.4b 1.2.4d	In keeping with other policies in the Provincial Policy Statement, growth and development should be directed to area with existing or planning transit corridors.  Increased density along major transit corridors may be inappropriate where stations do not exist or are not planned for	Recommend that the policy be modified as follows: “b) identify areas where growth or development will be directed, including the identification of nodes and the <a href="#">existing and future transit</a> corridors linking these nodes;...”

Policy Number	Rationale	Recommendation
	(e.g. between GO railways). Reference to major transit corridors should match the Growth Plan by rephrasing to major transit stations, where increased density is more appropriate.	d) where major transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these <del>corridors and</del> <a href="#">major transit</a> stations, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8; and...”
1.2.6.1	Staff do not support the removal of referencing design, buffers, and separation as methods to minimize and/or mitigate adverse impacts.	Recommend that the policy be modified as follows: “Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from <a href="#">air pollution</a> , odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities <a href="#">by appropriate design, buffers and/or separation from each other</a> in accordance with provincial guidelines, standards and procedures.”
1.2.6.2	There have been many instances where major facility operators have experienced issues with the long term operation, maintenance and expansion of major facilities (e.g. water and wastewater and waste facilities) where sensitive land uses are located in close proximity. This can represent a significant barrier to expansion of existing facilities, which may be required to provide the servicing	Staff recommend that planning policies ensure effective separation of sensitive land uses from incompatible major facilities, such as water and wastewater facilities.



Policy Number	Rationale	Recommendation
	capacity to support additional housing capacity and/or job creation.	
1.3.1	<p>Clarity is needed that the addition of “mixed use” does not imply residential mixed use is permitted in employment areas. Residential uses, of any kind, should not be permitted in employment areas. If the added mixed use refers to a mix of employment uses, then it is a duplication and can be removed.</p> <p>Clarity is also needed on what is meant by “identifying strategic sites for investment.” Does this mean Provincially Significant Employment Zones, regionally significant employment areas referenced in policy 1.3.2.5, or specific parcels? A definition of “strategic site for investment” would aid in interpretation.</p>	<p>Recommend that the policy be modified as follows:  “a) providing for an appropriate mix and range of employment <u>and</u> institutional uses, <del>and mixed uses</del> to meet long-term needs, <u>where appropriate</u>.”</p> <p>Recommend defining “strategic sites for investment”.</p>
1.3.2.2	<p>As per Growth Plan policy 2.2.5.6, both upper and single tier municipalities will designate employment areas in official plans.</p> <p>The link between the first and second paragraphs is unclear and should refer to all employment areas to be consistent with the PPS definition of employment.</p> <p>The proposed new paragraph implies that there are certain employment areas planned only for industrial and manufacturing and should be treated differently. This is contrary to the PPS definition of employment areas, which states employment areas should provide a mix and range of employment uses.</p>	<p>Recommend that the policy be modified as follows:  “At the time of the official plan review or update, planning authorities should assess employment areas identified in <del>local</del> official plans.”</p> <p>Recommend that the second paragraph be a standalone policy and be revised to refer to all employment areas.</p> <p>Recommended that the policies be modified to refer to all employment areas.</p>
1.3.2.3	<p>This policy implies that there are certain employment areas planned only for industrial and manufacturing and should be treated differently.</p> <p>This policy also implies that residential uses are ancillary uses to employment areas and are permitted within employment areas.</p>	<p>Recommend the policy be revised to refer to all employment areas.</p> <p>Recommend that reference to residential uses, including residential institutional uses, within any employment area be removed.</p>

Policy Number	Rationale	Recommendation
	Residential uses, including intuitional residential uses, such as long-term care facilities, are not appropriate in employment areas and are contrary to other policies within the PPS and Growth Plan.	
1.3.2.5	<p>Employment area conversions occurring outside of an MCR are of concern. At minimum the wording should mirror the conversion policies in the Growth Plan, including the one-time opportunity for conversion and criteria to convert. It is also recommended that criteria be added to provide clarity regarding if all or only certain types of conversion requests could be considered outside of a MCR.</p> <p>As written, the policy states that conversions cannot occur outside of an MCR within Provincially significant employment zones or regionally significant employment areas. Regional staff are supportive of the flexibility to identify regionally significant employment areas specific to local context as this is supportive of Provincial objectives to support the long term protection of employment areas. However, clarification is needed for regionally significant employment areas, including:</p> <ol style="list-style-type: none"> <li>1. A definition of regionally significant employment areas.</li> <li>2. Confirmation of who identifies them, as it is unclear what a regional economic development corporation is. Regionally significant employment areas should only be identified by upper- or single- tier municipalities who service the long term public interest.</li> <li>3. Clarification on how they differ from Provincially significant employment zones.</li> <li>4. Confirmation that they are to be designated in Regional and upper-tier Official Plans, as referred to in policy 2.2.5.6 of the Growth Plan.</li> </ol>	<p>If conversions are supported outside of an MCR, staff recommend limiting to a one-time opportunity for conversion with associated criteria to convert employment land.</p> <p>Recommend the addition of criteria to identify what types of conversion requests could be considered outside of a municipal comprehensive review.</p> <p>Recommend the policy be revised to clarify what regionally significant employment areas are. It should also clearly state that upper- and single-tier municipalities identify regionally significant employment areas.</p> <p>Recommend the addition of the following definition :</p> <p>“Regionally significant employment area: Employment areas that have long-term regional interest for reasons including, but not limited to:</p> <ol style="list-style-type: none"> <li>a. their location near infrastructure for major transportation or goods movement;</li> <li>b. their strategic role and/or economic impact to the region;</li> <li>c. the presence of high concentrations of employment, business clusters or nodes; and</li> <li>d. the availability of a large quantum of</li> </ol>

Policy Number	Rationale	Recommendation
		<p>vacant employment land supply with the potential to support future job growth. Regionally significant employment areas include provincially significant employment zones as well as area outside of provincially significant employment zones.”</p>
1.4.1	<p>It is unclear how housing “types” (e.g. 1.1.1 &amp; 1.3.2.b.2), “options” (e.g. 1.4.1 &amp; 1.4.2), and “forms of” differs from each other throughout the PPS.</p> <p>The newly added paragraph is unnecessary since the policy states that 3 years is a minimum requirement. Therefore a municipality may maintain a land supply to provide growth for any length of time longer than 3 years.</p>	<p>Recommend consistency by only using the defined “housing options” terminology, which includes housing types, throughout the Provincial Policy Statement.</p> <p>Recommend removing proposed additional paragraph.</p>
1.4.3	<p>“Special needs” in b.1 is an outdated term and should be updated.</p> <p>See comment associated with policy 1.1.1.b regarding market-based needs.</p>	<p>Recommend that the policy be modified as follows:</p> <p>“b) permitting and facilitating:</p> <ol style="list-style-type: none"> <li>1. all housing options required to meet the social, health, economic and well-being requirements of <u>all</u> current and future residents, including <del>special needs requirements</del> <u>the needs of vulnerable populations</u> and needs arising from demographic changes and employment opportunities, <u>including opportunities to age in place</u>; and...”</li> </ol>
1.6.1	<p>There are environmental assessment requirements and asset management requirements to ensure that infrastructure considers future impacts of climate change. Staff recommend that the Province use wording that indicates the infrastructure systems can adapt to a changing climate.</p>	<p>Recommend that the policy be modified as follows:</p> <p>“Infrastructure and public service facilities shall be provided in an efficient manner that prepares for <u>and adapts to</u> the impacts of a</p>

Policy Number	Rationale	Recommendation
		changing climate while accommodating projected needs...”
1.6.2	Renewable energy should be referenced to support green infrastructure and mitigation of climate change.	Recommend that the policy be modified as follows: “Planning authorities should promote green infrastructure <a href="#">and renewable energy</a> to complement infrastructure”
1.6.6.1	<p>The previous wording should be retained to ensure optimized uses of services (i.e. “direct and accommodate”). Growth needs to be staged and directed to existing areas or areas planned for infrastructure to ensure financial sustainability.</p> <p>Staff do not support removing that private communal sewage services must comply with all regulatory requirements. If they are not required to comply with all regulatory requirements, negative effects could be observed on the environment, human health, and the economy, as the current regulations state.</p> <p>Municipalities need additional support materials that aid in the cost-benefit analysis needed to determine the optimum density related to infrastructure investment.</p>	<p>Recommend that the policy be modified as follows:</p> <p>“Planning for sewage and water services shall:</p> <p>a) <a href="#">direct and</a> accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:</p> <ol style="list-style-type: none"> <li>1. municipal sewage services and municipal water services; and</li> <li>2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;</li> </ol> <p>b) ensure that these systems are provided in a manner that:</p> <ol style="list-style-type: none"> <li>1. can be sustained by the water resources upon which such services rely;</li> <li>2. prepares for the impacts of a changing climate;</li> <li>3. is feasible, <del>and</del> financially viable over their lifecycle <a href="#">and complies with all regulatory requirements</a>; and...” </li></ol>

Policy Number	Rationale	Recommendation
1.6.6.3	<p>York Region has a comprehensive program to provide York Region residents high quality water and wastewater services that achieve very high quality standards. In areas where municipal water and wastewater services are not available, the proposed policy change is likely to result in greater instances of private communal water and wastewater services. In aligning infrastructure and land use planning, growth is directed to areas with existing or planned municipal water and wastewater services, except in rare and unique circumstances.</p>	<p>It is recommended that PPS policy reinforce the benefits of Ontarians receiving high quality and safe water and wastewater services, only permitting private or communal water/wastewater servicing in rare and unique circumstances.</p>
1.6.6.4	<p>The reference to ‘no negative impacts’ is not appropriate in this policy, as there will always be some negative impacts to septic systems. It would be more appropriate to reference the Ontario Building Code.</p> <p>Clarity is needed for “feasible.” This term is subjective and could lead to differing interpretations. It is recommended that “feasible” be defined with clear criteria for what would be considered “feasible” to provide greater certainty for both municipalities and developers.</p> <p>The word ‘only’ should be kept to ensure that individual on-site sewage services and water services are limited and only for infilling and minor rounding of existing development.</p> <p>Additional clarification is needed on the level of assessment the policy encourages. Staff are concerned about the scale and difficulty of undertaking this assessment. Due to the nature of individual on-site wastewater servicing (septic systems) it is difficult to identify impacts directly. Unless there is obvious signs of failure, extensive tracer studies would likely be required; however, historically tracer studies have had limited success identifying failures.</p>	<p>Recommend that the policy be modified as follows:</p> <p>“Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision <a href="#">in accordance with the Ontario Building Code</a> <del>of such services with no negative impacts</del>. In settlement areas, individual on-site sewage services and individual on-site water services may <b>only</b> be used for infilling and minor rounding out of existing development.”</p> <p>Recommend the second paragraph be removed. Alternatively, further clarification on the scale of the assessment is required.</p>
1.6.6.7	<p>Staff support the principle of an integrated and holistic planning process but have concern with the addition of stormwater to water and wastewater planning due to jurisdictional issues in two-tier</p>	<p>Recommend that the policy be modified as follows:</p> <p>Planning for stormwater management shall:</p>

Policy Number	Rationale	Recommendation
	<p>municipalities. Currently, stormwater is a local municipal responsibility under the Municipal Act, 2001, whereas water and wastewater are generally upper-tier requirements. It is recommended that this section be revised to state that this clause only applies to single-tier municipalities.</p> <p>Staff support the inclusion of preparing for climate change. However, as written the policy is circular: “Stormwater management shall...prepare for the impacts of climate change through the effective management of stormwater.”</p> <p>Staff are opposed to changing the language from not increasing risks to human health, safety, and property, to “mitigate” these risks. This would appear to allow leeway to increase risks to human health, safety, and property. This is not recommended.</p> <p>The use of stormwater management best practices should be ensured, not only promoted. Green infrastructure, source control and maintaining hydrologic regime should also be identified as a stormwater management best practice.</p>	<p>a) <u>in single-tier municipalities</u>, be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</p> <p>b) minimize, or, where possible, prevent increases in contaminant loads;</p> <p>c) minimize erosion and changes in water balance, and <del>prepare for the impacts of a changing</del> <u>address future</u> climate <u>conditions</u> through the effective management of stormwater...</p> <p>d) <del>mitigate</del> <u>minimize</u> risks to human health, safety, property and the environment;</p> <p>e) maximize the extent and function of vegetative and pervious surfaces; and</p> <p>f) <del>promote</del> <u>ensure</u> stormwater management best practices, including source control, stormwater attenuation and re-use, water conservation and efficiency, <u>green infrastructure</u>, <del>and</del> low impact development, <u>and maintaining the hydrologic regime</u>.</p>
1.6.7.1	<p>The Provincial Policy Statement should explicitly acknowledge the fundamental importance of accessibility and include it as an important feature of community elements. The Provincial Policy Statement should also reinforce the importance of human health, especially due to the impact that transportation issues have on air quality.</p>	<p>Recommended that the policy be modified as follows:</p> <p>“Transportation systems should be provided which are safe, <u>accessible</u>, energy efficient, facilitate the movement of people and goods, <u>minimize human health impacts from air pollution in accordance with regulatory standards</u> and are appropriate to address projected needs.”</p>
1.6.7.1	<p>Staff are concerned that language has been softened from “shall” to “should” with regards to efficient usage of existing and planned infrastructure. The use of “shall” is consistent with other policies in</p>	<p>Recommended that the policy be modified as follows:</p> <p>“Efficient use <u>shall</u> <del>should</del> be made of existing</p>

Policy Number	Rationale	Recommendation
	<p>the Provincial Policy Statement that seek cost-efficient infrastructure planning (1.1.1.e).</p> <p>Complete street best practices can also be used to increase the efficiency of existing and planning transportation infrastructure.</p>	<p>and planned infrastructure, including through the use of transportation demand management strategies <a href="#">and complete street best practices</a>, where feasible.”</p>
1.6.7.3	<p>Staff suggest a note be added regarding fare/service integration between transportation systems to improve connectivity and seamlessness of travel. This would help improve inter-regional transit service, encourage increase ridership, and result in a better return on transit infrastructure costs.</p>	<p>Recommended that the policy be modified as follows:  “As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries, <a href="#">and fare and service integration.</a>”</p>
1.6.7.4	<p>A grid network land use pattern should be prioritized to maximize efficiency of operating transportation systems. This policy can provide additional guidance on the hierarchy of transportation, as single occupancy vehicle trips should be the top priority for reduction.</p>	<p>Recommend that the policy be modified as follows:  “A <a href="#">grid network</a> land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips, <a href="#">particularly single occupancy vehicle trips</a>, and support current and future use of transit and active transportation.”</p>
1.6.7.5 (from the original 2014 PPS, proposed to be delete)	<p>This policy is critical for the building of strong, healthy, complete communities that transportation and land use considerations be integrated at all stages of the planning process.</p>	<p>Recommend that the policy be reinstated.</p>
1.6.8.1	<p>To ensure municipalities can effectively plan for all modes of transportation, additional details are required on corridors. Active transportation corridors should also be specifically supported by this policy to ensure key active transportation routes area planned and protected, including within the right-of-way and separated multi-use trail corridors.</p>	<p>Recommend that the policy be modified as follows:  “Planning authorities shall plan for and protect <a href="#">at-grade and subterranean</a> corridors and rights-of-way for transportation, transit, <a href="#">active transportation</a> and infrastructure facilities to meet current and projected needs.”</p>

Policy Number	Rationale	Recommendation
	Subterranean corridors should also be planned and protected for underground utility and transportation corridor or tunnels.	
1.6.8.4	This policy should be expanded to include unopened road allowances to allow for effective support of continuous linear corridors. This policy should be strengthened by removing “wherever feasible”.	Recommend the policy be modified as follows: “The preservation and reuse of abandoned corridors, <u>and unopened road allowances</u> for purposes that maintain the corridor’s integrity and continuous linear characteristics should be encouraged, <del>wherever feasible.</del> ”
1.6.8.5	Staff support the addition of this policy, however additional clarity should be provided to define what co-location means, what types of infrastructure this is in reference to, and the relationship between transportation corridors and other infrastructure corridors (e.g. water and wastewater mains, transmission lines and pipelines).	Recommend that “co-location” be clarified.
1.6.10.1	<p>The removal of considering the implications of land use patterns on waste generation, management, and diversion should not be removed. It is counter to developing sustainable communities.</p> <p>The Provincial Policy Statements should also speak to all four tools for waste management through the addition of “recover”. Directives should be included that address waste minimization and the progression towards a zero waste society.</p>	<p>Recommend that the policy be modified as follows:</p> <p>“Waste management systems need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reduction, reuse, <del>and</del> recycling <u>and recovery</u> objectives <u>as a progression towards a zero waste society. Planning authorities should consider the implications of development and land use patterns on waste generation, management and diversion...</u>”</p>
1.7.1	<p>It is unclear what is meant by “community investment-readiness”, therefore, additional clarity is needed.</p> <p>Staff are supportive of encouraging complete communities and provided live work opportunities for residents; however, inclusion of a housing policy in the economic prosperity section raises concerns of having unintended consequences for increased pressures of employment area conversions to permit residential uses within</p>	<p>Recommend that “community investment readiness” be clarified.</p> <p>Recommend that this policy be modified as follows:</p> <p>“Long-term economic prosperity should be supported by:</p> <p>a) promoting opportunities for economic</p>



Policy Number	Rationale	Recommendation
	<p>employment areas. It is more appropriate to attach a housing reference to an existing policy on economic development.</p> <p>Staff are supportive of the added wording regarding local food and the agri-food network.</p> <p>Staff recommend recognizing the human health of nature, including reducing stress, depression, and high blood pressure.</p>	<p>development, <del>and</del> community investment-readiness <u>and housing options for a diverse workforce and plans for future work patterns</u></p> <p><del>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</del></p> <p>k) minimizing negative impacts from a changing climate and considering the ecological <u>and human health</u> benefits provided by nature;...”</p>
1.8.1	Staff support the policy changes as they strengthen the policy objectives.	
<b>2.0 Wise Use and Management of Resources</b>		
2.1.10	York Region is supportive of protecting wetlands beyond those subject to 2.1.4 and 2.1.5. It’s difficult to assess what this policy means given the reference to Provincial guidelines.	<p>Recommend that this policy be modified as follows:</p> <p>“Municipalities may choose to <del>manage</del> <u>protect</u> wetlands not subject to policy 2.1.4 and 2.1.5; <del>in accordance with guidelines developed by the Province.</del>”</p>
2.3.2	York Region staff supports the added reference to an agricultural system approach, the agri-food network, and associated definitions.	
2.3.3.3	York Region staff does not support the proposed additional text which limits the policy to prime agricultural areas. This policy should continue to refer to new land uses in any agricultural area.	Recommend maintaining the original text.
2.3.6.1	York Region staff does not support the removal of sub-point b)2 regarding minimum distance separation.	Recommend sub-point b)2 be reinstated.
2.3.6.2	York Region staff supports proposed additional text referring to avoiding impacts of non-agricultural uses and provincial guidelines.	
<b>3.0 Protecting Public Health and Safety</b>		
3.2.3	York Region staff supports the added policy that encourages the re-use of soil.	

Policy Number	Rationale	Recommendation
<b>4.0 Implementation and Interpretation</b>		
4.7	<p>Staff are concerned this proposed policy is redundant due to recent changes to the Planning Act to reduce the time permitted to review applications which came into effect on September 3, 2019 . It is also unclear what priority applications are.</p> <p>Staff are supportive of other options to help streamline the planning and development process, such as:</p> <ol style="list-style-type: none"> <li>1. consolidating <i>Environmental Assessment Act, 1990</i> and <i>Planning Act, 1990</i> approvals.</li> <li>2. simplifying/reducing the complexity of the official plan amendment processes, and increasing alignment between official plans and secondary plans respecting local decision making by restricting the basis of appeals to conformity matters and prohibiting de novo hearings.</li> </ol>	<p>Recommend removal of this proposed policy.</p> <p>Recommend pursuing other avenues to streamline the planning and development process.</p>

On October 17, 2019 Regional Council made the following decision:

1. Council approve *Housing Solutions 2019 to 2023*, the second phase of York Region's 10-Year Housing and Homelessness Plan (Attachment 1).
2. The Regional Clerk send a copy of this report and Attachment 1 to the Clerks of the local municipalities and to the Minister of Municipal Affairs and Housing for review as required under the *Housing Services Act, 2011*.

The original staff report is attached for your information.

Please contact Kerry Hobbs, Acting General Manager, Housing Services at 1-877-464-9675 ext. 72071 or Paul Freeman, Chief Planner at 1-877-464-9675 ext. 71534 if you have any questions with respect to this matter.

Regards,

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

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [www.york.ca](http://www.york.ca)

*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.



# The Regional Municipality of York

Committee of the Whole  
Community and Health Services  
October 3, 2019

Report of the Commissioner of Community and Health Services and  
the Commissioner of Corporate Services and Chief Planner

## Five-Year Review and Update of *Housing Solutions*

### 1. Recommendations

1. Council approve *Housing Solutions 2019 to 2023*, the second phase of York Region's 10-Year Housing and Homelessness Plan (Attachment 1).
2. The Regional Clerk send a copy of this report and Attachment 1 to the Clerks of the local municipalities and to the Minister of Municipal Affairs and Housing for review as required under the *Housing Services Act, 2011*.

### 2. Summary

This report seeks Council approval of *Housing Solutions 2019 to 2023*, the second phase of York Region's 10-Year Housing and Homelessness Plan. The Plan includes updated goals for 2019 to 2023 and new actions to be carried out over 2019 and 2020.

Key Points:

- As Service Manager, York Region is required by the *Housing Services Act, 2011* to prepare a 10-Year Housing and Homelessness Plan and complete a review of the plan at least every five years.
- To complete the review, York Region engaged community partners and residents and conducted an in-depth needs assessment of the housing and homelessness system.
- The 2019 to 2023 update refines the original *Housing Solutions* goals to better align with current housing needs and new opportunities for the Region and community partners to work together to help residents find and keep affordable housing.

### 3. Background

#### **Council approved the Region's first Housing and Homelessness Plan in June 2014**

The *Housing Services Act, 2011* requires the Region, as Service Manager, to develop and implement a 10-year plan that addresses local housing and homelessness needs. In [June 2014](#), Council approved the Region's first plan, [Housing Solutions: A place for everyone](#) (*Housing Solutions*).

*Housing Solutions* set out strategic directions for the housing and homelessness system in York Region. It focused on four goals and 49 actions related to increasing and sustaining the rental housing supply, supporting home ownership affordability and strengthening the homelessness and housing stability system. Between 2014 and 2018 – the first phase of the 10-year plan – most actions were completed and the balance initiated. Staff communicated key accomplishments over this period to Council through progress reports in June of each year. Highlights of key annual accomplishments are presented in Table 1.

**Table 1**  
***Housing Solutions Key Accomplishments from 2014 to 2018***

Year	Accomplishments
<a href="#">2014</a>	<ul style="list-style-type: none"> <li>• Piloted a 36-month development charge deferral to support development of 225 private market rental units, in partnership with the Town of Newmarket</li> <li>• Completed construction of Lakeside Residences in the Town of Georgina, offering 97 new affordable housing units</li> </ul>
<a href="#">2015</a>	<ul style="list-style-type: none"> <li>• Established a permanent policy for development charge deferrals to support construction of purpose-built rental housing</li> <li>• Opened Belinda's Place in the Town of Newmarket to support adult women who are homeless or at risk of homelessness through a new service delivery model with emergency and transitional housing, drop-in services, wraparound supports and aftercare</li> </ul>
<a href="#">2016</a>	<ul style="list-style-type: none"> <li>• Opened the Richmond Hill Hub in the City of Richmond Hill with:               <ul style="list-style-type: none"> <li>○ 202 new affordable housing units using an innovative tired-rent model that provides affordable rents without the need for an ongoing operating subsidy</li> <li>○ The Youth Hub to support youth who are homeless or at risk of homelessness with a wraparound service delivery model</li> </ul> </li> </ul>
<a href="#">2017</a>	<ul style="list-style-type: none"> <li>• Began construction of Woodbridge Lane in the City of Vaughan to</li> </ul>

Year	Accomplishments
	<p>provide 162 new affordable housing units to households with a range of incomes</p> <ul style="list-style-type: none"> <li>• Began developing an integrated and coordinated homelessness supports service delivery model to prevent and address homelessness by helping clients find and retain housing</li> </ul>
<a href="#">2018</a>	<ul style="list-style-type: none"> <li>• Launched the Home Now Program using a Housing First approach to help people experiencing chronic homelessness find and keep housing</li> <li>• Conducted I Count, an enumeration and survey of people experiencing homelessness to better understand homelessness in York Region, and created a By Name List to match people with the right supports</li> </ul>

### **For the five-year review of *Housing Solutions*, York Region engaged community partners and residents and conducted an in-depth needs assessment of the housing and homelessness system**

The *Housing Services Act, 2011* requires Service Managers to review their local housing and homelessness plans at least once every five years and make amendments as necessary. The Province has directed Service Managers to report on their five-year reviews and updated plans to the Ministry of Municipal Affairs and Housing by December 31, 2019.

The five-year review and update of *Housing Solutions* began in 2018 and was led by a staff working group appointed by the multi-departmental Housing Strategy Steering Committee. The review process included:

- Engagement with the community through focus groups, workshops and surveys to better understand current housing needs
- Analysis of housing and homelessness data, including the [I Count](#) homeless enumeration findings, *Housing Matters* market research to be published in fall 2019, and previous [Affordable Housing Measuring and Monitoring Reports](#)
- Detailed review of the original goals and actions to identify opportunities to build on past achievements in accordance with approved budgets and Regional priorities

As communicated to Council in [June 2019](#), the community consultations and needs assessment confirmed that York Region's population and economy are growing and diversifying and the urban structure continues to mature. However, the available mix and range of housing options has not kept pace with residents' changing needs. At the same time, an increasing proportion of York Region residents live with low income and have other complex needs and barriers that can impact their ability to find and keep housing, placing

greater pressure on homelessness and housing stability services. Detailed findings from the community consultations are included in Attachment 1.

## 4. Analysis

### **To build on key accomplishments and respond to current needs and challenges, *Housing Solutions 2019 to 2023* includes new goals and actions**

*Housing Solutions 2019 to 2023* continues to provide a coordinated framework to address housing affordability and build homelessness prevention and related support services. It also recognizes the roles of the Region and multiple partners and sectors within the housing system through an overall outcome statement: “Together with our partners, we help people find and keep appropriate housing.”

The 2019 to 2023 update, Attachment 1, sets out three goals that replace and update the four original *Housing Solutions* goals set in 2014 to reflect current needs and opportunities, and simplify concepts. Changes are as follows:

- Consolidated actions on housing supply into a single goal. This approach better reflects the Region’s available tools to address housing supply, including rental and ownership housing. It also takes into account the Region’s roles both as Service Manager responsible for community housing and as an upper-tier municipality that works in partnership with local municipalities to manage growth and development
- Created a new goal to capture actions that increase long-term housing stability for people with a wide range of different needs and provide supports to those who are experiencing homelessness
- Combined actions supporting capacity building and sustainability of the housing and homelessness system into a single goal

The revised goals are presented in Figure 1.

**Figure 1**  
***Housing Solutions 2019 to 2023* Goals**





## ***Housing Solutions sets out strategic objectives for the next five years and key actions for 2019 and 2020***

Each of the three goals includes objectives to guide the Region's actions over the next five years. The objectives of each goal are outlined in Table 2. Each objective includes one or more actions to be carried out over 2019 and 2020.

**Table 2**  
***Housing Solutions 2019 to 2023 Objectives***

Goals	Objectives
1. Increase the supply of affordable and rental housing	1.1. Plan for a full mix and range of housing options to support the achievement of complete communities and promote economic development
	1.2. Implement tools and policies to increase the affordable housing supply
	1.3. Build community housing and encourage affordable rental housing to meet the housing needs of low and moderate income households
2. Help people find and keep housing	2.1. Deliver programs that help low and moderate-income residents living in private market housing keep their homes
	2.2. Support long-term housing stability by strengthening individuals and communities
	2.3. Advance prevention programs through continuous improvements to help people at risk of homelessness remain stably housed
	2.4. Strengthen homelessness and housing stability services to help people experiencing homelessness find and keep housing
3. Strengthen the housing and homelessness system	3.1. Sustain the existing stock of community housing
	3.2. Build an integrated system to plan and deliver homelessness and housing stability services
	3.3. Conduct research, engagement and knowledge sharing to identify service system gaps and build community capacity in the homelessness and housing stability service system
	3.4. Encourage and facilitate expansion of long-term care to help residents age in their communities

Annual progress reports to Council will continue to identify accomplishments from the previous year, and will also identify new actions moving forward that advance the goals and objectives of the plan. This approach ensures *Housing Solutions* maintains an overall strategy while remaining responsive to new opportunities and pressures, including emerging local needs and federal and provincial policy changes and funding opportunities. A flexible approach in identifying short-term actions is important given the changing funding landscape for housing, including the National Housing Strategy and the provincial Community Housing Renewal Strategy.

### **Affordable and rental housing targets will be addressed through the Municipal Comprehensive Review**

The *Housing Services Act, 2011* requires Service Managers to set “objectives and targets” in their 10-Year Housing and Homelessness Plans, but does not require targets for specific housing types. The Growth Plan requires that municipalities support housing choice through the achievement of minimum intensification and density targets. The Growth Plan also requires municipalities to identify a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents, and establish targets for affordable ownership housing and rental housing.

At this time, it is clear that York Region requires more affordable ownership housing options and more rental options at all price points. Targets for specific housing types, such as rental and affordable units, have not been incorporated into this plan as they are being established through the Municipal Comprehensive Review, with a draft Official Plan expected to Council in 2020. This approach to updating and establishing housing targets will allow for the opportunity to align the updated forecast, the Regional Official Plan, and *Housing Solutions*.

### **A Council-approved draft of *Housing Solutions* must be submitted to the Ministry of Municipal Affairs and Housing by December 31, 2019**

The Region is required to submit the five-year review and update of *Housing Solutions* to the Minister of Municipal Affairs and Housing by December 31, 2019. The Province will then have an opportunity to review and comment on the revised plan and may recommend adjustments to reflect any additional changes in provincial direction or policies. Should substantial changes be required by the Province, a revised version of the plan will be brought to Council in early 2020.

### **Implementation of *Housing Solutions* aligns with *Vision 2051* by supporting appropriate housing for all ages and stages and the Corporate Strategic Plan priority to support community health and well-being**

Providing affordable housing options that meet the different and changing needs of York Region residents is a key priority reflected in the Region’s [Vision 2051](#) and the [2019 to 2023 Corporate Strategic Plan](#). The goals, objectives and actions presented align with the Region’s existing strategies and plans and consistent performance measures have been identified where possible to help track progress in implementing the plan.

## 5. Financial

*Housing Solutions 2019 to 2023* continues to bring together partners and identifies how the Region will leverage available resources and funding to work toward common goals. The 2019 and 2020 actions were developed with consideration given to available federal and provincial funding and the projected impact of provincial funding reductions to the Community and Health Services Department. Actions beyond 2020 will be informed by the available budget and fiscal pressures.

In addition to approved tax levy contributions for community housing, homelessness and housing stability and the Community Investment Fund, the Region has received short-term funding allocations from a number of federal and provincial programs that will be used to implement actions identified in *Housing Solutions*. Table 3 outlines confirmed and planned funding allocations for 2019 to 2022, previously reported to Council in [June 2019](#).

**Table 3**  
**Federal/Provincial Funding Allocations for Community Housing and Homelessness Prevention/Housing Stability Programs**

Funding Stream		2019-20 confirmed	2020-21 planned	2021-22 planned
Housing Programs	Canada-Ontario Community Housing Initiative (COCHI)*	\$0.05 million	\$0	\$0
	Ontario Priorities Housing Initiative (OPHI)*	\$7.5 million	\$3.9 million	\$6.0 million
	Investment in Affordable Housing – Extension (IAH-E)	\$4.3 million	N/A**	N/A
Homeless Programs	Community Homelessness Prevention Initiative (CHPI)***	\$14.0 million	\$15.7 million	\$15.7 million
	Home for Good operating funding	\$0.5 million	\$0.5 million	\$0.5 million
Total Annual Funding		\$26.3 million	\$20.1 million	\$22.2 million

\*New program

\*\*This program ends March 31, 2020

\*\*\*The Region was anticipating an increase in CHPI funding of \$1.7 million for 2019-20, contingent on provincial budget approval. In April 2019 the Province advised funding for 2019-20 would remain at the 2018-19 allocation level and the planned increase would be delayed to 2020-21.

The Region also received a one-time funding allocation for 2020 from the Canada-Ontario Social Housing Agreement that may be used to implement recommendations from the October 2019 Committee of the Whole report, *Comprehensive Review of the Subsidized Housing Wait List*.

In addition, as the Community Entity for York Region under Reaching Home: Canada's Homelessness Strategy, United Way Greater Toronto administers federal funding for homelessness services. York Region works closely with community partners, including United Way Greater Toronto, to continue building, coordinating and leveraging opportunities within the housing and homelessness system.

## 6. Local Impact

The increasing cost of housing, the limited supply of affordable and rental housing and the need for a range of support services that can help people find and keep stable housing are challenges in all municipalities across the Region.

Local municipalities are critical partners in increasing the rental housing supply and supporting the development of affordable housing options. To better understand local needs, municipal staff were engaged during the five-year review and update of *Housing Solutions*, and will continue to play a key role in implementing the 2019 to 2023 Plan.

## 7. Conclusion

Since Council approved *Housing Solutions* in 2014, the Region has been successful in increasing the supply of community and purpose-built rental housing and building capacity within the homelessness prevention and housing stability system. The Region's needs assessment and community consultations confirmed that despite these successes, challenges still exist. These include rising housing costs, a limited rental supply and limited diversity in the types of ownership options that are affordable. There is also an ongoing need for a range of supports to help people stay housed.

*Housing Solutions 2019 to 2023* provides a roadmap for York Region and its partners to continue working to help residents find and keep affordable and appropriate housing. It enables the Region and its partners to work together under a long-term strategic direction, while offering flexibility to respond to new opportunities and challenges impacting residents and the housing and homelessness system. Working together as a system, York Region and its partners can help build housing options and supports for residents at all ages and stages of their lives.

For more information on this report, please contact Rick Farrell, General Manager, Housing Services at 1-877-464-9675 ext. 72091 or Paul Freeman, Chief Planner at ext.71534. Accessible formats or communication supports are available upon request.

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

**Paul Freeman, MCIP, RPP**  
Chief Planner

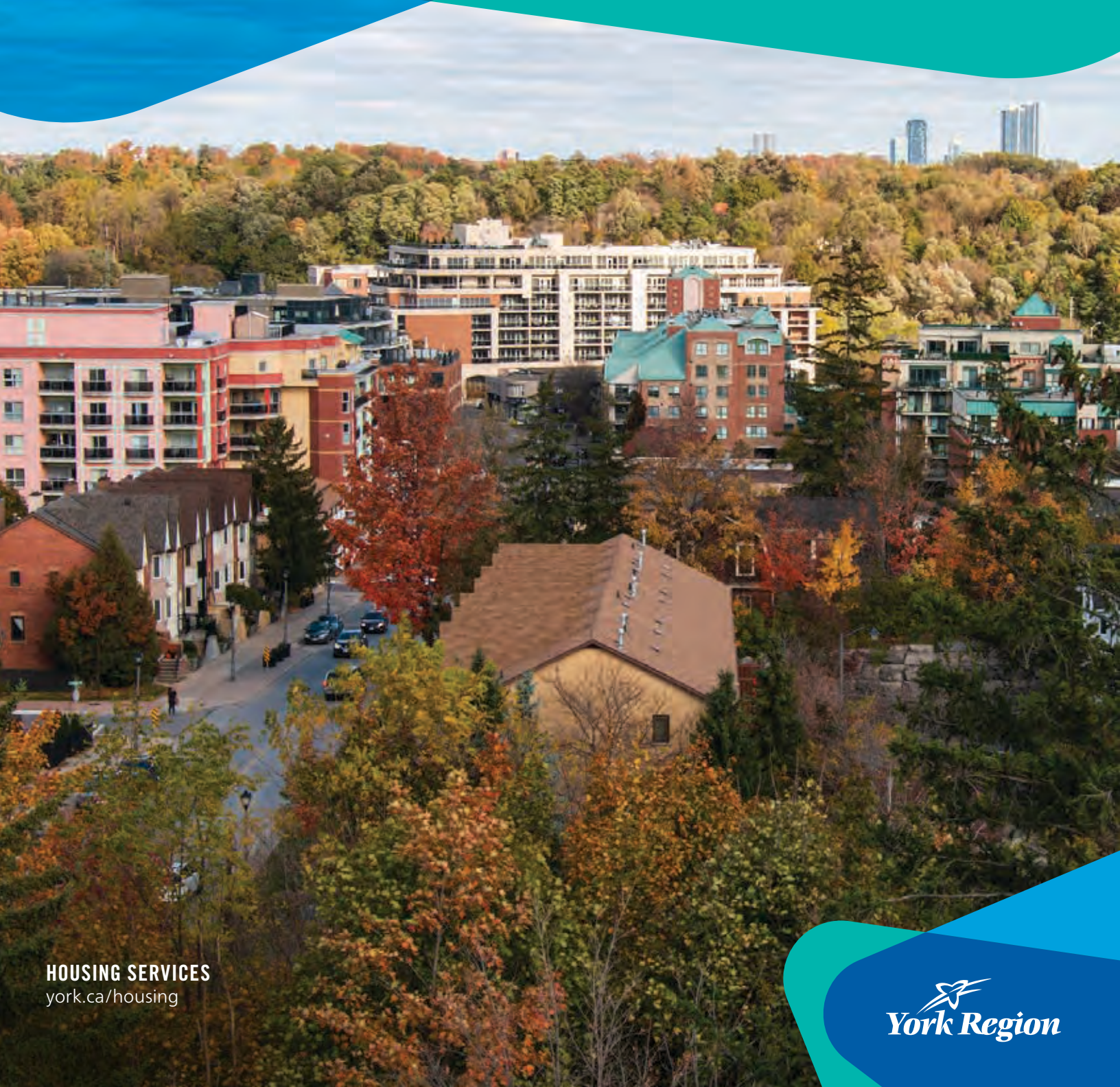
Approved for Submission: **Bruce Macgregor**  
Chief Administrative Officer

September 20, 2019  
Attachment (1)  
9874374

# HOUSING SOLUTIONS

A place for everyone

PHASE 2 PLAN 2019 TO 2023





Mayor  
Frank Scarpitti  
City of Markham



Regional Councillor  
Don Hamilton  
City of Markham



Regional Councillor  
Jack Heath  
City of Markham



Regional Councillor  
Joe Li  
City of Markham



Regional Councillor  
Jim Jones  
City of Markham



Mayor  
David Barrow  
City of Richmond Hill



Mayor  
Maurizio Bevilacqua  
City of Vaughan



Chairman & CEO  
Wayne Emmerson



Regional Councillor  
Joe DiPaola  
City of Richmond Hill



Regional Councillor  
Mario Ferri  
City of Vaughan

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

Housing is a fundamental need. It supports positive health and social outcomes and connects residents in The Regional Municipality of York to our economy, transportation systems and community services. York Regional Council is committed to supporting complete communities that offer a full range of housing options and services to meet the needs of residents at all ages and stages of their lives.

This 2019 to 2023 plan builds on the successes of the first phase of *Housing Solutions*, York Region's 10-Year Housing and Homelessness Plan. The plan provides an updated long-term strategic direction, while remaining responsive to new opportunities and challenges impacting residents and the housing and homelessness system.

Together with our partners, York Region is focused on helping residents find and keep appropriate housing. This plan aligns with our vision of creating strong, caring, safe communities.



Regional Councillor  
Carmine Perrelli  
City of Richmond Hill



Regional Councillor  
Gino Rosati  
City of Vaughan



Mayor  
John Taylor  
Town of Newmarket



Regional Councillor  
Linda Jackson  
City of Vaughan



Regional Councillor  
Tom Vegh  
Town of Newmarket



Mayor  
Margaret Quirk  
Town of Georgina



Regional Councillor  
Robert Grossi  
Town of Georgina



Mayor  
Tom Mrakas  
Town of Aurora



Mayor  
Virginia Hackson  
Town of East Gwillimbury



Mayor  
Steve Pellegrini  
Township of King



Mayor  
Iain Lovatt  
Town of Whitchurch-Stouffville

# CONTENTS

<b>Executive Summary .....</b>	<b>4</b>
York Region’s 10-Year Housing and Homelessness Plan .....	4
<b>Background and Landscape .....</b>	<b>6</b>
Our Progress from 2014 to 2018 .....	6
Completing the Update .....	8
The Baseline: Housing Need in York Region Today .....	8
York Region’s Housing and Homelessness System .....	11
<b>A New Plan for 2019 to 2023 .....</b>	<b>12</b>
Partnerships are Key to <i>Housing Solutions</i> .....	12
<b>Goals and Actions .....</b>	<b>15</b>
<b>Goal 1: Increase the Supply of Affordable and Rental Housing .....</b>	<b>16</b>
<b>Goal 2: Help People Find and Keep Housing.....</b>	<b>18</b>
<b>Goal 3: Strengthen the Housing and Homelessness System.....</b>	<b>20</b>
<b>Reporting on our Progress .....</b>	<b>22</b>
<b>Conclusion .....</b>	<b>23</b>
<b>Appendix 1: Community Consultation Highlights.....</b>	<b>24</b>
<b>Appendix 2: Housing and Homelessness System Indicators .....</b>	<b>31</b>





## EXECUTIVE SUMMARY

Housing is one of the foundations of complete communities. Complete communities support healthy and active living and meet people's needs throughout their lifetime by providing access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.<sup>1</sup>

In 2014, The Regional Municipality of York (York Region) began implementing its first 10-Year Housing and Homelessness Plan, *Housing Solutions*. The plan has provided a roadmap for the Region, working in partnership with local cities and towns, community organizations, non-profit housing

providers and the private sector, to address residents' housing needs, support the creation of complete communities and promote economic development and social inclusion.

Phase 2 of the plan continues to provide a coordinated framework to address housing affordability and advance homelessness prevention and related support services. It also helps to align the work of multiple partners and sectors involved in housing, as well as other key Regional strategies and plans through an overall outcome statement:

**“Together with our partners,  
we help people find and  
keep appropriate housing.”**

<sup>1</sup> “Complete communities” are defined in Ontario's Growth Plan.

# Our goals

This plan replaces the original *Housing Solutions* goals with three updated goals that reflect what we heard from residents and partners.

1



**Increase the supply of  
affordable and rental  
housing**

2



**Help people find  
and keep housing**

3



**Strengthen the housing  
and homelessness  
system**

## BACKGROUND AND LANDSCAPE

### OUR PROGRESS FROM 2014 TO 2018

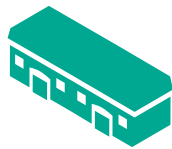
*Housing Solutions* initially set out four goals and 49 actions that focused on increasing and sustaining rental housing supply, affordable ownership housing and strengthening the homelessness and housing stability service system.



**GOAL 1**  
**Increase the rental housing supply**

**Expected outcomes:**

- Increased supply of private sector rental units
- Increased supply of safe, legal second suites
- Increased supply of government funded units and rent subsidies



**GOAL 2**  
**Sustain the existing rental housing supply**

**Expected outcomes:**

- Preserve the existing supply of private sector rental housing
- Strengthen the social housing system



**GOAL 3**  
**Support home ownership affordability**

**Expected outcomes:**

- Increased new affordable home ownership options
- Provide supports for low and moderate income homeowners



**GOAL 4**  
**Strengthen the homelessness and housing stability system**

**Expected outcomes:**

- An integrated service delivery system developed
- Low and moderate income and at-risk households will find and keep appropriate housing

Between 2014 and 2018, York Region worked with internal and external partners to implement the original 49 actions. By the end of 2018, 46 actions had been completed or were in progress, with details provided in *York Region's 2018 Progress Report*. Highlights include:

• **Building new community rental housing units:**

Leveraged provincial and federal capital funding to open 327 new community rental housing units. Another 427 units are under construction, with 162 set to open in 2019 in the City of Vaughan. The Region also secured 30 units under a rent assistance agreement to provide affordable housing to people on the subsidized housing wait list and five condominium units that provide additional affordable rental options.

- **Developing and implementing a Development Charge Deferral Policy:** In partnership with the Town of Newmarket, piloted a 36-month development charge deferral resulting in the first new private, purpose-built rental apartment building in decades, offering 225 units. The rental deferral is now a Region-wide policy, and the Region is working towards a Purpose Built Rental Incentives Community Improvement Plan, developed in collaboration with local cities and towns to offer additional incentives to support rental housing that is affordable to households with mid-range incomes.



### ***Housing Solutions* aligns with key Regional plans and policies**

Housing is a priority identified in York Region’s three main guiding documents:

- Vision 2051, the long-term vision for the future of York Region
- Regional Official Plan, York Region’s key growth management policies
- Corporate Strategic Plan, which sets out key priorities and actions to work toward Vision 2051 over each term of Council

*Housing Solutions* supports these plans by providing an overall vision and plan to help address housing and homelessness needs in York Region.

- 
- **Creating an integrated and coordinated homelessness supports service delivery model:** All emergency housing facilities have revised their service delivery model to focus on client-centric wraparound support that prevents homelessness before it happens and ends homelessness by helping clients find and retain housing.
  - **Opening two new emergency and transitional housing facilities:** Offering a safe place to stay, drop-in services, wraparound supports and aftercare for adult women (Belinda’s Place) and youth aged 16 to 24 (Richmond Hill Youth Hub).
  - **Implementing the Home Now program:** Providing individuals and families who have experienced chronic homelessness in York Region with a Housing First-approved service that helps them locate and retain housing and remain stable in the community. This program is delivered on behalf of the Region by the Canadian Mental Health Association and offers case management services, housing supports, rent assistance and wraparound supports.

With the majority of the original *Housing Solutions* actions set to be completed, in 2018 the Region began reviewing the goals and developing an updated plan for 2019 to 2023.

## COMPLETING THE UPDATE

To complete the review and update of *Housing Solutions*, we took stock of accomplishments over the past five years and what remains to be done, as well as how the Region's economy and population have changed since 2014.

We engaged community service providers and people with lived experience of homelessness through focus groups to learn more about resident needs. Surveys were used to gather information from Regional staff, members of the community and private sector landlords and developers. Through two workshop sessions, staff from 23 community agencies reviewed the 2014 goals and discussed opportunities in York Region's housing and homelessness system.<sup>2</sup>

We also drew on quantitative data from *Housing Matters* and *I Count* to better understand current housing, program and social needs in York Region.

The updated plan for 2019 to 2023 was informed by the consultations, research and an in-depth needs assessment of housing and homelessness in York Region.

*Housing Matters* (2019) is a technical analysis of York Region's housing market, demographic trends and homelessness prevention programs and services.

*I Count* is an enumeration and survey of people experiencing homelessness conducted in April 2018.

## THE BASELINE: HOUSING NEED IN YORK REGION TODAY

York Region's population and economy are growing and diversifying, but the housing supply has not kept pace with residents' needs. The mix and range of housing, together with the increase in housing prices and lack of purpose-built rental in York Region today is not well-matched to the current or forecasted needs of the community. It has become more difficult for many residents to find housing that is right for them at a price they can afford.

**Rental housing** is in particularly short supply, with very few rental options at all price points for those who cannot afford to own, or for whom the flexibility and cost of renting would better meet their housing needs<sup>3</sup>. Although there has been growth in the rental housing supply, almost all has been in the secondary rental market. York Region's limited supply of purpose-built rental<sup>4</sup> units means there are very few options for renters and those that do exist are becoming more expensive. More purpose-built rental housing is needed, including both community housing<sup>5</sup> and affordable market-rate housing.

At the same time, the **cost of home ownership** has risen significantly, particularly for ground-related housing<sup>6</sup>. With a significant percentage of new construction focusing on large single-detached homes or small condominium units, there are few affordable ownership options for people with low and moderate incomes, including seniors, young families and newcomers. This has resulted in a need for more diversity in our housing supply, including more

<sup>2</sup>Key consultation findings are summarized in Appendix 1.

<sup>3</sup>The secondary rental market refers to housing originally built for the ownership market now rented to a tenant, such as condominiums, basement apartments and ground related homes.

<sup>4</sup>The purpose-built rental market, also referred to as the primary rental market, refers to rental housing built and operated as rental housing by the private-sector or through government-sponsored programs.

<sup>5</sup>Community housing refers to housing units owned and operated by non-profit and cooperative housing providers as well as Housing York Inc. Community housing units may offer subsidized rents linked to tenant income and/or rents set relative to Canada Mortgage and Housing Corporation (CMHC) average market rents for York Region.

<sup>6</sup>Ground-related housing refers to single-detached, semi-detached and townhouse units.

family-sized units in medium- and high-density communities and smaller ground-related units.

Very few **housing options** in York Region of any type are affordable to the lowest-earning 40% of residents – those earning roughly less than \$80,000 in 2018. While some of these households are eligible for housing subsidies, the available supply cannot meet the need.

Residents with mid-range incomes<sup>7</sup> are also facing growing challenges in finding housing they can afford. Across York Region, the average resale price for all structure types was approximately \$916,449 in 2018, which is not affordable to this income group. Only 11% of new ownership units were affordable to the highest earning mid-range income households, and 97% of affordable units were one-bedroom condominiums. No new units were affordable to the lowest earning mid-range income households.

When housing is unaffordable, residents have less money to spend on other needs and are less resilient to crisis. For some, increased **housing instability or homelessness** may be the result.

<sup>7</sup>Mid-range income households are the 20% of households between the lowest and highest earning 40% of households; those earning between \$80,000 and \$120,000 in 2018.

## Can the secondary rental market meet the need for rental housing in York Region?

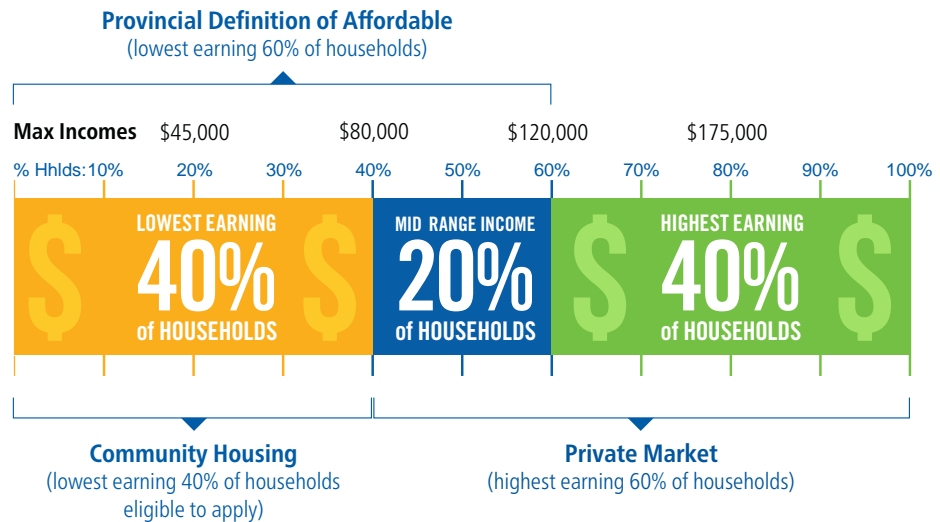
Most of the growth in the Region's rental housing supply has been in the secondary rental market, driven in part by a 116% increase in rented condominiums between 2012 and 2018. CMHC data from 2018 indicates about 28% of condominium units in York Region were rented. While this has led to more rental housing options, secondary market units have less security for tenants because they may be more easily evicted for personal use of the unit by the landlord or a member of their family. Rental condominiums tend to be more expensive than purpose built rental housing and may not provide suitable options for families with children.

Although the secondary rental market plays a key role in meeting rental housing demand in York Region today, the Region's plan focuses on purpose built rental housing where we can have the biggest impact in providing stable, affordable housing options.

### “Right sizing” the housing supply

During the consultations, participants discussed the need for affordable housing options that enable seniors to continue to live in their communities, either independently or with support. At the same time, families with children may be living in units that are too small, both to remain close to public transit and other community services and because suitably sized housing is not affordable. These comments indicate a need for more data and policies that support “right sized” housing options that correspond to the Region's current and projected demographics and urban structure.

## Housing Segments by Income



Source: Statistics Canada 2016 incomes by decile, Canadian Price Index (unadjusted).

### Are more people in York Region homeless or at risk of homelessness?

We can't say for sure that homelessness in York Region is increasing overall because homelessness is often not visible. Estimates suggest that up to 80% of homelessness is hidden in Canada.

*I Count* connected with people in emergency housing, on the streets and people experiencing hidden homelessness, such as couch surfing or staying with friends and family.

Another enumeration will take place in 2020 led by United Way Greater Toronto to continue to build our understanding of homelessness in York Region.

Individuals and families living in housing that is unaffordable can be at risk of homelessness. When at risk households experience a crisis, such as sudden job loss, family breakdown or a major health issue, they are more likely to experience homelessness than people living in housing that is affordable.

*I Count*, York Region's 2018 homeless enumeration took place over a four-day period and found that an estimated 389 people were experiencing homelessness in our community. This included 100 individuals who met the definition of "chronic homelessness" – those homeless for six or more months in the past year.

From 2014 to 2018, the number of households on the Region's subsidized housing wait list grew by 41%. Applicants who received a subsidized unit in 2018 waited on average at least seven or more years.

Seniors – applicants aged 60 and older – had the shortest wait times at about seven years, while families waited on average almost 10 years and non-senior single applicants waited more than 12 years<sup>8</sup>. Those applicants applied to the wait list at a time when the demand for rent subsidies and the size of the wait list was less than half of its current size. With an average of 332 units becoming available each year, those applying now will likely wait longer than those who applied eight to ten years ago. About 90% of applicants on the Region's wait list reported incomes below \$40,000. While subsidized units are an important part of the Region's housing system, we also need to find new ways of doing things, including providing flexible, portable and short-term subsidies.

As our population increases, ages and diversifies, there is also a growing need for affordable **housing programs** that combine housing and support. This includes supporting people with complex needs or barriers that impact their housing stability, such as mental health or addiction issues. Offering housing options for individuals and families at all ages and stages of their lives supports positive economic, social and health outcomes.

<sup>8</sup> Wait times presented are averages for chronological applicants – those on the general subsidized housing wait list who were housed in order of their application date. In accordance with provincial requirements, the Region provides priority to survivors of domestic violence and human trafficking. Special priority applicants housed in 2018 waited an average of about two years.

# YORK REGION'S HOUSING AND HOMELESSNESS SYSTEM

Complete communities have a range of housing options for people at every age and stage of life. York Region's housing system consists of five main "segments" that serve residents throughout their lives as their needs and circumstances change.

## HOMELESSNESS PREVENTION, EMERGENCY AND TRANSITIONAL HOUSING AND VIOLENCE AGAINST WOMEN (VAW) SHELTERS

For people at risk of homelessness, provides supports so they can remain stably housed. For people that do become homeless, provides a safe, temporary place to stay and wraparound supports to secure and retain housing as quickly as possible.

- Delivered by community agencies
- Provincial and/or Regional funding
- Region administers emergency and transitional housing
- Province directly administers VAW sector

## SUPPORTIVE AND SUPPORTED HOUSING AND LONG-TERM CARE

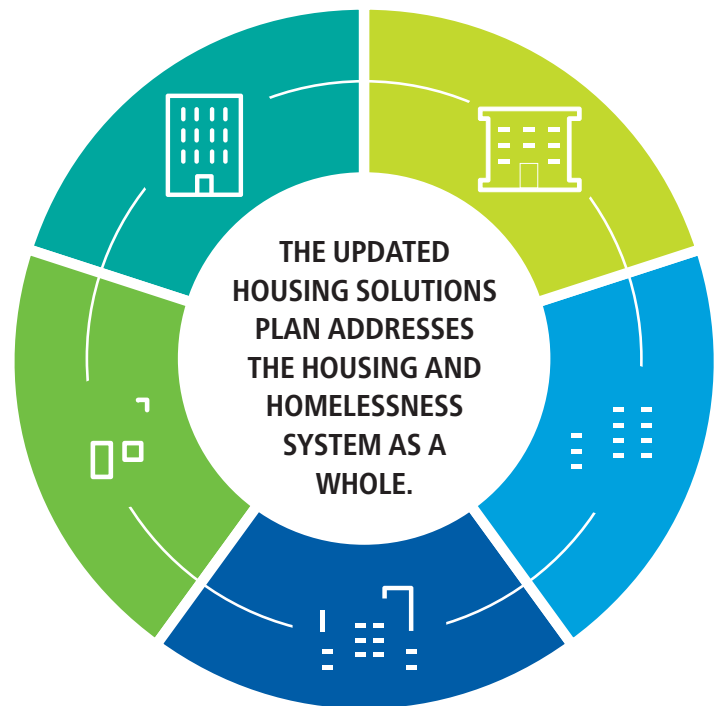
Includes permanent supportive housing for people with developmental disabilities, mental health and addictions issues, assisted living for seniors, long-term care and group homes as well as additional supports and assistance.

- Provincial and/or Regional funding
- Region owns and operates two long-term care homes
- Permanent supportive housing is a provincial responsibility

## PRIVATE SECTOR RENTAL HOUSING

Includes both purpose-built and secondary market rental housing. To support rental affordability, the Region also has rent supplement agreements with some private sector landlords.

- Delivered by private sector developers and landlords
- Local cities and towns approve planning applications
- Regional and local purpose-built rental incentives



## COMMUNITY HOUSING

Sometimes referred to as social and affordable housing, provides subsidized or below-market rents to low and moderate income households.

- Delivered by non-profit and cooperative housing providers and Housing York Inc.
- Funded and administered by the Region

## PRIVATE SECTOR OWNERSHIP HOUSING

Units in ownership tenure includes both new and resale markets and all built forms.

- Delivered by private sector developers
- Local cities and towns approve planning applications



# Our goals

1



**Increase the supply of  
affordable and rental  
housing**

2



**Help people find  
and keep housing**

3



**Strengthen the housing  
and homelessness  
system**

## A NEW PLAN FOR 2019 TO 2023

This document represents a renewal of *Housing Solutions* for phase 2 of the plan, from 2019 to 2023.

The plan replaces the original *Housing Solutions* goals with three updated goals that reflect what we heard through community consultations and a needs assessment.

The updated goals build on the achievements and progress made between 2014 and 2018, while recognizing the ongoing challenges and new trends that are shaping York Region's housing and homelessness system today.

Each goal has specific objectives for the next five years and key actions for 2019 and 2020. Annual progress reports to York Regional Council will identify new actions to continue to work towards the plan's objectives.

The *Housing Solutions* Plan for 2019 to 2023 focuses on working to ensure our communities have a full range of housing options that enable people to stay in their communities as they move into adulthood, begin careers and families and grow older. The plan is aimed largely at continuing to invest in and work with partners to support and encourage an increase of affordable and market-rate rental and affordable ownership housing. For those who need help to successfully find and keep housing, the plan recognizes the need to provide supports that residents need, when they need them. Recognizing the ongoing evolution of the housing and homelessness system, the plan sets out actions focused on thoughtful planning, advocacy and engagement that will build capacity and strengthen the existing system.

## Partnerships are Key to *Housing Solutions*

York Region cannot achieve the updated *Housing Solutions* goals and actions alone. Whether it is delivering the services people need or building new housing, everyone has a role to play in the housing and homelessness system.

The Region will focus future investments and direct service delivery on issues that are within our mandate as Service Manager, while continuing to work with local cities and towns, community housing providers and agencies, and the private sector, and advocating for investments by the federal and provincial governments.



“Together with our partners,  
we help people find and  
keep appropriate housing.”

To achieve the goals and actions of this plan, maintaining, building and expanding partnerships is critical. This includes working with community partners to address homelessness and housing instability and supporting seniors' housing needs through the Region's Seniors Strategy. York Region engaged with the Chippewas of Georgina Island First Nation in planning *I Count*. The Region will continue to seek input on housing options and services that reflect the needs of Indigenous peoples in York Region.

# KEY PARTNERS

## IN YORK REGION'S HOUSING AND HOMELESSNESS SYSTEM



### FEDERAL GOVERNMENT

- Established the National Housing Strategy in 2017
- Provides funding directly to community entities throughout Canada to provide services and supports for people who are experiencing homelessness. In York Region, the community entity is United Way Greater Toronto
- Through the Canada Mortgage and Housing Corporation, Canada's national housing agency, provides funding to provinces and territories for affordable housing, sets policies that shape the overall housing market and provides mortgage loan insurance and residential mortgage securitization to financial institutions



### PROVINCIAL GOVERNMENT

- Responsible for the overall legislative framework for community housing, affordable housing, homelessness and many related frameworks and programs, such as social assistance, health and mental health
- Provides funding to municipal service managers, such as York Region, for affordable housing and for homelessness and housing stability services
- Responsible for supportive housing<sup>9</sup>
- Establishes provincial land use rules and regulations and the Growth Plan



### YORK REGION

- Funds community housing providers and rent subsidy programs, administers the subsidized housing wait list and plans, administers and delivers supports for people who are experiencing or at risk of homelessness
- Designated by the province as Service Manager for community housing and homelessness services
- Responsible for the Region's growth management framework, established through the Regional Official Plan in accordance with provincial direction
- Establishes affordable housing targets in accordance with provincial direction, and works with local cities and towns to encourage and promote the development of affordable rental and ownership housing options
- Owns and operates affordable housing units across the Region



### LOCAL CITIES AND TOWNS

- Establishes and implements detailed land use plans and zoning rules to guide growth and support affordable housing
- On the ground implementation of Regional and provincial planning policy through the development review and approval process



### HOUSING DEVELOPMENT INDUSTRY AND LANDLORDS

- Builds new housing, working with a wide range of partners including financial institutions and investors
- Owns and operates purpose-built rental housing and secondary market rental housing



### COMMUNITY PARTNERS

- Deliver a broad range of programs and services for residents with low and moderate incomes
- Community housing providers own and operate community rental housing for households with low and moderate incomes and people with disabilities

# Goals and Actions



The following sections explain each of the three goals, what we are already doing to advance each goal and new objectives to guide our actions over the next five years. Each objective includes one or more actions to be carried out over 2019 and 2020. Some of the actions are already underway with York Regional Council approval, or they fall within authority delegated to staff. Each objective includes one or more performance measures to help us to track our progress as we implement this plan.

As significant changes are anticipated over the next two years related to provincial, and potentially federal, housing and homelessness strategic directions and funding, this plan identifies actions for years one and two of its five years. Action items for later years will be developed and submitted for York Regional Council approval as part of the annual progress reports. Actions to be recommended for future years will be based on such factors as progress on 2019 and 2020 actions, findings of planned research and reviews, changes in senior government directions and funding and system indicators, which will be monitored to identify issues and trends in the housing and homelessness system.<sup>10</sup>

<sup>9</sup> Supportive housing generally refers to a combination of housing assistance (such as rent-geared to income, rent supplements and housing allowances) and supports (such as counselling, personal support and case management) that enables people to live as independently as possible in their community. In Ontario, the province is responsible for funding supportive housing.

<sup>10</sup>Appendix 2 highlights the system indicators and key 2018 data

## Goal

# 1 Increase the supply of affordable and rental housing



## Why this is important

### **A healthy supply of affordable and rental housing is the foundation of *Housing Solutions***

Increasing the supply of rental housing – including affordable and market units – is a strategic priority for York Region. There is also a need for more affordable ownership options. The intent is for the Region to do what it can, along with its partners, to make sure residents have a range of housing options for all ages and stages of their lives.

Goal one sets out our long-term strategy and short-term actions to help address the affordable and rental housing supply in York Region. Our plan will build on key achievements from 2014 to 2018 in promoting purpose-built rental housing development, such as York Regional Council’s approval of a 36-month development charge deferral and ongoing collaboration with local cities and towns and stakeholders. Implementing supportive planning policies and incentives will be essential to address the need for affordable ownership and market rental housing, as well as continued investment to grow the community housing supply.

Local cities and towns and upper-tier municipalities cannot address housing affordability without the support of other levels of government. Over the next five years, the Region will continue to advocate for sustained and enhanced federal and provincial investment and policies that support the rental housing supply and housing affordability.

## What we are already doing

Over the next five years, we will continue to:

- Implement Regional Official Plan policies that support and encourage housing affordability and work with local cities and towns to develop new planning policies and program approaches that support achievement of a full mix and range of housing options, including working together to implement the Region’s purpose-built rental housing incentives Community Improvement Plan, once approved
- Use existing financial incentives, including the 36-month development charge deferral, to stimulate the development of purpose-built rental housing in York Region and additional financial incentives for purpose-built rental to be considered by York Regional Council
- Complete annual ownership affordability and rental supply measuring and monitoring reports to identify challenges and gaps
- Implement universal design principles and build accessible units in new Housing York Inc. developments
- Support community housing providers to access federal and/or provincial funding for redevelopment

# How we will make progress on this goal

In 2019 and 2020, we will make progress on the objectives of goal one in the following ways:

OBJECTIVES	2019 ACTIONS	2020 ACTIONS	PERFORMANCE MEASURES
<b>1. Plan for a full mix and range of housing options to support achievement of complete communities and promote economic development</b>	1.1 Complete an update of <i>Housing Matters</i> , a technical document that supports the housing market needs assessment for York Region	1.2 Enhance Official Plan policies to direct substantial new growth in housing to areas well-served by transit and services	Percentage of new housing built in centres and corridors compared to other parts of the Region, year over year, by building type and location  New housing built by structure type across the Region year over year
<b>2. Implement tools and policies to increase the affordable housing supply</b>	2.1 Complete a study of a mixed tenure development model, combining ownership and rental units, to increase the supply of affordable housing options  2.2 Complete the Purpose-Built Rental Housing Incentives Package	2.3 Research programs to support affordable homeownership and identify potential partnership and pilot opportunities	Number of new private purpose-built rental housing units created year over year  Number of private purpose-built rental units that have received Regional financial incentives
<b>3. Build community housing and encourage affordable rental housing to meet the housing needs of low and moderate income households</b>	3.1 Complete a portfolio management strategy for Housing York Inc. that identifies opportunities for existing properties (retain, redevelop, divest) aiming to leverage the value of land, review opportunities for future development and inform potential new capital funding strategies  3.2 Complete construction of 162 Housing York units for families, singles and seniors in the City of Vaughan and begin rent-up	3.3 Provide resources and information to support community housing providers seeking to develop new housing  3.4 Continue construction of 265 new Housing York units for seniors in the City of Markham (approved by York Regional Council in September 2015)  3.5 Begin construction of approximately 100 new Housing York units in the Town of Whitchurch-Stouffville (land acquisition approved by York Regional Council in June 2018)  3.6 Continue support for and allocation of federal-provincial funding to develop 32 new community housing units for seniors in the City of Markham (approved by York Regional Council in September 2016)  3.7 Explore opportunities for Housing York portfolio growth in partnership with senior levels of government, local cities and towns, school boards, the private sector and others	Number of new community housing units created year over year



## Goal

# 2 Help people find and keep housing

## Why this is important

### People at every age and stage of life sometimes need help to remain housed

Helping residents maintain stable housing is a priority for York Region. Although homelessness affects a small number of York Region's residents, high homeownership costs and limited supply of rental housing mean there are very few affordable options when someone loses their housing, particularly for people with the lowest incomes. Housing is an important social determinant of health<sup>11</sup>. Lack of stable housing can have negative physical and mental health impacts and result in disruptions to employment, education, social supports and access to services. Housing stability may be at risk for many different reasons, including factors such as sudden job loss, family breakdown or health issues, including mental health and addictions. Access to a wide range of flexible and individualized supports, when needed, can help people to maintain stable housing. This can include financial supports such as rent subsidies, personal supports such as help accessing health services and/or housing more suitable to the household's current needs.

Goal two outlines key actions to help our most vulnerable residents find and keep stable housing, whether they have already experienced chronic homelessness or they are at risk of losing their current housing. This goal includes a focus on preventing homelessness before it occurs by helping individuals and families keep their existing housing. Early interventions that help people keep their homes will help reduce reliance on more costly crisis interventions and housing supports, such as emergency housing.

This goal is closely interconnected with the first goal to increase the supply of a continuum of affordable and rental housing. Stable, affordable housing is an essential foundation that allows people to thrive and participate in their communities and is key to preventing and reducing homelessness.

## What we are already doing

Over the next five years, we will continue to:

- Support affordability in the private rental market by providing financial assistance through rent subsidy programs
- Fund and oversee subsidized and affordable homes for more than 6,700 households and administer the subsidized housing wait list to provide rental housing options for residents with low and moderate income
- Assess applicant eligibility for provincial special priority status on the subsidized housing wait list for survivors of domestic violence and human trafficking and participate in the provincial Special Priority Portable Housing Benefit program that provides a portable rent subsidy to special priority applicants to access private market rental housing
- Help people who are at risk of homelessness with rent, utilities and other housing costs through the Homelessness Prevention Program and Housing Stability Program
- Oversee six emergency and transitional housing facilities delivered by community agencies that offer drop-in services, wraparound supports and after care programs that help people who are experiencing or at risk of homelessness find stable housing and support their needs

<sup>11</sup> Social determinants of health are a broad range of social, economic and environmental factors that determine individual and population health, such as income level, employment, access to services and physical environments.

- Oversee the Housing with Supports Program, which offers supports with activities of daily living and housing to approximately 400 adults who are frail elderly or have physical or cognitive barriers living with low income, and the Home Now program which provides a Housing First-approved service that helps people who have experienced chronic homelessness find and keep housing
- Deliver funding through the Community Investment Fund for a wide range of community programs and projects that address housing stability and help people who are experiencing or at risk of homelessness, such as seasonal shelters, outreach, drop-in and eviction prevention
- Deliver long-term care for seniors at two Region-owned facilities

## How we will make progress on this goal

In 2019 and 2020, we will make progress on the objectives of goal two in the following ways:

OBJECTIVES	2019 ACTIONS	2020 ACTIONS	PERFORMANCE MEASURES
<b>1. Deliver programs that help residents with low and moderate income living in private market housing keep their homes</b>	1.1 Pilot a local portable rent subsidy to help residents find and keep affordable housing	1.2 Review the local portable rent subsidy pilot	Number/percentage of clients on the wait list receiving supports to improve housing affordability
<b>2. Support long-term housing stability by strengthening individuals and communities</b>	2.1 Deliver programs and services to community housing residents that increase resilience and support community-building  2.2 Complete a comprehensive review of subsidized housing applicants on the Region's wait list to identify policies and practices to better connect people with alternatives to a subsidized housing unit	2.3 Develop policies and practices to respond to findings in the comprehensive wait list review that will better connect people with supports to help them find or keep appropriate homes	Percentage of clients receiving supports that improve housing stability, year over year
<b>3. Advance prevention programs through continuous improvements to help people at risk of homelessness remain stably housed</b>	3.1 Plan to integrate existing housing stability resources, including the Homelessness Prevention Program, into a streamlined approach that more effectively support people experiencing and at risk of homelessness	3.2 Help more people at risk of homelessness due to financial hardship become self-sustainable by providing temporary financial support and case management through the Short Term Assistance for Renters Program	Number of people at risk of homelessness who remain housed for at least six months
<b>4. Strengthen homelessness and housing stability services to help people experiencing homelessness to find and keep housing</b>	4.1 Implement a program to help people seeking shelter find safe accommodation and/or stabilize their housing without having to use emergency housing or seasonal shelter	4.2 Plan for the transformation of the Housing with Supports Program (formerly called the Domiciliary Hostels Program) into a service delivery model that aligns with the broader homelessness support system  4.3 Create a service delivery model for the planned new men's emergency housing facility	Number of people who access emergency housing who move on to long-term housing  Number of people who are diverted from emergency housing  Number and percentage of people experiencing chronic homelessness who remain housed for at least six months





## Goal

# 3 Strengthen the housing and homelessness system

## Why this is important

### Addressing York Region's housing and homelessness needs requires planning as a system

Goal three sets out key actions to engage in research, planning and service enhancements within the approved budget that respond to evidence, changing regional needs and changing federal and provincial directions.

With the introduction of the National Housing Strategy, *Reaching Home: Canada's Homelessness Strategy*, and the Ontario Community Housing Renewal Strategy, the Region must continue its engagement with the federal and provincial governments to ensure services are responsive to needs. As the Region's funding agreements with community housing providers come to an end, finding new ways to work together will be important to support residents and protect the community housing supply.

Housing support services such as supportive housing are not within the Region's mandate as Service Manager. Instead, the Region's role in addressing the need for these services requires thoughtful planning, advocacy and engagement. Goal three focuses on working with other levels of government and key community stakeholders to ensure services are responsive to needs, and that the necessary planning and funding supports are in place to support a stronger and well-connected housing and homelessness system.

## What we are already doing

Over the next five years, we will continue to:


- Engage stakeholders across the province in planning for the long-term sustainability of the community housing system, including strategies to address end of operating agreements and mortgages
- Support community housing providers in managing their assets through regular building condition audits, capital repair loans and energy efficiency programs
- Support community housing providers to access federal and/or provincial funding for renovations and provide tax levy funding for innovative projects
- Deliver training to build capacity among community housing providers' boards of directors and staff
- Consult with community housing providers to develop policies, programs and processes to address changes in the housing system
- Work with community partners to implement coordinated service delivery for people experiencing homelessness through the use of a By Name List<sup>12</sup> and a community collaborative table
- Build service provider capacity to support people who are experiencing or at risk of homelessness through research, information resource development and training activities
- Share program data and data from homeless enumeration to identify service system gaps and advocate for service enhancements
- Lead the development of the York Region Community Safety and Well-Being Plan

<sup>12</sup> A By Name List is a real-time list of individuals and families experiencing homelessness in a community.

# How we will make progress on this goal

In 2019 and 2020, we will make progress on the objectives of goal three in the following ways:

OBJECTIVES	2019 ACTIONS	2020 ACTIONS	PERFORMANCE MEASURES
<b>1. Sustain the existing stock of community housing</b>	<p>1.1 Advocate to the provincial government for legislative and regulatory changes to sustain, modernize and enhance Ontario's community housing system</p> <p>1.2 Deliver training to community housing providers on end of operating agreements and end of mortgages</p> <p>1.3 Work with Service Managers across the province to develop a coordinated response to the end of mortgage issue for community housing providers mandated under the <i>Housing Services Act</i></p>	<p>1.4 Use the Ontario Priorities Housing Initiative to support community housing providers in maintaining their units in a good state of repair</p> <p>1.5 Develop options to sustain existing rent subsidy programs after provincial funding arrangements end</p>	<p>Number of training/capacity building activities delivered for housing providers</p> <p>Number of community housing units that received capital funding to maintain a state of good repair, year over year</p> <p>Number of affordable rental units administered by York Region</p> <p>Number of rent-geared-to-income units in York Region</p>
<b>2. Build an integrated system to plan and deliver homelessness and housing stability services</b>	<p>2.1 Work with United Way Greater Toronto in its role as the community entity for federal homelessness funding and with community partners to jointly develop a plan for a Coordinated Access system that will provide a process for intake, assessment and referral to be used by all partners</p> <p>2.2 Work with community partners to strengthen the By Name list to prioritize and match individuals and families experiencing homelessness to appropriate services and supports (2019/2020)</p>	<p>2.3 Begin implementation of the coordinated access system by creating a "Main Access Point" for programs delivered or overseen by York Region. This will enable clients to access programs from one point of contact. Future phases will expand to include community partners as we work towards a systems approach</p> <p>2.4 Support a homeless enumeration led by United Way Greater Toronto, to better understand the scope of homelessness in the community and the needs and barriers of people experiencing homelessness</p>	<p>Number of people referred to community collaborative table</p> <p>Number of people experiencing homelessness at a point-in-time</p>
<b>3. Conduct research, engagement, and knowledge sharing to identify service system gaps and build community capacity in the homelessness and housing stability service system</b>	<p>3.1 Participate in development of a community-led youth homelessness prevention and housing stabilization strategy</p> <p>3.2 Engage people with lived experience of homelessness to inform service system planning</p> <p>3.3 Explore options for programs that support tenants and landlords in York Region</p>	<p>3.4 Develop an inventory of housing and homelessness supports in York Region, for residents and case workers, to improve system navigation</p> <p>3.5 Participate in Ontario Health Team collaborations and networks to influence policy, program design, and funding, and to advocate for the housing needs of York Region residents when they leave care</p>	<p>Number/percentage of department programs and services included in the inventory</p> <p>Percentage of Community Investment Fund organizations included in the inventory</p>
<b>4 Encourage and facilitate expansion of long-term care to help residents age in their communities</b>		<p>4.1 Advocate to improve policy planning and decision-making for long-term care beds by developing a forecast for York Region, including required number, type and location</p> <p>4.2 Complete a study of potential future use of Newmarket Health Centre Site, such as for a seniors' campus of care and other seniors' housing options</p>	<p>Increase number of advocacy activities related to long-term care beds</p>



Housing York Inc.'s Kingview Court, Township of King

## REPORTING ON OUR PROGRESS

Progress reports are an important tool to evaluate success in advancing the goals and objectives of this plan. We will continue to track progress under each goal and measure our performance over the next five years.

### **Annual Progress Reports:**

Progress reports will be provided annually to York Regional Council and will be posted publicly on the Region's website as required by the *Housing Services Act*, 2011.

### **Identifying New Actions:**

In addition to reporting on our accomplishments each year, we will propose new actions to be carried out the following year under each goal of the plan. This approach will allow us to respond to changing policy direction and funding from federal and provincial governments as well as emerging issues in our communities.



## CONCLUSION

York Region must have a full range of housing options and services that enable people to stay in their communities as they move into adulthood, grow older, or face challenges or barriers impacting their housing stability.

The *Housing Solutions* 2019 to 2023 Plan brings the housing and homelessness system together under long-term strategic directions while building flexibility to respond to the changing needs of York Region's communities. Working together as a system, York Region and its partners can continue helping residents find and keep affordable and appropriate housing.

## APPENDIX 1: COMMUNITY CONSULTATION HIGHLIGHTS

Everyone needs a place to live and call home. To make sure the 2019 to 2023 plan reflects the needs of the community, York Region held community consultations from September 2018 to January 2019 to learn more about what residents need today when it comes to their housing. Thank you to all of the participants who shared their experiences, observations and expertise with the Region.

Consultation participants were asked to share their feedback and ideas about:

- The four goals of *Housing Solutions*
- The housing challenges impacting residents with different needs
- Opportunities to strengthen York Region's system of housing and homelessness supports



# COMMUNITY CONSULTATION SUMMARY

## WHO WE HEARD FROM

FIVE YEAR REVIEW OF *HOUSING SOLUTIONS*, YORK REGION'S 10-YEAR HOUSING AND HOMELESSNESS PLAN  
September 2018 to January 2019

**7 FOCUS GROUPS**  
EXPLORED ISSUES IN DEPTH 

**Housing needs of survivors of domestic violence and human trafficking** (2 groups)

**Challenges experienced by people who are homeless**  
(2 groups – service providers and people with lived experience)

 **Housing for people who need support services** (1 group)  
**Regional staff consultation** (1 group)  
**Non-profit and cooperative housing** (1 group)

**47 FOCUS GROUP PARTICIPANTS**  
in total

INCLUDING **12 PEOPLE WITH LIVED EXPERIENCE OF HOMELESSNESS**

**2 WORKSHOPS**  
ENGAGED 23 PARTICIPANTS   
from a wide range of community agencies

Meeting with the **CHIPPEWAS OF GEORGINA ISLAND FIRST NATION**  
as part of a broader Community and Health Services Department engagement to begin **relationship-building**

 **36 COMMUNITY AGENCIES**

that provide a wide range of supports that help people find and keep safe, stable housing were represented across the focus groups and workshops

**320 SURVEY PARTICIPANTS** 

 **7 DEVELOPERS/REAL ESTATE PROFESSIONALS**

**265 STAFF**

 **48 COMMUNITY MEMBERS**

**PRESENTATIONS AND** 

**Q&A**  
sessions with

York Region Accessibility Advisory Council

Human Services Planning Board

York Region Local Municipal Housing Working Group

**Private and non-profit developers and rental housing providers** (via a Canada Mortgage and Housing Corporation event)

**United Way Greater Toronto**

**York Region Homelessness Community Advisory Board**

## Where we want to be

Consultation participants were asked to imagine where our community should be in five years, at the conclusion of the second phase of *Housing Solutions*:

- Residents can find and keep housing that meets their needs because there is a greater supply of affordable rental housing, including a variety of place-based subsidized housing options and portable subsidies, assisted by Regional and municipal policies and incentives that support a diverse mix and range of affordable housing options
- There is a collaborative system of supports in place that makes sure homelessness is prevented wherever possible and provides people who are experiencing homelessness with the assistance they need to find and keep housing, contributing to the goal of ending chronic homelessness
- People have access to a broad range of community supports, home health care and mental health and addictions services, as well as supported and supportive housing options that allow them to remain stably housed throughout their lives

## What we heard

The key themes that emerged from the consultations helped create a clear direction for this plan and its actions. The consultation feedback can be grouped into three main issues:

1. Increasing the supply of subsidized and affordable housing
2. Providing supports that help people stay stably housed
3. Preventing and reducing homelessness



# 1 INCREASING THE SUPPLY OF SUBSIDIZED AND AFFORDABLE HOUSING

---

Consultation participants saw affordable housing as a key part of complete communities and emphasized that it should have good connections to public transportation, services, employment and educational opportunities. Increasing and sustaining the supply of subsidized and affordable housing will also require advocacy to the federal and provincial governments and capacity-building in the subsidized housing sector to support ongoing growth. Participants told us that:

## **Sustained and increased investment in the housing system by all orders of government is necessary to increase and sustain the supply of affordable housing options.**

- Investments in repair and new construction of subsidized rental housing to provide affordable housing options for residents with the lowest incomes
- Funding portable subsidies or housing allowances to help people afford private market rental housing and offer a way to quickly help people find homes that can best meet their needs
- Financial incentives to support private sector rental housing that is affordable to households with lower and moderate incomes, which could include grants or incentives for infrastructure and second suites as well as for new private, purpose-built rental units

## **The Region and local cities and towns should continue to implement land use policies and planning tools to encourage and support diverse and affordable private market housing options.**

- Setting minimum affordable housing requirements for new developments, also known as inclusionary zoning
- More flexible zoning rules to encourage private sector development of rental housing and a wider range of housing options across the Region
- Encouraging infill development or requiring “rough-ins” for second suites in new developments

## **The Region should explore innovative and creative approaches that could help sustain and increase the supply of affordable rental and ownership housing options in York Region.**

- Look for ways to optimize the current housing supply, including encouraging second suites, home-sharing and redevelopment of community sites such as former schools for housing
- Engage all potential partners, including local cities and towns, the private sector, non-profit and cooperative housing providers, school boards and faith communities, to understand who may be able to contribute resources, funding or expertise for affordable housing development
- Explore policy and program changes to the subsidized housing system in York Region to help target available subsidies and reduce wait times, with advocacy to the province where required
- Study creative strategies to support the development of affordable ownership housing, such as expanding cooperatives, alternative building forms such as tiny homes or shipping containers, or mixed tenure buildings that combine rental and ownership housing



## 2 PROVIDING SUPPORTS THAT HELP PEOPLE STAY STABLY HOUSED

---

For some households, income and high housing costs are the main barriers to finding and keeping stable housing, while others also need support to address other issues that impact their housing stability. Participants also said that the lack of support can make it more challenging for residents to stay in their homes safely and independently and may lead to frequent paramedic calls, emergency room visits or extended hospital stays. Participants told us that:

**A system of well-integrated support services provided by the Region, the province and a range of community partners to address a broad range of needs is required to support stable housing for residents, in addition to access to affordable housing.**

- Residents who are discharged from hospitals or treatment need access to a range of services that can provide seamless and timely assistance to help them maintain their housing stability
- Supports that can come into people's homes and supportive housing options with onsite staff are both part of the range of services needed by residents living with physical and developmental disabilities, cognitive impairments, mental health conditions and addictions
- The range of housing support programs should be responsive to the needs of different populations

**The Region should work with partners to implement and expand programs and services that help people maintain and increase their housing stability.**

- Service system navigation, peer support, programs to address isolation and loneliness, respite programs to help family caregivers and more home care assistance available in the evening or overnight are all options that could increase housing stability for residents with multiple barriers
- Partnerships with health care providers to offer services on-site and programs focused on building engagement in community housing communities should be expanded
- Financial assistance for homeowners with low and moderate income, such as assistance for energy efficiency retrofits, could also help maintain housing stability

**The province, York Region or local cities and towns should provide education and information resources for tenants, landlords and service providers to help increase individuals' housing stability and help maintain the housing system.**

- Raise awareness about programs and services that support housing stability among service providers and service users to improve access
- Implement skill building programs for tenants to encourage stable tenancies and prevent issues that can escalate and lead to eviction
- Provide landlords, especially those in the secondary market, with tools and resources to understand their responsibilities and rights, as well as information about how to support tenants

## 3 PREVENTING AND REDUCING HOMELESSNESS

---

Although only a small fraction of people living in York Region experience homelessness in any given year, many more people may be at risk of losing their housing. Many of the consultation participants who work with people who are currently experiencing homelessness in York Region emphasized that it is increasingly hard for them to find housing and more people appear to be at risk of becoming chronically homeless. Participants told us that:

### **Affordable housing is critical to prevent, reduce and end homelessness.**

- Although ongoing support services are often essential to help people who have experienced homelessness stay housed, many cannot find housing in York Region that they can afford
- People who have experienced homelessness who do secure housing may only be able to afford single rooms or apartments that are in poor condition, leading to ongoing instability and repeat episodes of homelessness
- Increased availability of subsidized and affordable housing options and targeted rent subsidies for people experiencing homelessness are needed to address homelessness in York Region

### **Investment is needed to build capacity in the emergency and ongoing support services that help people when they are homeless or at risk of homelessness.**

- Building emergency shelter is not the answer to homelessness, but York Region's emergency housing facilities and seasonal shelters currently do not always have capacity to serve everyone who is in need
- Address barriers for people who access emergency housing and seasonal shelter in York Region, such as the lack of public transportation access to some facilities
- Invest in training and skills-building for staff who deliver homelessness and housing stability services

### **Continue to build on the work that has taken place over the past five years to strengthen collaboration and coordination across the homelessness and housing stability service system.**

- Continue to develop York Region's coordinated access system for homelessness and housing stability services
- Develop collaborative partnerships and improve coordination with the health system, child welfare system and justice system
- Work with partners to develop better system navigation processes and clear pathways for people experiencing mental health challenges

# APPENDIX 2: HOUSING AND HOMELESSNESS SYSTEM INDICATORS 2018

## RENTAL SUPPLY

### VACANCY RATE

**1.7%** Purpose-built

**0.8%** Rental condo



CMHC 2018 Fall Rental Market Survey

## MARKET HOUSING AFFORDABILITY

**Average price** new single-detached home **\$1.24 million**

**Average resale price** for all housing types **\$916,449**

**Average rent** for purpose-built rental **\$1,267**

**Average rent** for condo rental **\$2,001**

**Estimated monthly housing costs** for owners (townhouse) **\$5,075**

Housing Matters 2019 (data sources: CMHC Housing Now, TREB Market Watch, Bank of Canada)

CMHC 2018 Fall Rental Market Survey



TREB data

**11%** Percent of new ownership housing that is affordable to households in the top 40% of earners. **In 2018, this was \$122,290 and above.**

Affordable Housing Measuring and Monitoring Report (June 2019)

## SUBSIDIZED HOUSING WAIT TIMES



**SENIORS** (housed in 2018) **length of time on wait list**

**7.8 years**



**NON-SENIOR SINGLE ADULTS** (housed in 2018) **length of time on wait list**

**12.5 years**



**FAMILIES** (housed in 2018) **length of time on wait list**

**9.7 years**

York Region, Community and Health Services Department

## SUBSIDIZED HOUSING WAIT LIST

**16,237** households **on wait list**

**1,613** Net increase in wait list applicants

**11%** increase from 2017

**301** people on the wait list housed in 2018

York Region, Community and Health Services Department

## HOMELESSNESS

**1,148** unique individuals accessing **emergency and transitional housing**



**25 days** average length of stay in **emergency housing**



**283 (24.1%)** unique individuals who experienced **chronic homelessness**

York Region, Community and Health Services Department

## HOMELESSNESS PREVENTION

**2,599** people accessing **homelessness prevention programs**



## LONG-TERM CARE

**1,487** individuals waiting for York Region municipal **long-term care beds**



Local Health Integration Network

## System Indicators use data that is updated at least annually

The System Indicators will be updated every year to provide a snapshot of the state of York Region's housing system. This means that census data such as the percentage of households experiencing core housing need is not included. The 2019 *Housing Matters* update includes census data and will continue to inform the long-term Housing and Homelessness Plan.

### System Indicator Data Definitions:

**Rental supply** data is taken from the annual Canada Mortgage and Housing Corporation (CMHC) Fall Rental Market Survey, Greater Toronto Area

**Market housing affordability** indicators are based on data drawn from CMHC Housing Now reports, Toronto Real Estate Board (TREB) Market Watch reports and Bank of Canada data. Affordability analyses are carried out by Long Range Planning and are available every June through the Affordable Housing Measuring and Monitoring Report.

**Community housing** indicators are based on internal Community and Health Services databases and tracking.

**Average wait times** reflect the year that a household that began to receive a subsidy in 2018 applied to the wait list, on average. The data is broken down for seniors, non-senior single adults and families as wait times can be different for these households. Wait times for subsidized housing in York Region are generally increasing, but the length of time that any given household will have to wait depends on the household's size, age, building locations and priority level, as well as annual variations in the number of units that become available through turnover or new construction. In addition, because the wait list grows longer every year, wait times for households that are applying today are likely to be longer than a similar household that is already on the wait list.

**Net increase** in the wait list is based on the difference between the number of people on the wait list at year-end in 2018 and the number of people on the wait list at year-end in 2017. The net increase includes both new households that applied to the wait list and households that were removed because they began to receive a subsidy or allowed their application to lapse.

**Number of households housed** represents the number of people who were removed from the wait list in 2018 because they began to receive a housing subsidy.

**Average length of stay in emergency housing** is based on the average length of each admission to York Region year-round emergency housing programs that use Homeless Individuals and Families Information System (HIFIS). It does not include length of stay in Violence Against Women (VAW) shelters, seasonal shelters or transitional housing.

**People who stayed in emergency and transitional housing** represents the number of unique individuals who stayed in a York Region emergency or transitional housing program that uses HIFIS in 2018. It does not include VAW or seasonal shelters.

**People experiencing chronic homelessness** includes all individuals who accessed homelessness services in York Region in 2018 who were homeless at the time they accessed services and had been homeless for six or more months in the past year (have spent more than 180 cumulative nights in a shelter or place not fit for human habitation).

**People who accessed a homelessness prevention program** includes all households who were assisted through a program that offers short-term financial assistance and case management to help them retain their housing and stabilize their situation.

**Long-term care** indicator is based on data from the Central Local Health Integration Network, which coordinates and manages long-term care home placement

**Number of individuals waiting for York Region municipal long-term care beds** includes individuals requesting placement into the Region's two long-term care homes.

**THE REGIONAL MUNICIPALITY OF YORK**

17250 Yonge Street  
Newmarket, Ontario, L3Y 6Z1

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

19 2070



On October 17, 2019 Regional Council made the following decision:

1. Council approve a pilot incentive program to encourage large office buildings through:
  1. Aligning the Region's existing development charge deferral for office buildings (Attachment 1) with the provisions of the More Homes More Choice Act, 2019, and
  2. Introducing a new, time-limited policy that provides an interest-free, long-term development charge deferral for qualifying large office buildings in Regional Centres and Corridors or specific Local Centres, as set out in the accompanying draft policy (Revised Attachment 2).
2. Staff report back to Council, prior to the end of this Council term, on the results of the pilot incentive program.
3. The Regional Clerk circulate this report to the local municipalities, the Building Industry and Land Development Association – York Chapter (BILD), and all other industry stakeholders consulted in the development of this incentive program.

The original staff report is attached for your information.

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

Regards,

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

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [www.york.ca](http://www.york.ca)

*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.





# The Regional Municipality of York

Committee of the Whole  
Planning and Economic Development  
October 10, 2019

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

## Large Office Building Development Charge Deferral Pilot Program

### 1. Recommendations

1. Council approve a pilot incentive program to encourage large office buildings through:
  - a. Aligning the Region's existing development charge deferral for office buildings (Attachment 1) with the provisions of the *More Homes More Choice Act, 2019*, and
  - b. Introducing a new time-limited policy that provides an interest-free, long-term development charge deferral for qualified office buildings in Regional Centres and Corridors, as set out in the accompanying draft policy (Attachment 2).
2. Staff report back to Council, prior to the end of this Council term, on the results of the pilot incentive program.
3. The Regional Clerk circulate this report to the local municipalities, the Building Industry and Land Development Association – York Chapter (BILD), and all other industry stakeholders consulted in the development of this incentive program.

### 2. Summary

In June 2019, Council authorized staff to consult with stakeholders on potential financial incentives to help promote major office development in Regional Centres and Corridors. This report updates Council on the results of that consultation and recommends a development charge deferral policy be implemented, as a three year pilot project.

#### Key Points:

- Office development, particularly in Centres and Corridors, is important to the Region's competitiveness, city building initiatives, and financial sustainability
- In recent years, a number of the Region's local and neighbouring municipalities have introduced financial incentives for office development
- Over the summer, staff consulted with industry stakeholders and local municipalities on potential financial incentives

- Most industry stakeholders indicated that financial incentives may help in facilitating major office development in the Regional Centres and Corridors
- Some stakeholders supported extending any incentives to proposed Major Transit Station Areas outside of the Regional Centres and Corridors
- A new time-limited development charge deferral is recommended to incentivize large office buildings in the Regional Centres and Corridors
- If approved, the ability to take advantage of the deferral would begin at Council approval and end three (3) years later, and staff would report back to Council prior to the end of this Council term on the results of the pilot incentive program
- At the request of a municipality, Council could consider applying this incentive to an office building in a Major Transit Station Area outside of Regional Centres and Corridors if it otherwise meets the criteria set out in Attachment 2

### 3. Background

#### **Major office development in the Regional Centres and Corridors is important to the Region's competitiveness, city building initiatives, and fiscal sustainability**

Office developments support the Region's prosperity, and provide a built form that allows intensification of workers easily served by transit. They are an integral part of vibrant, accessible, multi-use downtowns, such as Regional Centres and Corridors. Larger office buildings often serve as headquarters and research centres for domestic and global corporations and enhance the attractiveness of a location.

Regional Centres are planned as the most intense concentrations of development within the Region, integrated with rapid transit, and include: Markham Centre, Richmond Hill/Langstaff Gateway, Vaughan Metropolitan Centre, and Newmarket Centre. The Corridors are: Highway 7 Corridor, Yonge Street Corridor, Davis Drive Corridor, and the Green Lane Corridor. The Cities of Vaughan, Markham and Richmond Hill as well as the Towns of East Gwillimbury, Aurora, and Newmarket all have lands in Regional Centres and Corridors.

Major Transit Station Areas generally refer to areas including and around existing and planned higher order transit stations (subway, Bus Rapid Transit and GO Rail). The Region's Official Plan will delineate and set minimum density targets for Major Transit Station Areas through the Regional Municipal Comprehensive Review process. Major Transit Station Areas may also become important focal points for major office development, as part of the Region's objective to achieve complete communities.

#### **York Region is attracting new office jobs, but this growth is not translating into new major office space**

The Region's office job growth since 2012 is in line with Growth Plan projections. However, major office space development over the same period has fallen short of projections. This is likely a result of office jobs being accommodated in converted industrial space, and

decreases in office space per worker due to the changing nature of how jobs are delivered (e.g., telework and flex-space).

### **Toronto continues to dominate new supply of major Class A office space**

Class A office space typically locates around major infrastructure such as the subway or transportation hubs. Since 2012, the City of Toronto has become more dominant with respect to new major office construction, and has accounted for just over half of all the office space built in the Greater Toronto Area (“GTA”). Toronto’s share of new major office building space under construction has increased to roughly three quarters of the GTA total. Downtown Toronto accounts for 84% of office buildings greater than 250,000 square feet built since 2012, and 100% (totalling 5 million square feet) of buildings in this size range under construction.

There is a lack of immediately available Class A office, greater than 100,000 square feet in the Region to attract or retain major tenants. Of the formal office proposal applications currently under review across the Region, 30 office buildings are at some stage of the development process. These buildings total just over 2.8 million square feet of new space, however, almost three quarters of them are located outside of the Region’s Centres and Corridors, and none are over 250,000 square feet in size.

### **Some of the Region’s local and neighbouring municipalities offer financial incentives to attract office development**

In recent years, several of the Region’s local and neighbouring municipalities started to offer property incentives (e.g., property tax grants) and development charge reductions (discounts or exemptions) to help facilitate office development (details in Attachment 3). Other than Toronto and Halton Region, most incentive programs are in their early stages, and their efficacy has not yet been assessed. Nonetheless, preliminary analysis suggests that local municipal incentives may not be fully effective without Regional participation.

### **Bill 108, *More Homes, More Choice Act, 2019*, will change how development charges are levied for office development**

On June 6, 2019, Bill 108, *More Homes, More Choice Act, 2019* (Bill 108), received Royal Assent. Bill 108 amends the *Development Charges Act, 1997* allowing developers to lock in development charge rates at the time of site plan or zoning amendment application. Eligible non-residential developments, including offices, would delay development charge payment until the earlier of occupancy permit or first occupancy. Payment would be phased over the ensuing five years. Under the regulatory framework proposed by the Ministry, virtually all types of office development would qualify for the delayed and phased payment regime. On September 26, 2019 Regional Council approved a memorandum summarizing the response by staff on the proposed regulatory framework associated with the changes to the *Act*.

Bill 108 affects all 444 municipalities in Ontario. The changes to the treatment of office development do not target specific locations, nor do they encourage larger offices.

## **In June 2019, Council authorized staff to consult with stakeholders on potential financial incentives**

On June 27, 2019, Council approved the, "[Potential Financial Incentives for Office Buildings](#)" report. The report recommended staff consult with stakeholders on potential office incentives in Regional Centres and Corridors to help achieve the following outcomes:

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

## **4. Analysis**

### **During the summer, staff consulted with stakeholders on potential incentives**

On July 31, 2019, the Commissioner of Finance and the Chief Planner held a half day consultation with over forty industry and local municipal stakeholders. The consultation included Regional and local planning and finance staff from all nine local municipalities. External participants included, Building Industry and Land Development Association – York Chapter, office and mixed-use developers, local Chambers of Commerce, and commercial real estate brokerages. This facilitated discussion sought feedback on:

- Barriers and challenges to large speculative office development in York Region
- Potential office incentives, and ways to work collectively to achieve more large office developments in Regional Centres and Corridors

### **Stakeholders expressed support for targeted incentives to facilitate increased office development in Regional Centres and Corridors**

Most stakeholders indicated some form of financial relief may be helpful in facilitating office development, both within Centres and Corridors and throughout the Region. Stakeholders indicated building speculative office development is challenging in the Region due to the high cost of land, government fees, construction costs and potential rents. Stakeholders who build both residential and non-residential product, indicated residential development offers lower risk and faster return. Participants also suggested it is unlikely Bill 108 will be enough to facilitate larger offices in Centres and Corridors, and any Regional fee deferral must be 'better' and longer. Finally, some stakeholders did indicate financial incentives would not likely change market conditions.

Stakeholders were most supportive of a targeted development charge or property tax relief linked to the investment made by the developer (i.e., as the office gets bigger the incentive gets better). A Community Improvement Plan, under the *Planning Act, 1990*, would be required to provide any grant or waiver of municipal taxes and fees. It was also indicated

non-financial assistance should be considered at both the Regional and local level, including expedited approvals and relaxed parking requirements. Finally, feedback from the consultation indicated any development charge deferral should have the following features: minimum five year deferral, easy to administer, and interest free.

### **Staff reviewed a number of incentives based on stakeholder feedback**

After receiving feedback from the consultation, staff evaluated property tax, development charge and planning fee incentives based on five criteria:

- Can the incentive be targeted: incentives focused on both size and location
- Ability to address stakeholder desired incentives: preferred incentives were property tax grant, development charge discount or exemption, or long-term development charge deferral
- Minimize impact on tax levy: incentive not funded through the tax levy
- Speed of implementation: incentive not requiring a Community Improvement Plan or amendment or update to a development charge bylaw
- Ease of execution: administrative ease, ease of understanding for stakeholders

Table 1 summarizes the evaluation of potential incentives. A long-term development charge deferral scores well on all five of the evaluation criteria.

**Table 1**  
**Evaluation of Potential Regional Incentives**

Potential Regional Incentives	Criteria				
	Can the incentive be targeted	Address stakeholder preference	Minimize impact on tax levy	Speed of implementation	Ease of execution
Property tax grant	✓	✓			
Development charge discount/ exemption	✓	✓			
Long-term development charge deferral	✓	✓	✓	✓	✓
Planning fee waiver	✓				
Planning fee deferral	✓		✓	✓	✓

### **Staff recommend a new time-limited and targeted long-term development charge deferral policy**

Based on feedback received from the consultation and evaluation of the potential incentives in Table 1, staff recommend that a new pilot incentive program be implemented to encourage

larger, speculative office development in Regional Centres and Corridors. Key terms of this development charge deferral are set out below (for additional detail, see Attachment 2):

1. To measure the effectiveness of the policy, the ability to enter into the policy would only be available for three years (pilot) and the eligible gross floor area would be capped at 1.5 million square feet
2. Applies only to office buildings locating in Regional Centres and Corridors
3. Applies only to office buildings in excess of 100,000 square feet
4. Local municipal participation would be required (see Attachment 2 for further details)
5. No interest would be charged
6. Deferral duration would be dependent on size (larger office = longer deferral)

Table 2 below provides further details on the development charge deferral package being recommended.

**Table 2**  
**Recommended Development Charge Deferral for Office Buildings**

Size Threshold*	Duration of development charge deferral available in Regional Centres and Corridors**
Between 100K sq. ft. and 250K sq. ft.	5 year***
Between 250K sq. ft. and 400K sq. ft.	10 year***
Greater than 400K sq. ft.	20 year***

\*It is recommended the threshold be on a per building basis.

\*\*It is recommended the deferral be interest free (see Attachment 2)

\*\*\*Once threshold is crossed, entirety of gross floor area in the office building is deferred

### **It is recommended the development charge deferral structure identified in Table 2 also apply to community benefits charges when they are in place**

Based on the proposed regulatory framework released by the Province in June, municipalities have until January 1, 2021 to adopt their first Community Benefits Charges Bylaws. Once a Community Benefits Charges Bylaw is in place, a number of soft services would be recovered through the community benefit charge rather than through regional development charges. These services account for approximately 0.1% of the current Industrial/Office/Institutional (IOI) development charge. It is recommended that the deferral policy apply to community benefits charges beginning when the Region passes, and has in-effect, a new Community Benefits Charges Bylaw.

### **The recommended development charge deferral policy provides a more favourable treatment to office developments than the changes under Bill 108**

The recommended development charge deferral policy provides a more favourable treatment to office developments than the changes under Bill 108. Three key differences are:

- the duration of the recommended development charge deferral is longer

- the entirety of the payment is not made until the end of the deferral
- interest would not be charged on the deferred development charges payable

Furthermore, the recommended incentives are further enhanced when factoring in incentives at the local municipal level, including the Tax Increment Equivalent Grants in Vaughan and Richmond Hill, the development charge deferral in Newmarket and the development charge discount in Markham.

### **Over the course of the pilot incentive program, staff will review other options to facilitate large office buildings, including non-financial tools**

The pilot incentive program is proposed to run for three years. During this time, staff propose a more in-depth and coordinated review of other potential actions to attract major office development in the Region's Centres and Corridors. Staff will also review the efficacy of recently introduced incentives in local and neighbouring municipalities. The Region will continue the York Link marketing campaign as a key priority in the Strategic Plan and the Economic Development Action Plan, to be updated later in 2019.

### **Staff will report back to Council prior to the end of this Council term**

If Council were to approve this pilot incentive program, staff recommend a report be brought back to Council, prior to the end of this Council term, on the results of the pilot incentive program and provide a recommendation on whether additional steps should be taken to further facilitate office development in Regional Centres and Corridors. Performance measures could include:

- The number of office buildings currently in the development process that added gross floor area to their proposed development and/or change locations to the Region's Centres and Corridors in order to qualify for the deferral
- The number of new development applications that qualify for the deferrals
- The total amount of development charge collections that have been delayed

### **Council could consider permitting office buildings outside of Centres and Corridors to access the pilot program on a case by case basis if criteria are met**

The recommended pilot development charge deferral policy focuses on the Regional Centres and Corridors to leverage the significant transit investment that have been made. While many draft Major Transit Station Areas in York Region are located in Regional Centres and Corridors, a number of them are located outside. In consultation with, and at the request of a local municipality, Council could consider permitting large office buildings located within Major Transit Station Areas outside of the Regional Centres and Corridors to access the recommended pilot deferral program provided they meet the criteria.

## **Staff also recommend Council align the Region's existing 18-month office development charges deferral with Bill 108 provisions**

In 2010, the Region introduced an 18 month interest-free development charge deferral for office buildings that are 4 storeys or taller. This deferral program is available to developments throughout the Region, and requires the developer provide a letter of credit.

To address Bill 108, staff recommend Council amend the Region's current policy (Attachment 1). The major changes being that, upon proclamation of Bill 108, development charge rates will be set at site plan application or zoning bylaw amendment application and the deferral will begin at the earlier of occupancy permit or first occupancy. It is also recommended this deferral policy apply to community benefits charges beginning when the Region passes, and has in-effect, a new Community Benefits Charges Bylaw.

## **Staff has also developed an incentive program for affordable, purpose-built rental buildings**

Housing is a key factor in attracting new major office developments, as employers want adequate local housing for their workers. Another report on the same Committee agenda entitled, "Purpose-Built Rental Housing Incentives" is recommending financial incentives to facilitate purpose-built rental developments. The development of any new affordable, purpose-built rental, particularly in the Region's Centres and Corridors, could also help attract new office buildings.

## **The recommended incentive program aligns with Vision 2051**

Facilitating the development of major office buildings in the Region's Centres and Corridors, through a targeted development charge deferral policy, is aligned with many of the Region's Vision 2051 goals, including: open and responsive government; liveable cities and complete communities; and a place where everyone can thrive.

## **5. Financial**

### **If there is take up, the proposed incentives would represent a financing cost to the Region but also spur assessment growth**

A development charge deferral is financed as opposed to funded (as is the case with a Tax Increment Equivalent Grant - TIEG). For example, a 20 year development charge deferral for an office of 400,000 square feet (similar to the KPMG building in the City of Vaughan) would cost the Region approximately \$2.8 million over the life of the deferral, but would also generate approximately \$2.8 million in additional property tax revenues (present valued) during the first five years of occupancy. In addition, developments within the Regional Centres and Corridors would optimize the Region's existing services provided. Table 3 quantifies the costs for the recommended incentives for differently sized office buildings.



**Table 3**  
**Potential Financial Implications for Different Sized Buildings**

Size of office building	Present value of cost of deferral (\$ Millions)*	Present value of property tax revenues over first five years (\$ Millions)
5 year deferral – 100,000 square feet	0.2	0.4
10 year deferral – 250,000 square feet	1.2	1.3
20 year deferral – 400,001 square feet	2.8	2.8

\* Assumes current Industrial/Office/Institutional rate of \$22.89 (July 1, 2019). Costs are net of Bill 108 costs. The estimated cost of the proposed deferral program is the foregone interest earned on reserves by deferring development charge collections.

## 6. Local Impact

### **The pilot was developed in consultation with all nine local municipalities**

The recommended pilot was developed in consultation with finance representatives from all nine local municipalities. In addition to the half day meeting held in July, staff had informal consultations with local staff on multiple occasions. These discussions canvassed many areas including; types of financial incentives and potential barriers to the take-up of financial incentives in the local municipalities.

The recommended pilot focuses on office development in the Region's Centres and Corridors. While not all local municipalities have lands located in Centres and Corridors, all could benefit directly or indirectly from increased office development.

At the request of a municipality, Council could consider applying this incentive to an office building in an Major Transit Station Area outside of the Regional Centres and Corridors if it otherwise meets the criteria set out in Attachment 2.

### **Local municipal participation will be required**

Local municipal participation is a long standing principle of Regional financial incentives and will be required for any financial incentives package to be successful. As of the date of this report, four of the Region's local municipalities with lands in the Centres and Corridors also have financial incentives that could be used to facilitate office development.

## 7. Conclusion

### **To encourage large office buildings in the Region's Centres and Corridors a new targeted pilot financial incentive program is being recommended**

Major office development is important to the Region, especially in the Centres and Corridors where significant infrastructure investments have been made. In June 2019, Regional Council authorized staff to consult on potential office incentives in order to help promote office development in these areas. Over the summer, staff consulted with a number of industry stakeholders to develop a development charge deferral. A new, targeted, development charge deferral policy for office buildings in the Region's Centres and Corridors is being recommended. It is proposed that the pilot program run for three years. Staff will report back on the results of the pilot incentive program.

---

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

Recommended by:

**Paul Freeman, MCIP, RPP**  
Chief Planner

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

**Dino Basso**  
Commissioner of Corporate Services

Approved for Submission:

**Bruce Macgregor**  
Chief Administrative Officer

October 2, 2019  
Attachments (3)  
9750252



## **The Regional Municipality of York**

### **Development Charges Deferral for Office Buildings**

Approved By: Council  
Approved On:  
Last Reviewed: Not applicable

---

#### **Policy Statement**

A policy governing the deferral of Regional development charges and area-specific development charges, as the case may be, for office buildings that are a minimum of four (4) storeys that are above grade.

Upon the date a community benefits charges bylaw is adopted by Regional Council and comes into effect, this policy shall include the deferral of the Regional community benefits charges applicable to office buildings.

#### **Application**

This policy is available for office buildings in the Regional Municipality of York subject to the terms and conditions as set out in this policy. In order to be eligible, the development must be a minimum of four (4) storeys that are above grade.

#### **Purpose**

The purpose of this policy is to incentivize the development of office buildings that are a minimum of four (4) storeys and that are above grade. Additional office buildings in the Region could achieve the following benefits:

- Encourage 'place-making' through a mix of uses
- Promote live/work within the Region

## Development Charges Deferral for Office Buildings

---

- Make better use of significant infrastructure investments made by the Region and local municipalities, including transit
- Help to grow the Region's property assessment base both from the new office development and from the surrounding complementary development due to land use synergy (both residential and non-residential)
- Help to alleviate north-south congestion on the roads network as residents have increased opportunities to work within the Region

## Definitions

**Act:** The *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

**Community Benefits Charges:** The Region's Community Benefits Charges, established by a Community Benefits Charges Bylaw, under Section 37 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

**Development:** The construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or changing the use thereof from non-residential to residential or from residential to non-residential and includes redevelopment

**Development Charges:** The Region's development charges, including the area-specific wastewater development charges for the Village of Nobleton

**Letter of Credit:** A form of financial security issued by a financial institution that guarantees payment or performance by one or more counterparties to a beneficiary (the Region). At any time, the beneficiary reserves the right to draw upon the security up to a specified total in the event of default or non-delivery

**Office Building:** Means a building or a structure used or designed or intended for use for the practice of a profession, the carrying on of a business or occupation or the conduct of a non-profit organization and shall include but not be limited to the office of a physician, lawyer, dentist, architect, engineer, accountant, real estate or insurance agency, veterinarian, surveyor, appraiser, financial institution, contractor, builder, land developer

## Development Charges Deferral for Office Buildings

---

**Storey:** A storey must be above grade and is the portion of a building:

- (a) that is situated between the top of any floor and the top of the floor next above it, or
- (b) that is situated between the top of the floor and the ceiling above the floor, if there is no floor above it

**Valuation Date:** This means, for the purposes of Community Benefits Charges, with respect to land that is the subject of development or redevelopment

- (a) the day before the day the building permit is issued in respect of the development or redevelopment, or
- (b) if more than one building permit is required for the development or redevelopment, the day before the day the first permit is issued

## Description

### Terms of the deferral policy

#### A. Development Charges Deferral

Upon site plan approval and prior to building permit issuance, any developer wishing to defer Development Charges for office buildings that are a minimum of four (4) storeys must provide the Region with a Letter of Credit for the Development Charges owed.

For greater clarity, all of the foregoing in Term 'A' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

#### B. Letter of Credit

The submitted Letter of Credit must:

- be printed on letterhead from the issuing financial institution;
- comply with the International Standby Practices (ISP98) or its successor as published by the International Chamber of Commerce;
- be denominated in Canadian dollars in an amount requested by the Region;
- include an automatic renewal provision where the agreement is to be in place for more than one year;
- indicate that the Region will be given 30 days' notice by registered mail if the counterparty does not intend to renew;

## Development Charges Deferral for Office Buildings

---

- refer to a renewal schedule described in the agreement where the value of any Letter of Credit renewals or extensions are subject to changes from the original Letter of Credit amount; and,
- conform to the intent of the standard format provided in **Attachment A**. Any deviation from the standard format will be subject to review by the Region and may be refused for non-compliance.

A letter of guarantee or confirmation may be requested from time to time as evidence of capacity to secure a Letter of Credit. However, at no time shall a letter of guarantee or confirmation serve as an acceptable alternative to a Letter of Credit. Letters of guarantee or confirmation must indicate that the financial institution is willing to provide a Letter of Credit in a format and within a time period deemed acceptable to the Region.

For all other details regarding the requirements of the Letter of Credit, please see the Region's Letter of Credit Policy, as amended, revised, re-enacted or consolidated from time to time.

For greater clarity, all of the foregoing in Term 'B' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### C. Duration of the deferral

- i.) Where an application is submitted for approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* for an office building prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed, or for an office building for which an application for an approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* does not apply but which has submitted an application for an amendment to a by-law passed under section 34 of the *Planning Act* prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed; the deferral period shall begin the day a building permit is issued by the local municipality.

Development Charges are therefore deferred until eighteen (18) months after the date that the building permit is issued by the local municipality.

- ii.) Where an application is submitted for approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* for an office building after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* is

## Development Charges Deferral for Office Buildings

---

proclaimed, or for an office building for which an application for an approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* does not apply, but has submitted an application for an amendment to a by-law passed under section 34 of the *Planning Act* after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* is proclaimed; the deferral period shall begin on the earlier of the date of the issuance of a permit under the *Building Code Act, 1992* authorizing occupation of the building, or the date the building is first occupied.

If the occupation of the building is not authorized by a permit under the *Building Code Act, 1992*, the developer must notify the Region within five (5) business days of the building first being occupied, whereupon the deferral period will begin.

Development Charges are deferred until the date that is eighteen (18) months after the earlier of the date of the issuance of a permit under the *Building Code Act, 1992* authorizing occupation of the building or the date the building is first occupied.

For greater clarity, all of the foregoing in Term 'C' shall apply to Community Benefits Charges, when a Community Benefits Charges bylaw has been adopted and is in effect.

### D. Development Charges rates

The Regional development charges rate, or area-specific development charges rate, as the case may be, shall be the amount determined under the applicable Regional development charges bylaw, or area-specific development charges bylaw, as the case may be, on:

- i.) The day that the building permit is issued for the construction of the office building by the local municipality if an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act* or an application for an amendment to a by-law passed under section 34 of the *Planning Act* was submitted prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed
- ii.) The day an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act* was made in respect of the development that is the subject of the Development Charges or if an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act* does not apply, the day an application

## Development Charges Deferral for Office Buildings

---

for an amendment to a by-law passed under section 34 of the *Planning Act* was made in respect of the development that is the subject of the Development Charges if either application was submitted after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed

- iii.) If clause (ii) does not apply to an office building that is seeking to defer Development Charges after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* has been proclaimed, the Development Charges rate is determined on the day the Development Charges is payable in accordance with section 26 of the Act

For greater clarity, when a Community Benefits Charges bylaw has been adopted and is in effect, the Community Benefits Charges rate will be set on the day that the building permit is issued for the construction of the office building by the local municipality and shall be capped based on the prescribed percentage at the Valuation Date.

### **E. Development Charges payable**

The amount of the Development Charges payable to the Region, as required under the Act, shall be based on the rates determined under Term 'D' of this policy multiplied by the gross floor area of the office building, of which shall be determined on the day that the developer provides the Region with a Letter of Credit. Actual monetary value of the development charges will be received via draw upon the Letter of Credit.

For greater clarity, when a Community Benefits Charges bylaw has been adopted and is in effect, the Community Benefits Charges payable shall be set on the day that the building permit is issued for the construction of the office building by the local municipality and shall be capped based on the prescribed percentage at the Valuation Date.

### **F. Interest waiver**

No interest shall be charged as the Region is in receipt of a Letter of Credit.

### **G. Section 26.1 of the Act**

For greater clarity, any office building to which section 26.1 applies (upon the date that the section is proclaimed) and that opts to pay Development Charges in instalments in accordance with section 26.1 of the Act, shall not be entitled to also avail itself of the deferral under this policy.



## H. Effective date

The amendments to this policy shall take effect the day it is passed by Regional Council and may be repealed by the Region at any time.

## Responsibilities

### Director, Treasury Office, Finance Department

- Administer the deferral policy, including assisting stakeholders in determining if they qualify for the policy, the Development Charges rates to be applied, and the Development Charges payable
- Enforce the deferral policy
- Collect all Development Charges when due
- Collect all Community Benefits Charges when due (when in-effect)

### Director, Strategy and Transformation, Finance Department

- Process the draw upon the letter of credit at the point Development Charges are due (for example, end of deferral period)
- Process the draw upon the letter of credit at the point Community Benefits Charges are due (when in-effect) (for example, at end of deferral period)

## Compliance

The **Director, Strategy and Transformation** shall process the draw upon the letter of credit at the point Development Charges are due (for example, end of deferral period).

## Reference

### Legislative and other authorities

- [Bill 108, More Homes, More Choice Act, 2019](#)
- [Development Charges Act, 1997, S.O. 1997, c. 27](#)
- [Ontario Regulation 82/98](#)
- [Planning Act, R.S.O. 1990, c. P.13](#)

## Development Charges Deferral for Office Buildings

---

### Appendices

- [Council Report, Potential Financial Incentives for Office Buildings, June 27, 2019](#)
- [Council Report, Large Office Building Development Charge Deferral Pilot Program, October 17, 2019](#) (hyperlink to be inserted)
- [Council Report, Letter of Credit Policy, April 18, 2013](#)
- [Letter of Credit Policy, April 18, 2013](#)

### Keyword Search

- development charges, Development Charges Act
- deferral, office buildings
- community benefits charges, Planning Act

### Contact

- Director, Treasury Office, Finance Department at extension 71644

### Approval

Council Date:	Committee Date:
Council Minute Item: <input type="text"/>	Committee Minute Item: <input type="text"/>

#10061694

Accessible formats or communication supports are available upon request.

Development Charges Deferral for Office Buildings

ATTACHMENT A

REGION OF YORK  
STANDARD DOCUMENTATION FOR LETTERS OF CREDIT

(insert bank letterhead)

LETTER OF CREDIT NO. \_\_\_\_\_

DATE: \_\_\_\_\_

APPLICANT: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**IRREVOCABLE LETTER OF CREDIT**

BENEFICIARY: The Regional Municipality of York  
17250 Yonge Street, Box 147  
Newmarket, Ontario, Canada  
L3Y 6Z1

We hereby authorize you to draw on \_\_\_\_\_  
(Bank, Address, Postal Code)

for account of \_\_\_\_\_  
(name of Applicant)

up to an aggregate amount of \_\_\_\_\_ Dollars (\$ \_\_\_\_\_)

available on demand as follows:

Pursuant to the request of our customer, the said \_\_\_\_\_,  
(name of Applicant)

we \_\_\_\_\_  
(name of Bank)

hereby establish and give to you an Irrevocable Letter of Credit in your favour in the total amount of

\_\_\_\_\_ DOLLARS (\$ \_\_\_\_\_) CAD

which may be drawn on by you at any time and from time to time upon written demand for payment made upon us by you which demand we shall honour without enquiring whether you have a right as between yourself and our said customer to make such demand and without recognizing any claim of our said customer.

Provided, however, that you are to deliver to us at such time as a written demand for payment is made upon us a certificate signed by you agreeing and/or confirming that monies drawn pursuant to this Letter of Credit are to be retained and used to meet obligations in connection with:

CONTRACT NO. \_\_\_\_\_  
MINISTRY SUBDIVISION NO: \_\_\_\_\_  
REGION FILE OR APPROVAL NO: \_\_\_\_\_  
SITE LOCATION: \_\_\_\_\_

} (as applicable)

**Development Charges Deferral for Office Buildings**

---

DESCRIPTION OF WORKS: \_\_\_\_\_

The amount of this Letter of Credit shall be reduced from time to time as advised by notice in writing given to us from time to time by you.

This Letter of Credit will expire on \_\_\_\_\_, but shall be deemed to be automatically extended without any formal amendment or notice to that effect, from year to year for successive periods of one year each from the present or any future expiration date hereof, unless not less than thirty (30) days prior to the present or any future expiration we shall notify you in writing that the bank elects not to renew this Letter of Credit for any such additional period. This notification shall be delivered by Registered Mail to the attention of:

Commissioner of Finance & Regional Treasurer  
Regional Municipality of York  
17250 Yonge Street, Box 147  
Newmarket, Ontario, Canada  
L3Y 6Z1

Upon receipt by you of such notice, you may draw by means of your demand accompanied by your above written certificate.

Partial drawings are permitted.

The drawings under this credit are to state that they are drawn under the

\_\_\_\_\_  
(Name of Bank, Address)  
LETTER OF CREDIT NO. \_\_\_\_\_  
(Number)

This Letter of Credit is subject to the rules set out in *International Standby Practices (ISP98)*, International Chamber of Commerce publication No.590 and engages us in accordance with the terms thereof. This Letter of Credit shall also be governed by and construed in accordance with the laws of the Province of Ontario and the applicable laws of Canada except to the extent that such laws are inconsistent with the *International Standby Practices (ISP98)*.

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Authorized Signature (For Bank)



## **Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program**

---

Approved By: Council

Approved On:

Last Reviewed: Not applicable

---

### **Policy Statement**

A policy governing the deferral of Regional development charges and area-specific development charges, as the case may be, for office buildings a minimum of four (4) storeys, above grade, a minimum of 75,000 square feet of gross floor area and located on the Regional Centres and Corridors or on specific Local Centres, for those local municipalities without lands on Regional Centres and Corridors.

Upon the date a community benefits charges bylaw is adopted and comes into effect, this policy shall include the deferral of the Regional community benefits charges applicable to office buildings a minimum of four (4) storeys, above grade, a minimum of 75,000 square feet and located on the Regional Centres and Corridors or on specific Local Centres, for those local municipalities without lands on Regional Centres and Corridors.

### **Application**

This policy is available for office buildings that are a minimum of four (4) storeys, above grade, a minimum of 75,000 square feet of gross floor area and located on the Regional Centres and Corridors, or on specific Local Centres, for those local municipalities without lands on Regional Centres and Corridors, subject to the terms and conditions as set out in this policy. The specific Local Centres to which the policy applies are:

## Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

- Georgina: Keswick Secondary Plan Urban Centres as well as applicable portions of the Woodbine Corridor
- King: Core Areas in King City and Nobleton, as well as the King City Go Station Area
- Whitchurch-Stouffville: Community Core Area and Western Approach Area within the Community of Stouffville

## Purpose

The purpose of this policy is to incentivize the development of office buildings that are a minimum of four (4) storeys, above grade, a minimum of 75,000 square feet and are located on the Regional Centres and Corridors or on specific Local Centres, for those local municipalities without lands on Regional Centres and Corridors. Additional larger office buildings on the Regional Centres and Corridors or on specific Local Centres could achieve the following outcomes:

- Encourage ‘place-making’ through a mix of uses
- Promote live/work within the Region
- Make better use of significant infrastructure investments made by the Region and local municipalities, including transit
- Help to grow the Region's property assessment base both from the new office development and from the surrounding complementary development due to land use synergy (both residential and non-residential)
- Help to alleviate north-south congestion on the roads network as residents have increased opportunities to work within the Region

## Definitions

**Act:** The *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

**Community Benefits Charges:** The Region's Community Benefits Charges, established by a Community Benefits Charges Bylaw, under section 37 of the *Planning*

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

Act, R.S.O 1990, c. P. 13, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

**Development:** The construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or changing the use thereof from non-residential to residential or from residential to non-residential and includes redevelopment

**Development Charges:** The Region's development charges, including the area-specific wastewater development charges for the Village of Nobleton

**Gross Floor Area:** As under the Region's Development Charges Bylaw No. 2017-35 as amended by Regional Development Charges Bylaw No. 2018-42 or any successor development charges bylaw. Gross floor area means, in the case of a non-residential building or structure or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure or from the centre line of a common wall separating a non-residential and a residential use, excluding, in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium, and excluding the sum of the areas of each floor used, or designed or intended for use for the parking of motor vehicles unless the building or structure, or any part thereof, is a retail motor vehicle establishment or a standalone motor vehicle storage facility or a commercial public parking structure, and, for the purposes of this definition, notwithstanding any other section of the Region's bylaw, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure, and gross floor area shall not include the surface area of swimming pools or the playing surfaces of indoor sport fields including hockey arenas, and basketball courts

**Local Centres:** The specific Local Centres that qualify under this policy are:

- Georgina: Keswick Secondary Plan Urban Centres as well as applicable portions of the Woodbine Corridor
- King: Core Areas in King City and Nobleton, as well as the King City Go Station Area
- Whitchurch-Stouffville: Community Core Area and Western Approach Area within the Community of Stouffville

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

**Office Building:** Means a building or a structure used or designed or intended for use for the practice of a profession, the carrying on of a business or occupation or the conduct of a non-profit organization and shall include but not be limited to the office of a physician, lawyer, dentist, architect, engineer, accountant, real estate or insurance agency, veterinarian, surveyor, appraiser, financial institution, contractor, builder, land developer

**Regional Centres and Corridors:** The Regional Centres are depicted on Map 1 – Regional Structure, York Region Official Plan -

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

For further information on areas identified as Regional Corridors please contact the Director of Community Planning at extension 71505

**Schedule 'I' Bank:** As referenced in subsection 14(1)(a) of the *Bank Act*, S.C. 1991, c. 46. These are domestic banks and are authorized under the *Bank Act* to accept deposits, which may be eligible for deposit insurance provided by the Canadian Deposit Insurance Corporation

**Storey:** A storey must be above grade and is the portion of a building:

- (a) that is situated between the top of any floor and the top of the floor next above it, or
- (b) that is situated between the top of the floor and the ceiling above the floor, if there is no floor above it

**Valuation Date:** This means, for the purposes of Community Benefits Charges, with respect to land that is the subject of development or redevelopment

- (a) the day before the day the building permit is issued in respect of the development or redevelopment, or
- (b) if more than one building permit is required for the development or redevelopment, the day before the day the first permit is issued



Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

## Description

### **A. Applications previously submitted**

Any developer wishing to defer Development Charges for an Office Building that is a minimum of four (4) storeys, above grade, a minimum of 75,000 square feet of Gross Floor Area and on a Regional Centre and Corridor or on specific Local Centres, for those local municipalities without lands on Regional Centres and Corridors, who had submitted a site plan application or zoning bylaw amendment application, for the construction of the Office Building prior to Council approval of this policy may enter into a Development Charges Deferral agreement with the Region, subject to the terms and conditions of this policy, and provided that the Development Charges Deferral agreement and the issuance of the building permit for the Office Building by the local municipality are prior to the date that is three (3) years immediately after Council approval of this policy.

For greater clarity, all of the foregoing in Term 'A' shall apply to Community Benefits Charges a community benefits bylaw has been adopted and is in effect.

### **B. Expression of Interest Agreement – applications not previously submitted**

Any developer wishing to defer Development Charges for an Office Building that is a minimum of four (4) storeys, above grade, a minimum of 75,000 square feet of Gross Floor Area and on a Regional Centre and Corridor or on specific Local Centres, for those local municipalities without lands on Regional Centres and Corridors, who had not submitted a site plan application or zoning bylaw amendment application, for the construction of the Office Building, prior to Council approval of this policy, may enter into a Development Charges Deferral agreement with the Region provided that they first enter into an Expression of Interest agreement with the Region.

The ability to enter into an Expression of Interest agreement shall begin on the date that Council approves this policy and shall end three (3) years after the approval of this policy at 4:30 p.m. The developer shall only qualify to enter into an Expression of Interest agreement if they have submitted a complete site plan application or zoning bylaw amendment application as determined by the local municipality, for the construction of the Office Building, or an amendment to an existing application that results in additional Gross Floor Area which are a minimum of 75,000 square feet threshold, during the duration of this three (3) year period.

## Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

For greater clarity, any site plan application, or zoning bylaw amendment application, for an Office Building that is a minimum of four (4) storeys, a minimum of 75,000 square feet of Gross Floor Area and on a Regional Centre and Corridor or on specific Local Centres, for those local municipalities without lands on Regional Centres and Corridors, that was submitted prior to Council approval of this policy does not qualify for an Expression of Interest agreement unless a subsequent application/amendment, adding additional Gross Floor Area to the original application is submitted during this three (3) year period.

This Expression of Interest agreement, between the developer and the Region, will secure an option for the developer to enter into a Development Charges Deferral agreement with the Region provided that:

- The square footage cap under Term 'I' of this policy has not already been met
- The developer agrees to all of the Terms outlined in this policy

For greater clarity, all of the foregoing in Term 'B' shall apply to Community Benefits Charges a Community Benefits Charges bylaw has been adopted and is in effect.

### **C. Development Charges Deferral agreement**

Any developer wishing to defer Development Charges for an Office Building that is a minimum of four (4) storeys, a minimum of 75,000 square feet and on a Regional Centre and Corridor or on specific Local Centres, for those local municipalities without lands on Regional Centres and Corridors, including those who already entered into an Expression of Interest agreement with the Region must also enter into a Development Charges Deferral agreement with the Region, provided that the Gross Floor Area cap of 1.5 million square feet (Term 'I') for pilot policy has not been met.

For greater clarity, any developer who had entered into an Expression of Interest agreement must enter into a Development Charges Deferral agreement within five (5) years of the submission of a complete site plan application or zoning bylaw amendment application or an amendment to an existing application that results in additional Gross Floor Area provided that the pilot policy's Gross Floor Area cap of 1.5 million square feet (Term 'I') has not been met.

A Development Charges Deferral agreement shall only be executed by the Region provided that the developer can immediately upon execution of the agreement attain building permit issuance by the local municipality.

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

For greater clarity, all of the foregoing in Term 'C' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is effect.

#### D. Duration of the Deferral

The duration of the Development Charges deferral shall vary based on the eligible Gross Floor Area of the building, and will be in accordance with Table 1 below.

**Table1**

Gross Floor Area Size Threshold	Duration of Development Charges deferral available on Regional Centres and Corridors <u>or</u> on specific Local Centres
Between 75,000 square feet and 150,000 square feet	5 year*
Between 150,000 square feet and 250,000 square feet	10 year*
Greater than 250,000 square feet and less than or equal to 400,000 square feet	15 year*
Greater than 400,000 square feet	20 year*

\*Note: Once threshold is crossed, entirety of Gross Floor area in Office Building is deferred for this timeframe

- i.) Where an application for approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* for an Office Building prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed, or for an Office Building for which an application for an approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act*, does not apply, but which has submitted an application for an amendment to a by-law passed under section 34 of the *Planning Act* prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019*, being proclaimed; the deferral period shall begin the day a building permit is issued by the local municipality.

Development Charges are therefore deferred until fifteen (15) days immediately following the date that is (5) years, ten (10) years or twenty (20)

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

years (as applicable) after the date that the building permit is issued by the local municipality.

- ii.) Where an application for approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* for an Office Building after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019*, is proclaimed, or for an Office Building for which an application for an approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* does not apply, but has submitted an application for an amendment to a bylaw passed under section 34 of the *Planning Act*, after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019*, is proclaimed; the deferral period shall begin on the earlier of the date of the issuance of a permit under the *Building Code Act, 1992*, authorizing occupation of the building, or the date the building is first occupied.

If the occupation of the building is not authorized by a permit under the *Building Code Act, 1992*, the developer must notify the Region within five (5) business days of the building first being occupied, whereupon the deferral period will begin. Failure to notify the Region within five (5) business days of the building first being occupied will constitute a material default of the deferral agreement.

Development Charges are deferred until fifteen (15) days immediately following the date that is five (5) years, ten (10) years or twenty (20) years (as applicable) after the earlier of the date of the issuance of a permit under the *Building Code Act, 1992*, authorizing occupation of the building or the date the building is first occupied.

For greater clarity, all of the foregoing in clause (ii) shall apply to Community Benefits Charges when a community benefits bylaw has been adopted and is in effect.

Development Charges shall be payable prior to the timeframe indicated in Table 1 should any of the following trigger events occur:

- Change of use from an Office Building
- Sale, or transfer of ownership, of the property unless an assumption agreement is entered into
- Any other material default as defined in the agreement(s)

## Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

Notification to the owner of the property on the tax roll shall occur immediately after the trigger event. The fifteen (15) business days shall begin with the mailing, by registered mail, of notice.

For greater clarity, all of the foregoing in Term 'D' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### E. Development Charges rates

The Regional development charges rate, or area-specific development charges rate, as the case may be, shall be the amount determined under the applicable Regional development charges bylaw, or area-specific development charges bylaw, as the case may be, on:

- i.) The day that the building permit is issued for the construction of the Office Building by the local municipality if an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act* or an application for an amendment to a by-law passed under section 34 of the *Planning Act* was submitted prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed
- ii.) The day an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act* was made in respect of the development that is the subject of the Development Charges or if an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act* does not apply, the day an application for an amendment to a by-law passed under section 34 of the *Planning Act* was made in respect of the development that is the subject of the Development Charges if either application was submitted after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed
- iii.) If clause (ii) does not apply to an Office Building that is seeking to defer Development Charges after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* has been proclaimed, the Development Charges rate is determined on the day the Development Charges is payable in accordance with section 26 of the Act

For greater clarity, when a community benefits bylaw has been adopted and is in effect, the Community Benefits Charges rate will be set on the day that the building permit is issued for the construction of the Office Building by the local municipality and shall be capped based on the prescribed percentage at the Valuation Date.

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

**F. Development Charges payable**

The amount of Development Charges payable to the Region, as required under the Act, shall be based on the rates determined under Term 'E' of this policy multiplied by the Gross Floor Area of the Office Building, of which shall be determined on the day that the developer enters into a Development Charges Deferral agreement with the Region.

For greater clarity, qualifying Gross Floor Area shall only be on a per building basis. Gross Floor Area is as defined in this policy.

For greater clarity, when a community benefits bylaw has been adopted and is in effect, the Community Benefits Charges payable shall be set on the day that the building permit is issued for the construction of the Office Building by the local municipality and shall be capped based on the prescribed percentage at the Valuation Date.

**G. Interest waiver**

All interest shall be calculated using the Development Charges payable in Term 'F' to this policy until the date upon which the Development Charges are fully paid.

All deferred Development Charges shall bear interest at the prime commercial lending rate charged by an agreed upon 'Schedule I' commercial bank on demand loans in Canadian funds to its most creditworthy customers plus two (2) per cent per annum. All interest shall accrue and be compounded.

The time period shall be calculated beginning on the date of issuance of the building permit for the proposed structure by the local municipality.

The Region shall forgive all amounts due and owing on account of interest, provided that the Development Charges, are paid in full to the Region at the time required (within fifteen (15) business days immediately following notification of a trigger event as defined in Term 'D' of this policy).

In the event unpaid Development Charges are added to the tax roll (Term 'K'); interest shall continue to accrue and be compounded until all outstanding charges are fully paid.

For greater clarity, all of the foregoing in Term 'G' shall apply to Community Benefits Charges when a community benefits bylaw has been adopted and is in effect.

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

**H. Duration of Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors – Pilot Policy**

This policy shall take effect on the day upon which it is approved by Council.

This policy shall expire eight (8) years after the date of Council approval, at 4:30 p.m. An eight (8) year period takes into consideration two factors:

- A developer may enter into an Expression of Interest agreement any time during the three (3) period, commencing immediately after Council approval and ending three (3) years later at 4:30 p.m.; and
- Under Term 'C' of this policy, any Development Charges Deferral agreement must be entered into within five (5) years of the submission of a complete site plan application or a zoning bylaw amendment application.

**I. Square footage cap**

This policy will only be available to the first 1.5 million square feet of Gross Floor Area that enters into a Development Charges Deferral agreement(s) with the Region. It will be available on a 'first-come, first served' basis.

In the event more than one Office Building wishes to enter into a Development Charges Deferral agreement with the Region on the same day, the result of which would exceed the square footage cap, it shall be up to the Commissioner of Finance and the Chief Administrative Officer to determine qualification and whether the square footage cap may be exceeded.

For greater clarity, all of the foregoing in Term 'I' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

**J. Local participation**

The Region will only enter into a Development Charges Deferral agreement if the local municipality has provided a similar, if not better, deferral, exemption, or other incentive, for the proposed building.

It shall be up to the Commissioner of Finance and/or the Chief Administrative Officer, in consultation with the Chief Planner, to decide what constitutes "similar, if not better", but this may be determined by looking at:

- Whether or not there is a prescribed timeframe for the deferral

## Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

- Whether or not interest is waived
- Other incentives that may be provided, be they financial or otherwise

For greater clarity, all of the foregoing in Term 'J' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **K. Unpaid Development Charges**

If any Development Charges (including any interest) are unpaid within fifteen (15) business days immediately following notification of a trigger event identified in Term 'D' of this policy, or at the end of the development charge deferral timeframe when payment has not been made, those Development Charges (including interest) shall be added to the tax roll and collected in the same manner as taxes (in accordance with section 32 of the Act).

In the event unpaid Development Charges are added to the tax roll; interest shall continue to accrue and be compounded until all outstanding charges are fully paid.

For greater clarity, all of the foregoing in Term 'K' shall apply to Community Benefits Charges a Community Benefits Charges bylaw has been adopted and is in effect.

### **L. Security**

A form of security will be taken and registered against the title to the property, at the execution of the Development Charges Deferral agreement with the Region. The Region's security interest will always be, at minimum, *pari passu*, or of equal footing, to that of the local municipality offering a similar, if not better, deferral of Development Charges.

For greater clarity, all of the foregoing in Term 'L' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **M. Other agreements required**

In addition to the requirements that the developer enter into an Expression of Interest agreement and a Development Charges Deferral agreement with the Region, the developer shall enter into any other agreements as required by the Regional Solicitor. Additional agreements include, but may not be limited to:

- Charge



Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

- Assignment of Rents
- Restrictive Covenant
- Pari Passu Agreement
- General Security Agreement
- Other agreement(s) as deemed necessary

For greater clarity, all of the foregoing in Term 'M' shall apply to Community Benefits Charges when upon they are in effect through a Community Benefits Charges Bylaw.

**N. Legal fees**

All legal fees of the developer(s) and Region, including any costs incurred by the Region to prepare any other agreements required by the Regional Solicitor, shall be borne by the developer.

**O. Report back to Council**

Staff shall report back to Council prior to the end of this Council term, on the results of the pilot policy and provide a recommendation on whether additional steps should be taken to further facilitate office development in Regional Centres and Corridors.

**P. Non-Applicability – 18 month Development Charges Deferral**

For greater clarity, any Office Building that avails itself of the deferral under this policy is not eligible for the Region's 18 month Development Charges deferral for Office Buildings greater than four (4) storeys.

**Q. Multiple use buildings**

This policy does apply to office uses in a multiple use building.

However, for greater clarity, this policy does not apply to the non-office uses within any multiple use building, a part of which is an office use or building that is a minimum of 75,000 square feet.

For greater clarity, all of the foregoing in Term 'Q' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

## Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

### **R. Mixed-use developments**

For greater clarity, this policy does not apply to the residential or any other non-residential Development Charges due for any mixed-use development, a portion of which is an Office Building or use that is a minimum of 75,000 square feet.

For greater clarity, all of the foregoing in Term 'R' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **S. Section 26.1 of the Act**

For greater clarity, any Office Building to which section 26.1 applies (upon the date that the section is proclaimed) and that opts to pay Development Charges in instalments in accordance with section 26.1 of the Act, shall not be entitled to also avail itself of the deferral under this policy.

### **T. Effective date**

This policy shall take effect the day it is passed by Regional Council and may be repealed by the Region at any time.

## **Responsibilities**

### **Chief Administrative Officer, Regional Municipality of York**

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements

### **Commissioner of Finance and Regional Treasurer, Finance Department**

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements and Expression of Interest agreements

### **Regional Solicitor, Legal Services**

- Draft and prepare for execution the deferral agreement between Region and the developer

Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

- Draft and prepare for execution the expression of interest agreement between the Region and the developer
- Draft and prepare for execution any additional agreements required
- Registration of security on title

**Chief Planner, Planning and Economic Development, Corporate Services Department**

- Responsibilities as identified under the Terms of this policy

**Director, Treasury Office, Finance Department**

- Administer the deferral policy, including assisting stakeholders in determining if they qualify for the policy, the Development Charges rates to be applied, the amount of qualifying Gross Floor Area and the Development Charges payable
- Enforce the deferral policy
- Collect all Development Charges when due
- Collect all Community Benefits Charges when due (when in-effect)
- Monitor timing of payment in order to ensure compliance with Term 'E' of the policy
- Notify, through the Regional Treasurer, to the treasurer of the local municipality if Development Charges are not paid/received within the prescribed timeframe and to have said charges added to the tax roll of that municipality
- Undertake any additional administrative obligations as determined through the agreements
- Maintain copies of all executed deferral agreements and other agreements as required

**Director, Community Planning, Planning and Economic Development**

- Assist in identifying structures as within the Regional Centres and Corridors

## Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

### Compliance

Immediately upon the occurrence of any of the trigger events identified in Term 'D' of this policy, the **Director, Treasury Office** shall notify the owner of the property on the tax roll that Development Charges are due within fifteen (15) business days, the timing of which shall begin with the mailing, by registered mail, of notice.

The **Director, Treasury Office** shall also monitor the payment of the Development Charges due (and Community Benefits Charges, when in-effect) in order to ensure interest is only forgiven (Term 'G' of the policy) when the Development Charges are paid in full to the Region within fifteen (15) business days immediately following notification of a trigger event.

### Reference

#### Legislative and other authorities

- [Bill 108, More Homes, More Choice Act, 2019](#)
- [Development Charges Act, 1997, S.O. 1997, c. 27](#)
- [Ontario Regulation 82/98](#)
- [Planning Act, R.S.O. 1990, c. P.13](#)
- [The Regional Municipality of York - York Region Development Charges Bylaw - No. 2017-35](#)
- [The Regional Municipality of York – York Region Development Charge Bylaw Amendment N. 2018-42](#)
- [York Region Official Plan, Map 1 - Regional Structure](#)

#### Appendices

- Council Report, [Potential Financial Incentives for Office Buildings](#), June 27, 2019
- Council Report, [Large Office Building Development Charge Deferral Pilot Program](#), October 17, 2019
- Memorandum, Financial incentives for affordable rental housing and large office buildings, October 17, 2019 (hyperlink to be added)

## Development Charges Deferral for Office Buildings a Minimum of 75,000 square feet and on the Regional Centres and Corridors or specific Local Centres – Pilot Program

---

### Keyword Search

- development charges, Development Charges Act
- deferral office buildings
- community benefits charges, Planning Act
- Centres and Corridors
- Local Centres

### Contact

- Director, Treasury Office, Finance Department at extension 71644

### Approval

Council Date:	Committee Date:
Council Minute Item: <input type="text"/>	Committee Minute Item: <input type="text"/>

#10204874

Accessible formats or communication supports are available upon request.

### Interjurisdictional Scan of Office Incentives

Municipality and year incentives first introduced**	Incentives provided*	
	Property Taxes	Development Charge Reduction
Aurora – 2014***	✓	✓
Vaughan – 2015	✓	✓
Markham – 2017		✓
Richmond Hill – 2018	✓	
Halton Region – 2000		✓
Toronto – 2008	✓	✓
Windsor – 2011	✓	✓
Mississauga – 2018	✓	
Brampton – 2019		✓
Hamilton – 2004 and 2019	✓	✓

\*Note: Other incentives may also be provided. Table is only highlighting property taxes and developments charges. Please consult individual municipalities for further details.

\*\*Note: The Town of Newmarket does offer development charge deferral for office within the Yonge Street and Davis Drive Urban Centres. Deferral duration could range from 36 to 48 months depending on if criteria are met.

\*\*\*Note: The Town of Aurora's Community improvement Plan offers both a 10 Year Tax Increment Equivalent Grant and a development charge grant of up to 75 per cent of the charge up to a maximum of \$100,000 (whichever is less). Although not specifically targeted towards office, office developers can take advantage of them.

Source: Municipal Development Charge Bylaws, Municipal Community Improvements Plans and Imagination, Manufacturing, Innovation, Technology (IMIT) Program Review: Findings and Recommendations, Hemson Consulting Inc.

On October 17, 2019 Regional Council made the following decision:

1. Council approve the new interest free Development Charge Deferral for Affordable, Purpose-Built Rental Buildings policy (Revised Attachment 1), to support development of rental housing affordable to mid-range income households.
2. Council approve revisions to York Region's 36-month Development Charge Deferral for Purpose-Built Rental Buildings policy, as outlined in Attachment 2, to align with changes from Bill 108.
3. Council authorize staff to amend the development charge deferral agreement for the proposed 175 Deerfield Road purpose-built rental building, in the Town of Newmarket, in order to incorporate the new development charge deferral policy identified as Attachment 1 to this report, should the agreement be executed prior to this policy being approved and coming into effect.
4. Staff be directed to consult on the draft Community Improvement Plan for Affordable Rental Housing Incentives and report back to Council (Attachment 3).
5. Council authorize staff to provide the development charge deferral options outlined in the new development charge deferral policy identified in Attachment 1 to 8010 Kipling Avenue, a proposed purpose-built rental building, when this policy is approved and comes into effect provided it satisfies all of the requirements of the policy, save and except for the four (4) storey requirement.
6. The Regional Clerk circulate this report to local municipalities, the Ministers of Finance and Municipal Affairs and Housing, and the Building Industry and Land Development Association – York Chapter (BILD).

The original staff report is attached for your information.

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

Regards,

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

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [www.york.ca](http://www.york.ca)

*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.





# The Regional Municipality of York

Committee of the Whole  
Planning and Economic Development  
October 10, 2019

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

## Purpose-Built Rental Housing Incentives

### 1. Recommendations

1. Council approve the new interest free Development Charge Deferral for Affordable, Purpose-Built Rental Buildings policy, as per Attachment 1, to support development of rental housing affordable to mid-range income households
2. Council approve revisions to York Region's 36-month Development Charge Deferral for Purpose-Built Rental Buildings policy, as outlined in Attachment 2, to align with changes from Bill 108
3. Council authorize staff to amend the development charge deferral agreement for the proposed 175 Deerfield Road purpose-built rental building, in the Town of Newmarket, in order to incorporate the new development charge deferral policy identified as Attachment 1 to this report, should the agreement be executed prior to this policy being approved and coming into effect
4. Staff be directed to consult on the draft Community Improvement Plan for Affordable Rental Housing Incentives and report back to Council (Attachment 3)
5. The Regional Clerk circulate this report to local municipalities, the Ministers of Finance and Municipal Affairs and Housing, and the Building Industry and Land Development Association – York Chapter (BILD)

### 2. Summary

Incentivizing the development of purpose-built rental housing supports the creation of complete communities by helping address housing needs throughout York Region. To accomplish this, and support the development of rental housing affordable to mid-range income households, staff recommend that Council approve a new Development Charge Deferral for Affordable, Purpose-Built Rental Buildings policy, as outlined in Attachment 1. Staff also recommend that Council approve revisions to the existing 36-month Development Charge Deferral for Purpose-Built Rental Buildings policy, as per Attachment 2, to incorporate administrative updates, stakeholder feedback and to comply with [Bill 108, More Homes, More Choice Act, 2019](#).

In addition, this report provides an update to Council on the preparation of a Community Improvement Plan (CIP) for affordable rental housing (Attachment 3). This CIP would help facilitate financial grants and waivers to development proponents, in consultation with local municipalities.

#### Key Points:

- An increased purpose-built rental housing supply will help address housing gaps for mid-range income households
- Council has previously endorsed the provision of incentives for purpose-built rental developments to address housing gaps for mid-range income households
- Supporting the development of housing options affordable for mid-range income households supports the local economy and businesses by providing housing options for the local workforce
- Encouraging the development of new purpose-built rental housing through development charge deferrals, with an emphasis on developments that are affordable and that align with Council objectives, will support the creation of complete communities
- If an agreement is executed for the proposed 175 Deerfield Road (Town of Newmarket) under the existing 36-month Development Charge Deferral policy prior to Council approving a new longer-term development charge deferral policy for affordable purpose-build rental, staff is recommending that it be amended to incorporate any longer deferral for which the project is eligible in accordance with the new policy
- A Community Improvement Plan for Affordable Rental Housing Incentives will provide additional options for incentives

### 3. Background

#### **There are housing gaps throughout York Region**

Efforts to address housing needs are articulated nationally through [A Place to Call Home: Canada's National Housing Strategy](#) and provincially through the [Housing Supply Action Plan](#) and [Community Housing Renewal Strategy](#). Efforts are also articulated throughout the Region's Strategic Framework of Vision 2051, the Regional Official Plan, the updated Housing and Homeless Plan: Housing Solutions: A Place for Everyone (on the same Council agenda as this report) and through local municipal Official Plans, Housing Strategies and other policy approaches. Notwithstanding efforts at all levels of government to meet housing need, housing gaps remain in York Region, including:

- York Region has the lowest supply of rental housing in the GTHA, with low vacancy rates and high rents

- In 2018, there was no new ownership housing units affordable to the lowest earning 50 per cent of existing households
- In 2018, average resale prices for ground related units were affordable to less than 20 per cent of existing households and average resale prices of condominium units were affordable to less than 40 per cent of households

In addition to a lack of housing affordability, availability of housing by built form and location also has gaps. In general, larger, family-sized units are found at the periphery of our communities, whereas smaller sized condominium units are more prominent in the Region's Centres and Corridors.

### **Council has supported incentives to promote purpose built rental housing**

In [June 2018](#), the Draft Rental Housing Incentives Guideline was endorsed by Council, which included potential incentives to support development of purpose-built rental housing affordable to mid-range income households. Subsequent to approving the Draft Guideline, in [March 2019](#) Council enacted a [bylaw](#) to designate areas identified as "[urban](#)" or "[towns and villages](#)" in the Regional Official Plan as a Community Improvement Project Area (CIPA) in respect of affordable purpose-built rental housing.

Building on the principles outlined in the Draft Rental Housing Incentives Guidelines, York Region's CIP for Affordable Rental Housing Incentives would have two main purposes:

1. Provide for an upper-tier development application fee waiver
2. Be structured to allow for local municipal utilization of the CIP to provide grants and waivers relating to taxes and fees

The CIP would help to align local municipal and Regional objectives to support affordable rental housing throughout our communities. As staff are recommending a development charge deferral, rather than a Tax Increment Equivalent Grant (TIEG), a CIP is not required at this time. This report recommends that staff consult with local municipal staff regarding which programs, if any, they would like incorporated into a CIP. Local municipal utilization of an upper tier CIP may have Regional administrative and financial implications that staff will assess and outline to Council accompanying the proposed CIP programs.

In September 2019, through the [2019 Water and Wastewater Capacity Assignment to Support Growth](#) staff report, Council authorized staff to establish a servicing allocation reserve of 4,000 persons to support and incent purpose-built rental housing initiatives, subject to area constraints.

### **Addressing housing gaps will have a positive impact on York Region's communities**

Addressing housing supply gaps will positively impact York Region's communities by supporting the economic development of businesses, as well as the social, economic and physical health of residents and workers. It is important to the Region's competitiveness and city building initiatives to provide a mix and range of residential built forms and tenures

across the nine local municipalities. Providing sufficient housing options will allow businesses to attract employees, and support seniors and young adults to stay in their communities. By addressing housing gaps, York Region will support the creation of complete communities where housing is affordable for residents and workers to live, work and play closer to home.

### **Increased affordable purpose-built rental housing supply would help address housing gaps for mid-range income households**

An increased purpose-built rental supply could help address housing gaps for mid-range income households. Mid-range income households are those that earn between the fourth and sixth deciles of the income distribution, or households annually earning between approximately \$80,000 and \$120,000 in 2018. They are not eligible to apply for community housing and the market is not providing the range of housing options required to meet their needs.

Rental housing provides an affordable alternative to ownership and supports residents to live closer to public transit and in more compact, complete communities. In addition to addressing affordability concerns, rental housing provides flexibility for those that do not want to be tied to the obligations of owning a home.

### **Bill 108 will change how development charges are levied for rental development**

On June 6, 2019, *More Homes, More Choice Act, 2019* (Bill 108), received Royal Assent. Bill 108 included a suite of legislative, regulatory and policy changes aimed at increasing new market ownership and rental housing supply.

Bill 108 amends the *Development Charges Act, 1997* allowing developers to lock in development charge rates on the day upon which a site plan or zoning application for the development is made. Furthermore, rental developments would not have to pay development charges until the earlier of occupancy permit or first occupancy of the development, and continue to pay, in equal annual installments, for the ensuing five years. Based on consultation with Provincial staff, it is expected that the changes to the *Act* will come into effect on January 1, 2020.

## **4. Analysis**

### **Staff recommend a new Affordable Purpose-Built Rental Housing Development Charge Deferral policy and minor amendments to the existing 36-month Development Charge Deferral policy**

This report recommends that Council approve two development charge deferral policies for purpose-built rental housing, outlined as follows:

1. Approve the new, longer term Development Charge Deferral for Affordable, Purpose-Built Rental Buildings policy (Attachment 1), to support development of rental housing affordable to mid-range income households

2. Revise the existing 36 month [Development Charge Deferral for Purpose-Built Rental Buildings](#) (Attachment 2), to reflect stakeholder feedback, incorporate administrative and technical updates and to align with legislated changes identified in Bill 108

The Affordable, Purpose-Built Rental Buildings Development Charge Deferral policy will be available for a maximum of 1,500 units over the initial 3-year period for developments that meet the affordability criteria. The 36 month deferral policy has no review period set and is meant to support development of rental housing at all price points.

The new longer term deferral policy will continue on an ongoing basis, with a 3-year review prior to the end of the Council term to assess its impact on facilitating the development of affordable purpose-built rental housing throughout York Region. This policy will be applicable to the Community Improvement Project Area as per [Bylaw No. 2019-15](#) for areas identified as “Urban” and “Towns and Villages” in the York Region Official Plan.

Key terms of the development charge deferral programs are set out below (for additional detail, see Attachments 1 and 2):

- Applies to purpose-built rental tenure only and must remain rental for a minimum of 20 years
- Applies to buildings a minimum of 4 storeys in height
- The local municipality where the development is located will provide similar or better incentives, relative to the Regional incentive

To qualify for the new longer term deferral policy, a development must achieve rents of 175 per cent average market rent (AMR) or less, on average, by bedroom type, maintained for a minimum of 20 years.

The length of the deferral would vary based on the location, size and affordability of the development, as outlined in Table 1.

**Table 1**  
**Regional Rental Development Charge (DC) Deferral Incentives**

Duration of Regional DC Deferral	Requirements
36 Month	Purpose-built rental of four storeys or more, with no affordability criteria, applicable anywhere in York Region
5-Year	As above, with affordability criteria applied (175% AMR*)
10-Year	5-Year Deferral Requirements <b>AND</b> <ul style="list-style-type: none"> <li>• Located in Regional Centres and Corridors</li> </ul>
10-Year	5-Year Deferral Requirements: <b>AND</b> <ul style="list-style-type: none"> <li>• Minimum of 100 dwelling units</li> </ul> <b>AND</b> <ul style="list-style-type: none"> <li>• A minimum of 50 per cent (%) of the total number of dwelling units in the purpose-built rental building must have two (2) or more bedrooms**</li> </ul>
20-Year	5-Year Deferral Requirements: <b>AND</b> <ul style="list-style-type: none"> <li>• Located in Regional Centres and Corridors</li> </ul> <b>AND</b> <ul style="list-style-type: none"> <li>• Minimum of 200 dwelling units</li> </ul> <b>AND</b> <ul style="list-style-type: none"> <li>• A minimum of 50 per cent (%) of the total number of dwelling units in the purpose-built rental building must have two (2) or more bedrooms**</li> </ul>

\*AMR stands for Average Market Rents, which refers to the average actual rents charged for private apartments in York Region calculated and published annually in the Canada Mortgage Housing Corporation (CMHC) Fall Rental Market.

\*\* Units that achieve one-hundred and twenty-five (125) per cent (%) AMR or less, by bedroom type, do not have to satisfy the unit split requirement and may be excluded from the total number of units used to calculate the unit split calculation. See the Development Charge Deferral for Affordable, Purpose-Built Rental Buildings policy (Attachment 1) for more detail.

**Staff recommend that the rental tower at 175 Deerfield Road in the Town of Newmarket be eligible to access the proposed affordable rental deferral program**

The development proposal for 175 Deerfield Road includes a 15-storey, purpose-built rental development, with approximately 220 units. In the event that the proponent enters into a development charge deferral agreement for the rental tower portion of the development under the existing [36 Month Development Charge Deferral for Purpose-Built Rental Buildings](#) policy, staff recommend amending the agreement to provide access to the new, longer term Development Charge Deferral for Affordable, Purpose-Built Rental Buildings policy. This is in

recognition that the project brings affordable rental housing to the Region's Centre's and Corridors and should not be penalized due to the timing of this report.

### **The recommended development charge deferrals align with Bill 108**

For developments that are in the development process when Bill 108 is proclaimed, the existing timeframes will apply. That is, development proposals with site plan or zoning submissions prior to Bill 108 proclamation will have development charge rates determined and the start of the deferral beginning at building permit issuance.

Under the proposed policy, eligible applications submitted after proclamation would have development charge rates determined at site plan or zoning application submission and deferral beginning at occupancy.

The development charge deferrals proposed are interest free, providing a better incentive than what is offered in Bill 108. In order for a proponent to opt into the Region's development charge deferrals, they would forgo the phased payments offered under Bill 108 in favour of an interest free, longer-term development charge deferral duration. Opting in to the Regional Development Charges Deferral would need to occur prior to when payment is due.

### **New rental units provided through the policy must be affordable to mid-range income households, with greater depths of affordability encouraged**

A criterion to access the proposed new development charge deferral is that rents in the development may not, on average, exceed 175 per cent AMR of private purpose-built apartments by bedroom type, consistent with the criterion [previously reported](#) to Council. Based on the standard that a maximum of 30 per cent of gross income be spent on housing, this threshold is affordable to mid-range income earners. Specifically, bachelor, 1- and 2-bedroom units are affordable to all mid-range income households and 3-bedroom units, on average, would be available to the highest earning mid-range income households.

As noted through the double asterisk (\*\*) on Table 1, units meeting greater depths of affordability, specifically 125 per cent AMR or less, may be excluded from the unit split ratio required to access higher incentive levels. This greater depth of affordability is used by CMHC to allow development proponents to access the [Rental Construction Financing Initiative](#), which provides lower cost loans encouraging construction of rental housing. This depth of affordability is often delivered through 1 bedroom units. Excluding these units from the unit split calculation removes potential conflict with other programs (notably CMHC), and may encourage greater depths of affordability in accordance with the Council endorsed principles for incentives.

### **It is recommended that the proposed development charge deferral programs identified in Table 1 also apply to Community Benefits Charges when they are in place**

Based on the proposed regulatory framework released by the Province in June, municipalities will have until January 1, 2021 to adopt their first Community Benefits Charge

Bylaws. Once a Community Benefits Charge Bylaw is in place, regional growth related costs pertaining to court services, public health, social housing and senior services – capital component would be recovered through community benefit charges rather than through regional development charges.

It is recommended that the deferral policy apply to community benefits charges beginning when the Region passes, and has in-effect, a new Community Benefits Charge Bylaw.

### **The incentives are structured to align with Council objectives to make rental happen**

The development charge deferral policies are structured to provide an increasing length of available deferrals in a manner that aligns with Council objectives to make rental happen. In particular, development proponents will receive longer development charge deferrals for larger, transit supportive, affordable developments located in York Region's centres and corridors.

Structuring the thresholds under 5, 10 and 20-Year increments encourages the development of larger, affordable purpose-built rental buildings in locations that align with York Region's city building initiatives. This policy, with the revised 36 month development charge deferral policy, will promote development of complete communities by increasing live/work opportunities through the provision of affordable housing options for the local workforce.

### **The draft Community Improvement Plan is attached to inform Council on how staff plan to use this tool to further incentivize affordable purpose-built rental housing**

The development charge deferral policies articulated do not require a CIP for implementation. However, they are explained in the draft CIP for information (Attachment 3). The draft CIP is attached to inform Council on how staff plan to use this tool to further promote affordable purpose-built rental housing throughout York Region.

Although staff recommend focusing on development charge deferrals as Regional incentives, a CIP will enable York Region to provide application fee waivers and allow local municipalities to issue grants and waivers by utilizing the Region's CIP. To support our communities in developing affordable housing, staff will consult with our partners on local municipal programs which could be administered through York Region's Affordable Housing CIP. Staff will report to Council and schedule a statutory public meeting on the finalized CIP upon completion of consultations with local municipal staff.

## **5. Financial**

### **The recommended incentives minimize impact on the tax base**

Staff updated the proposed incentives from the grants as considered and outlined in the Draft Rental Incentives Guidelines to a long-term development charge deferral in order to minimize



impact on the tax base. Deferrals can be financed, whereas TIEGs require direct funding to provide grants from the municipality to the developer.

**It is recommended that the deferral for affordable, purpose-built rental be available to a maximum of 1,500 units over a 3-year period**

Based on staff analysis, the estimated net present value of the cost to the Region using current development charge rates would range from approximately \$4,180,000 to \$14,190,000 for a total of 1,500 units, depending on the length of deferral.

Although this can impact development charge collections for York Region over the next 20 years, the corresponding benefits to providing rental housing supports social development and economic growth across the Region.

## **6. Local Impact**

**Local municipal staff have been instrumental in development of the rental incentives proposed in this report**

Local municipalities are key partners in addressing mid-range income affordable housing needs through the private market. Input received through the York Region/Local Municipal Housing Working Group has been instrumental in gaining a better understanding of local municipal housing markets and challenges, as well as developing the development charge deferral policies and draft CIP.

The Region's process to consider incentives requires local municipal staff support for a development prior to regional consideration. Once support of a development is committed to by both municipal levels, local municipal staff will be instrumental to ensure delivery of rental units through the development review and approval processes.

In consultation with, and at the request of local municipalities, Council could consider applying the incentive framework to developments in Major Transit Station Areas outside of Regional Centres and Corridors, provided that they meet the criteria.

**Local municipal participation will be required**

A long standing principle of Regional financial incentives has been that of local municipal participation. Local participation will be required for any financial incentives package to be successful. A rental development supported by the Region will also require support from the local municipality it is located within. Participation on the part of the local municipalities will be similar, if not better, to the satisfaction of the Region.

## **Further consultations with local municipal partners will be required to finalize a Community Improvement Plan**

Staff are planning further consultations with our local municipal partners to determine the programs to be included in York Region's Affordable Housing CIP. In the case that a municipality wants to provide waivers or grants, the York Region draft CIP is proposed to be structured to allow for the participation of municipal programs upon Council holding a public meeting to adopt the finalized CIP and corresponding bylaw. Staff are planning on pursuing a CIP to provide an upper-tier application fee waiver, but have relied on development charge deferrals to incentivize affordable purpose-built rental housing rather than providing an upper-tier TIEG program. Local municipalities may still want a TIEG program to be administered through York Region's CIP, which requires additional direction from our local municipal partners that would be incorporated into the final CIP.

The ability for local municipalities to participate in York Region's affordable housing CIP is intended to reduce redundancies and encourage consistencies in the implementation of rental incentives throughout York Region. A number of municipalities are developing local Housing Strategies and are working on providing rental incentives, including local official plan amendments, to allow for participation in the Region's CIP.

## **7. Conclusion**

The need for more housing options for mid-range income households has been long established. The most effective way to bolster housing supply affordable to mid-range income households is to support the development of new purpose-built rental housing. Staff are recommending that a new Development Charge Deferral for Affordable, Purpose-Built Rental Buildings policy be approved and that the existing 36 Month Development Charge Deferral for Purpose-Built Rental Buildings be amended. In addition, staff plan to report back on the draft CIP after consulting with local municipalities on the relevant programs (such as a local municipal TIEG) to include in the implementation document. This is to support local municipal utilization of York Region's CIP in the development of affordable, purpose-built rental housing.

Staff will also report on the uptake of the purpose-built rental incentives on a regular basis through the annual Affordable Housing Measuring and Monitoring exercise. Staff plan to evaluate the incentives provided and how they meet the objective of developing a greater mix and range of housing options prior to the end of this Council term. Over this 3-year period, staff will review other policy and process related approaches to facilitate purpose-built rental developments. This will help in the creation of complete communities by supporting affordable housing options for residents and workers throughout York Region.

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

Recommended by: **Paul Freeman, MCIP, RPP**  
Chief Planner

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

**Dino Basso**  
Commissioner of Corporate Services

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

September 26, 2019  
Attachments (3)  
eDOCS# 9898436



## **Development Charges Deferral for Affordable, Purpose-Built Rental Buildings**

---

Approved By: Council

Approved On:

Last Reviewed: Not applicable

---

### **Policy Statement**

A policy governing the deferral of Regional development charges and area-specific development charges, as the case may be, for affordable, purpose-built rental buildings that are a minimum of four (4) storeys that are above grade.

Upon the date a community benefits charges bylaw is passed by Regional Council and comes into effect, this policy shall include the deferral of the Regional community benefits charges applicable to affordable, purpose-built rental buildings.

### **Application**

This policy may apply to affordable, purpose-built rental buildings located within the boundaries of the Urban Area and Towns and Villages as identified in York Region Official Plan, Map 1 Regional Structure, subject to the terms and conditions as set out in this policy and/or modified through the required agreements.

For the purposes of this deferral, the development may be registered as a condominium, but it must be entirely operated as a rental property for a period of not less than twenty (20) years.

In order to be eligible, the development must be a minimum of four (4) storeys and must be affordable to the midrange income cohort (household incomes that fall between the fourth (4<sup>th</sup>) and sixth (6<sup>th</sup>) deciles of income distribution for York Region) with average rents that are less than, or equal to, one-hundred and seventy-five (175) per cent of Average Market Rent (AMR) for private apartments, by bedroom type.

## Purpose

The purpose of this policy is to incentivize the development of affordable, purpose-built rental buildings that are a minimum of four (4) storeys that are above grade. Additional affordable, purpose-built rental buildings could achieve the following outcomes:

- Increased affordable purpose-built rental supply in the Region
- More complete communities offering a range of housing options
- Promote live/work within the Region

## Definitions

**Act:** The *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

**Affordable:** Rental housing that is less than, or equal to, one-hundred and seventy-five (175) per cent of Average Market Rent (AMR) for private apartments, by bedroom type

**Average Market Rent (AMR):** The average actual rents paid by tenants for private apartments in York Region, calculated and published annually through the Canada Mortgage and Housing Corporation (CMHC) Fall Rental Market Report

**Bedroom:** Shall meet the requirements of a bedroom under the *Building Code Act, 1992*, S.O. 1992, c. 23 as amended, revised, re-enacted or consolidated from time to time, and any successor statute and/or the requirements of a bedroom under Ontario Regulation 332/12 as amended, revised, re-enacted or consolidated from time to time, and any successor statute

**Community Benefits Charges:** The Region's Community Benefits Charges, established by a Community Benefits Charges Bylaw, under section 37 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

**Development:** The construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or changing the use thereof from non-residential to residential or from residential to non-residential and includes redevelopment

**Development Charges:** The Region's Development Charges, including the area-specific wastewater development charges for the Village of Nobleton

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

**Dwelling Unit:** Means a room or suite of rooms used, or designed or intended for use by one person or persons living together, in which culinary and sanitary facilities are provided for the exclusive use of such person or persons

**Local Centres:** The specific Local Centres that qualify under this policy are:

- Georgina: Keswick Secondary Plan Urban Centres as well as applicable portions of the Woodbine Corridor
- King: Core Areas in King City and Nobleton, as well as the King City Go Station Area
- Whitchurch-Stouffville: Community Core Area and Western Approach Area within the Community of Stouffville

**Regional Centres and Corridors:** The Regional Centres are as depicted on Map 1 – Regional Structure, York Region Official Plan -

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

For further information on areas identified as Regional Centres and Corridors please contact the Director of Community Planning at extension 71505

**Restrictive Covenant:** A covenant registered on the title of the proposed development requiring it be developed and entirely operated as an affordable rental building for a period of not less than twenty (20) years

**Schedule 'I' Bank:** As referenced in subsection 14(1)(a) of the Bank Act, S.C. 1991, c. 46. These are domestic banks and are authorized under the Bank Act to accept deposits, which may be eligible for deposit insurance provided by the Canadian Deposit Insurance Corporation

**Storey:** A storey must be above grade and is the portion of a building:

(a) that is situated between the top of any floor and the top of the floor next above it, or

(b) that is situated between the top of the floor and the ceiling above the floor, if there is no floor above it

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

**Valuation Date:** This means, for the purposes of Community Benefits Charges means, with respect to land that is the subject of development or redevelopment

(a) the day before the day the building permit is issued in respect of the development or redevelopment, or

(b) if more than one building permit is required for the development or redevelopment, the day before the day the first permit is issued

## Description

### A. Development Charges Deferral agreement

Any developer wishing to defer Development Charges for affordable, purpose-built rental buildings (minimum of four (4) storeys) must enter into a Development Charges Deferral agreement with the Region.

A Development Charges Deferral agreement shall only be executed by the Region provided that the developer can immediately upon execution of the agreement attain building permit issuance by the local municipality.

For greater clarity, all of the foregoing in Term 'A' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is effect.

### B. Covenants included in the Development Charges Deferral agreement

Every Development Charges Deferral agreement shall include covenants on the part of the developer.

These covenants shall include, but not be limited to:

- a) Covenant, by the developer(s), that the affordable, purpose-built rental building shall remain affordable for a period of not less than twenty (20) years
- b) Covenant, by the developer(s), that monthly rents shall not be increased at a rate that brings them above one-hundred and seventy-five (175) per cent of Average Market Rent (AMR) for private apartments, by bedroom type
- c) Covenant, by the developer(s), that for those units that achieve one-hundred and twenty-five (125) per cent (%) AMR or less for private apartments, by bedroom type, and do not have to satisfy the unit split requirement identified in Term 'C' of this policy, that they will be maintained at this level of affordability (one-hundred

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

and twenty-five (125) per cent (%) AMR or less for private apartments, by bedroom type) for the duration of the Development Charges deferral

- d) Covenant, by the developer(s), that they will notify the Region on an annual basis, at an agreed upon date, in an agreed upon manner, of the rents, by bedroom type, in the affordable, purpose-built rental building
- e) Covenant, by the developer(s), that if they are found to be in non-conformity with clauses 'a', 'b', 'c', or 'd' of this Term ('B'), Development Charges shall be made payable (including interest)
- f) Covenant, by the developer(s), that they will enter into any additional agreement(s), as determined to be required by the Regional Solicitor, in order to give full force and effect to the Development Charges Deferral agreement

### C. Duration of the deferral

The duration of the Development Charges deferral shall vary based on the location, total number of units and number of units that are two (2), or more, bedrooms and will be in accordance with Table 1 below.

**Table1**

<b>Criteria</b>	<b>Duration of Development Charges deferral</b>
1. Affordable rental housing	5 Year
1. Affordable rental housing <b>AND</b> 2. Located in Regional Centres and Corridors or specific Local Centres	10 Year
1. Affordable rental housing <b>AND</b> 2. Minimum of 100 Dwelling Units <b>AND</b> 3. Minimum of 50 per cent (%) of the total number of Dwelling Units in the affordable, purpose-built rental building must have two (2), or more, bedrooms (Unit Split Requirement)*	10 Year



## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

Criteria	Duration of Development Charges deferral
1. Affordable rental housing <b>AND</b> 2. Located in Regional Centres and Corridors or specific Local Centres  <b>AND</b> 3. Minimum of 200 Dwelling Units <b>AND</b> 4. Minimum of 50 per cent (%) of the total number of Dwelling Units in the affordable, purpose-built rental building must have two (2), or more, bedrooms (Unit Split Requirement)*	20 Year

\*Note: Units that achieve one-hundred and twenty-five (125) per cent (%) of Average Market Rent (AMR) or less for private apartments, by bedroom type, may not have to satisfy the unit split requirement. In addition, those units that achieve one-hundred and twenty-five (125) per cent (%) of Average Market Rent (AMR) or less for private apartments, by bedroom type, shall be excluded from the total number of units used to calculate the unit split calculation. Those units that have been excluded from the unit split requirement, as a result of achieving one-hundred and twenty-five (125) per cent (%) of Average Market Rent (AMR) or less for private apartments, by bedroom type, must be maintained at this level of affordability (one-hundred and twenty-five (125) per cent (%) of Average Market Rent (AMR) or less for private apartments, by bedroom type) for the duration of the Development Charges deferral after which time they must still be less than, or equal to, one-hundred and seventy-five (175) per cent of Average Market Rent (AMR) for private apartments, by bedroom type. These units must remain less than, or equal to, one-hundred and seventy-five (175) per cent of Average Market Rent (AMR) for private apartments, by bedroom type, for the duration of the restrictive covenant as identified under Term 'H' of this policy.

- i.) Where an application is submitted for approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* for an affordable, purpose-built rental building prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed, or for an affordable, purpose-built rental building for which an application for an approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* does not apply, but which has submitted an application for an amendment to a by-law passed under section 34 of the *Planning Act* prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019*, being proclaimed; the deferral period shall begin the day a building permit is issued by the local municipality.

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

Development Charges are therefore deferred until fifteen (15) days immediately following the date that is (5) years, ten (10) years or twenty (20) years after the date that the building permit is issued by the local municipality.

- ii.) Where an application is submitted for approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* for an affordable, purpose-built rental building after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019*, is proclaimed, or for an affordable, purpose-built rental building for which an application for an approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* does not apply, but has submitted an application for an amendment to a bylaw passed under section 34 of the *Planning Act* after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019*, is proclaimed; the deferral period shall begin on the earlier of the date of the issuance of a permit under the *Building Code Act, 1992*, authorizing occupation of the building, or the date the building is first occupied.

If the occupation of the building is not authorized by a permit under the *Building Code Act, 1992*, the developer must notify the Region within five (5) business days of the building first being occupied, whereupon the deferral period will begin. Failure to notify the Region within five (5) business days of the building first being occupied will constitute a material default of the deferral agreement.

Development Charges are deferred until fifteen (15) days immediately following the date that is five (5) years, ten (10) years or twenty (20) years after the earlier of the date of the issuance of a permit under the *Building Code Act, 1992*, authorizing occupation of the building or the date the building is first occupied.

Development Charges shall be payable prior to the timeframe indicated in Table 1 should any of the following trigger events occur:

- Change of use from an affordable, purpose-built rental building
- Failure to notify the Region on an annual basis, at an agreed upon date and in an agreed upon manner of the rents in the affordable, purpose-built rental building
- Monthly rents exceeding one-hundred and seventy-five (175) per cent of Average Market Rent (AMR) for private apartments, by bedroom type

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

- Monthly rents exceeding one-hundred and twenty-five (125) per cent (%) of Average Market Rent (AMR) for private apartments, by bedroom type, for those units that do not have to satisfy the unit split requirement identified in Term 'C' of this policy. This trigger only applies for the duration of the Development Charges deferral
- Sale, or transfer of ownership, of the property unless an assumption agreement is entered into
- Any other material default as defined in the agreement(s)

Notification to the owner of the property on the tax roll shall occur immediately after the trigger event. The fifteen (15) business days shall begin with the mailing, by registered mail, of notice.

For greater clarity, all of the foregoing in Term 'C' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### D. Development Charges rates

The Regional development charges rate, or area-specific development charges rate, as the case may be, shall be the amount determined under the applicable Regional development charges bylaw, or area-specific development charges bylaw, as the case may be, on:

- i.) The day that the building permit is issued for the construction of the affordable, purpose-built rental building by the local municipality if an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act*, or an application for an amendment to a by-law passed under section 34 of the *Planning Act*, was submitted prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019*, being proclaimed
- ii.) The day an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act*, was made in respect of the development that is the subject of the Development Charges or if an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act*, does not apply, the day an application for an amendment to a by-law passed under section 34 of the *Planning Act*, was made in respect of the development that is the subject of the Development Charges if either application was submitted after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019*, being proclaimed

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

- iii.) If clause (ii) does not apply to an affordable, purpose-built rental building that is seeking to defer development charges after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019*, has been proclaimed, the Development Charges rate is determined on the day the Development Charges is payable in accordance with section 26 of the Act

For greater clarity, when a Community Benefits Charges bylaw has been adopted and is in effect, the Community Benefits Charges rate will be set on the day that the building permit is issued for the construction of the affordable, purpose-built rental building by the local municipality and shall be capped based on the prescribed percentage at the Valuation Date.

### **E. Development charges payable**

The amount of the Development Charges payable to the Region, as required under the Act, shall be based on the rates determined under Term 'D' of this policy multiplied by the number of dwelling units, of which shall be determined on the day that the developer enters into a Development Charges Deferral agreement with the Region.

For greater clarity, when a Community Benefits Charges bylaw has been adopted and is in effect, the Community Benefits Charges payable shall be set on the day that the building permit is issued for the construction of the affordable, purpose-built rental building by the local municipality and shall be capped based on the prescribed percentage at the Valuation Date.

### **F. Interest waiver**

All interest shall be calculated using the Development Charges payable in Term 'E' to this policy until the date upon which the Development Charges are fully paid.

All deferred Development Charges shall bear interest at the prime commercial lending rate charged by an agreed upon 'Schedule I' commercial bank on demand loans in Canadian funds to its most creditworthy customers plus two (2) per cent per annum. All interest shall accrue and be compounded.

The time period shall be calculated beginning on the date of issuance of the building permit for the proposed structure by the local municipality.

The Region shall forgive all amounts due and owing on account of interest, provided that the Development Charges are paid in full to the Region at the time required (within fifteen (15) business days immediately following notification of a trigger event as defined in Term 'C' of this policy).

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

In the event unpaid development charges are added to the tax roll (Term 'J'); interest shall continue to accrue and be compounded until all outstanding charges are fully paid.

For greater clarity, all of the foregoing in Term 'F' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **G. Unit cap**

The deferrals under this policy will be available to a maximum of 1,500 units over a three (3) year period, commencing immediately after Council approval. It will be available on a 'first-come, first served' basis.

In the event more than one affordable, purpose-built rental building wishes to enter into a Development Charges Deferral agreement with the Region on the same day, the result of which is to exceed the total unit cap during the three (3) year period, it shall be up to the Commissioner of Finance and the Chief Administrative Officer to determine qualification and whether the unit cap may be exceeded.

For greater clarity, all of the foregoing in Term 'G' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **H. Restrictive covenant**

A twenty (20) year change of use covenant shall be registered on the title stipulating that the property shall be developed and entirely operated as an affordable rental building for a period expiring twenty (20) years from the date that an occupancy permit is issued for the affordable, purpose-built rental building.

The burden of the restrictive covenant shall run with the title of the land.

### **I. Local participation**

The Region will only enter into a Development Charges Deferral agreement if the local municipality has provided a similar, if not better, deferral, exemption, or other incentive, for the proposed development.

It shall be up to the Commissioner of Finance and/or the Chief Administrative Officer, in consultation with the Chief Planner, to decide what constitutes "similar, if not better", but this may be determined by looking at:

- Whether or not there is a prescribed timeframe for the deferral
- Whether or not interest is waived

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

- Other incentives that may be provided, be them financial or otherwise

For greater clarity, all of the foregoing in Term 'I' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **J. Unpaid development charges**

If any Development Charges (including any interest) are unpaid within fifteen (15) business days immediately following notification of a trigger event identified in Term 'C' of this policy, or at the end of the development charge deferral timeframe when payment has not been made, those Development Charges (including interest) shall be added to the tax roll and collected in the same manner as taxes (in accordance with section 32 of the Act).

In the event unpaid Development Charges are added to the tax roll; interest shall continue to accrue and be compounded until all outstanding charges are fully paid.

For greater clarity, all of the foregoing in Term 'J' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **K. Security**

A form of security will be taken and registered against the title to the property, at the execution of the Development Charges Deferral agreement with the Region. The Region's security interest will always be, at minimum, *pari passu*, or of equal footing, to that of the local municipality offering a similar, if not better, deferral of development charges.

For greater clarity, all of the foregoing in Term 'K' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **L. Other agreements required**

In addition to the requirements that the developer enter into a Development Charges Deferral agreement with the Region, the developer shall enter into any other agreements as required by the Regional Solicitor. Additional agreements include, but may not be limited to:

- Charge
- Assignment of Rents
- Restrictive Covenant

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

- Pari Passu Agreement
- General Security Agreement
- Other agreement(s) as deemed necessary

For greater clarity, all of the foregoing in Term 'L' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **M. Legal fees**

All legal fees of the developer(s) and Region, including any costs incurred by the Region to prepare any other agreements required by the Regional Solicitor, shall be borne by the developer.

### **N. Report back to Council**

Staff shall report back to Council prior to the end of this Council term, on the results of the rental incentives provided and provide a recommendation on whether additional steps should be taken to further facilitate affordable, purpose-built rental development.

### **O. Non-Applicability – 36 month Development Charges Deferral**

For greater clarity, any affordable, purpose-built rental building that avails itself of the deferral under this policy is not eligible for the Region's 36 month development charges deferral for purpose-built rental buildings that are a minimum of four (4) storeys.

Notwithstanding the foregoing, any affordable, purpose-built rental building that has previously executed a Development Charges Deferral agreement with the Region, under the Region's 36 month Development Charges deferral for purpose-built high density rental buildings, prior to this policy being approved by Council and coming into effect, may be exempt from this Term.

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

### **P. Mixed-use developments**

For greater clarity, this policy does not apply to the non-residential Development Charges due for any mixed-use development, the residential portion of which is an affordable, purpose-built rental building.

For greater clarity, all of the foregoing in Term 'P' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **Q. Section 26.1 of the Act**

For greater clarity, any purpose-built rental building to which section 26.1 applies (upon the date that the section is proclaimed) and that opts to pay development charges in instalments in accordance with section 26.1 of the Act, shall not be entitled to also avail itself of the deferral under this policy.

### **R. One (1) per cent exemption, Ontario Regulation 82/98**

For greater clarity, any affordable, purpose-built rental building that avails itself of the deferral under this policy shall not benefit from the one (1) per cent Development Charges exemption, for the creation of additional units within other existing residential buildings, under Ontario Regulation 82/98 (upon the date it comes into effect).

### **S. Effective date**

This policy shall take effect the day it is passed by Regional Council and may be repealed by the Region at any time.

## Responsibilities

### **Chief Administrative Officer, Regional Municipality of York**

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements

### **Commissioner of Finance and Regional Treasurer, Finance Department**

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements



## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

### **Regional Solicitor, Legal Services**

- Draft and prepare for execution the deferral agreement between Region and the developer
- Draft and prepare for execution any additional agreements required
- Maintain copies of all executed deferral agreements and other agreements as required
- Registration of security on title

### **Chief Planner, Planning and Economic Development, Corporate Services Department**

- Assist in determining qualification for the deferral and recommending of the affordable, purpose-built rental building for application
- Other responsibilities as identified under the Terms of this policy

### **Director, Treasury Office, Finance Department**

- Administer the deferral policy, including assisting stakeholders in determining if they qualify for the policy, the development charges rates to be applied, and the Development Charges payable
- Enforce the deferral policy
- Collect all Development Charges when due
- Collect all Community Benefits Charges when due (when in-effect)
- Monitor timing of payment in order to ensure compliance with Term 'F' of the policy
- Notify, through the Regional Treasurer, to the Treasurer of the local municipality if development charges are not paid/received within the prescribed timeframe and to have said charges added to the tax roll of that municipality
- Undertake any additional administrative obligations as determined through the agreements
- Maintain copies of all executed deferral agreements and other agreements as required

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

### Director, Community Planning, Planning and Economic Development, Corporate Services Department

- Assist in identifying structures as within the Regional Centres and Corridors

## Compliance

Immediately upon the occurrence of any of the trigger events identified in Term 'C' of this policy, the **Director, Treasury Office** shall notify the owner of the property on the tax roll that Development Charges are due within fifteen (15) business days, the timing of which shall begin with the mailing, by registered mail, of notice.

The **Director, Treasury Office** shall also monitor the payment of the development charges due (and Community Benefits Charges, when in-effect) in order to ensure interest is only forgiven (Term 'F' of the policy) when the Development Charges are paid in full to the Region within fifteen (15) business days immediately following notification of a trigger event.

## Reference

### Legislative and other authorities

- [Bill 108, More Homes, More Choice Act, 2019](#)
- [Building Code Act, 1992, S.O. 1992, c. 23](#)
- [Development Charges Act, 1997, S.O. 1997, c. 27](#)
- [Ontario Regulation 82/98](#)
- [Ontario Regulation 332/12](#)
- [Planning Act, R.S.O. 1990, c. P.13](#)
- [Ontario Regulation 550/06](#)
- [York Region Official Plan, Map 1 - Regional Structure](#)

### Appendices

- Council Report, [Draft Rental Housing Incentives Guideline and Community Improvement Plan](#), June 28, 2018
- Council Report, [Purpose-Built Rental Housing Incentives](#), October 10, 2019

## Development Charges Deferral for Affordable, Purpose-Built Rental Buildings

---

- [Memorandum, Financial incentives for affordable rental housing and large office buildings, October 17, 2019 \(hyperlink to be added\)](#)

### Keyword Search

- development charges, Development Charges Act
- deferral office buildings
- community benefits charges, Planning Act
- Centres and Corridors
- Local Centres

### Contact

- Director, Treasury Office, Finance Department at extension 71644

### Approval

Council Date:	Committee Date:
Council Minute Item: <input type="text"/>	Committee Minute Item: <input type="text"/>

#10207539

Accessible formats or communication supports are available upon request.



# **The Regional Municipality of York**

## **Development Charges Deferral for Purpose-Built Rental Buildings**

---

Approved By: Council  
Approved On:  
Last Reviewed: June 28, 2018

---

### **Policy Statement**

A policy governing the deferral of Regional development charges and area-specific development charges, as the case may be, for purpose-built rental buildings that are a minimum of four (4) storeys that are above grade.

Upon the date a community benefits charges bylaw is adopted by Regional Council and comes into effect, this policy shall include the deferral of the Regional community benefits charges applicable to purpose-built rental buildings.

### **Application**

This policy is available for purpose-built rental buildings in the Regional Municipality of York subject to the terms and conditions as set out in this policy. For the purposes of this deferral, the development may be registered as a condominium, but it must be entirely operated as a rental property for a period of not less than twenty (20) years. In order to be eligible, the development must be a minimum of four (4) storeys that are above grade.

## Purpose

The purpose of this policy is to incentivize the development of purpose-built rental buildings that are a minimum of 4 storeys and that are above grade. Additional purpose-built rental buildings in the Region could achieve the following outcomes:

- Increased purpose-built rental supply in the Region
- More complete communities offering a range of ownership tenure across the Region

## Definitions

**Act:** The *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

**Community Benefits Charges:** The Region's Community Benefits Charges, established by a Community Benefits Charges Bylaw, under Section 37 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, revised, re-enacted or consolidated from time to time, and any successor statute

**Development:** The construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or changing the use thereof from non-residential to residential or from residential to non-residential and includes redevelopment

**Development Charges:** The Region's Development Charges, including the area-specific wastewater development charges for the Village of Nobleton

**Restrictive Covenant:** A covenant registered on the title of the proposed development requiring it be developed and entirely operated as a rental building for a period of not less than twenty (20) years

**Schedule 'I' Bank:** As referenced in subsection 14(1)(a) of the Bank Act, S.C. 1991, c. 46. These are domestic banks and are authorized under the Bank Act to accept deposits, which may be eligible for deposit insurance provided by the Canadian Deposit Insurance Corporation

**Storey:** A storey must be above grade and is the portion of a building:

- (a) that is situated between the top of any floor and the top of the floor next above it, or

- (b) that is situated between the top of the floor and the ceiling above the floor, if there is no floor above it

**Valuation Date:** This means, for the purposes of Community Benefits Charges, with respect to land that is the subject of development or redevelopment

- (a) the day before the day the building permit is issued in respect of the development or redevelopment, or
- (b) if more than one building permit is required for the development or redevelopment, the day before the day the first permit is issued

## Description

### Terms of the deferral policy

#### A. Development Charges Deferral agreement

Any developer wishing to defer development charges for a purpose-built rental building (minimum of four (4) storeys) must enter into a Development Charges Deferral agreement with the Region.

A Development Charges Deferral agreement shall only be executed by the Region provided that the developer can immediately upon execution of the agreement attain building permit issuance by the local municipality.

For greater clarity, all of the foregoing in Term 'A' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

#### B. Duration of the deferral

- i.) Where an application is submitted for approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* for a purpose-built rental building prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed, or for a purpose-built rental building for which an application for an approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* does not apply but which has submitted an application for an amendment to a by-law passed under section 34 of the *Planning Act* prior to section 8 of Schedule 3 of Bill 108, *More Homes, More*

## Development Charges Deferral for Purpose-Built Rental Buildings

---

*Choice Act, 2019* being proclaimed; the deferral period shall begin the day a building permit is issued by the local municipality.

Development Charges are therefore deferred until fifteen (15) days immediately following the date that is thirty-six (36) months after the date that the building permit is issued by the local municipality.

- ii.) Where an application is submitted for approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* for a purpose-built rental after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* is proclaimed, or for a purpose-built rental building for which an application for an approval of a development in a site plan control area under subsection 41 (4) of the *Planning Act* does not apply, but has submitted an application for an amendment to a by-law passed under section 34 of the *Planning Act* after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* is proclaimed; the deferral period shall begin on the earlier of the date of the issuance of a permit under the *Building Code Act, 1992* authorizing occupation of the building, or the date the building is first occupied.

If the occupation of the building is not authorized by a permit under the *Building Code Act, 1992*, the developer must notify the Region within five (5) business days of the building first being occupied, whereupon the deferral period will begin. Failure to notify the Region within five (5) business days of the building first being occupied will constitute a material default of the deferral agreement.

Development Charges are deferred until fifteen (15) days immediately following the date that is thirty-six (36) months after the earlier of the date of the issuance of a permit under the *Building Code Act, 1992* authorizing occupation of the building or the date the building is first occupied.

Development Charges shall be payable prior to the thirty-six (36) month period should any of the following trigger events occur:

- Change of use from a purpose-built rental building
- Material breach of the Restrictive Covenant
- Any material default under the terms of the security or guarantees as stipulated in the agreement(s)
- Any other material default as defined in the agreement(s)

## Development Charges Deferral for Purpose-Built Rental Buildings

---

Notification to the owner of the property on the tax roll shall occur immediately after the trigger event. The fifteen (15) business days shall begin with the mailing, by registered mail, of notice.

For greater clarity, all of the foregoing in Term 'B' shall apply to Community Benefits Charges, when a Community Benefits Charges bylaw has been adopted and is in effect.

### C. Development Charges rates

The Regional development charges rate, or area-specific development charges rate, as the case may be, shall be the amount determined under the applicable Regional development charges bylaw, or area-specific development charges bylaw, as the case may be, on:

- i.) The day that the building permit is issued for the construction of the purpose-built rental building by the local municipality if an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act*, or an application for an amendment to a by-law passed under section 34 of the *Planning Act* was submitted prior to section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed
- ii.) The day an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act*, was made in respect of the development that is the subject of the Development Charges or if an application for an approval of development in a site plan control area under subsection 41 (4) of the *Planning Act*, does not apply, the day an application for an amendment to a by-law passed under section 34 of the *Planning Act* was made in respect of the development that is the subject of the Development Charges if either application was submitted after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* being proclaimed
- iii.) If clause (ii) does not apply to a purpose-built rental building that is seeking to defer Development Charges after section 8 of Schedule 3 of Bill 108, *More Homes, More Choice Act, 2019* has been proclaimed, the Development Charges rate is determined on the day the Development Charges is payable in accordance with section 26 of the Act

For greater clarity, when a Community Benefits Charges bylaw has been adopted and is in effect, the Community Benefits Charges rate will be set on the day that the building permit is issued for the construction of the purpose-built rental building by



## Development Charges Deferral for Purpose-Built Rental Buildings

---

the local municipality and shall be capped based on the prescribed percentage at the Valuation Date.

### **D. Development charges payable**

The amount of the Development Charges payable to the Region, as required under the Act, shall be based on the rates determined under Term 'C' of this policy multiplied by the number of dwelling units, of which shall be determined on the day that the developer enters into a Development Charges Deferral agreement with the Region.

For greater clarity, when a Community Benefits Charges bylaw has been adopted and is in effect, the Community Benefits Charges payable shall be set on the day that the building permit is issued for the construction of the purpose-built rental building by the local municipality and shall be capped based on the prescribed percentage at the Valuation Date.

### **E. Interest waiver**

All interest shall be calculated using the Development Charges payable in Term 'D' to this policy until the date upon which the Development Charges are fully paid.

All deferred Development Charges shall bear interest at the prime commercial lending rate charged by an agreed upon 'Schedule I' commercial bank on demand loans in Canadian funds to its most creditworthy customers plus two (2) per cent per annum. All interest shall accrue and be compounded.

The time period shall be calculated beginning on the date of issuance of the building permit for the proposed structure by the local municipality.

The Region shall forgive all amounts due and owing on account of interest, provided that the Development Charges are paid in full to the Region at the time required (within fifteen (15) business days immediately following notification of a trigger event as defined in Term 'B' of this policy).

In the event unpaid development charges are added to the tax roll (Term 'H'); interest shall continue to accrue and be compounded until all outstanding charges are fully paid.

For greater clarity, all of the foregoing in Term 'E' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

**F. Restrictive covenant**

A twenty (20) year change of use covenant shall be registered on the title stipulating that the property shall be developed and entirely operated as a rental building for a period expiring twenty (20) years from the date that an occupancy permit is issued for the purpose-built rental building.

The burden of the restrictive covenant shall run with the title of the land.

**G. Local participation**

The Region will only enter into a Development Charges Deferral agreement if the local municipality has provided a similar, if not better deferral, or other incentives, for the proposed development.

It shall be up to the Commissioner of Finance and/or the Chief Administrative Officer, in consultation with the Chief Planner, to decide what constitutes “similar, if not better”, but this may be determined by looking at:

- Whether or not there is a prescribed timeframe for the deferral, and what that is
- Whether or not interest is waived for any deferral
- Other incentives that may be provided, be them financial or otherwise

For greater clarity, all of the foregoing in Term ‘G’ shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

**H. Unpaid development charges**

If any Development Charges (including any interest) are unpaid within fifteen (15) business days immediately following notification of a trigger event identified in Term ‘B’ of this policy, or at the end of the development charge deferral timeframe when payment has not been made, those Development Charges (including interest) shall be added to the tax roll and collected in the same manner as taxes (in accordance with section 32 of the Act)

In the event unpaid Development Charges are added to the tax roll; interest shall continue to accrue and be compounded until all outstanding charges are fully paid.

## Development Charges Deferral for Purpose-Built Rental Buildings

---

For greater clarity, all of the foregoing in Term 'H' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **I. Security**

A form of security will be taken and registered against the title to the property, at the execution of the Development Charges Deferral agreement with the Region. The Region's security interest will always be, at minimum, *pari passu*, or of equal footing, to that of the local municipality offering a similar, if not better, deferral of Development Charges.

For greater clarity, all of the foregoing in Term 'I' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

### **J. Other agreements required**

In order to take advantage of this policy, the developer must enter into a Development Charges Deferral agreement with the Region.

In addition, the developer shall enter into other agreements as required by the Regional Solicitor. Those include, but are not limited to:

- Charge
- Assignment of Rents
- Restrictive Covenant
- *Pari Passu* Agreement
- General Security Agreement
- Other agreement(s) as deemed necessary

For greater clarity, all of the foregoing in Term 'J' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

**K. Legal fees**

All legal fees of the developer(s) and Region, including any costs incurred by the Region to prepare any other agreements required by the Regional Solicitor, shall be borne by the developer.

**L. Mixed-use developments**

For greater clarity, this policy does not apply to the non-residential development charges due for any mixed-use development, the residential portion of which is a purpose-built rental building.

For greater clarity, all of the foregoing in Term 'L' shall apply to Community Benefits Charges when a Community Benefits Charges bylaw has been adopted and is in effect.

**M. Non-Applicability - Development Charges Deferral for Affordable, Purpose-Built Rental Buildings**

For greater clarity, any purpose-built rental building that avails itself of the deferral under this policy is not also eligible for the Region's Development Charges Deferral for Affordable, Purpose-Built Rental Buildings that are a minimum of four (4) storeys.

**N. Section 26.1 of the Act**

For greater clarity, any purpose-built rental building to which section 26.1 applies (upon the date that the section is proclaimed) and that opts to pay Development Charges in instalments in accordance with section 26.1 of the Act, shall not be entitled to also avail itself of the deferral under this policy.

**O. One (1) per cent exemption, Ontario Regulation 82/98**

For greater clarity, any purpose-built rental building that avails itself of the deferral under this policy shall not benefit from the one (1) per cent development charges exemption, for the creation of additional units within other existing residential buildings, under Ontario Regulation 82/98 (upon the date it comes into effect).

**P. Effective date**

The amendments to this policy shall take effect the day it is passed by Regional Council and may be repealed by the Region at any time.

## Responsibilities

### **Chief Administrative Officer, Regional Municipality of York**

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements

### **Commissioner of Finance and Regional Treasurer, Finance Department**

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements

### **Regional Solicitor, Legal Services**

- Draft and prepare for execution deferral agreement between Region and all parties
- Draft and prepare for execution any additional agreements required including pari passu agreement
- Registration of restrictive covenant
- Registration of security on title

### **Chief Planner, Planning and Economic Development, Corporate Services Department**

- Responsibilities as identified under the Terms of this policy

### **Director, Treasury Office, Finance Department**

- Administer the deferral policy, including assisting stakeholders in determining if they qualify for the policy, the Development Charges rates to be applied, and the development charges payable
- Enforce the deferral policy
- Collect all Development Charges when due
- Collect all Community Benefits Charges when due (when in-effect)

## Development Charges Deferral for Purpose-Built Rental Buildings

---

- Monitor timing of payment in order to ensure compliance with Term 'E' of the policy
- Notify, through the Regional Treasurer, to the treasurer of the local municipality if Development Charges are not paid/received within the prescribed timeframe and to have said charges added to the tax roll of that municipality
- Undertake any additional administrative obligations as determined through the agreements
- Maintain copies of all executed deferral agreements and other agreements as required

## Compliance

Immediately upon the occurrence of any of the trigger events identified in Term 'B' of this policy, the **Director, Treasury Office** shall notify the owner of the property on the tax roll that Development Charges are due within fifteen (15) business days, the timing of which shall begin with the mailing, by registered mail, of notice.

The **Director, Treasury Office** shall also monitor the payment of the Development Charges due (and Community Benefits Charges, when in-effect) in order to ensure interest is only forgiven (Term 'E' of the policy) when the Development Charges are paid in full to the Region within fifteen (15) business days immediately following notification of a trigger event.

## Reference

### Legislative and other authorities

- [Bill 108, More Homes, More Choice Act, 2019](#)
- [Development Charges Act, 1997, S.O. 1997, c. 27](#)
- [Ontario Regulation 82/98](#)
- [Planning Act, R.S.O. 1990, c. P.13](#)

## Appendices

- [Council Report, Private Market Rental Development Charges Deferral Site Specific Pilot Project in the Town of Newmarket, November 21, 2013](#)
- [Council Report, 2017 Development Charge Bylaw Directions, November 17, 2016](#)
- [Council Report, 2017 Development Charge Background Study and Bylaw, May 25, 2017](#)
- Council Report, Purpose-Built Rental Housing Incentives, October 10, 2019  
(hyperlink to be inserted)
- [The Regional Municipality of York 2017 Development Charge Background Study – FINAL – May 18, 2017](#)

## Keyword Search

- development charges, Development Charges Act
- deferral, purpose-built rental buildings
- community benefits charges, Planning Act

## Contact

- Director, Treasury Office, Finance Department at extension 71644

## Approval

Council Date:	Committee Date:
Council Minute Item: <input type="text"/>	Committee Minute Item: <input type="text"/>

#10004689

Accessible formats or communication supports are available upon request.

YORK REGION  
**DRAFT COMMUNITY  
IMPROVEMENT PLAN**  
for AFFORDABLE RENTAL HOUSING  
INCENTIVES

PLANNING and ECONOMIC DEVELOPMENT BRANCH | FALL 2019

**ABSTRACT:** This Community Improvement Plan is created to increase the supply of purpose-built rental housing affordable to mid-range income households by stimulating private investment through municipal incentive-based programs.

OCTOBER 2019





## CONTENTS

Part 1: York Region Community Improvement Plan for Affordable Rental Housing Incentives.....	2
Introduction and Purpose.....	2
Purpose.....	2
Legislative and Policy Direction for the Community Improvement Plan.....	3
Legislative Authority.....	3
Policy Basis & Framework.....	4
Provincial Government.....	4
Regional Strategic Direction.....	6
Public Benefit Rationale.....	7
Consultation and Engagement.....	9
Part 2: Community Improvement Plan Policies.....	11
Goal and Objectives.....	11
Project Area Information.....	12
Program Policies.....	13
Development Charge Deferrals.....	13
Other Proposed Incentives.....	15
Local Municipal Participation and Utilization of the CIP.....	16
Local Municipal Programs Potentially Administered through York Region’s Affordable CIP.....	16
Implementation of the Process.....	16
Requirements to Use CIP.....	17
Amending Policies.....	18
Monitoring Policies.....	18
Community Improvement Plan: Appendices.....	20
Appendix 1: Mid-Range.....	20
Appendix 2: Definitions.....	21
Appendix 3: Legislative Authority.....	22

Appendix 4: Background Information and Justification .....24

Appendix 5: Regional Council’s Long History of Supporting Rental Housing Options .....29

**PART 1: YORK REGION COMMUNITY IMPROVEMENT PLAN FOR AFFORDABLE RENTAL HOUSING INCENTIVES**

**INTRODUCTION AND PURPOSE**

Housing is an integral component of building complete communities. It provides a sense of security, shelter and a place of belonging for residents and workers in their community. The provision of a full mix and range of housing options is a priority for the Region and its local municipalities. Throughout strategic documents and departmental plans, York Region has maintained a clear commitment to supporting a full mix and range of housing options, including:

- [Vision 2051](#)
- [York Regional Official Plan \(YROP\)](#)
- York Region’s [2019-2023 Corporate Strategic Plan](#)
- [Housing Solutions: A place for everyone](#)



In recent years, the challenge of housing affordability has been a growing priority for Regional Council (Appendix 5). In particular, the low rental supply and increase in ownership house prices has left many low and moderate income earners with few housing options. As a result, opportunities to encourage the provision of more affordable housing options has been researched and evaluated by York Region and local municipal staff. The research has found that the most effective approach to increase the new supply of housing affordable to mid-range income households<sup>1</sup> is to support the development of purpose-built rentals. The mid-range income segment includes households classified as requiring affordable housing options based on the Provincial definition, but are not eligible to apply for additional supports. Traditionally, mid-range income households have been served by the private market; however, the private market is no longer providing a range of affordable housing options for this group.

The Draft Community Improvement Plan for Affordable Rental Housing Incentives (CIP) focuses on the provision of affordable housing options for mid-range income households. In [June 2018](#), Regional Council authorized staff to develop a CIP to facilitate the provision of more affordable housing by incentivizing the development of purpose-built rental housing.

**PURPOSE**

The CIP is a tool to help increase the supply of purpose-built rental housing that is affordable to mid-range income households by stimulating private investment through municipal incentive-based programs. Creating incentives for

<sup>1</sup> Mid-range income is defined in terms of households with an income range located between the 40<sup>th</sup> and 60<sup>th</sup> percentiles of the income distribution. The incentives guidelines stipulates that in order to receive incentives, a development must be affordable to mid-range income households calculated using the Provincial definition of overall income based affordability, as articulated by the [Provincial Policy Statement](#). An explanation of the housing segments by income distribution is available in Appendix 1.

purpose-built rental housing affordable to mid-range income households across York Region is one way to strengthen and diversify the current housing stock for mid-range income residents and workers. The implementation of this CIP will help to support the growth targets identified for York Region through the Growth Plan, supporting population, employment and household growth targets outlined to 2041.

The purpose of the CIP is to:

- Provide a framework to implement financial incentives designed to attract the development of purpose-built rental units to support affordable housing options across York Region
- Provide a mechanism for Local Municipal Councils to provide grants and waivers in support of purpose-built rental housing

The CIP provides the authority to Regional Council to offer an upper-tier application fee waiver as articulated in this document. It will also provide a vehicle for Local Municipal Councils to provide incentives to support the development of purpose-built rental units within their communities. The CIP provides a coordinated municipal approach to help achieve the housing related direction identified in the Province's Growth Plan and York Region's strategic policy framework for a more diversified housing supply that addresses the challenge of housing affordability. Developing affordable purpose-built rental housing across York Region aligns with the policy direction set by the Provincial government and delivers benefits to the public by providing affordable housing for mid-range income households.

## LEGISLATIVE AND POLICY DIRECTION FOR THE COMMUNITY IMPROVEMENT PLAN

The CIP has been prepared in alignment with legislation from senior levels of government and Regional Plans, policies and strategic documents. It aligns with the policy direction set out in Provincial planning documents and is affirmed through Regional Official Plan policies.

## LEGISLATIVE AUTHORITY

The legislative authority for CIPs and the programs outlined in this document are derived from the *Municipal Act* and the *Planning Act*. In particular, authority for the provision of financial incentives is provided by Section 106 of the *Municipal Act* RSO 2001 and Sections 28(6) and (7) of the *Planning Act*. The relevant legislation is outlined in Appendix 3.

### a. *Municipal Act, 2001*

The *Municipal Act* sets out the rules for Ontario municipalities and recognizes them as a responsible and accountable level of government. The act provides municipalities with broad powers to pass bylaws and govern within their jurisdiction. Pursuant to Section 106 (3) of the *Municipal Act*, municipalities are not to assist any manufacturing business or other industrial or commercial enterprise through the granting of bonuses. However, prohibition on providing grants or loans to a commercial enterprise does not apply where a CIP, under section 28 of the *Planning Act*, is in effect and the grant or loan is in conformity with the requirements of the approved CIP.

### b. *Planning Act, 1990*

The *Planning Act* determines the necessary matters that are within the authority of upper-tier community improvement plans and define the need to establish a community improvement project area in order to implement the CIP. The prescribed matters for upper-tier community improvement plans include:

1. Infrastructure that is within the upper-tier municipality's jurisdiction.
2. Land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide a focus for higher density mixed-use development and redevelopment.
3. Affordable housing

York Region is one of the prescribed upper-tier municipalities for the purpose of subsection 28(2) of the *Planning Act*, under [O. Reg. 221/07](#).

This legislation also sets the provision that allows an exception to municipalities to provide for grants and loans for eligible costs established in an approved CIP related to:

- Environmental site assessment
- Environmental remediation
- Development
- Redevelopment
- Construction or reconstruction of lands and buildings for rehabilitation purposes

The *Planning Act* requires that the Community Improvement Project Area (CIPA) be designated by a by-law prior to approving the CIP. In [March 2019](#), Regional Council enacted a bylaw to designate a CIPA for the purposes of a CIP for Affordable Rental Housing. Regional Council [designated the CIPA](#) applies to area's identified as "urban" or "towns and villages" in the York Region Official Plan, which may be amended from time to time.

#### **c. *Development Charges Act, 1997***

The *Development Charges Act* provides the authority to a municipality to impose a by-law for development charges against land to pay for increased capital costs required due to increased needs for services arising from development. Section 26(1) provides the development charge is payable at building permit, unless the development charges by-law provides otherwise.

## POLICY BASIS & FRAMEWORK

The purpose of the CIP aligns with the existing policy framework outlined from senior levels of government. At the federal level, the [National Housing Strategy](#) sets a vision for housing in Canada and identifies that Canadians need housing that meets their needs and that they can afford. The Strategy states, "Affordable housing is a cornerstone of sustainable, inclusive communities and a Canadian economy where we can prosper and thrive."

In addition, the provincial government has also provided clear support for addressing housing need, including policy direction and strategies that support the provision of a full mix and range of housing options to residents and workers. Regional strategies and policies align with provincial direction and affirm the principles of developing complete communities where residents can live, work and thrive through all ages and stages.

## PROVINCIAL GOVERNMENT

From the Provincial government perspective, the *Planning Act* clearly articulates the provincial interest in "the adequate provision of a full range of housing, including affordable housing." It further identifies that the contents of an official plan shall contain "...such policies and measures as are practicable to ensure the adequate provision of affordable housing." The Provincial Policy Statement identifies managing and directing land use to achieve efficient and resilient development and land use patterns "...accommodating an appropriate range and mix of

residential (including second units, affordable housing and housing for older persons)...” as a factor that contributes towards healthy, livable and safe communities.

The recent [Bill 108 More Homes, More Choice Act, 2019](#) received Royal Assent, affirming provincial direction to provide more choice for renters and encourages new rental construction to provide more choice for tenants and lower rents. Bill 108 More Homes, More Choice Act identified legislative, regulatory and policy changes aimed at increasing ownership and rental housing supply. The development charge deferral programs reflect the changes outlined in Bill 108, aligning with Bill 108 to define when development charge rates are determined and when first payment would be due.

Both [Ontario’s Housing Supply Action Plan](#) and the [Community Housing Renewal Strategy](#) propose a range of solutions to address the growing challenge of affordable housing across Ontario. Both documents identify options to support the growing challenges facing residents in the current housing market and work to sustain, repair and grow the community housing system. The action plan and the strategy outline the provincial government’s commitment to help residents find a home that meets their needs and budget.

## PROVINCIAL POLICY STATEMENT

---

The [Provincial Policy Statement](#), 2014 (PPS) sets out the Province’s land use vision and policy direction to municipalities for how to develop the landscape, create the built environment and manage the land and resources over the long term to achieve livable and resilient communities.

The CIP is consistent with the applicable provisions of the PPS and aligns with the following policies:

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the *regional market area* by:
- a. Establishing and implementing minimum targets for the provision of housing which is *affordable to low and moderate income households*. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
  - b. permitting and facilitating:
    1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including *special needs* requirements; and
    2. all forms of *residential intensification*, including second units, and *redevelopment* in accordance with policy 1.1.3.3;
  - c. directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
  - d. promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed; and

e. establishing development standards for *residential intensification, redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

As outlined in this CIP, a stipulation for receiving the incentives is that the development must be affordable to mid-range income households calculated using the Provincial definition of overall income based affordability as articulated in the Provincial Policy Statement. That is, the rents charged must be affordable to the lowest earning 60% of households in the Region, as articulated in this CIP.

---

## REGIONAL STRATEGIC DIRECTION

The York Region Official Plan contains provisions that enable Council to enact a by-law to designate a Community Improvement Project Area. As such, through the [June 2018](#) Draft Rental Housing Incentives Guidelines and Community Improvement Plan report, Council authorized staff to initiate preparation of a CIP for this purpose and in [March 2019](#), Council approved the CIPA. The Regional Official Plan provides the authority to create a CIP for affordable housing and York Region strategic documents affirm the core principles outlined through the CIP.

[Vision 2051](#) outlines the goal area of Appropriate Housing for All Ages and Stages, with housing choices that support affordable and sustainable living and address the needs of a diverse and aging population. This includes promoting housing affordability options, programs and supports that are integrated throughout York Region for low and moderate income families and individuals while also promoting a broad range of housing choices through a mix and range of types and tenures. The [2019-2023 Strategic Plan](#) outlines the priority to support community health, safety and well-being and identifies the objective to deliver and promote affordable housing. A key activity is to support the creation of new affordable housing rental units, which is aligned with the core objectives of the programs identified in the CIP.

---

## YORK REGION OFFICIAL PLAN POLICIES

The York Region Official Plan (ROP) identifies the objective “to promote an appropriate mix and range of acceptable housing to meet the needs of residents and workers.” The ROP provides clear direction to support the development of affordable and rental housing.

**It is the policy of Council:**

**3.5.9** To develop an affordable housing implementation framework in partnership with local municipalities and the development industry to achieve the targets in this Plan.

**3.5.10** To work with local municipalities, the private sector and other stakeholders to consider innovative financial arrangements to encourage and support the development and maintenance of non-profit and affordable housing, such as:

- a. height and density incentives;
- b. Community Improvement Plans;
- c. grants in lieu of development charges; and,
- d. reduced municipal fees and charges.

**3.5.17** To identify optimal sites for affordable housing early in the development process, particularly in centres and corridors, to maximize affordable housing funding opportunities in consultation with the building industry, non-profit agencies and other stakeholders

**3.5.20** To encourage the construction of new rental units with a full mix and range of unit sizes, including family-sized and smaller units.

The YROP also clearly articulates that Council has the ability to use a Community Improvement Plan to support the implementation of the objectives of Council and the policies of the Plan.

**8.3.6** To use the Community Improvement provisions of the Planning Act to implement the policies of this Plan. In doing so, the Region may:

- a. designate any part of the Region as a Community Improvement Project Area;
- b. enact a Regional Community Improvement Plan that utilizes incentive programs including making grants or loans within the Community Improvement Plan Area either to registered property owners or to local municipalities; and,
- c. participate in a Community Improvement Plan of a local municipality

**8.3.7** That York Region may use Community Improvement Plans for:

- a. infrastructure that is within York Region's jurisdiction;
- b. land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide a focus for higher density mixed-use development redevelopment; and,
- c. affordable housing.

## PUBLIC BENEFIT RATIONALE

Community improvement planning is used to benefit communities in the Province of Ontario by enabling municipalities to provide grants and loans to encourage private sector investment in target areas. The public benefit rationale is well articulated through a variety of sources. The background information provided in the CIP (Appendix 4) of the housing market in York Region builds the case for more affordable housing options and identifies the housing supply gaps that can lead to further negative repercussions for communities.

York Region's housing market has clear gaps that make it hard for many residents to find affordable, adequate and suitable housing. These include:

- A Lack of affordable ownership options
- Low supply of rental options at all price points
- Minimal family-sized units in Regional Centres and Corridors

As staff continues to measure and monitor the new supply of housing in York Region each year, there has been an evident decline in the number of new affordable ownership housing from 4,096 in 2016, 4,067 in 2017 and only 714 in 2018. This low supply of affordable housing may impact the economic health and well-being of the Region, leading to employers seeking more affordable places where their workers can afford to live. In particular, the majority of York Region's supply of affordable housing options has been through 1-bedroom condominiums, leading to the inability to provide a full mix and range of housing options. The majority of high density units have 1-bedroom or less, leading to larger units in peripheral developments and smaller units in core developments,

particularly in the Region's Centres and Corridors. The rising cost of homeownership may leave many households either overextending themselves to buy a home or turning to the constrained rental market.

The second challenge in York Region's housing market is the low supply of rental options at all price points. New purpose-built rental units are a way to help residents find secure and stable tenancy in the rental market. As the changing population and employment needs require more affordable housing, purpose-built rental units are an important and viable housing option for many residents across the income distribution. Due to the high cost of ownership, rental housing is particularly important a growing number of mid-range income residents. In recent years, the supply of rental units has predominantly been through the secondary market. Insufficient rental housing can lead to negative impacts on the social and economic well-being of a community. With the lowest supply of rental housing in the Greater Toronto Hamilton Area (GTHA), this directly impacts vacancy rates and rents charged.

In addition to a lack of housing affordability, availability of housing by built form and location also has gaps. The third challenge identified is not enough family-sized units, particularly in Regional Centres and Corridors. In general, larger sized family units are found at the periphery of our communities whereas smaller sized condominium units are predominantly in our Centre and Corridors. The high cost of single-detached homes has created a need for other multi-bedroom housing options. Since the majority of private apartments are 1 bedrooms, the housing market must provide a greater mix of affordable family-sized units for both ownership and rental tenures. In particular, there is a need for more transit-supported, family-sized housing units in the Region's Centres and Corridors, including a greater mix of units in the new Greenfield developments.

York Region has a low live-work ratio, which may be attributed to a lack of affordable options close to where people work in York Region. From an economic development perspective, rental housing can provide a better match between where workers live and where they work. This helps businesses to attract and retain employees, which in turn supports a stronger labour market that attracts new businesses and the right services into the economy. From a transportation perspective, an increase in the supply of family-sized units in Regional Centres and Corridors provides support to the transportation challenges impacting residents. Affordable rental housing and family sized units in transit supported areas helps to build complete communities, where residents and workers are able to live, work and play.

The CIP is meant to support the development of affordable housing options for mid-range income households, including families through an increase of larger, family-sized units in Regional Centres and Corridors. The CIP provides a clear benefit by supporting the development of more purpose-built rental units to address the housing supply gaps for mid-range income households, many of which are spending more than 30% of their household income on housing costs.

The public benefits of these programs include:

- Improved live-work balance across York Region, with more affordable housing options closer to areas of employment
- The creation of new rental housing to support population and employment growth across York Region
- Strong social outcomes across the nine local cities and towns
- More inherently affordable housing options for mid-range income households, a growing population that may be struggling to make ends meet



## CONSULTATION AND ENGAGEMENT

Community support and stakeholder engagement has played an integral role in the decision to pursue a Community Improvement Plan. In 2016, Council [directed](#) the York Region/Local Municipal Housing Working Group (Working Group) be established to work to address housing supply and affordability issues. This provided an opportunity for York Region and Local Municipal staff to collaborate on research and findings to determine housing supply and affordability solutions that meet the diverse needs of York Region’s residents. As a result of this mandate, the Working Group has considered the necessity and extent of housing incentives required to help address affordability. The Working Group has undertaken a number of public consultations and research initiatives to determine and evaluate the best available options to support the development of affordable housing in York Region.

The development of the CIP was in partnership through the Working Group and in consultation with BILD and other development experts. In addition, the decision to pursue a Community Improvement Plan has also been informed by the feedback from multiple public consultation streams, including the 2010 Regional Official Plan, the Make Rental Happen Campaign and the 10-Year Housing Plan.

### 2010 REGIONAL OFFICIAL PLAN

The 2010 Regional Official Plan underwent a series of consultation through the Municipal Comprehensive Review (MCR) process to inform the updates to the Regional Official Plan and its corresponding policies. The MCR process requires public consultation and input in determining how to build communities that are healthy and complete, where residents of all abilities and ages can live, work and play. Throughout consultations for the 2010 ROP, there was a growing focus on the need for more affordable housing options, including more rental options. The findings from the 2010 Regional Official Plan resulted in the articulation of building a complete community requiring a full mix and range of housing options as the core of economic competitiveness, social well-being and community health. The MCR process identified a growing challenge of affordability in the housing market, with a limited supply of purpose-built rental units available to support residents who could not afford to buy a home. As a result, the [Make Rental Happen: Creating the Conditions to Build Private Market Rental Housing](#) was developed to engage partners, including other levels of government, the building industry and corporate leaders.

### MAKE RENTAL HAPPEN

Make Rental Happen is a Council endorsed initiative from the Human Services Planning Board of York Region with the purpose to engage partners who can influence change to create rental housing options for those who cannot afford or do not wish to own a home. A component of this work focused on consultations and in 2015, York Region’s Human Services Planning Board partnered with Ryerson University to research rental housing incentives. This research was used to determine the type and amount of incentives needed to compel the private sector to build rental housing.



In creating these reports, the project required determining key contacts in the community and industry to engage and share information with to support the creation of private market rental housing options. They engaged a cross-disciplinary team of technical experts to conduct research and review practices on the current rental housing environment. The group hosted roundtable discussions, collected data and conducted surveys to:

1. Attain target audience perspective of the current environment to build rental housing, points of view and understanding of the issue
2. Identify interconnected benefits of rental housing options in creating a healthy complete community
3. Engage private sector champions who have explored the feasibility of rental housing in York Region on lessons learned and what leads to success

The Make Rental Happen initiative research clearly articulated that a Community Improvement Plan may be required to incentivize the development of purpose-built rental units. As identified from the development industry, incentives help to make the development of private market rental housing more viable.

### *HOUSING SOLUTIONS: A PLACE FOR EVERYONE YORK REGION 10-YEAR HOUSING PLAN*

The 5-year review of York Region's Housing and Homelessness Plan launched two surveys to gather feedback from Region staff, community members and housing and development industry professionals. In addition to the almost 270 Regional staff and community members surveyed, a number of individuals who are professionally involved in the housing sector in some way, including developers, property managers/landlords and real estate professionals, participated in a targeted survey that sought feedback on the opportunities and barriers for rental housing development in York Region. This survey provided direct feedback on the draft Rental Housing Incentives Guidelines. The staff and community member survey affirmed a number of important findings, including:

- Strong agreement that the housing supply and housing affordability are challenges for York Region residents and that housing is not affordable in York Region
  - Rents are too high
  - Income too low to afford housing
  - Too few places to rent
- Staff and community members expressed direct concern about the lack of affordable housing options for young people and seniors and challenges with York Region's rental housing supply
- Survey participants want York Region's housing system to be affordable, safe and sustainable

The private sector survey findings provided a strong awareness of the support for rental housing incentives, particularly from the development industry. Responses identified:

- Barriers included lack of provincial and federal support, return on investment not favourable compared to condominium developments, the return on investment not viable and a lack of municipal support
- Overall satisfaction with the incentives proposed in the draft Regional Rental Housing Incentives Guidelines

In addition to the findings from the survey, the Working Group has considered the necessity and extent of housing incentives required to help address affordability. The CIP helps to provide more affordable rental housing options to residents of different ages to find and keep adequate housing that meets their needs.

## PART 2: COMMUNITY IMPROVEMENT PLAN POLICIES

The CIP provides the goals and objectives, the approved CIPA, the program requirements necessary to utilize the tools provided to support the development of purpose-built rental units and the process for accessing these incentives.

The CIP timeframe is from 2020 to 2023. A three year review of the CIP in 2023 and the relevant programs will be reported to Regional Council to assess the impact. Regional Council has the right to extend, revise or alter the CIP beyond the initial three-year period, subject to the objectives of Council.

### GOAL AND OBJECTIVES

Based on the clearly articulated legislative authority and policy basis for the CIP and input received from research, analysis and consultations, the primary goal of the CIP is to **increase the supply of purpose-built rental housing affordable to mid-range income households**. There is a need for more private purpose-built rental housing in York Region to support the diverse needs of residents.

To achieve the goal of the Affordable Housing CIP, the programs provided help to minimize the barriers to creating affordable, rental housing projects through the introduction of an incentives package, which includes:

- New Upper-Tier Development Application Fee Waiver (applies to subdivisions, condominiums and site plans; revisions and resubmissions do not qualify)
- Local municipal utilization of York Region's upper tier CIP
  - *Placeholder: Local Municipal Programs*

This CIP allows for local municipalities to provide waivers and grants to incentivize affordable purpose-built rental development, which helps to encourage consistency in the implementation of rental incentives across York Region. This includes financial allocations for a comprehensive account of available incentives, particularly to support development in the Region's centres and corridors. Incentives offered by the local municipality are not prescribed, nor will they be determined by York Region. The CIP includes an explanation of the development charge deferral programs provided for informational purposes and as a part of the greater suite of incentives that support the development of purpose-built rental housing across York Region. However, a CIP is not required for York Region to provide development charge deferrals.

A number of key objectives are identified through this CIP, which include:

- Prioritizing developments that are a minimum of 4 storeys above grade
- Prioritizing developments in Regional Centres and Corridors
- Incentives for purpose-built rental developments also be provided by local municipalities through a partnership approach
- Prioritize unit retention with developments remain rental for a minimum of 20 years – commitment through covenant on title

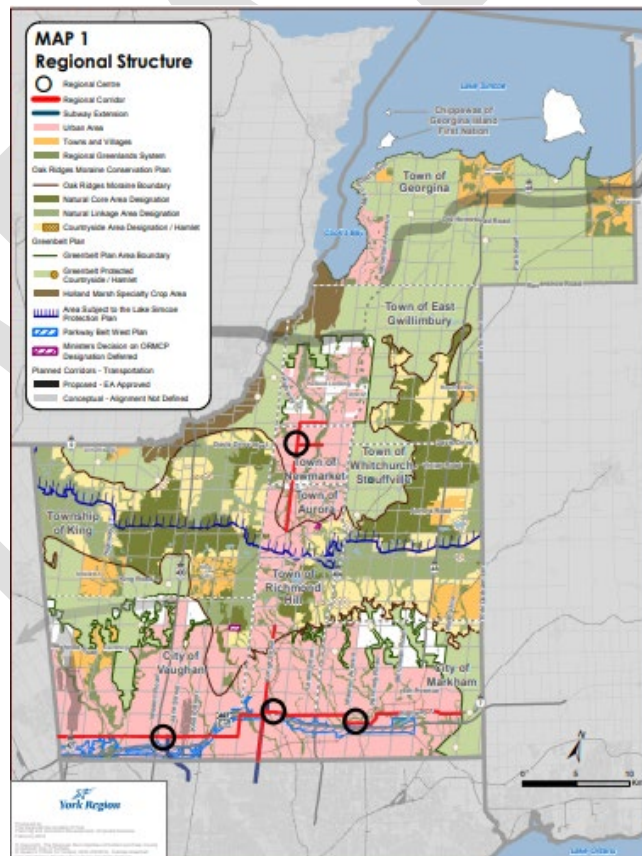
The objectives of the CIP include the prioritization of developments with a minimum of 4 storeys, supporting York Region's city building initiatives and the creation of complete communities. This supports the Region's intensification targets, thus supporting enhanced travel options, conserve resources and create sustainable living.

A criterion to access the new incentives in the CIP is that initial rents in the development must be affordable to mid-range income households. The definition of mid-range income affordability for the CIP is that on average, rents may not exceed 175 per cent of average market rent of private purpose-built apartments by bedroom type and is consistent with the definition [previously reported](#) to Council. Based on the standard that a maximum of 30% of income be spent on housing, this threshold provides affordable bachelor, 1- and 2-bedroom units to all mid-range income households and affordable 3-bedroom units to the highest earning half of mid-range income households.

## PROJECT AREA INFORMATION

The CIP applies to area's identified as "urban" or "towns and villages" in the York Region Official Plan and as amended from time to time, allowing for participation in all nine local municipalities (Map 1). In March 2019, Regional Council enacted bylaw [2019-15](#) to designate a Community Improvement Project Area for the purposes of a Community Improvement Plan for Affordable Rental Housing. York Regional Council enacted that areas identified as "urban" or "towns and villages" in the York Region Official Plan, as amended from time to time, and as designated in local official plans, be identified as a Community Improvement Project Area respecting the provision of affordable rental housing incentives.

**Map 1: Regional Structure**



## PROGRAM POLICIES

The CIP identifies incentives offered to **increase the supply of purpose-built rental housing affordable to mid-range income households** across York Region. CIP's are required by the *Municipal Act* to waive or grant money and as such, are required to implement the upper-tier application fee waivers. The development charge deferral policies articulated do not legally require the CIP for implementation and are identified for information. However, they are included in order to provide a comprehensive account of incentives available.

The development application fee waiver will be offered in conjunction with one of the development charge deferral policies as an incentives package to support the development of purpose-built rental units across York Region's nine local cities and towns. The incentives outlined can only be provided for a maximum of 1500 units over a 3-year period. All of the incentives captured by the CIP and associated deferral policies require that a development remain rental for a minimum of 20 years and that similar or better local municipal support be provided. The new Development Charge Deferral for Affordable, Purpose-built Rental Housing policy and application fee waiver requires that initial rents for the development be affordable to mid-range income households.

---

### DEVELOPMENT CHARGE DEFERRALS

The CIP program areas will include two separate development charge deferral policies, one being the existing 3-Year Development Charge Deferral and the second being the new Development Charge Deferral for Affordable, Purpose-Built Rental Buildings policy. The existing 36 month Development Charge Deferral for Purpose-Built High Density Rental Buildings policy is not contingent on being affordable to mid-range income households, whereas the second longer-term development charge deferral is dependent on affordability for mid-range income households.

---

#### 1. CONTINUATION OF 36 MONTH DEVELOPMENT CHARGE DEFERRAL FOR PURPOSE-BUILT HIGH DENSITY RENTAL BUILDINGS POLICY

##### 1. Objectives:

The policy is intended to allow developers of purpose-built rental buildings to defer the Regional development charges owed for a period of thirty-six (36) months, subject to criteria.

##### 2. Description

Development charges payable will be deferred for a period of 36 months. The three years will start beginning at occupancy and the development charges will be due interest free at the end of the duration.

##### 3. Criteria to Access Program

The building must fall within the defined criteria, which includes:

- 4 storeys in height
- Remain rental for a minimum of 20 years
- Local municipal participation required, providing a similar or better incentives

## 2. NEW DEVELOPMENT CHARGE DEFERRAL FOR AFFORDABLE, PURPOSE-BUILT RENTAL BUILDINGS

The existing 36 month Development Charge Deferral is offered by York Region to support the development of purpose built rental housing. However, a new Development Charge Deferral for Affordable, Purpose-built Rental Buildings will be offered to provide a greater incentive for developments that provide **affordable** purpose-built rental housing in York Region.

### 1. Objectives:

The policy is intended to allow developers of affordable purpose-built rental buildings to defer the Regional development charges owed for a longer-term period, with specifications on the duration determined on the basis of meeting threshold criteria.

### 2. Description

The longer-term Development Charge Deferral for Affordable, Purpose-built Rental Housing is varied, which is determined by location (higher incentive if located in Regional Centres and Corridors) and must meet the minimum unit count criteria. The breakdown is examined in the table below.

Criteria	Duration of development charge deferral
Purpose-built rental of four storeys or more, with affordability criteria (175 AMR) <sup>2</sup>	5 Year
5-Year Deferral Requirements <b>AND</b> located in Regional Centres and Corridors	10 Year
5-Year Deferral Requirements: <b>AND</b> <ul style="list-style-type: none"> <li>• Minimum of 100 dwelling units</li> <li><b>AND</b></li> <li>• A minimum of 50 per cent (%) of the total number of dwelling units in the purpose-built rental building must have two (2) or more bedrooms*</li> </ul>	10 Year
5-Year Deferral Requirements: <b>AND</b> <ul style="list-style-type: none"> <li>• Located in Regional Centres and Corridors</li> <li><b>AND</b></li> <li>• Minimum of 200 dwelling units</li> <li><b>AND</b></li> <li>• A minimum of 50 per cent (%) of the total number of dwelling units in the purpose-built rental building must have two (2) or more bedrooms*</li> </ul>	20 Year

\*Note: Units that achieve one-hundred and twenty-five (125) per cent (%) of Average Market Rent (AMR) or less for private apartments, by bedroom type, may not have to satisfy the unit split requirement. In addition, those units that achieve one-hundred and twenty-five (125) per cent (%) of Average Market Rent (AMR) or less for private apartments, by bedroom type, shall be excluded from the total number of units used to calculate the unit split calculation. Those units that have been excluded from the unit split requirement, as a result of achieving one-hundred and twenty-five (125) per cent (%) of Average Market Rent (AMR) or

<sup>2</sup> AMR stands for Average Market Rents, which refers to the average actual rents charged for private apartments in York Region calculated and published annually in the Canada Mortgage Housing Corporation (CMHC) Fall Rental Market.

less for private apartments, by bedroom type, must be maintained at this level of affordability (one-hundred and twenty-five (125) per cent (%) of Average Market Rent (AMR) or less for private apartments, by bedroom type) for the duration of the Development Charges deferral after which time they must still be less than, or equal to, one-hundred and seventy-five (175) per cent of Average Market Rent (AMR) for private apartments, by bedroom type. These units must remain less than, or equal to, one-hundred and seventy-five (175) per cent of Average Market Rent (AMR) for private apartments, by bedroom type, for the duration of the restrictive covenant as identified under Term 'H' of this policy.

### 3. Criteria to Access Program

In order to access the program, the proponent must demonstrate:

- 4 storeys in height
- Restrictive covenant registered on title requiring that the property be developed and entirely operated as a rental apartment complex for no less than 20 years
- Local municipal participation required, providing a similar or better incentives
- Affordability to mid-range income households (Appendix 1)
- The necessary size or location criteria have been met (dependent on duration of development charge requested)

---

## OTHER PROPOSED INCENTIVES

In addition to the development charge deferrals outlined above, this CIP offers a development application fee waiver to further incentivize the development of purpose-built rental housing affordable to mid-range income households throughout York Region.

---

## 3. NEW UPPER-TIER DEVELOPMENT APPLICATION FEE WAIVER

### 1. Objectives:

The waiver is intended to waive the initial planning application fee due to York Region upon submission of required documents. The waiver of initial planning fees applies to subdivisions, condominiums and site plans for developments, where revisions and resubmissions do not qualify for any waivers.

### 2. Description:

As per the Fees and Charges for Services and Activities Bylaw ([Bylaw No. 2010-15](#)), York Region is able to impose fees and charges for services and activities provided or done by it and for the use of its property. The [development application fee schedule](#) is updated on a regular basis and provides an effective cost value fee that will be waived for the site-specific developments to support the development of affordable purpose-built rental units across York Region.

The development application fees waived relevant to the attached fee schedule include:

- ✓ Local Official Plan Amendment: Base plus Decision fee
  - Regardless of whether a report to Council is or is not required
- ✓ Official Plan Amendment Exemption
- ✓ Zoning Bylaw Amendment
- ✓ Draft Plan Condominium
- ✓ Condominium Clearance
- ✓ Site plan\*

- Only covering the minimum charge identified in the schedule (maximum exception available for this waiver program) and not the additional percentage of the estimated costs of works within the Regional right-of-ways
- ✓ Major Site Plan\*
  - Only covering the minimum charge identified in the schedule (maximum exception available for this waiver program) and not the additional percentage of the estimated costs of works within the Regional right-of-ways
- ✓ Review and Approval of Environmental Assessment Report
- ✓ Encroachment Permit
- ✓ Consent to Sever

None of the above mentioned application fee waivers are available for revisions and resubmissions.

### 3. Criteria to Access Program

In order to access the fee waiver program, proponents must identify:

- 4 storeys in height
- Restrictive covenant registered on title requiring that the property be developed and entirely operated as a rental apartment complex for no less than 20 years
- Local municipal participation required, providing a similar or better incentives
- Must be affordable to mid-range income households (Appendix 1)

## LOCAL MUNICIPAL PARTICIPATION AND UTILIZATION OF THE CIP

Participation in the incentives package identified in this CIP is contingent on local municipal support. Local municipalities will be required to offer similar or better incentives than those provided by York Region. The CIP does not prescribe which incentives local municipalities should offer and they will not be evaluated on absolute dollar value. Through the CIP, local municipalities may be able to provide grants and waivers to development proponents that meet the criteria of the CIP and are receiving Regional incentives. To participate in an upper-tier CIP, enabling policies will be required in local municipal Official Plans.

Regional staff are currently consulting with local municipal staff to determine the necessary local municipal programs to be included in the CIP, including programs such as a Tax Increment Equivalent Grant (TIEG) or planning fee waivers. Please note: additional consultations will occur to determine additional programs to enable local municipalities in York Region to provide grants.

## LOCAL MUNICIPAL PROGRAMS POTENTIALLY ADMINISTERED THROUGH YORK REGION'S AFFORDABLE CIP

*\*Placeholder\**

## IMPLEMENTATION OF THE PROCESS

A formal application template will be available through the CIP website to guide interested developments in reviewing the necessary criteria and applying for these incentives.



**Step 1: Pre-Application Consultation**

- Proponent initiates pre-application consultation with Local Municipal staff
  - Pre-application only refers to development applications (subdivision, site plan, condominium)
  - Proponent interest in accessing incentives established
  - Local Municipal support and interest in providing incentives established in principle at the staff level
- Review CIP for program requirements

**Step 2: Regional Staff Contacted**

- Local Municipal staff contacts Region to express interest in accessing incentives
  - Local Municipal staff provides Submission Details and associated pro forma work
- Staff at either the local municipality or Regional level may request clarification or additional supporting documentation

**Step 3: Regional Staff Confirm eligibility**

- Regional staff confirm eligibility for incentives (including confirmation of local municipal support in principle)

**Step 4: Evaluation of Submission and Documentation**

- Proposal evaluated by Regional staff based on proponent Submission

**Step 5: Regional Staff Draft Agreement(s) to enter into with the Proponent**

- Regional staff draft Agreement(s) to enter into with proponent based on Regional Council recommendations
- Documentation is finalized by Legal and corresponding legal fees are covered by the proponent

**Step 6: Review and Monitoring of New Purpose-built Rental Units**

- Staff will continue to monitor growth of new purpose-built rental units across York Region in the annual measuring and monitoring exercise and report the outcomes of the CIP to Regional Council

**REQUIREMENTS TO USE CIP**

The incentives package identified is applied on a development basis, with a series of minimum criteria identified under each program area in order to qualify for the corresponding incentive outlined in this CIP. The requirements identified are based on the research and findings of the York Region Local Municipal Housing Working Group.

In [February 2018](#), Regional Council endorsed the following principles for development of a purpose-built rental affordable housing incentives framework that targets mid-range income households:

- Apply to purpose-built rental tenure only
- Priority given to high-rise and mid-rise developments
- Priority given to development in regional and local centres and corridors
- York Region incentives be contingent on the local municipality offering similar or better incentives

- Restrictive covenant registered on title requiring that the property be developed and operated as a rental apartment complex for no less than 20 years
- Incentives offered may be tied to the duration the project will remain rental, duration of affordability and/or depth of affordability provided

In addition to the above endorsed Principles, the CIP incorporates criteria that, on average, rents shall not exceed 175 per cent of average market rents (at occupancy) of private purpose-built apartments by bedroom type. These amounts are annually found in the Canada Mortgage and Housing Corporation (CMHC) Rental Market Report. The rental threshold identified is used to recognize that York Region average market rent is derived from an aging rental housing stock, while ensuring that developments receiving the incentives are on average non-luxury and affordable to the mid-range income group (fourth to sixth deciles). The programs cannot be administered on a unit-by-unit basis, but must be applied to the entirety of a development being built.

To comply with the [Development Charge Deferral for Purpose-built Rental Buildings](#) policy, the development must be a minimum of four (4) storeys.

## AMENDING POLICIES

Staff will be requesting that Regional Council delegate authority to the Chief Planner in administering the application fee waivers in alignment with the program requirements.

In the case when the set criteria are not met and extenuating circumstances are requested for review, staff will report to Regional Council as the final decision-making body for approving the application of the programs of a particular circumstance. Regional Council reserves the right to amend the process of application for CIP program support and/or the evaluation of applications, at any time and for any reason, without the requirement to amend the approved CIP.

Changes to the provisions of this CIP identified that are considered to represent a significant change that necessitates a formal amendment to the Plan, including the following:

1. The addition of new programs that support the development of purpose-built rental units in York Region
2. An extension to the approved term (duration) of the CIP
3. A change in the eligibility criteria required to access programs determined through this CIP
4. Regional Council may review and amend any of the terms of any of the programs prescribed in this CIP, with the ability to make modifications to the boundaries of the project areas without amendment to the Plan, provided that the general goals and objectives of the Plan are maintained. The administrative details are included in the appendices of the CIP to provide opportunity for amendments to reflect administrative changes or process improvements.

## MONITORING POLICIES

Monitoring of progress toward achieving more affordable housing options, including rental housing, is annually measured through York Region's Affordable Housing Measuring and Monitoring reporting. This measuring is guided by [York Region's Affordable Housing Measuring and Monitoring Guidelines Update](#), which articulates the standardized approach to implement the York Region Official Plan affordable housing targets. The total number of new rental units added each year is monitored through the measuring and monitoring report, which will include an evaluation of the number of units that were supported by incentives. The costs of the incentives provided will also

be evaluated by staff to measure the impact of these Community Improvement Plan incentives on York Region's revenues and lost earnings as a result of application fee waivers and development charge deferrals.

A number of key performance indicators will support staff in monitoring the programs administered through the CIP.

<b>Program</b>	<b>Major Indicators</b>
Upper-Tier Development Application Fee Waiver	<ul style="list-style-type: none"> <li>• Number of applications received</li> <li>• Amount of application fees</li> </ul>
Development Charge Deferral for Affordable Purpose-Built Rental Buildings Policy	<ul style="list-style-type: none"> <li>• Cost of deferral charges and relevant interest</li> <li>• Number of new units created</li> </ul>

#### **Monitoring of the Community Improvement Plan:**

The current CIP is intended to be implemented during 2020-2023, which will be followed by an evaluation of the current approach to incentivizing purpose-built rental units in York Region at the end of four-year Council term. This is predominantly to consider the need to increase requirements for affordability and to review the threshold of 1500 units over the 3-year period. The CIP will be evaluated to assess the impact and ability to effectively incentivize purpose-built rental housing affordable to mid-range income households across York Region, using the annual monitoring exercise as a means to track the achievement of the goals and objectives outlined in the CIP.

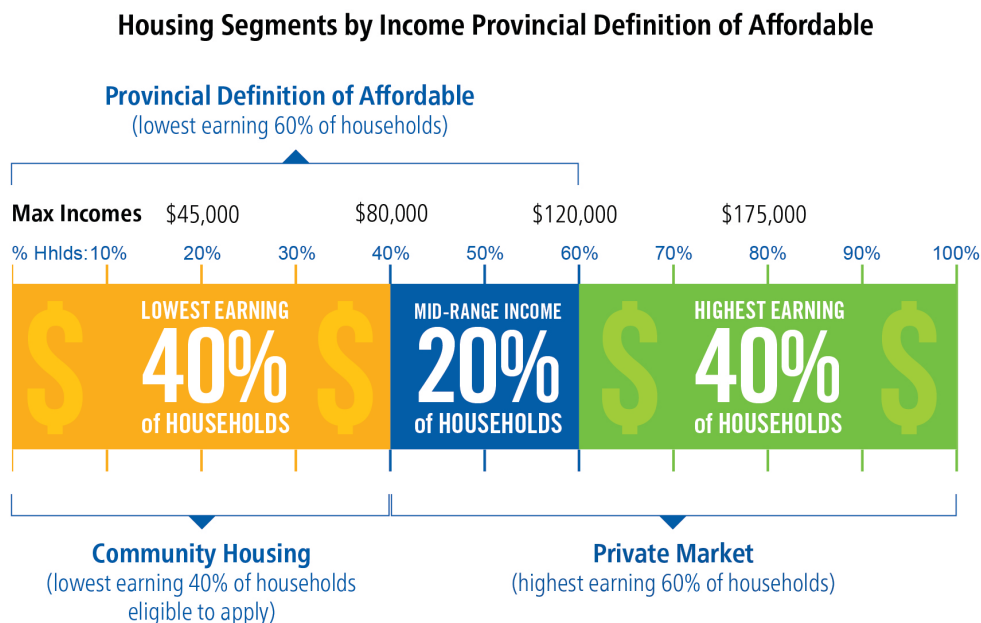
It is the intention of Regional staff that a regular evaluation of the impact of the CIP is completed during the annual measuring and monitoring process to identify alignment of proposed developments with Regional planning and housing objectives. This includes alignment with the urban structure and transportation investments, and the depth or duration of affordability incorporated into the monitoring process.

## COMMUNITY IMPROVEMENT PLAN: APPENDICIES

## APPENDIX 1: MID-RANGE

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

**Figure 1: Housing Segments by Income Provincial Definition of Affordable**



Source: Statistics Canada 2016 incomes by decile, Canadian Price Index (unadjusted).

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

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

The CIP is meant to facilitate the development of rental housing affordable to mid-range income households; or those earning between approximately \$80,000 and \$120,000 in 2018. As such, the CIP incorporates criteria that, on average, rents shall not exceed 175 per cent of average market rent of private purpose-built apartments by bedroom type. The rental threshold recognizes that York Region average market rent is derived from an aging rental housing stock, and ensures developments that receive incentives are non-luxury and affordable to the mid-range income cohort.

The maximum affordable rent for mid-range income households ranges from approximately \$2,000 to \$3,000 per month based on the standard that a maximum of 30 percent of income be spent on housing. As is shown by the highlighted cells in Figure 2, 175 per cent of average market rent provides for affordable bachelor units for all mid-range income households, affordable 1 and 2-bedroom units for households at the fifth and sixth deciles, and affordable 3-bedroom units at the sixth decile of the income distribution.

**Figure 2: Eligible Rents and Mid-Range Income Affordability, 2018<sup>3</sup>**

Eligible rents and mid-range income affordability, 2018				
	Bach	1-Bdrm	2-Bdrm	3+ Bdrm
Average Market Rent of Private Purpose-built Apartments*	\$892	\$1,170	\$1,346	\$1,526
175% Average Market Rent	\$1,570	\$2,014	\$2,352	\$2,664
Maximum Affordable Rent for Mid-Range Households (4 <sup>th</sup> Decile)	\$2,000	\$2,000	\$2,000	\$2,000
Maximum Affordable Rent for Mid-Range Households (5 <sup>th</sup> Decile)	\$2,500	\$2,500	\$2,500	\$2,500
Maximum Affordable Rent for Mid-Range Households (6 <sup>th</sup> Decile)	\$3,000	\$3,000	\$3,000	\$3,000

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

## APPENDIX 2: DEFINITIONS

- **Affordable housing:** this term includes community housing, affordable market rental housing, and affordable ownership housing based on the Provincial definition
- **Affordable market rental housing:** refers to private, purpose-built rental housing that is affordable to people with incomes in the sixth decile or below, based on 30% of their gross household income

<sup>3</sup> \*Source: CMHC Rental Market Report, Greater Toronto Area, 2018 Table 1.1.2, "Private Apartment Average Rents" (does not include secondary or government assisted/non-profit units).

- **Affordable ownership housing:** refers to ownership housing that is affordable to people with incomes in the sixth decile or below, based on 30% of their gross household income
- **Community housing:** refers to housing units owned and operated by non-profit and cooperative housing providers as well as Housing York Inc. Community housing units may offer subsidized rents linked to tenant income and/or rents that are set relative to CMHC average market rents for York Region
- **Rent Subsidies:** refers to ongoing financial assistance that helps people afford private market housing, including housing allowances, portable rent benefits, and rent supplements
- **Housing affordability:** the relationship between the ability to pay for housing and the cost of housing, which differs for each household across the income spectrum and is based on market realities. Generally, housing affordability is determined across the income spectrum based on spending 30% of gross household income on housing costs, which may become more, depending on market forces
- **Tax increment equivalent grant (TIEG):** a grant equal to the full amount, or a portion of the amount of municipal property taxes increase after a property is reassessed. The increase in taxes, or tax increment, is calculated by subtracting the municipal portion of property taxes before reassessment from the municipal portion of property taxes after reassessment. The tax increment does not include any increase/decrease in municipal taxes due to a general tax increase/decrease, or a change in assessment for any other reason
- **The CIPA Developable Area Excludes:**
  - a. Environmental features and areas, where development is prohibited, identified in Places to Grow: Growth Plan for the Greater Golden Horseshoe;
  - b. the Regional Greenlands System and approved local municipal natural heritage systems where development is prohibited;
  - c. key natural heritage features and key hydrologic features;
  - d. major infrastructure rights-of-way (i.e. existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); and,
  - e. existing uses (e.g. cemeteries, estate subdivisions).

### APPENDIX 3: LEGISLATIVE AUTHORITY

#### 1. *Municipal Act, 2001*

2. Municipalities are created by the Province of Ontario to be responsible and accountable governments with respect to matters within their jurisdiction and each municipality is given powers and duties under this Act and many other Acts for the purpose of providing good government with respect to those matters. 2006, c. 32, Sched. A, s. 2.

**106 (1)** Despite any Act, a municipality shall not assist directly or indirectly any manufacturing business or other industrial or commercial enterprise through the granting of bonuses for that purpose. 2001, c. 25, s. 106 (1).

Same

(2) Without limiting subsection (1), the municipality shall not grant assistance by,

- (a) giving or lending any property of the municipality, including money;
- (b) guaranteeing borrowing;
- (c) leasing or selling any property of the municipality at below fair market value; or
- (d) giving a total or partial exemption from any levy, charge or fee. 2001, c. 25, s. 106 (2).

#### **Exception**

(3) Subsection (1) does not apply to a council exercising its authority under subsection 28 (6), (7) or (7.2) of the *Planning Act* or under section 365.1 of this Act. 2001, c. 25, s. 106 (3); 2002, c. 17, Sched. A, s. 23; 2006, c. 23, s. 34.

## 2. *Planning Act*, 1990

Section 28 of the *Planning Act* identifies that upper-tier municipalities are limited to the follow areas, according to O. Reg. 550/06: PRESCRIBED MATTERS - UPPER-TIER COMMUNITY IMPROVEMENT PLANS

### **Matters that may be dealt with in upper-tier community improvement plans**

2. For the purposes of subsection 28 (4.0.1) of the Act, the community improvement plan of an upper-tier municipality may deal only with the following matters:

4. Infrastructure that is within the upper-tier municipality's jurisdiction.
5. Land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide a focus for higher density mixed-use development and redevelopment.
6. Affordable housing. O. Reg. 550/06, s. 2.

Section 28 (1) of the *Planning Act* defines "community improvement" means the planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or spaces therefor, as may be appropriate or necessary;

"community improvement plan" means a plan for the community improvement of a community improvement project area;

"community improvement project area" means a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

**Affordable housing** (1.1) Without limiting the generality of the definition of "community improvement" in subsection (1), for greater certainty, it includes the provision of affordable housing. 2006, c. 23, s. 14 (2).

Section 28 (7) For the purpose of carrying out a municipality's community improvement plan that has come into effect, the municipality may make grants or loans, in conformity with the community improvement plan, to registered owners, assessed owners and tenants of lands and buildings within the community improvement project area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for the whole or any part of the eligible costs of the community improvement plan. 2006, c. 23, s. 14 (8).

### **Grants or loans between upper and lower-tier municipalities**

(7.2) The council of an upper-tier municipality may make grants or loans to the council of a lower-tier municipality and the council of a lower-tier municipality may make grants or loans to the council of the upper-tier municipality, for the purpose of carrying out a community improvement plan that has come into effect, on such terms as to security and otherwise as the council considers appropriate, but only if the

official plan of the municipality making the grant or loan contains provisions relating to the making of such grants or loans. 2006, c. 23, s. 14 (8).

3. *Development Charges Act, 1997*

6. A development charge by-law must set out the following:

1. The rules developed under paragraph 9 of subsection 5(1) for determining if a development charge is payable in any particular case and for determining the amount of the charge.
2. An express statement indicating how, if at all, the rules provide for exemptions, for the phasing in of development charges and for the indexing of development charges.
3. How the rules referred to in paragraph 1 apply to the redevelopment of land.
4. The area of the municipality to which the by-law applies. 1997, c. 27, s. 6.

**26 (1)** A development charge is payable for a development upon a building permit being issued for the development unless the development charge by-law provides otherwise under subsection (2). 1997, c. 27, s. 26 (1).

#### APPENDIX 4: BACKGROUND INFORMATION AND JUSTIFICATION

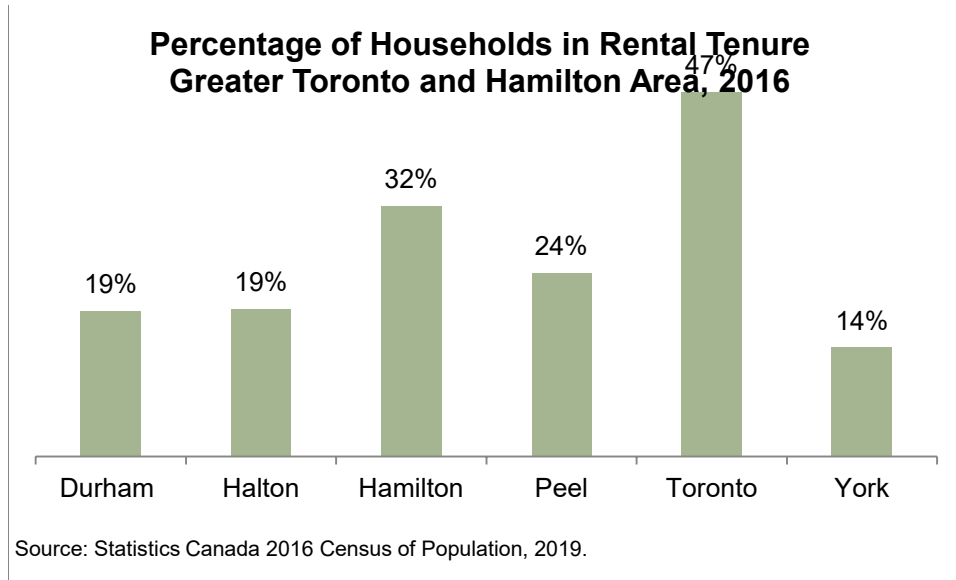
The Regional Municipality of York consists of nine local municipalities that are located in the Greater Toronto and Hamilton Area (GTHA), with large economic growth opportunities and making it an ideal location to live, work and play. York Region has planned for the future by seeking to build complete communities for residents and workers of all ages and across all incomes. Complete communities require a full mix and range of housing options, including rental housing, that meet the needs of residents of all ages, stages and abilities.

York Region's population is growing and diversifying, with new employment opportunities and a growing need for a full mix and range of housing options to support growth. The increasing cost of home-ownership in York Region, many residents are turning to the rental market to find affordable housing options. However, many residents turning to rental options are finding a constrained rental market with high rents.

York Region has the lowest supply of rental housing in the Greater Toronto and Hamilton Area with only 14% (Figure 3).

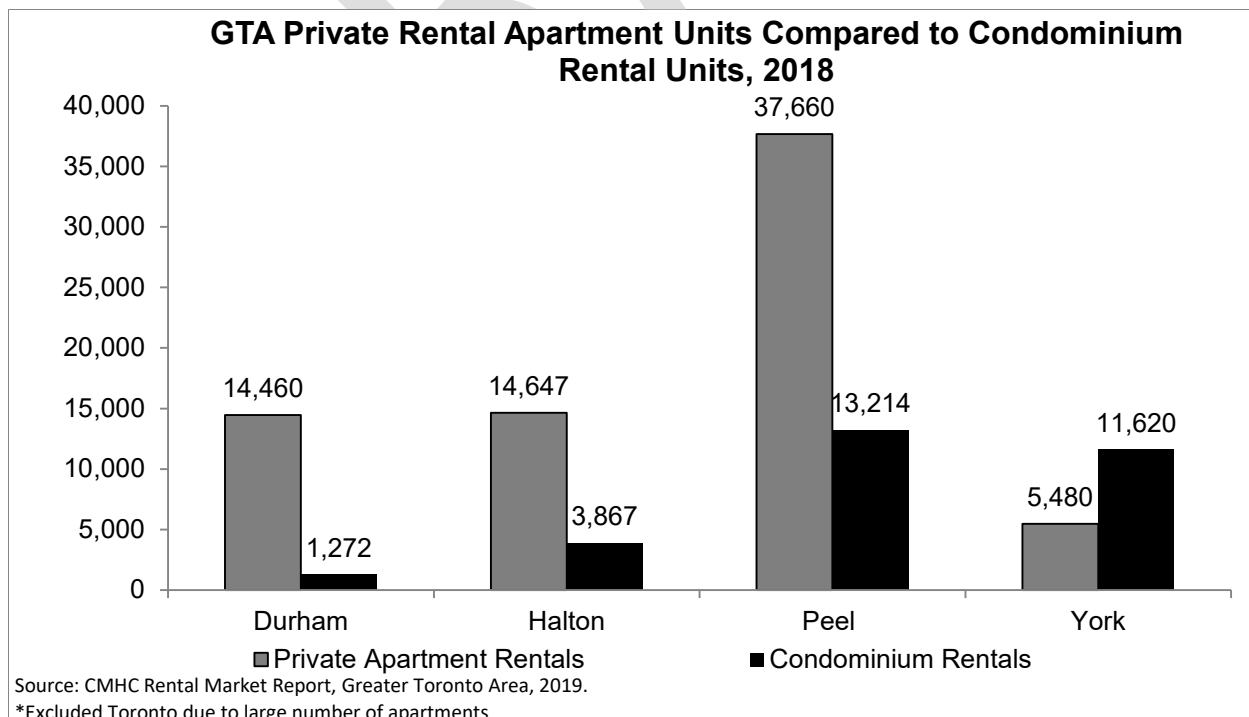
**Figure 3: Percentage of Households in Rental Tenure GTHA, 2016**





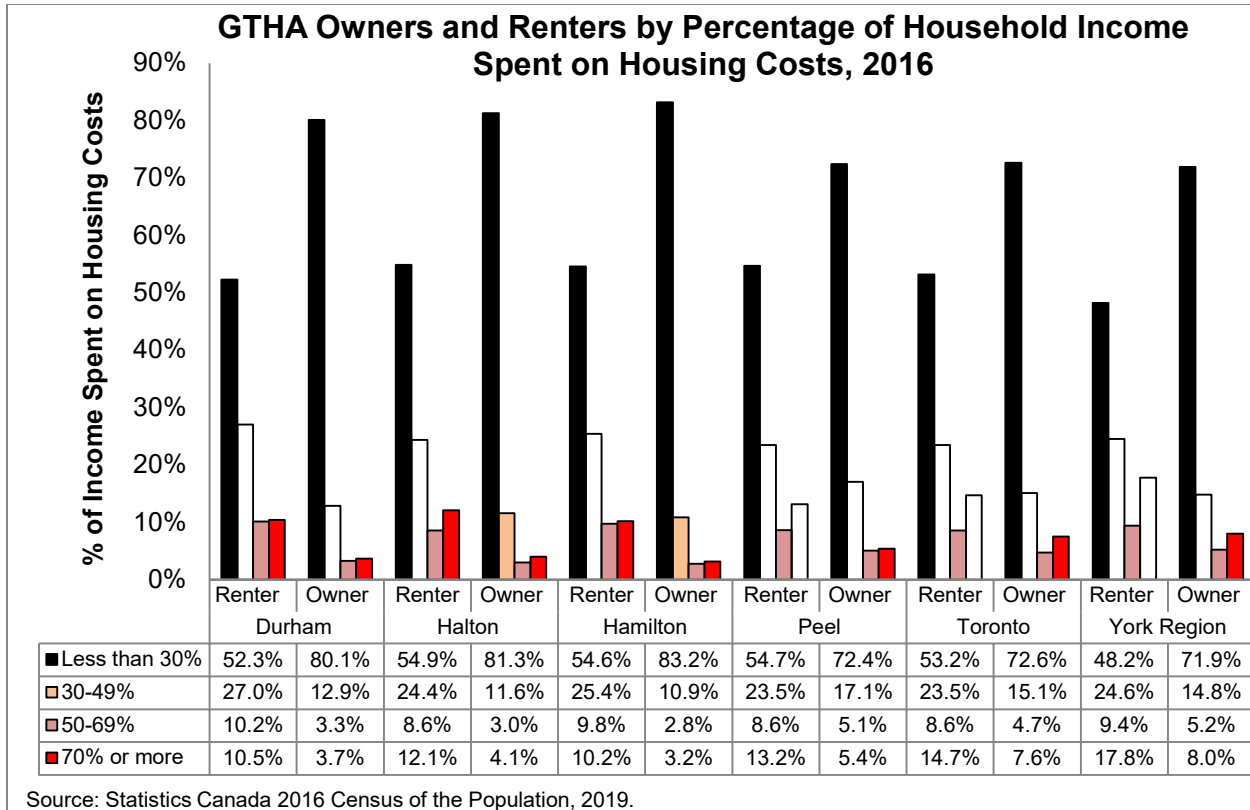
York Region’s rental market has remained reliant on the secondary market to deliver rental options, with few purpose-built units built each year. Since 2007, the number of condominiums rented grew from 2,682 to 11,620 in 2018 (Figure 4). This reflects a change from 14.8% of condominiums rented out of the total in the market to 28.3% in 2018. Compared to this, only 25 new purpose-built rental units were added to the rental market in 2018. The low supply of rental housing in York Region has the potential to lead to negative economic, social and environmental outcomes. One example of this is a low live-work ratio, which places fails to provide residents with the opportunity to live where they work, a critical component of building complete communities. York Region also has one of the lowest supplies of private apartment rentals in the GTA, with only 5,480 units in 2018.

**Figure 4: GTHA Private Rental Apartment Units Compared to Condominium Rental Units, 2018**



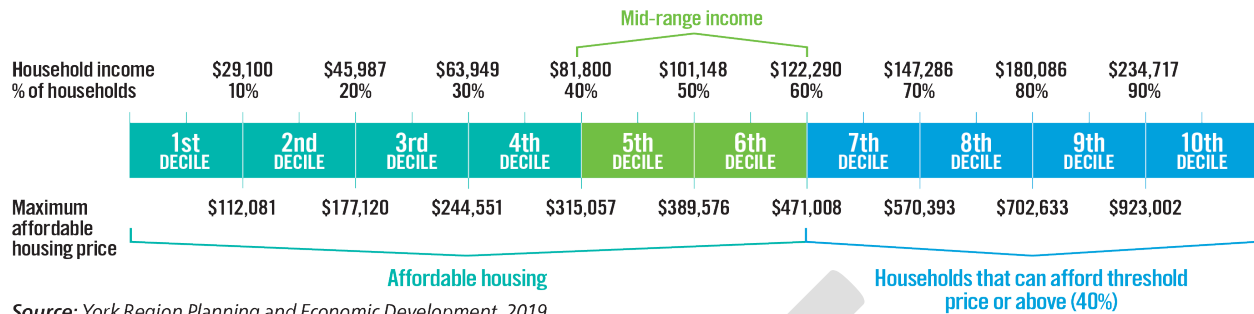
York Region also has some of the lowest percentages of renters and owners spending less than 30% of their household income on housing costs. In 2016, York Region had 72% of owners spending less than 30% and only 48% of renters spending less than 30% of their household income on housing costs. York Region equally had the highest percentage of renters (17.8%) and owners (8%) spending 70% or more of their household income on housing costs (Figure 5).

**Figure 5: GTHA Owners and Renters by Percentage of Households Income Spent on Housing Costs, 2016**



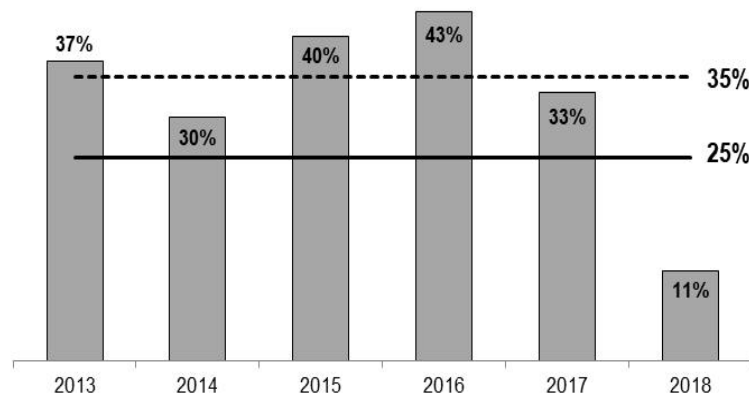
In recent years, the overall cost of housing in York Region has steadily continued to rise. As the cost of housing has risen, a declining number of affordable housing options have been available in the housing market. The higher-range income decile groups have still found affordable housing options in the market, but a growing segment of mid-range income households have been struggling to find affordable housing options for mid-range income households (Figure 6). Mid-range income households are included in the Provincial definition of “affordable” but do not qualify to apply for housing supports. They are meant to be housed by the private market. However, due to the constrained housing market that lacks affordable housing options, this mid-range income group has expanded.

**Figure 6: York Region Household Income Distribution and Affordable Ownership Thresholds, 2018**



Every year, York Region staff evaluates the supply of new housing to provide a standard approach to implement the York Region Official Plan affordable housing targets. The targets require that 35% of new housing in the Region's Centres and key development areas be affordable and that 25% of new housing outside of those areas be affordable. In 2018, York Region had the lowest supply of affordable options, with only 12% of new ownership and rental housing being affordable to households at the 60<sup>th</sup> percentile (Figure 7).

**Figure 7: Percentage of New Units that were Affordable in York Region, 2013-2018**



\*Regional Official Plan Target: 35 per cent applied in Regional Centres and Key Development Areas and 25 per cent applied outside of Regional Centres and Key Development Areas.

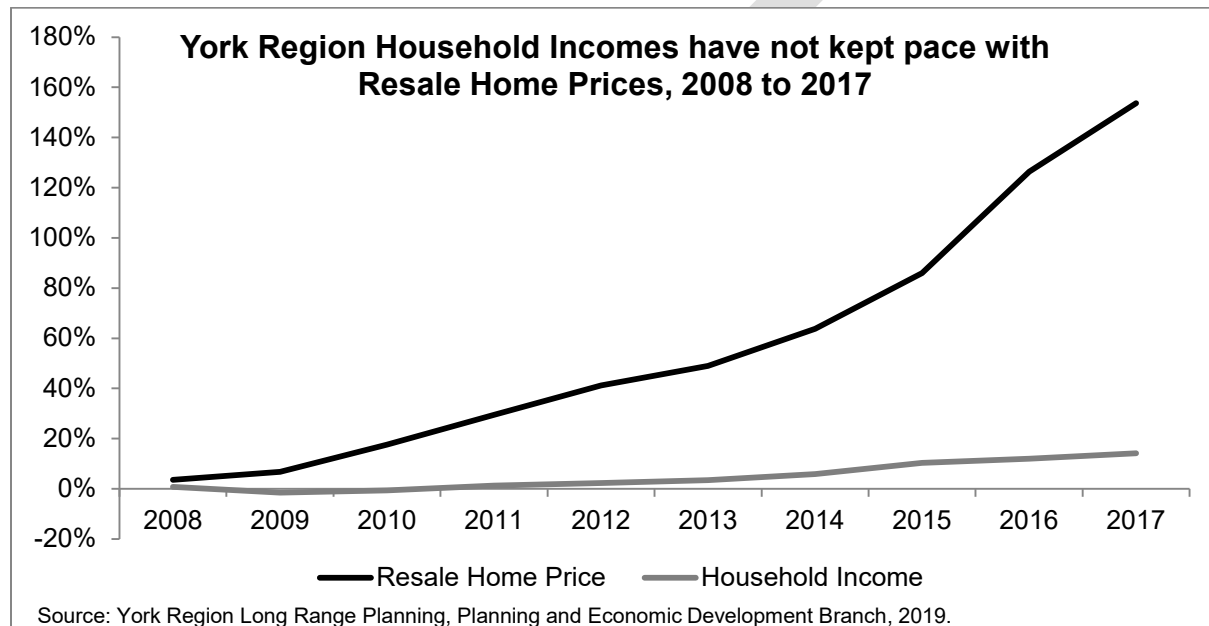
According to [CMHC Housing Now Greater Toronto Area](#) market tables, the average price for an absorbed single-detached house in York Region for 2018 was \$1,246,262. The resale market is summarized in the table below. The average resale price for York Region is \$916,449, which incorporates all housing structure types. A breakdown of the average resale price for the various housing structure types is identified in Figure 8.

**Figure 8: Housing Structure Type, Average Resale Price and Number of Sales in Resale Market, 2018**

Housing Structure Type	Average Resale Price in 2018	# of Sales in Resale Market in 2018
Single Detached	\$1,123,734	6,750
Semi-Detached	\$760,683	900
Town/Row/Attached	\$731,502	2,347
Condominium/Apartment	\$491,893	1,943

The incomes of residents have not risen to reflect the rising price of housing. In the measuring and monitoring of York Regional Official Plan targets, Regional staff identifies the maximum affordable housing price to own a house for each decile group. When affordability by income decile group is evaluated, none of the average resale house prices in York Region are affordable to households at the 60<sup>th</sup> percentile. The majority of York Region's housing stock is single detached houses that, according to staff calculations, are only affordable to the wealthiest households in York Region. The current disparity between the average cost of ownership housing across housing structure types and what residents can actually afford is too large a difference to bridge (Figure 9). The research and consultations completed in developing this CIP determined that affordable rental options are the most viable approach to providing housing.

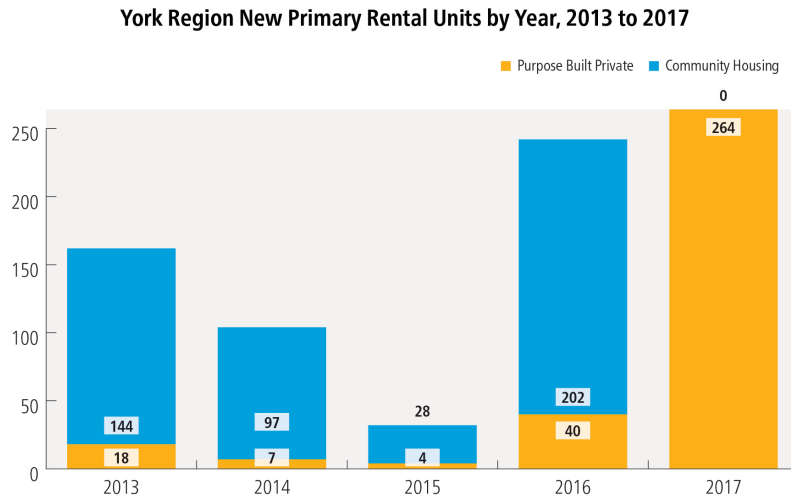
**Figure 9: York Region Household Incomes have not kept pace with Resale Home Prices, 2008 to 2017**



Rental options are the most viable option for many mid-range income households. Without a sufficient rental supply in York Region, businesses may struggle to attract employees while certain demographics may leave the Region to find more affordable housing options. As per the affordable housing calculations completed for 2018, residents between the 4<sup>th</sup> and 6<sup>th</sup> deciles could only afford to own a house that costs in the range of \$315,057 and \$471,008. With little to no affordable ownership options, rental becomes the best means to attain affordable housing in York Region for households between the 4<sup>th</sup> and 6<sup>th</sup> deciles.

York Region has maintained significantly low growth in purpose-built rental units over time (Figure 10). The CIP supports the development of more affordable housing options by incentivizing the development of more purpose-built rental units across York Region to help grow the low supply.

Figure 10: York Region New Primary Rental Unit by Year, 2013 to 2017



Source: York Region Long Range Planning, Planning and Economic Development Branch and Community and Health Services Department, Statistics Canada, 2016 Census of Population, CMHC 2018 Rental Market Report, Greater Toronto Area, 2019.

APPENDIX 5: REGIONAL COUNCIL’S LONG HISTORY OF SUPPORTING RENTAL HOUSING OPTIONS



York Regional Council has provided continued support through strategic priorities, policies and programs to address housing need with an increased focus on supporting the development of private purpose-built rental. The 1994 Regional Official Plan, the 2002 [Housing Supply Strategy](#) and the 2004 [Housing and Our Economy](#) study all outline the need for a full mix and range of housing options to effectively support the Region’s growing population and economy.

In 2010, Council adopted the updated Regional Official Plan, which provides more detailed direction to achieve a full mix and range of housing options. This has an increased focus on providing more rental options to residents. It includes encouraging the construction of new rental units with a full mix and range of unit sizes, including family-sized and smaller units. The Official Plan also included Council objectives to advocate the Province and Federal government to reinstate programs to support and promote the development of affordable housing options such as co-operative housing projects and rental housing developments.

The Region's 10-year Housing Plan, [Housing Solutions: A Place for Everyone](#) was approved in June 2014 and included goals focused on increasing and sustaining the rental supply. The original plan included a total of 49 actions that includes continuing to build new affordable rental housing and provide more rent subsidies. Under Goal 1: Increase the Rental Housing Supply, direction to explore incentive, strategy and best practice options that local municipalities can use to encourage the development of new rental housing was provided. Additionally, direction to investigate the use of community improvement plans in Regional centres and key development areas in Regional corridors to increase the rental housing supply was also provided.

In coordination with the Housing Plan, the Make Rental Happen Collaborative Advocacy Plan was developed and implemented by the York Region Human Services Planning Board. As part of this initiative, Council supported a private market rental development through the provision of a 36 month development charge deferral on a pilot basis in November 2013. An increase in private purpose-built rental units in 2017 came from the introduction of 225 private market apartments that were made available with the finished development of 212 Davis Drive in Newmarket (Figure 11). In May 2017, Regional Council approved a [policy](#) for 36 month Regional DC deferrals for purpose-built rental buildings of four storeys or greater.

**Figure 11: 212 Davis Drive**



In [November 2016](#), Council supported the formation of a York Region/Local Municipal Housing Working Group. Working group members, comprised of local municipal planning staff and Regional staff, were directed to report back to Council on the necessity and/or extent of housing incentives. The Working Group evaluated the entire housing system across both tenures, and concluded that financial incentives should focus on increasing the private purpose-built rental supply affordable to mid-range income households.

Over time, Regional Council has been working on solutions to address the challenge of the Region's low rental supply. In order to address this growing concern and to promote more affordable housing options, Council has focused on the need to stimulate development of private purpose-built rental housing as one of several initiatives required to address York Region's housing challenges.

Community Improvement Plans are a common tool used by local and regional municipalities in Ontario to promote the improvement, renewal, revitalization and development of existing communities. A community improvement approach provides a flexible, comprehensive, coordinated and strategic framework for dealing with lands and buildings, whether the reasons are physical, social, economic or environmental.

Through community improvement plans, municipalities can:

- Focus public attention on local priorities and municipal initiatives
- Target areas in transition or in need of repair, rehabilitation and redevelopment
- Facilitate and encourage community change in a coordinated manner
- Stimulate private sector investment through municipal incentive-based program

This provides the framework for the outlined CIP, helping to promote and incentivize the development of affordable purpose-built rental units across York Region.

DRAFT





On October 17, 2019 Regional Council made the following decision:

1. The Commissioner of Transportation Services be authorized to enter into new agreements with the three Transportation Management Associations (Smart Commute Central York, Smart Commute Markham, Richmond Hill, and pointA Smart Commute North Toronto/Vaughan) that provide transportation demand management services on behalf of York Region subject to 2020 budget approval.
2. The Regional Clerk circulate this report to the Clerks of the local municipalities.

The original staff report is attached for your information.

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

Regards,

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

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [www.york.ca](http://www.york.ca)

*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.



# The Regional Municipality of York

Committee of the Whole  
Transportation Services  
October 3, 2019

Report of the Commissioner of Transportation Services

## Smart Commute Program Review

### 1. Recommendations

1. The Commissioner of Transportation Services be authorized to enter into new agreements with the three Transportation Management Associations (Smart Commute Central York, Smart Commute Markham, Richmond Hill, and pointA Smart Commute North Toronto/Vaughan) that provide transportation demand management services on behalf of York Region subject to 2020 budget approval.
2. The Regional Clerk circulate this report to the Clerks of the local municipalities.

### 2. Summary

This report seeks council authorization to enter into new agreements with the Transportation Management Associations (TMAs) since Metrolinx ended their involvement and funding on June 29, 2019.

Key Points:

- The Region contributes \$200,000 annually to the Smart Commute Program as part of the multi-year budget process and is proposed to remain the same subject to the 2020 budget approval
- The Smart Commute Program also receives annual funding from some local municipalities (City of Markham, Town of Newmarket, City of Richmond Hill and City of Vaughan)
- The Smart Commute program, originally launched in 2004, became a program of Metrolinx in 2008
- On June, 29, 2019, Metrolinx's terminated their involvement and funding of the Smart Commute program
- The Region intends to enter into new agreements with the Transportation Management Associations (Smart Commute Central York, Smart Commute Markham, Richmond Hill, and pointA Smart Commute North Toronto/Vaughan) as part of a revised community-based model, to make travellers more aware of alternative travel choices during rush hour

- Council approval is required at this time to initiate development of new agreements to allow sufficient planning to enable projects to commence/continue in 2020 - agreements will not be finalized until the 2020 budget is approved
- The new agreements will include an evaluation process to measure program outcomes

### 3. Background

#### **In June 2019, staff provided an update to Council on Metrolinx's decision to terminate their funding of the Smart Commute Program**

Further to the [June 13, 2019](#) memorandum, this report outlines the revised Smart Commute Program that is proposed to be delivered through the three Transportation Management Associations (Smart Commute Central York, Smart Commute Markham, Richmond Hill and pointA Smart Commute North Toronto/Vaughan). The revised travel demand program was developed in consultation with the three TMA's and local municipal funding partners, City of Markham, Town of Newmarket, City of Richmond Hill and City of Vaughan.

Delivered through the three TMA's, the Smart Commute Program has historically focused on workplace travel and delivered programs such as site assessments, customized travel plans and outreach events that improve travel options for employees and encourage travel behavior change.

While it is difficult to measure travel behavior change, a small shift away from single occupancy vehicle trips can have a positive impact on travel demands during rush hours and parking demands at workplaces. The TMA's have been successful in implementing workplace transportation demand management strategies, as outlined in Attachment 1, which show the past successes of transportation demand management projects implemented in the Region.

### 4. Analysis

#### **York Region is committed to reducing single occupancy vehicle trips by increasing awareness of alternative travel choices during rush hours**

TDM strategies have the potential to positively impact travel demand during rush hours on the road network by shifting a small proportion of travellers away from single occupancy vehicles into more sustainable modes of travel. For travellers who have the option, more sustainable travel modes include walking, cycling or carpooling during rush hours, or encouraging travellers to make trips outside of rush hours.

York Region currently delivers TDM programming through a multi-faceted approach including internal staff resources to conduct education outreach and events, consultant-led assignments such as the MyTrip Program focusing on personalized trip planning, and the

Smart Commute Program led by the TMA's. This approach maximizes the reach of TDM programming with a small number of committed internal resources.

### **Four service delivery options for the Smart Commute Program were considered as part of the program review**

Metrolinx ending their involvement in the program created an opportunity to review the program services to best meet the needs of the Region and local municipalities.

Staff considered four options to deliver the Smart Commute Program offerings:

- Option 1 - Revise the Smart Commute Program model to allow TMA's to deliver travel demand programming to better reflect the needs of the Region and the local municipal funding partners.
- Option 2 - Bring the program in-house which would require additional Regional staff resources in order to achieve the program objectives.
- Option 3 - Contract out the Smart Commute Program to consultant-led assignments. A portion of TDM programming is already contracted out to consultants as part of the Region's multi-faceted approach. While external consultants do provide specialized expertise, it has an increased cost.
- Option 4 - Stop the program entirely delivered through the TMA's which would negate the potential of the program to positively impact travel demand during rush hours.

Option 1, a revised Smart Commute Program model, was identified as the preferred option. This option allows the TMA's to deliver travel demand programming with a broader mandate to better reflect the needs of the Region and the local municipal funding partners.

Continuing the Smart Commute Program model allows the Region to share the costs of dedicated staff with other funding partners. There is also value in maintaining the community relationships that have been established by the TMA's since their creation in 2004.

The recommended approach will be evaluated on an annual basis to ensure transportation demand management outcomes are being achieved. If the recommended approach is not effective, options 2, 3, and 4 remain viable.

### **Regional and local staff have worked with the Transportation Management Associations to develop a revised community-based Smart Commute Program**

A series of meetings have been held with the Town of Newmarket, the Cities of Markham, Richmond Hill and Vaughan and the TMA's to discuss the program and its future. The Smart Commute Program has historically focused on workplace travel; however, there is opportunity to revise the program in order to best meet the individualized needs of the community and continue to offer good value for money.

Given the diverse landscape of York Region, the revised Smart Commute Program will better focus on the needs identified by the Region and local municipalities. In addition to workplace travel, the community-based model would help target the specific challenges each municipality faces including work travel to and from schools and mobility hubs such as GO and subway stations.

### **The revised Smart Commute Program agreements will include an evaluation process to measure program outcomes**

The new mandate for the Smart Commute Program will aim to target priorities for the Region and local municipalities beyond workplace travel. Current service delivery agreements with the TMA's will be revised to incorporate this change.

The TMA's have been successful in delivering TDM strategies to workplaces throughout the Region, helping to grow companies and bring new business to the Region. With the program responsibility transferred to the Region, staff will be able to ensure accountability through an evaluation process that better tracks the outcomes of municipal investment.

Evaluation criteria will include measuring program outcomes and monitoring results annually. The Region may decide to continue its agreements with all three or only select TMA's based on the results. This regular review of the program will ensure the program remains effective.

## **5. Financial**

The Smart Commute Program is funded by the Region and the Town of Newmarket and the Cities of Markham, Richmond Hill and Vaughan (see Table 1). The Region contributes \$200,000 as part of the Capital Plan, divided among the three TMA's, and reviewed on an annual basis as part of the budget process. The TMA's are their own entities and are also funded by other partners. Should other partners choose to cease their funding, this could impact the ability for individual TMA's to continue to be viable. If external funding allocations change in the future further reviews of the program may be necessary.

Staff will continue to monitor and analyze the Smart Commute Program to ensure it is providing positive outcomes for the Region and the local funding municipalities.

**Table 1**  
**Municipal Funding Allocation**

TMA	Funding Source	2018	2019	2020
Smart Commute Markham, Richmond Hill	Metrolinx	\$180,569	\$90,546	\$ 0
	York Region*	80,000	80,000	80,000
	City of Markham**	75,000	75,000	75,000
	City of Richmond Hill**	50,000	50,000	50,000
Subtotal		385,570	295,546	205,000
Smart Commute Central York	Metrolinx	107,719	53,979	0
	York Region*	80,000	80,000	80,000
	Town of Newmarket**	25,000	25,000	25,000
Subtotal		212,720	158,980	105,000
pointA	Metrolinx	58,063	29,601	0
	York Region*	40,000	40,000	40,000
	City of Vaughan**	3,000	3,000	3,000
Subtotal		101,063	72,602	43,000
Total		\$699,353	\$527,128	\$353,000

\*Subject to 2020 budget approval

\*\* The local municipalities that fund the TMAs include the Town of Newmarket, Cities of Markham, Richmond Hill and Vaughan, and are subject to local budget approvals

## 6. Local Impact

TDM strategies aim to balance travel demand on the road network by shifting travellers to more sustainable travel modes such as walking, cycling or carpooling during rush hours, or encouraging travelers to make trips outside of rush hours. With continued growth in the Region, the need to shift travel modes to more sustainable modes of transportation is becoming increasingly important. The Region is committed to improving the efficiency of the Regional transportation network by increasing awareness in alternative travel modes and will continue to work with local municipalities and the TMA's to deliver the Smart Commute Program to communities throughout the Region.

## 7. Conclusion

As the Region continues to grow, congestion on the road network remains a significant challenge affecting communities. There is a need for travellers to shift their modes to more

sustainable transportation options to realize a positive impact on travel times throughout the Region.

TDM strategies continue to be an effective way to redistribute demand on the road network, especially during peak periods.

Revising the smart commute program to target areas outside of workplace travel, ensures efforts are focussed on meeting community needs on a more strategic and localized level. Given the TMA's established relationship with the existing community and dedicated staff resources to deliver TDM strategies, York Region can maximum the return on investment in the Smart Commute Program through the revised model.

---

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

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

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

September 20, 2019  
Attachment (1)  
9691186



# Smart Commute Achievements

## Key Benefits

Smart Commute efforts in York Region have produced the following results



**12,850,000 vehicle**  
kms not travelled



**Reduction of 2,600,000 kg**  
greenhouse gas emissions



**Saved \$4.7 million**  
in commuting costs



**Reduced**  
congestion and travel time



**lower**  
commuter operating costs



**Improved**  
health

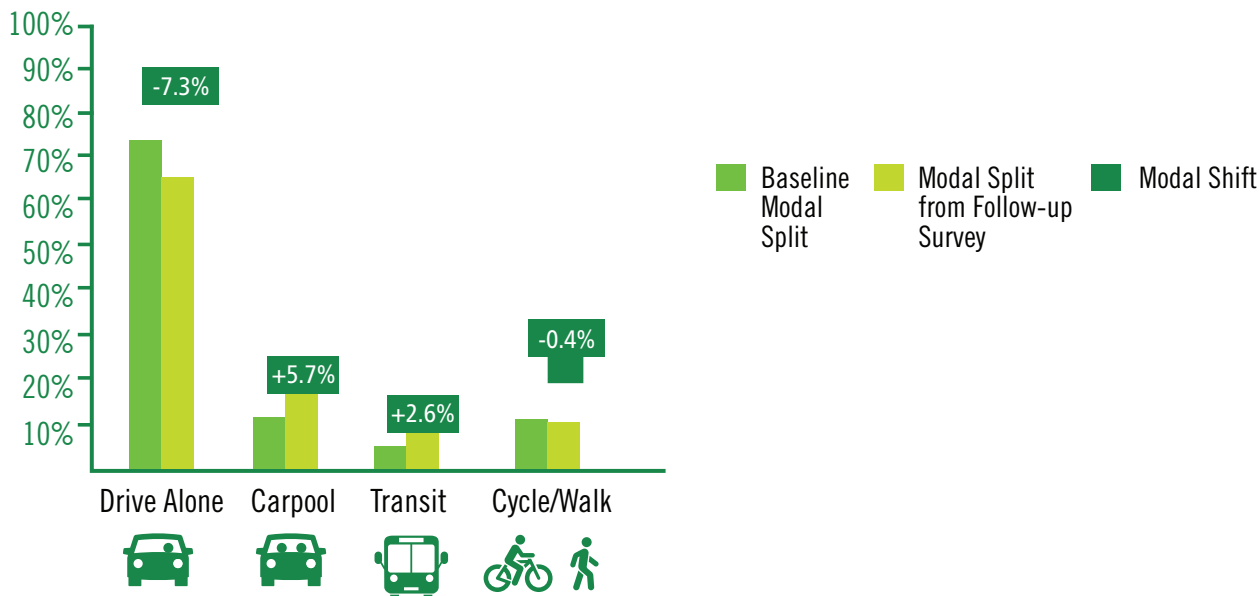
## Customized Project Results

### Smart Commute Central York (SCCY)

#### Project: Southlake Parking Mitigation

**Purpose:** SCCY was engaged to implement a number of parking mitigation strategies by promoting sustainable commuting options to discourage the use of single occupancy vehicles.

#### Results:

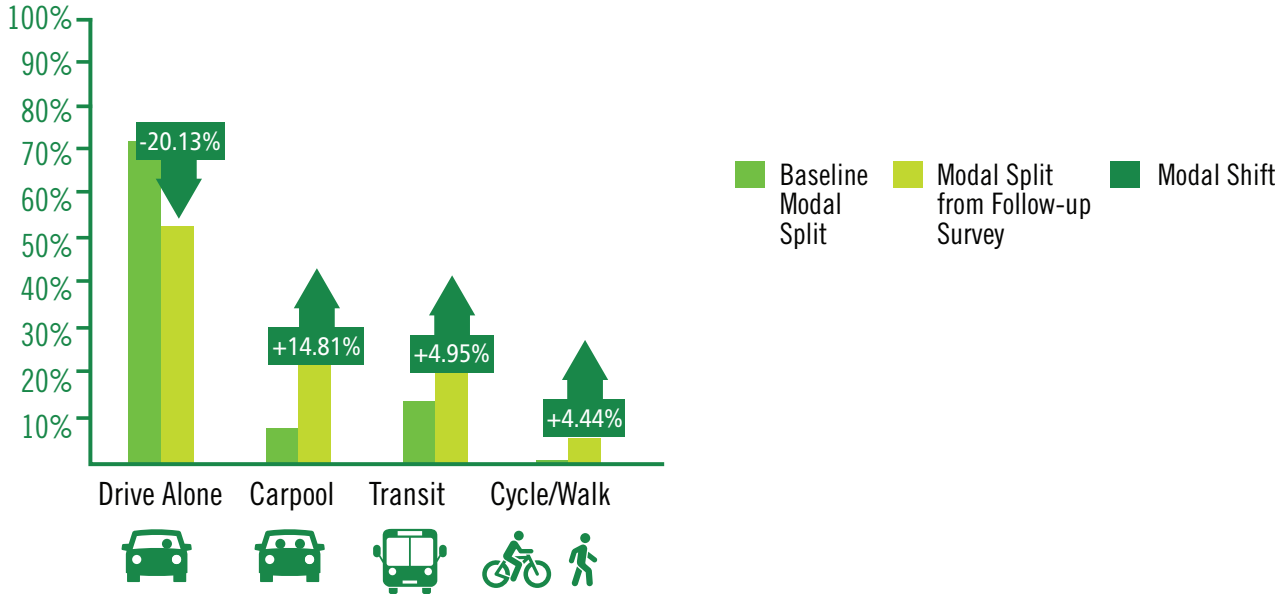


## Smart Commute Markham, Richmond Hill (SCMRH)

### Project: Smart Commute Concierge

**Purpose:** SCMRH was engaged by seven major organizations to provide personalized travel plans and sustainable route planning services.

#### Results:



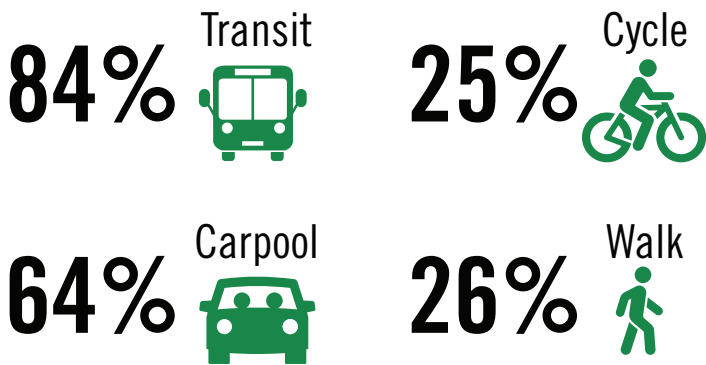
## pointA

### Project: Maple Rutherford GO Micro-transit survey

**Purpose:** pointA was engaged to collect data on travel behaviours and customer perspectives as part of a Metrolinx and York Region Transit led pilot study.

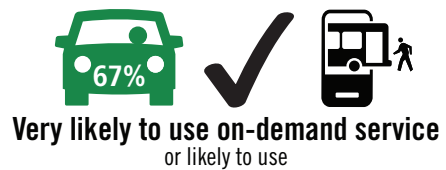
#### Results:

Respondents requested information on how to access the stations by the following modes:



\*number exceeds 100% because respondents were able to select multiple modes

#### Survey Results:





October 18, 2019

Ministry of Municipal Affairs and Housing  
Provincial Policy Statement Review – Proposed Policies

Submitted via the Environmental Registry of Ontario

RE: 2019 Provincial Policy Statement Review

Please be advised that Township of Puslinch Council, at its meeting held on October 16, 2019, considered the aforementioned topic and subsequent to discussion, the following was resolved:

**That the County of Wellington report regarding the 2019 Provincial Policy Statement be received; and**

**That Council supports the County of Wellington's position with respect to the 2019 Provincial Policy Statement; and**

**That Council directs staff to submit the County of Wellington comments to the EBR and to endorse the County of Wellington's comments by way of forwarding the comments to all municipalities.**

On behalf of the Mayor and Members of Council, please accept the Township of Puslinch comments with respect to the Provincial Policy Statement Review of Proposed Policies.



Courtenay Hoytfox  
Development and Legislative Coordinator  
Township of Puslinch  
7404 Wellington Rd 34, Puslinch, ON N0B 2J0  
P: 519-763-1226 ext. 227 F: 519-763-5846 [www.puslinch.ca](http://www.puslinch.ca)



# COUNTY OF WELLINGTON

## COMMITTEE REPORT

**To:** Chair and Members of the Planning Committee  
**From:** Sarah Wilhelm, Manager of Policy Planning  
**Date:** Thursday, September 12, 2019  
**Subject:** **2019 Provincial Policy Statement Review**

### 1.0 Background

To further support its Housing Supply Action Plan and other priorities, the Ministry of Municipal Affairs and Housing is consulting on proposed changes to the Provincial Policy Statement (PPS). Comments are requested prior to October 20, 2019 (EBR Registry Number #019-0279).

The current PPS, which came into effect April 30, 2014, provides overall policy direction on matters of provincial interest related to land use planning and development across Ontario. Where provincial plans are in effect (such as the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan in Wellington), such plans:

- provide additional, and in some cases, more specific land use planning policies
- take precedence over the policies of the PPS in the event of a conflict

Where policies in the PPS do not overlap with policies in provincial plans, the policies of the PPS must be independently satisfied.

This report provides an overview of the key policy changes and responds briefly to questions posed by the province in the consultation documents.

### 2.0 Key Changes to the Provincial Policy Statement

Many of the proposed changes appear to have little impact on the County as they:

1. harmonize the PPS with the 2019 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) which already applies to Wellington; or
2. the Growth Plan policies are more specific/restrictive than the draft PPS.

In other respects, staff have identified the following key areas with the greatest impact on land use planning in Wellington County.

#### Agriculture

Current PPS policies allow for planning authorities to permit non-agricultural uses in prime agricultural areas subject to meeting specific criteria. Some examples of non-agricultural uses include manufacturing, automobile sales, golf courses, and campgrounds. The draft policies remove the criterion that the proposed use “complies with the minimum distance separation formulae” (MDS). Instead, impacts on surrounding agricultural operations and lands are to be “informed by provincial guidelines”. This is more permissive when compared to language used elsewhere in the PPS, such as “in accordance with provincial guidelines”. While the wording would allow for consideration of guidelines in addition to MDS, such as the “Guidelines on Permitted Uses in

Ontario's Prime Agricultural Areas" we have questions about what these changes mean for MDS implementation.

### **Mineral Aggregates**

Changes to subsection 2.5.2.4 include additional policy direction that depth of extraction be addressed through processes under the Aggregate Resources Act. The intent of the new wording is unclear and we are concerned that it may be meant to remove the ability of municipalities to continue to use vertical zoning to regulate extraction below the water table.

For gravel pits outside of the Greenbelt area and subject to satisfactory long-term rehabilitation, draft policies allow consideration of extraction in provincially significant wetlands (applies to areas outside of the County), woodlands, valleylands, wildlife habitat, areas of natural and scientific interest; fish habitat; and habitat of endangered species and threatened species. The Growth Plan is more restrictive for some features, but overall, the more permissive draft policies would appear to allow interim negative impacts to features and areas in favour of potential long-term environmental benefits through rehabilitation.

### **Indigenous Consultation**

New requirement for planning authorities to:

- engage with Indigenous communities and coordinate on land use planning matters; and
- engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

### **Extension of Planning Horizon**

The planning horizon is extended from 20 to 25 years. We do not know whether the province intends to address this change in the Growth Plan for the Greater Golden Horseshoe, which provides a growth forecast to 2041.

### **Housing**

The province has changed housing policies and related terms in an effort to encourage a greater mix and supply of housing. For example, a new term "housing options" provides more specific policy direction about housing types. The draft policies increase the required supply of land for residential growth from ten years to twelve years. Municipalities are also given the option to maintain land with servicing capacity to provide a five-year supply of residential units (up from three). Overall, these changes appear to be positive, but we will continue to assess as more information becomes available.

### **Servicing Hierarchy and Private Communal Services**

The draft PPS clarifies that the servicing hierarchy supports protecting the environment, human health and safety. With that in mind, upper-tier municipalities are required to work with lower-tier municipalities to assess long-term impacts of individual services on environmental health and character of rural settlement areas and the feasibility of full municipal services or private communal services. Policies specify that communal services are preferred for development of multiple residential units/lots where municipal services are not available, planned or feasible.

### **Land Use Compatibility**

Stronger protection is provided for existing or planned major facilities (including industries, manufacturing uses, other facilities and infrastructure) from proposed sensitive lands uses (such as residences, day care centres, etc.).

### 3.0 Comments

Questions from Ministry	Response
<p>1. Do the proposed policies effectively support goals related to increasing housing supply, creating and maintaining jobs, and red tape reduction while continuing to protect the environment, farmland, and public health and safety?</p>	<p>The PPS has become much less relevant to Wellington because of the more specific, more restrictive, same or similar policies of the Growth Plan for the Greater Golden Horseshoe.</p> <p>The Province should consider fully implementing the PPS in the Greater Golden Horseshoe through one policy document - the provincial Growth Plan. This would reduce red tape by eliminating policy duplication and streamline the review of development applications.</p>
<p>2. Do the proposed policies strike the right balance? Why or why not?</p>	<p>The policy changes for mineral aggregate resources do not effectively balance the need:</p> <ul style="list-style-type: none"> <li>• for local Council input regarding depth of extraction as below water table extraction is a permanent change to the landscape</li> <li>• to protect the environment by allowing extraction to be considered within natural heritage features and areas</li> </ul> <p>We do not support these permissive aggregate policies in the draft PPS, particularly in areas of the County where there is a high concentration of gravel pits.</p>
<p>3. How do these policies take into consideration the views of Ontario communities?</p>	<p>See response to question 1.</p>
<p>4. Are there any other policy changes that are needed to support key priorities for housing, job creation, and streamlining of development approvals?</p>	<p>See response to question 1.</p>
<p>5. Are there other tools that are needed to help implement the proposed policies?</p>	<p>The province should support municipalities and housing developers by researching and sharing best practices to facilitate a greater mix of housing options and increase the supply of affordable rental accommodations.</p>

We have reported on the PPS review at this time to ensure that County Council may consider these comments prior to the October 20, 2019 deadline. We will be attending an information session with the province September 9 and the Association of Municipalities of Ontario (AMO) is working on a response. Planning staff may augment this report if we become aware of new information of relevance to Wellington.

**Recommendation**

That the report “2019 Provincial Policy Statement Review” be forwarded to the Ministry of Municipal Affairs and Housing and be circulated to member municipalities in Wellington County.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Sarah Wilhelm', with a long horizontal flourish extending to the right.

Sarah Wilhelm, BES, MCIP, RPP  
Manager of Policy Planning







2021 Division Road North  
 Kingsville, Ontario N9Y 2Y9  
 Phone: (519) 733-2305  
 www.kingsville.ca  
 kingsvilleworks@kingsville.ca

**SENT VIA EMAIL**

October 25, 2019

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

Dear Premier Ford:

**RE: LOCAL HEALTH CARE SERVICES**

At its Regular Meeting held on October 15, 2019 Council of the Town of Kingsville passed the following Resolution:

**"533-2019**

**Moved By** Councillor Kimberly DeYong  
**Seconded By** Councillor Larry Patterson

WHEREAS public health care consistently ranks as the top priority in public opinion polls, and;

WHEREAS Public Health provides vital health promotion and prevention services based on the unique demographic and economic, social, and cultural needs of our communities; and;

WHEREAS the evidence from hospital amalgamation in Ontario and across Canada is that they have cost billions of dollars and have not yielded the promised administrative savings but have taken money away from frontline care, and;

WHEREAS there is no evidence to support the proposed closure of 25 out of 35 local Public Health Units, the closure of 12 of 22 local ambulance dispatch centres, and the closure of 49 out of 59 local ambulance services, and;

WHEREAS there is a deep consensus among virtually all stakeholders that increasing acuity in our long-term care homes requires additional staff and resources, not

cancellation of the two special funds and real dollar cuts to per diem funding of our long-term care homes, and;

WHEREAS our local hospitals have been downsized for an entire generation and cannot meet population needs while sustaining real dollar cuts to hospital global budgets.

THEREFORE BE IT RESOLVED:

That The Corporation of the Town of Kingsville calls upon the Ontario government to halt the closures of, mergers of, and cuts to our local health care services including Public Health Units, land ambulance services, hospitals and long-term care homes and the Town of Kingsville forward this resolution to all municipalities in the Province of Ontario.”

Yours very truly,



Jennifer Astrologo, B.H.K. (Hons), LL.B.  
Director of Corporate Services/Clerk  
Corporate Services Department  
jastrologo@kingsville.ca

cc: Association of Municipalities of Ontario (AMO)  
cc: All Ontario Municipalities  
cc: Taras Natyshak, MPP  
cc: Windsor-Essex County Health Unit



Crohn's and  
Colitis Canada  
Crohn et  
Colite Canada

### About Crohn's and Colitis Awareness Month

November is [Crohn's and Colitis Awareness Month](#). Crohn's disease and ulcerative colitis are the two main forms of inflammatory bowel disease (IBD), a chronic autoimmune disease that inflames the lining of the gastrointestinal (GI) tract and disrupts the body's ability to digest food, absorb nutrition, and eliminate waste in a healthy manner. Currently, 270,000 Canadians live with Crohn's or colitis, and this number is expected to rise to 400,000 – or 1% of the population – by 2030. Because these diseases affect such a large (and growing) number of Canadians, it is important to raise awareness about them.

### About the organization

Crohn's and Colitis Canada is the only national, volunteer-based charity focused on finding the cures for Crohn's disease and ulcerative colitis and improving the lives of children and adults affected by these diseases. We are one of the top two health charity funders of Crohn's and colitis research in the world, investing \$122 million in research since 1974, leading to important breakthroughs in genetics, gut microbes, inflammation and cell repair as well as laying the groundwork for new and better treatments.

We are transforming the lives of people affected by Crohn's and colitis (the two main forms of inflammatory bowel disease) through research, patient programs, advocacy, and awareness.

For more information about Crohn's and Colitis Canada, visit our website:

<https://crohnsandcolitis.ca/>

### Benefits of lighting the landmark

As part of Crohn's and Colitis Awareness Month, landmarks across the country are illuminated in purple as a show of solidarity. Having the **[landmark name]** included in this initiative would be a wonderful way to highlight the prevalence of these diseases to **[people in your city]**. It can prompt questions from the public that we can use as a springboard for education and increased awareness.

### Requested Date of Lighting

**November 1, 2019 (if not possible, November 15, 2019)**

### Requested Colours and Pattern

All letters in purple.



Cindy Weiss  
Development Coordinator  
**Crohn's and Colitis Canada**  
600 - 60 St. Clair Ave. E., Toronto ON M4T 1N5  
T:416-920-5035 ext 239

[crohnsandcolitis.ca](https://crohnsandcolitis.ca) | [crohnetcolite.ca](https://crohnetcolite.ca)

Registered charity number 11883 1486 RR 0001 © Crohn's and Colitis Canada  
N° d'enregistrement d'organisme de bienfaisance 11883 1486 RR 0001 © Crohn et Colite Canada





Date: June 24, 2019

To Whom It May Concern:

This letter is to request the illumination of “**name of your landmark**” in purple on World Prematurity Day on November 17. This day is dedicated to honor premature babies, their families and caregivers.

#### **WHY**

1 in 10 babies are born prematurely worldwide and therefore are at risk of long-term complications. Some babies will spend months in a Neonatal Intensive Care Unit before going home.

Families face challenges from the moment their baby is born in terms of expenses, protection measures, education, and other related accommodations.

#### **WHO WE ARE**

Canadian Premature Babies Foundation (CPBF-FBPC) is a not-for-profit organization aimed to raise public awareness about prematurity and provide support and education for families of premature babies.

#### **IMPACT**

We joined 60 other countries in the International Global Illumination Project, where Canadian landmarks have been lit up in purple. This project goes viral as thousands of families visit these landmarks and share their moments on their social media channels on November 17<sup>th</sup>. This is the 11<sup>th</sup> year since this project started.

We look forward to having you joining our efforts this year.

With gratitude

**Fabiana Bacchini**  
**Executive Director**

4225 B Dundas Street West, Etobicoke, ON  
M8X 1Y3  
Tel: 416-418-8916  
fabiana@cpbf-fbpc.org  
www.cpb-fbpc.org





**Kiran Saini**  
Deputy Town Clerk  
Town of Newmarket  
395 Mulock Drive  
P.O. Box 328 Station Main  
Newmarket, ON L3Y 4X7  
Email: ksaini@newmarket.ca  
Tel: 905-953-5300 ext. 2203  
Fax: 905-953-5100

October 25, 2019

Sent to [REDACTED]

Dear Kate MacRae:

**RE: Proclamation Request - November 20<sup>th</sup> - World Children's 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](#), and the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in blue on November 20th to recognize World Children's Day. Please note that the lighting will occur from sunset until 11:00 PM.

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

Yours sincerely,

A handwritten signature in black ink that reads "Kiran Saini".

Kiran Saini  
Deputy Town Clerk  
KS:jg