



Town of Newmarket Council Information Package

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Proclamation, Lighting Requests and Community Flag Raising

There were no requests for this period.

Information Reports

The following information report was distributed during this period:

- INFO-2020-37: Newmarket Patio Program - 2020
Economic Development & Recreation and Culture
November 30, 2020

On November 19, 2020 Regional Council made the following decision:

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

The original staff report is attached for your information.

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

Regards,

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

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

The Regional Municipality of York

Committee of the Whole
Environmental Services
November 5, 2020

Report of the Commissioner of Environmental Services

2020 Street Tree Health and Performance Update

1. Recommendation

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

2. Summary

This report updates Council on the status of the street tree program and provides new information on the recent street tree health assessment.

Key Points:

- The Region's street tree population, valued at \$421 million, continues to grow, increasing the environmental, social and economic benefits to residents
- The Region has made a substantial investment in street trees since adoption of the Streetscape Policy in 2001, and implementation of Great Regional Streets and VivaNext programs
- To address poor performance of street trees, significant program improvements have been implemented including regular street tree health assessments
- Street tree health assessments have shown a significant improvement in street tree performance from 29% of trees in healthy condition in 2003 to 87% in 2020
- Urbanization and limited boulevard space will require continued implementation of technologies and practices to ensure survival and long-term tree performance

3. Background

Street trees provide considerable environmental, social and economic benefits to our communities

Street trees, as a component of the urban forest, provide numerous benefits to residents including shade, energy conservation, improved air quality, prevention of soil erosion and stormwater management.

Regional streetscapes with trees help define the character of our communities and contribute to a sense of place. The Region has made a substantial investment in street trees since adoption of the Streetscape Policy in 2001, and implementation of Designing Great Streets and VivaNext programs.

Over 1,500 street trees are planted annually along Regional roads

The Streetscape Policy and subsequent guidelines set objectives and standards for street tree planting along Regional roads. Since 2001, the number of street trees has steadily increased as a result of annual planting efforts. Currently the Region plants an average of 1,900 street trees each year, with over 80% of tree planting occurring within existing urban areas. In recent years, planting projects have required more complex technologies such as engineered soil cells below sidewalks to ensure survival and long-term performance in urban settings including VivaNext corridors. Currently there are 69,000 street trees in the inventory with an estimated value of \$421 million.

Street tree health assessments are completed once every five years to monitor street tree performance

In the early 2000s, it was evident that recently planted street trees were performing poorly. To identify factors contributing to this poor performance, the Region undertook a comprehensive street tree health assessment in 2003. Results of the study identified that only 29% of recently planted trees were in healthy condition. The assessment identified a number of factors that impacted street tree performance including lack of water during the establishment period, poor boulevard soil conditions, low quality nursery stock, and poor planting procedures and post-planting maintenance practices.

To address poor performance of street trees, the Region implemented significant program improvements which have resulted in a dramatic increase in street tree health over the past 20 years. A commitment was made to continue to undertake street tree health assessments every five years and report the findings to Council. Health assessments in 2010 and 2015 showed improvement in street tree performance with respectively 76% and 84% of street trees in good health.

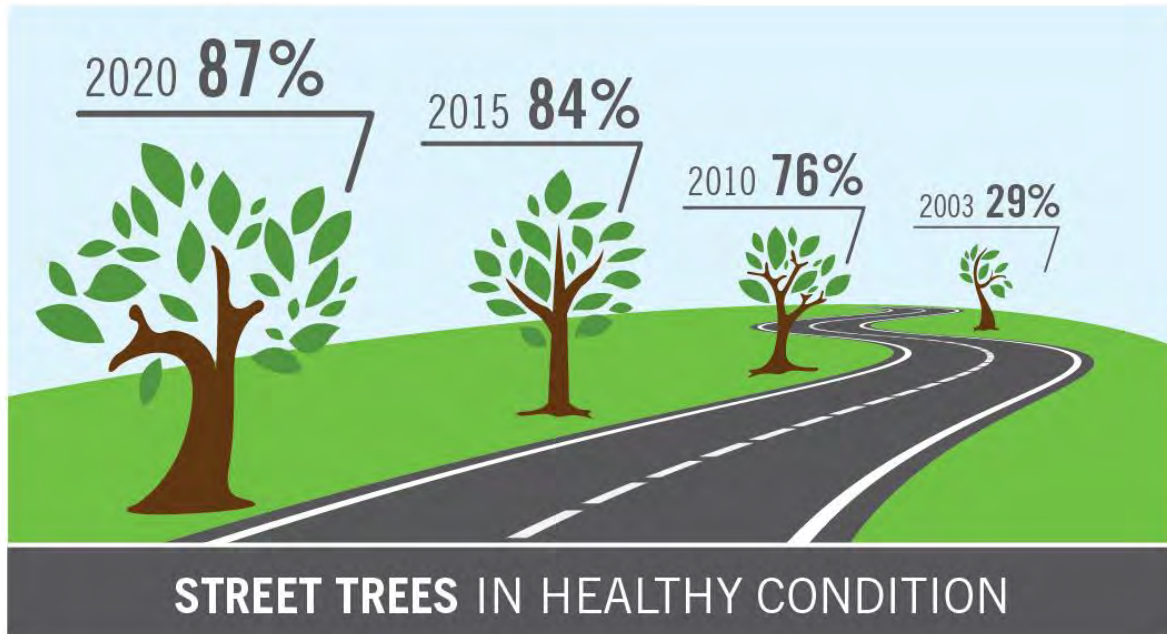
4. Analysis

2020 street tree health assessment confirms investments have resulted in improved performance with 87% of trees in healthy condition

In 2020, a fourth street tree health assessment was completed to measure the effectiveness of program improvements. A detailed health assessment of 3,099 street trees planted over the last 5 - 10 years was completed to determine tree health and further assess factors affecting tree performance (Attachment 1). Results of the assessment show that 87% of recently planted trees were in satisfactory or good condition. This demonstrates continued improvement in tree health since 2003 and confirms investments made in program improvements are having a positive impact on street tree performance (Figure 1). These investments enable the Region to close in on the performance target of 90% of trees in

healthy condition. This target was established in previous health assessments through a review of industry best practices, experience and expectations for the harsh roadway environment.

Figure 1
Improvements in Street Tree Health 2003 to 2020



Improvements to current practices continue with increased focus on key factors including soil quality, soil quantity and planting locations

The 2020 street tree health assessment identified several key factors which continue to influence the performance of street trees along Regional roads including:

- Poor root development and function resulting from boulevard soil conditions
- Negative impact when planting trees near roadway edges
- Drying of trees subject to winter winds on open sites

Construction along and adjacent to Regional roads can disturb natural soils, creating compacted soils that are generally less biologically healthy and having poorer drainage. Tree health increases when soil quality is improved before tree planting using techniques such as installation of a soil trench with drainage. The 2020 street tree health assessment noted that 94% of trees planted within a soil trench are in a healthy condition.

Planting location and species selection are critical to a tree's success. Planting within three metres of the roadway should be avoided, unless measures such as raised planter beds are considered, and top performing tree species selected. Likewise, open windy sites are being avoided as this planting location has been linked to decreased tree health.

Urbanization of Regional corridors presents challenges that are being met through new technologies and practices

Street trees are recognized as a key component for successful urbanization of Regional corridors such as VivaNext rapidways. Urban centres and corridors present challenges for establishing and maintaining healthy trees. To provide adequate soil and water in these hardscaped environments, the Region has invested in new technologies including engineered soil cells, structural soils and water efficient irrigation systems.

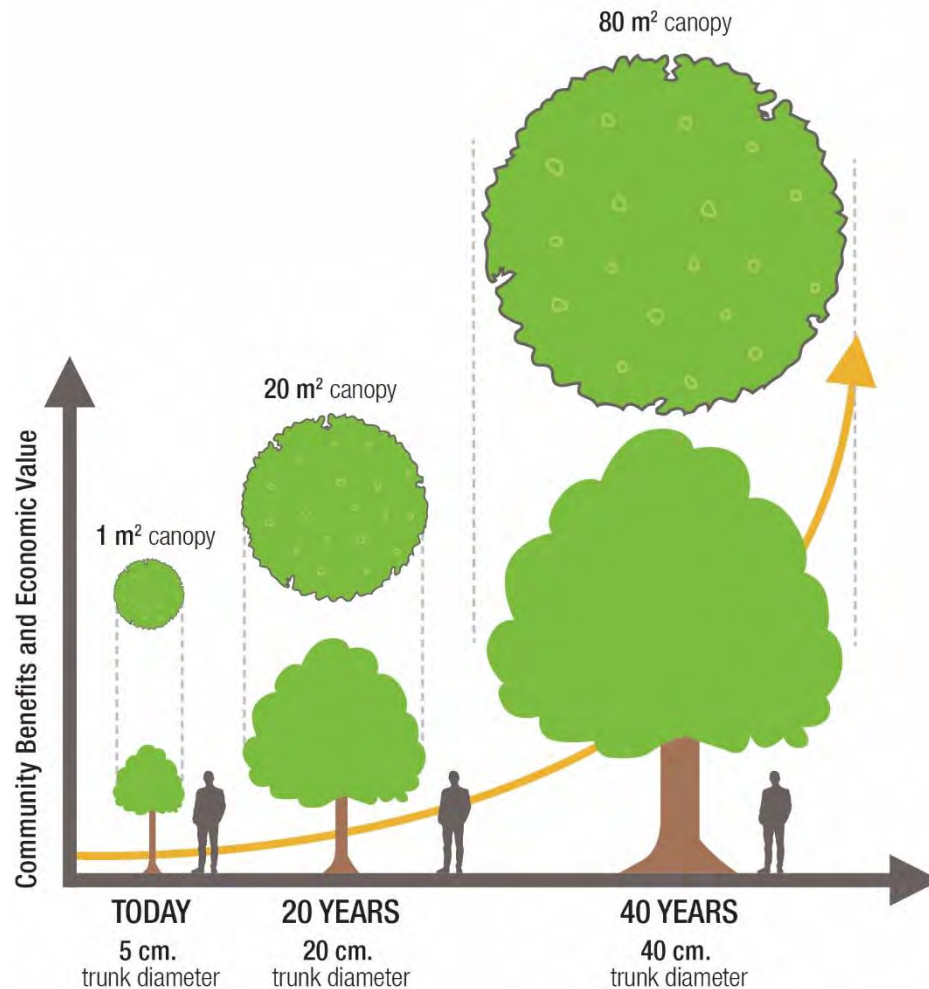
The 2020 street tree health assessment examined the rooting behaviour of trees planted in hardscapes where below ground soil cells had been installed (VivaNext) and softscape boulevards where structural soils had been installed under sidewalks. In both cases, extensive rooting was found within the soil cells and under the sidewalks, improving tree health. Street trees perform better when they have access to large volumes of uncompacted, good quality soils, allowing for unrestricted root growth.

Street tree management and tree maintenance programs are increasing tree health

The Region's street tree population is continuing to grow in both number and tree size. With more trees surviving and performing well, the need to maintain these trees continues to increase. Once established, pruning street trees on a regular basis is required to maintain tree health and minimize hazards. The Region has implemented a proactive program to prune trees on a regular cycle. The 2020 street tree health assessment found a decrease in the number of trees with poor structure, 66% in 2015 compared to 5% in 2020, demonstrating the pruning program's positive impact.

Climate change impacts, particularly the frequency and intensity of storms, are a threat to street trees. Healthy, vigorous trees receiving proactive management including cyclical tree pruning, reduces susceptibility to damage from severe weather, minimizing impacts of storm events such as ice storms and extreme wind events. This has been demonstrated in recent storm events, where fewer reactive work orders have been required for comparable storms.

As healthy street trees grow their economic value and benefits increase significantly (Figure 2). In 2019 state of the infrastructure report the Region's street trees were valued at \$421 million. Through investments in planting and maintenance of street trees we ensure they maximize their growth potential and associated benefits to our residents.

Figure 2**Tree Growth and Associated Increase in Benefits****Street trees and other green infrastructure elements are a significant capital asset**

In 2018, the Region updated the Corporate Asset Management Policy, which details principles for a consistent and coordinated approach for managing Regional assets to ensure long-term sustainability and to demonstrate fiscal stewardship. Green infrastructure, including street trees and systems that support them have been identified as an asset. To meet the goals of the Corporate Asset Management Policy, Environmental Services developed a Green Infrastructure Asset Management Plan.

This award-winning plan has provided insights to maximize the assets lifecycle and its benefits through financial modelling, evaluating risk, determining levels of service and identifying opportunities for continuous improvement. The Green Infrastructure Asset Management Plan will be updated in 2021 leading to further improvements in the management of these critical green assets.

Healthy street trees support the Strategic Plan by enhancing and preserving green space

Development and implementation of best practices related to planting and maintenance of street trees are identified as actions in the York Region Forest Management Plan. Improving street tree health contributes to increasing canopy cover and progress towards the 35% Regional canopy cover target. Growing the Region's canopy cover supports the Strategic Plan priority to build sustainable communities and protect the environment, and the objective of enhancing and preserving green space. Progress on achieving canopy and woodland cover targets will be reported to Council in the 2021 State of the Forest report.

5. Financial

Street tree health improvements will be achieved through program optimization

Recommendations from the 2020 street tree health assessment report will be reviewed and advanced on a priority basis. Program changes (e.g. increased watering) and use of new technologies (e.g. soil trenches and engineered soil cells) has already been implemented in previous years. Further street tree health improvements will be achieved through program optimization and implemented as part of ongoing adaptive management (e.g. refinement of soil quality specifications). Any financial impacts will be addresses through the multi-year budget process.

In 2019, the Region was successful in securing \$10.1 million in Federal funding for a natural infrastructure project through the Disaster Mitigation and Adaption Fund. Included in this project is the planting of 12,500 street trees over nine years to mitigate the impacts of extreme heat.

Growth and urbanization of Regional corridors is presenting additional pressure on operating budgets

Green infrastructure in an urbanized streetscape provides a sense of place and community, and contributes toward achieving the vision of walkable and liveable cities. Maintenance needs associated with these streetscapes increase based on the road typology and landscaping treatment (Table 1). Maintenance requirements along urbanized roads are more complex and intensive, and include activities such as, weeding and pruning planting beds, irrigation of plant material and regular application of mulch. These maintenance activities along with proactive tree maintenance ensure green infrastructure assets remain in a good state of repair and achieve expected levels of service over the long term.

Table 1
Impact to Forestry Landscape Maintenance Budgets by Road Typology

Road Typology	Description of Landscape Treatments	Annual cost per centerline km
4 lane cross section	Trees planted in sod boulevards	\$1,600
6 lane cross section	Raised Centre median with shrub and perennials, trees planted in sod boulevards	\$44,000
Urban Centre - Rapid way	Raised Centre median with shrub and perennials, raised boulevard planter beds with shrubs and perennials	\$136,000

6. Local Impact

The Region's street trees continue to play a significant role in defining the character of our local communities. Healthy trees contribute to healthy communities. Improvements identified in this report will help to ensure street trees provide expected benefits to the environment, communities and residents. Street tree health assessments, continuous improvement measures and new technologies are also of interest to local municipalities and partners. This information will be shared with local municipal staff through the York Region Urban Forestry Forum to assist with program delivery and improvements in street tree health.

7. Conclusion

Street trees are a significant Regional asset providing many benefits to residents. They are an asset that appreciates in value over time. To achieve expected benefits, trees require resources to ensure their growth and long-term performance.

The 2020 street tree health assessment confirms the Region's investment in the street tree program has made a positive impact on the performance of street trees. Evidence-based decision making, and monitoring are key to advancing performance improvements. The assessment identifies opportunities for further improvement to help meet performance targets. By leveraging knowledge gained and continuing to innovate as conditions change, we will be able to meet the challenges of growing street trees on Regional roads, contributing to healthy communities across York Region.

For more information on this report, please contact Laura McDowell, Director, Environmental Promotion and Protection at 1-877-464-9675 ext. 75077. Accessible formats or communication supports are available upon request.

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

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

October 15, 2020
Attachments (1)
EDocs# 11617674



2020 STREET TREE HEALTH ASSESSMENT SUMMARY

NOVEMBER 2020

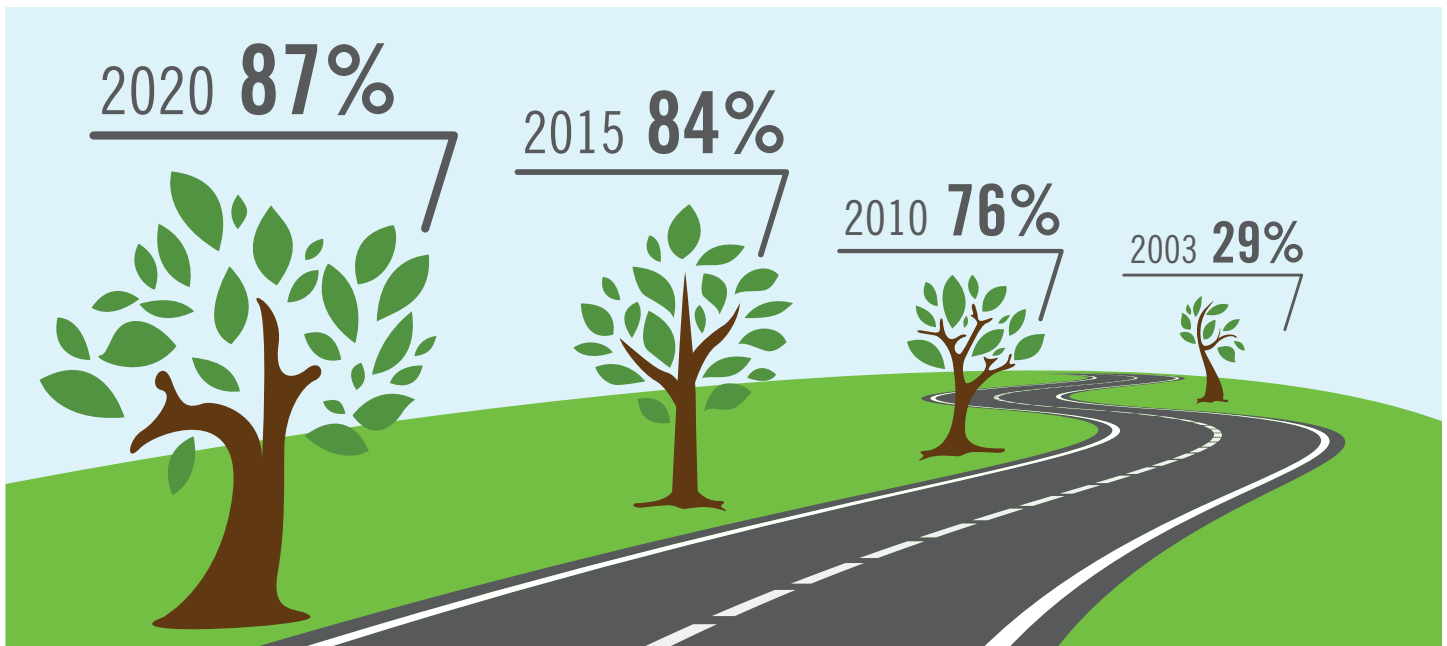
This document summarizes the 2020 York Region Street Tree Health Assessment Report, which is available by emailing accessyork@york.ca


York Region

2020 STREET TREE HEALTH ASSESSMENT SUMMARY | NOVEMBER 2020

Since York Region began planting trees in boulevards in the mid-1990s, its population of street trees has grown to become a key part of the Region's green infrastructure.

The Region monitors the health of street trees every five years to check on the success of its planting and maintenance programs. The most recent assessment, in 2020, confirms a strong and steady upward trend in health, measured by the percentage of trees in satisfactory or good condition: from 29% in 2003, to 76% in 2010, 84% in 2015 and 87% in 2020.



Street trees in healthy condition

The poor assessment results in 2003 reflect the condition of trees before planting, how they were planted, and their early care. Evidence-based practices adopted by the Region to address these concerns include:

- Creating a short list of acceptable tree species – called Proven Performers – that are appropriate to growing conditions along Regional roads
- Selecting trees at the nursery for vigour and structure, inspecting them before they are planted, and checking that contractors planted them correctly
- Mulching around a tree's base and weeding regularly when the tree is young to discourage competition from other plants
- Watering newly planted trees on a regular schedule during the first three growing seasons to reduce stress from transplanting and drought

The 2020 assessment confirmed the value of continuing these existing practices.

WHAT'S MEASURED AND HOW

Each street tree health assessment looks at a sample of street trees, defined as trees planted by the Region along roads in urban and suburban areas.

In 2020, this involved evaluating 3,099 trees, or 8% of 38,000 street trees in total. A focus was on trees planted in the past six years, many in conjunction with the building of Viva bus rapidways.

WHY HEALTHY STREET TREES ARE A VALUABLE INVESTMENT

“From Athens to Melbourne and Seoul to New York, big cities are increasingly turning to trees to help protect them from heatwaves and floods, and to boost people’s physical and mental health...”

- World Economic Forum Agenda

Trees in cities help clean the air, shade buildings in summer and shelter them from cold winds in winter, absorb stormwater, beautify streetscapes and encourage people to go outside, provide habitat for birds and pollinators, and store carbon to help mitigate climate change. Many of the benefits increase in relation to the tree’s size and leaf density, which are markers of its health.

And because trees provide these benefits far more cost-effectively than built infrastructure could, their long-term economic benefits outweigh the costs of planting, nurturing and protecting them.

The Region’s 2017 Green Infrastructure Asset Management Plan put the value of its green infrastructure, including street trees, at close to \$488 million. These assets store more than 155,000 tonnes of carbon and provide roughly \$5.5 million in services each year by sequestering additional carbon, managing runoff and capturing pollution.

The environment around a tree is also an important determinant of its health. The healthiest trees in the 2020 assessment were located where there is good drainage and shelter from strong winds, roots have room to grow, and high-quality soil provides the right nutrients.

For street trees, the surrounding built environment is of equal or greater importance. Since 2003, York Region’s built environment has undergone significant changes:

- Many Regional roads have been widened
- Sidewalks, separate cycle paths, and other infrastructure have been installed or upgraded on roads in urbanized areas
- Trees and other plants have been used to enhance the streetscape along Viva bus rapidway network

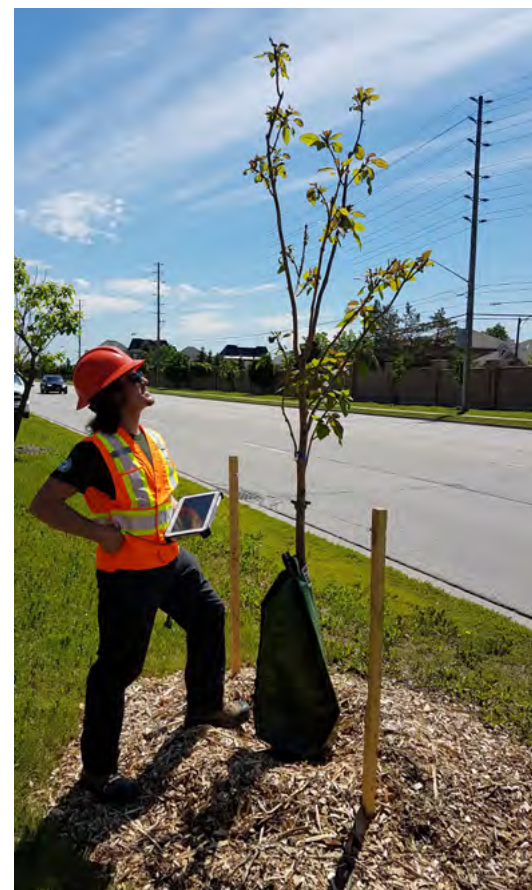
The first two factors tended to intensify known concerns. Construction typically removes topsoil and compacts the poorer soil that’s left. Smaller planting spaces and compacted soil make it harder for roots to grow and limit the ultimate size and benefits the tree can provide. Trees are also exposed to more road-related stresses, such as winter road maintenance, collision risk, and heat from the roadway. In addition, many trees in the Viva network had to be placed in raised concrete planters or tightly integrated into hard surfaces like sidewalks.



Raised concrete planters along Viva Rapidway

The Region's approach to managing street trees evolved in line with these developments, as well as with research studies and the findings of earlier health assessments. As a result, the Region is placing increasing emphasis on soil health, volume and drainage:

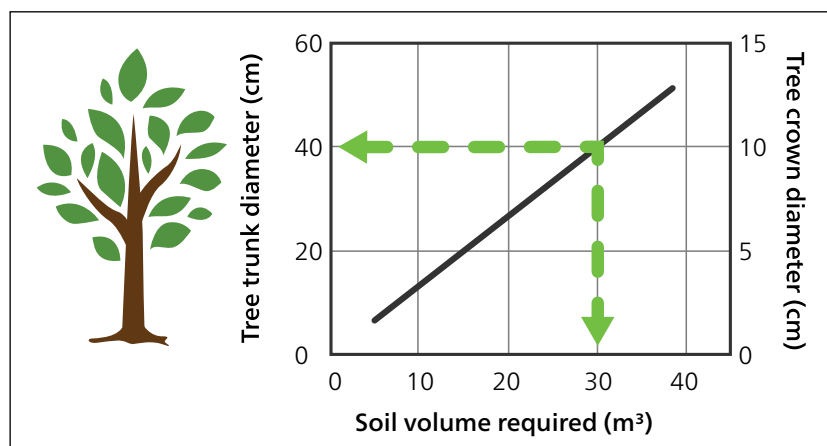
- The Region's target is to provide street trees in "hardscaped" locations with at least 30 cubic metres of well-drained, good quality soil. As well, these trees are planted using soil prepared to the Region's standards
- In these locations the Region may install soil cells under adjacent hard surfaces, such as sidewalks, to achieve minimum soil volume targets. These cells are engineered frames filled with planting soil that provide uncompacted soil for tree roots underground while supporting pavement, interlocking stones or other load-bearing materials on the surface
- In other locations structural soil, a mix of topsoil and angular chunks of rock that lock together so they can bear weight, is used under hard surfaces to create a path for roots to connect to the soil beyond
- A further success factor for trees in raised planters appears to be building the walls higher on the road side to protect plantings from salt and other risks
- The area around a tree that gets mulch, which is eventually incorporated into soil, has been increased, and mulch beds have been deepened
- Soil around existing trees in difficult locations is being rejuvenated by adding a high-organic-matter blend to the soil, watering and applying fresh mulch



Tree inspection using tablet



Installation of a soil cell system



Distribution of tree size in relation to available soil volume

The Region has also been addressing challenges from broader environmental and biological factors, such as more frequent and extreme winds and ice storms and the spread of pests and diseases:

- Starting in the fourth year after planting, trees are pruned on a regular cycle to encourage development of a strong structure that better resists high winds and ice build-up
- Pruning is also used to control black knot, a fungal disease that attacks cherry trees

With the overall total at 87%, the Region is now close to its goal of ensuring at least 90% of its street trees are in satisfactory or good condition. This target was established in previous health assessments through a review of industry best practices, experience and expectations for the harsh roadway environment. The assessment nonetheless highlighted issues that must be managed effectively for the 90% goal to be reached and maintained:

- With the loss of planting space in boulevards, trees are closer to the roadside and the winter threat zone, where road salt is splashed and ice and snow are thrown up by plows. The assessment showed tree health decreased with proximity to a roadside
- Trees need good drainage, and Regional standards call for a soil that provides that. Drainage can be a problem, however, in sites where the planting soil is good but drainage is poor beyond it, allowing water to collect around roots

These concerns tend to go hand in hand with the Region's increasing growth and urbanization, which are triggering higher density development and the need for an expanded transportation network.

Focusing growth in Regional centres and along corridors to better manage growth is already a priority. In line with provincial direction, the Region recently designated 72 major transit station areas to support bus rapidways, GO Transit and subways, including the planned extension of the Yonge Street subway line. This brought higher density targets to some new areas.

While intensification and public transit are key to sustainable growth, urban areas that lack trees and other landscaping can feel harsh and unwelcoming. At the same time, more intense growth makes it challenging to provide conditions in which trees and plants can thrive.



Raised median before installation of Region designed soil



Street trees and landscaping

What the Region has learned from its success to date will help address these and other challenges:

- The health of plantings along the Viva bus rapid transit routes shows the value of a well-thought-out approach to planting in difficult urban environments like planters and grates in sidewalks. The assessment found that trees in these settings benefit from the use of soil cells under hard surfaces, provision of ample, high-quality soil, and attention to drainage, in addition to ongoing watering, other maintenance and monitoring. This experience will be helpful in creating attractive growth centres, transportation corridors and major transit station areas
- The Region is completing updates to its design guidelines to deal with the impacts of smaller planting spaces generally, including increased winter threats, along both suburban and urban roads
- Regular pruning is resulting in healthier trees with stronger structure, which will reduce the threat of damage from extreme weather and some diseases
- The Region is continuing to select trees using its Proven Performer list of species and will consider adding species to improve diversity

Street trees are more critical than ever for York Region. In crowded urban centres, they provide refuge, shade and a visual contrast to the built environment, making public spaces more welcoming and attractive.

So that residents, communities and wildlife can enjoy these benefits, the Region will continue to monitor tree health and growing conditions regularly to understand performance and identify future challenges, and use evidence-based practices to improve tree health.

By leveraging the knowledge gained over the past years and continuing to innovate as conditions change, the Region will enjoy the increasing social, environmental and economic benefits of healthy and abundant street trees in the decades to come.



Tree grate installation



Tree Gator being filled with water

On November 19, 2020 Regional Council made the following decision:

1. The Chairman send a letter and this report to the Ministers of Health and Long-Term Care, York Region Members of Parliament and York Region Members of Provincial Parliament to:
 - a) Seek commitment from senior levels of government to continue collaborative efforts and funding to provide more long-term care beds in York Region, reflecting the forecasted and unmet need for long-term care beds as detailed in this report.
 - b) Advocate and support the need for more affordable senior-friendly housing options and improve access to health and social services to support seniors to live safely in their own homes for longer.
2. The Regional Clerk forward this report to the local municipalities, Local Health Integration Network, Ontario Health Teams in York Region, Advantage Ontario, Ontario Long-Term Care Association, Association of Municipalities of Ontario, Human Services Planning Board of York Region and York Region Community Partnership Council.

The original staff report is attached for your information.

Please contact Lisa Gonsalves, General Manager, Paramedic and Seniors Services at 1-877-464-9675 ext. 72090 if you have any questions with respect to this matter.

Regards,

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

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

The Regional Municipality of York

Committee of the Whole
Community and Health Services
November 5, 2020

Report of the Commissioner of Community and Health Services

Forecast for Long-Term Care and Seniors' Housing Implications

1. Recommendations

1. The Chairman send a letter and this report to the Ministers of Health and Long-Term Care, York Region Members of Parliament and York Region Members of Provincial Parliament to:
 - a) Seek commitment from senior levels of government to continue collaborative efforts and funding to provide more long-term care beds in York Region, reflecting the forecasted and unmet need for long-term care beds as detailed in this report.
 - b) Advocate and support the need for more affordable senior-friendly housing options and improve access to health and social services to support seniors to live safely in their own homes for longer.
2. The Regional Clerk forward this report to the local municipalities, Local Health Integration Network, Ontario Health Teams in York Region, Advantage Ontario, Ontario Long-Term Care Association, Association of Municipalities of Ontario, Human Services Planning Board of York Region and York Region Community Partnership Council.

2. Summary

The forecast of seniors' housing needs and long-term care capacity in York Region is an action item identified in [York Region's 2019 to 2023 Strategic Plan](#) and the [York Region Seniors Strategy](#) approved by Council in [November 2016](#). This report provides a forecast by highlighting the key findings of the York Region Long-Term Care Capacity Needs Assessment Study (summarized in Attachment 1). These findings will inform the update of the Seniors Strategy in 2021. The report also highlights initiatives and partnerships underway to increase support for senior populations, while responding to challenges created by the COVID-19 pandemic.

Key Points:

- Between 2016 and 2041, York Region's senior population is forecasted to grow from 161,910 to 425,000 people representing an increase of 162.3% and creating an urgent need for more long-term care beds and senior friendly housing

- The rapid growth of the senior population is projected to result in an unmet need of 14,954 long-term care beds across the Region by 2041
- The needs of seniors cannot be served by long-term care alone, and there is a significant need for additional housing options for seniors, including purpose-built rental and condominiums, and a range of supports to help seniors age in place
- Many York Region seniors own their own homes and have equity to leverage housing options that will enable them to age in place, but finding suitable and affordable options to age in place in York Region is becoming more difficult
- Seniors with low household incomes, older seniors (75 years of age and older), and renting seniors face the greatest housing affordability challenges and spend a higher than ideal proportion of their income on housing
- Funding, collaborative action and new approaches to long-term care, combining housing and support services, are needed for change
- As the Region works to update its Seniors Strategy, it is also actively working on many initiatives to support program delivery and policy planning for advancing seniors' needs in their communities

3. Background

Seniors' housing needs change as they age and they require access to a range of safe, affordable housing options

Seniors' housing needs depend on their health status, what they can afford and the housing and supports available to them. A one-size-fits-all approach does not work. Housing options range from living completely independently in a home that is owned or rented, living independently but with some in-home and community supports, living in a retirement home with a scalable level of assistance and service, and full assisted living or long-term care. Information on additional types of supportive housing is the subject of another report included on the November 5, 2020 Committee of the Whole agenda.

Some seniors can maintain an independent lifestyle well into their 90s, while others may require supports, such as those listed below, to remain safely in their homes:

- Meal preparation, home maintenance and modified recreation options
- Mobility aids
- Assistance with transportation
- Help with personal care such as bathing and dressing
- Support with managing finances
- Memory care, as cognitive challenges or dementia progress

In some cases, a senior may decide to renovate their home to improve accessibility and support their activities of daily living. In other cases, a senior may move to another home that is easier or less costly to maintain and closer to services and amenities located in a complete

community. Other options are to move to a home where living space is shared with others, such as in a co-housing, home share or co-ownership arrangement, or to access housing and services together through a hub or campus of care development.

These findings are consistent with the [Getting Better with Age](#) report that reviewed senior-friendly housing options, including built form adaptations and complete communities to raise awareness that both type of community and home impact quality of life as individuals age.

The landscape surrounding long-term care, support services and housing options is complex

The intricate combination of the types of housing and support services needed for seniors makes the continuum complex and multifaceted. System navigation is regularly reported as a challenge since there are multiple players and access points. The range of housing options available to a senior is about more than just a dwelling; as such, services to support independent living are critical. Having access to the right type and amount of community support services makes the difference for many seniors in being able to delay or avoid long-term care.

All long-term care homes are licensed or approved, and funded by the Ministry of Long-Term Care and governed by the *Long-Term Care Homes Act, 2007*. Municipal retirement homes established before the Act came into effect provided some health supports, focusing more on housing and social/recreational supports. Today's long-term care homes are health facilities that provide complex health care. Residents currently admitted to York Region's two municipally-run long-term care homes are increasingly frail with multiple medical conditions, dementia and/or behavioural issues. This is likely to continue well into the future as the population ages and lives longer.

Currently, Local Health Integration Networks are responsible for planning, coordinating, integrating and funding health services at the local level, including services provided through hospitals, home and community care services, community health centres and long-term care homes. All applications, waitlist maintenance and admission to long-term care homes are arranged by Local Health Integration Networks.

Ontario Health Teams are groups of health care providers and organizations, including hospitals, primary care providers, community support service providers, emergency health services and long-term care homes that are accountable for delivering a full and coordinated continuum of care to a defined geographic population. As the Province dissolves Local Health Integration Networks, it is expected that Ontario Health Teams will assume certain home and community care functions, and potentially include administering funding and managing resident placement into long-term care homes in their respective catchment area. Long-term care homes are an integral part of the continuum of care and must be a key part of every Ontario Health Team, given their deep connections within health care, where their expertise and knowledge can be leveraged.

The Ontario government has acknowledged unmet community needs have contributed to system pressures on hospitals and long-term care homes

Ending hallway medicine is a key priority of the provincial government. Seniors are more prone to crisis situations if they require more supports for personal care and tasks of daily living. Long waitlists for assisted living and long-term care often result in seniors living unsupported in the community for longer than they should. In these cases, it is not uncommon for seniors to call 911 for non-emergency issues, only to end up in hospital, often too frail to return home. In the absence of other suitable options, the realities of aging can drive demand and costs for emergency services to levels that are unsustainable.

Currently, there are 3,727 long-term care beds in the Region, with the types listed in Table 1 below.

Table 1
Long-Term Care Bed Type and Number

Type	Description	Number of Beds
Long Stay	Accommodation for an indefinite period of time	3620
Short-stay and Respite	Beds for a specified time or for caregiver relief	17
Interim	For patients released from hospital while they wait for permanent accommodation	32
Convalescent	For individuals requiring time to regain strength after a hospital stay	48
Veteran	For residents who qualify for assistance based on service in the armed forces, income and health	10
		3,727 total

So far the Province has committed 892 new long-term care beds in York Region, as part of its program to add 30,000 new beds in Ontario over the next 10 years

As part of the commitment to ending hallway medicine, the Province of Ontario accelerated its commitments to modernize and build a safer and stronger long-term care system, investing \$1.75 billion over the next five years and adding 30,000 new long-term care beds over the next 10 years.

Long-term care is defined as permanent accommodation for individuals who need 24-hour supports and personal care via on-site supervision. To date, 892 of those beds have been allocated to York Region (124 new beds to the City of Vaughan, 256 to the City of Markham, 192 to the City of Richmond Hill and 320 to the Town of Whitchurch-Stouffville). However, as discussed later in this report, York Region was already short 2,000 beds in 2019, and ten years from now, even counting the 892 beds committed to date, York Region will be short by nearly 15,000 beds.

The Region has not applied for new beds for either of its two municipally run homes. While the Region recognizes the need for additional beds, the Region has operated its two long-term care homes for many years and is currently not seeking to add additional homes to its portfolio.

Council directed staff to forecast long-term care bed needs in York Region to help plan for and respond to the needs of the Region's aging population

To help plan for and respond to the needs of the Region's aging population, Council approved the York Region Seniors Strategy in [November 2016](#). The Seniors Strategy set the course for actions the Region can undertake to best support the aging population over the next 10 to 20 years. One of the Strategy's action items is to advocate for improved policy planning and decision-making for long-term care beds in York Region. The Corporate Strategic Plan builds on this action by adding a forecast for long term care beds in York Region as a key activity for 2019-2023, including the required number, type and location.

In 2019, the Region commissioned a study (summarized in Attachment 1) to better understand the growing need for seniors' housing options and the existing and forecasted unmet need for long-term care. This report provides a highlight of the study's key findings.

4. Analysis

Growth in the Region's aging population creates an urgent need for more long-term care beds

The York Region Long-Term Care Capacity Needs Assessment Study showed that York Region's population is increasing and that seniors are the fastest growing demographic. From 2006 to 2016, younger seniors (aged 65 to 74 years) and older seniors (75 years of age and older) grew at a rate of 41.4% and 34.9% respectively. This growth among seniors is forecasted to increase by 162.3% by 2041, with the sharpest growth in the northern municipalities of the Town of Newmarket, Town of Aurora, Town of East Gwillimbury and Town of Georgina. This is illustrated in Table 2.

Table 2

**Projected Senior Population (65 years of age and older) Counts and Proportions:
York Region and Local Municipalities; 2016 - 2041**

	2016		2041		# Change 2016 - 2041	% Change 2016 - 2041
	#	%	#	%		
York Region	161,910	100	424,754	100	262,844	162.3
Southern Municipalities	121,860	75.3	314,599	74.1	192,739	158.2
Northern Municipalities	40,050	24.7	110,155	25.9	70,105	175

Furthermore, seniors are living longer, and as they age, they often require higher levels of care. Since long-term care beds are an essential option for those who can no longer live independently in their own homes, pressure on supportive housing options, such as long-term care, will continue to increase.

York Region has 28 long-term care homes, with 14 of these homes operated by for-profit organizations, 12 homes operated by non-profit organizations, and two municipal homes operated by the Region, Maple Health Centre in the City of Vaughan and Newmarket Health Centre in the Town of Newmarket (the Homes). In April 2020, Maple Health Centre had 473 people on the waitlist for a basic bed (two people per room), and Newmarket Health Centre had 492 people on the waitlist for a basic bed. The total number of people on the waitlist for long-stay beds (basic and private) at Maple Health Centre and Newmarket Health Centre was 1,675, which represents 872% of capacity. This is an increase from the previous year, when the number of people on the waitlist on April 30, 2019 was 1,502.

The Region is currently short by 2,000 long-term care beds and by 2041 that shortage will climb to almost 15,000

The capacity needs assessment study determined the future need for long-term care beds by looking at the forecast population aged 75 years or older, existing waitlists, planned and known supply including the newly committed 892 beds, and provincial averages for the number of beds per 1,000 individuals aged 75 years or older. This data projects a sharp increase in the number of beds needed by 2041.

As of October 2019, there were 5,032 individuals on the Central Local Health Integration Network waitlist for placement in the Region's 3,727 beds. Most of the applicants were waiting for a long-stay bed (98.8%), with the remaining waiting for a short-stay bed (1.2%). To meet the provincial average of 80 beds per 1,000 individuals aged 75 years or older, York Region needed an extra 2,000 beds in 2019. This number is forecasted to grow to 2,500 by 2021, over 8,000 by 2031, and almost 15,000 by 2041. While the 892 new beds committed to

York Region were considered in the forecast, further analysis shows they will not be enough to offset this growing demand.

The number of people waiting for a bed will continue to be far greater in the southern municipalities. By 2041, the need for additional beds is expected to reach over 11,000 in the southern municipalities (City of Vaughan, City of Markham, City of Richmond Hill), and 3,500 in the northern municipalities (Town of Whitchurch-Stouffville, Town of Aurora, Town of Newmarket, Township of King, Town of Georgina and Town of East Gwillimbury). A higher concentration of the Region's pre-seniors (age 55 to 64), however, live in the northern municipalities where future demand will grow, and where there are fewer long-term care homes. For example, out of the 3,727 long-term care beds in York Region, 2,433 are located in the southern municipalities and 1,294 beds are located in the northern municipalities.

To further illustrate the geographic locations of the 28 long-term care homes in the Region, please see Attachment 2.

The study found that most York Region seniors own their own homes and have equity to leverage a wide range of housing options so they can age in place

Most seniors in York Region in 2016 owned their own homes (86.6%) and had moderate to high incomes and equity to put toward retirement. 2016 Census data shows 74.2% of seniors living in York Region who own a home are mortgage free. Due to their income levels, these seniors are able to afford more private home care and supports if needed, and a wider range of housing options, such as retirement home fees.

In 2016, 76.9% of owned dwellings were single-detached or semi-detached homes. This type of housing may be ideal for larger households or when raising a family but can be more costly and difficult to maintain for a senior. Even with the benefit of income and equity, it is challenging to find suitable housing that is owned, and maintains or grows its value as an investment for those seniors who would prefer to remain homeowners.

While the growing senior population has increased the need for more senior-friendly housing, options are scarce

The study found that the growing senior population has increased the need for senior-friendly housing, including options catered to a diverse mix of price points, accessibility needs and service levels, and ranging from in-home and community supports to full assisted living.

Condominiums appeal to seniors because they are more accessible, have lower maintenance obligations for the home owner, and are usually more affordable than a single detached home, but supply across the Region is scarce. In 2016, York Region had 24,935 condominium units with the greatest supply in the southern municipalities (89.9% located in the City of Richmond Hill, City of Markham and City of Vaughan). In contrast, there are few options for condominium investment in the Town of Whitchurch-Stouffville, Town of East Gwillimbury and Town of Georgina.

Life lease housing is another housing type that is appealing to seniors, falling in between ownership and rental housing. The buyer purchases the "right to occupy" a unit, rather than owning the unit outright, and sells the "right" back to the life lease corporation when they

move out. In this way, the resident can build on their equity investment, and the purchase price is lower than buying title. The life lease corporation can also restrict occupancy; such as that the units may only be occupied by seniors. Life lease is not common in York Region with just 510 units located in the Town of Aurora, City of Markham and the Town of Whitchurch-Stouffville.

Seniors who do not own their own homes or who want to downsize are attracted to the rental market. The primary rental market includes self-contained units whose purpose is to house tenants, including purpose-built rental apartments and townhouses. The secondary rental market refers to housing that was not built with the purpose of being rental property and is rented through private homeowners.

York Region has the lowest proportion of rental housing in the Greater-Toronto-Hamilton Area

At 14%, York Region has the lowest proportion of housing stock that is rental in the Greater Toronto-Hamilton area with a total of 50,340 rental units. In 2019, the vacancy rate for rental housing in York Region was 1.2%, well below what is considered the healthy rate of 3%. Further details are presented below in Table 3.

Table 3
Greater Toronto-Hamilton Area Rental Stock, 2016 and Associated Vacancy Rates, 2019

Location	Percentage of total housing (%)	Vacancy Rate (%)
York Region	14	1.2
Durham Region	19	2.5
Halton Region	19	1.9
Peel Region	24	1.2
City of Hamilton	32	3.9
City of Toronto	47	1.5

Much like the market for condominiums, it is not just seniors who seek rental options. Families who are priced out of the home ownership market are competing with seniors for the limited supply of rental housing. Since only a fraction of total rental housing supply is actually suitable for seniors, it is more difficult for seniors to find rental dwellings.

The majority of the Region's purpose-built rental stock is located in the City of Markham, City of Richmond Hill and the Town of Newmarket. These municipalities, in addition to the City of Vaughan, also hold 71.2% of the more expensive secondary rental market. In 2016, there were 44,513 secondary rental market dwelling units, which is 88.4% of the Region's rental supply. Seniors outside these municipalities may need to relocate to find purpose-built rental options, taking them away from familiar social supports. Alternatively, they may choose to spend more than they can afford on other housing options, putting them at risk of crisis.

In recognition of the need for more purpose-built rental units, York Region Council approved a development charge deferral pilot for 225 rental units in the Town of Newmarket in [November 2013](#). The success of this pilot resulted in Council approving a new development charge deferral [policy](#) in [October 2019](#) for up to 1,500 purpose-built rental units over three years. There has been take-up of this new policy in The Town of Newmarket as well as three other agreements in 2020, and exploratory interest from development proponents throughout the Region.

More affordable housing options are needed for seniors with lower incomes

Incomes of senior households are traditionally lower than average household incomes, as most seniors rely on retirement income after age 65. The study confirmed this trend for York Region. In 2015, 56.2% of older seniors (75 years of age or older) had incomes below \$65,363 compared to 25.9% for non-senior households.

It is generally recommended that housing costs not exceed 30% of gross income, so that sufficient income remains for food, transportation and other necessities. Those spending 50% or more are considered to be at risk of homelessness. According to Statistics Canada Housing affordability data from 2015, many York Region seniors with low income are spending a higher than recommended amount of income on housing. Further details are described in Table 4, which highlights how many total senior households spent 30% or more of their income on housing, followed by a deeper dive to show how many of those total households spent 50% of income on housing.

Table 4
Percentage and Number of York Region Seniors who spent 30% and 50% of income on housing, 2015

Percentage	Younger Seniors (Aged 65 to 74 Years)	Older Seniors (Aged 75 Years and older)
30%	56.6% (9,830 households)	53.2% (9,710 households)
50%	28.2%	21.9%

	Younger Seniors (Aged 65 to 74 Years)	Older Seniors (Aged 75 Years and older)
Percentage		
	(4,989 households)	(3,999 households)

Seniors with lower incomes who face high average retirement home fees, long wait lists for community housing, and limited supply of affordable rentals are at greater risk of crisis.

Additional community housing with on-site support services are needed to help low-income seniors unable to afford retirement homes

Community housing is essential for low-income seniors who are struggling to find affordable rental housing, but subsidized rental has long waitlists of approximately seven years and limited supply across York Region. In 2019, there were approximately 2,877 community housing units dedicated for seniors, of which 2,064 were subsidized. There were 8,957 senior households on the Region's Centralized Wait List for a subsidized unit, which represents 52% of all households on the waitlist. More community housing supply for seniors is needed, however, so is enhanced funding to provide the health and social support services as an essential component to make this option work.

While retirement homes would provide a suitable alternative to community housing, allowing many seniors to live somewhat independently, retirement home options are generally not affordable for moderate- to low-income seniors. Retirement homes provide supports ranging from meals, recreation and social programming to full assisted living supports for personal care and medical oversight.

There were 3,800 retirement home units in York Region in 2019 and the average monthly fee for accommodation was \$4,628. These fees increase when service levels are scaled up. Because of the higher costs of retirement homes, households need moderate to high incomes (\$65,364 or more) and preferably home equity to finance the higher cost of retirement home living, which costs on average, \$55,536 per year in fees. The study showed that 56.2% of older seniors (aged 75 years or older), or 18,260 households have incomes below \$65,364, making it very difficult for almost half of older seniors to afford this option.

Availability also varies with 68.4% of total retirement home apartments located in the cities of Vaughan, Markham and Richmond Hill. This is not ideal as it may mean a senior from outside these communities would need to relocate further away from family and friends to access this option.

The global pandemic brought attention to long standing issues within the long-term care sector

In response to the deaths in Ontario Long-Term Care Homes, the Province recently launched an independent commission into COVID-19 and the Long-Term Care sector. The commission will investigate how COVID-19 spread within long-term care homes, how residents, staff and families were impacted, and the adequacy of measures taken by the

Province and other parties to prevent, isolate and contain the virus. Staff anticipate reporting to Council early in the new year with a proposed submission to the commission.

The Province is investing in homes impacted by the reduction in occupancy numbers as a result of directive changes

The impact of COVID-19 and associated directive changes for physical distancing and infection prevention and control has affected some bed capacity at certain long-term care homes in York Region. Since the Province is no longer permitting more than two residents per room, homes that have resident rooms with three to four beds (ward-style rooms) can no longer fill all those beds. As such, the 28 long-term care homes located in York Region are estimating a 4% loss in bed capacity: 163 beds in York Region overall of which 160 beds are lost in the northern municipalities alone. These beds will remain out of service until the COVID-19 pandemic has passed, or until ward-style rooms are replaced with newer one- and two-bed designs.

As a result of the COVID-19 impact on long-term care homes and the new directive changes for physical distancing and infection prevention and control, the Province is investing \$40 million to support homes impacted by the reduction in occupancy numbers and who are also incurring staffing and other operating costs. As the sector has been directed to stop admissions to larger ward style rooms, a key source of income for each operator will be impacted. This funding will help stabilize homes through the transition to lower occupancy rooms.

To further support long-term care homes, the ministry is making a number of new investments to enhance prevention and management of outbreaks in homes. These include \$405 million for prevention and containment measures, \$61.4 million in new funding for small scale capital and physical infrastructure renovations to support improved infection control conditions, and \$30 million for infection prevention and control personnel and related training for new and current staff. The prevention and containment funding will continue until the end of the fiscal year to help homes prevent and rapidly manage outbreaks. Since March, the government has committed over \$797 million to support various COVID-19 emergency measures in long-term care homes.

Maple Health Centre and Newmarket Health Centre are currently receiving containment funding on a monthly basis and as of September 2020, a total of \$361,200 has been received. On September 29, the Homes were notified they would receive an additional \$140,800, bringing the total to \$502,000. The province has not indicated the total amount of future funding the Homes are eligible for, however, the Homes will be submitting applications for provincial and federal infrastructure grants to support improved infection and prevention control measures.

Maple and Newmarket Health Centres respond to the challenges of COVID-19

COVID-19 has created unique challenges and vulnerabilities for the Region's two Homes. The increased demand for screening and testing protocols to meet the highest infection prevention and control standards has been a massive undertaking and has required enhanced staffing and supplies to facilitate the realities of a constantly changing shift-work

staff base. For visitor policy changes, staff were redeployed from other areas of the Corporation to assist with virtual family visits through Skype and FaceTime, and facilitate outdoor and indoor visits. Dining protocols also changed and required more one-to-one support for residents.

The 2021 budget submission will include requests for temporary long-term care staffing to bolster the workforce and sustain the new infection and prevention control measures within the Region's long-term care homes.

Funding, collaborative action and decision making are urgently needed for change

New long-term care beds will ease pressures on community health and emergency services so they can be ready for an aging population. While more long-term care beds are required to maintain the service levels necessary to meet the needs of seniors who are living longer with complex challenges, so too are innovative service options that galvanize partners to combine assets and work to achieve change together.

No one organization or service provider can improve the situation alone. The individual roles of the private sector, community partners and government should each be leveraged to lend value and expertise. A collaborative approach, along with increased funding and resources, can incentivize new developments and encourage innovative options to address complete communities, relieve system pressures and improve the health, safety and wellbeing of York Region residents.

This report recommends the Chairman to write a letter advocating to seniors levels of government for:

- Funding and commitment to continue their collaborative efforts and funding to provide more long-term care beds in York Region, reflecting the forecasted and unmet need for long-term care beds
- More affordable senior-friendly housing options and improve access to health and social services to support seniors to live safely in their own homes for longer

A new approach to long-term care, combining housing and support services, is necessary

Meeting the future need for long-term care beds, which is projected to increase by over 700% percent in 20 years, is likely out of reach. However, with this challenge comes an opportunity to move away from the traditional way of doing things, to be mindful of the entire continuum of care and the type of programming and services that are provided so that people can be allowed to age-in-place in their own homes and communities with dignity.

Recognizing global trends, best practices and fiscal pressures associated with an aging population, there is opportunity to support the changing demographic by delivering new, innovative and expanded housing and support services combined together to promote aging at home, provide more efficient and sustainable operations, and strengthen seniors' sense of community as they age.

Seniors consistently report they would prefer to age in place in their own home or community for as long as possible, and many can do so safely with appropriate support services in place

Specifically, seniors require integrated housing and support services and help to navigate the complex system to allow them to comfortably and effectively age in place. Emergency services are especially impacted by non-emergency calls to 9-1-1 for situations where seniors do not know who else to call for needs that would be better served by a community support service.

Home care and support services include a range of services from basic assistance for home maintenance through to personal care. York Region is part of the Central Local Health Integration Network, whose community care program provides approximately 40,000 individuals with home care services daily. In 2019, there were 16 high-needs patients waiting for personal support services, and 117 low-to-moderate needs patients waiting for services. While publicly funded home and community care is mostly able to keep up with current demand, the projected increase of younger seniors (64 to 75 years) and older seniors (75 years or older) indicates that the need for homecare will significantly increase.

Housing models that integrate supports have become popular and are most effective. A campus of care is one example of an aging-in-place continuum of care that combines a range of housing options with built-in support services and healthy lifestyle amenities. In a campus of care, seniors can age in place and enjoy the comfort and security of home and community all in one location.

Another common option is the “hub and spoke” service model for support services. In this model, the service location could be in a seniors’ residential building, supporting the residents of the building but also residents in the surrounding neighbourhood. This is the model envisioned by Council in approving the seniors’ health and wellness hub for its Unionville affordable housing development at 4300 Highway 7 in the City of Markham.

Given the high demand for long-term care beds in the Town of Newmarket, as well as its geography and proximity to surrounding rural communities, this location, as suggested in the study, could potentially serve as a care hub for the northern areas of York Region.

The Region continues to champion initiatives to support program delivery and policy planning for advancing seniors’ needs

Staff continue to work on updating the seniors’ strategy that was initially targeted for 2020 but has been delayed to 2021 because of COVID-19. The findings of the needs assessment study, as well as the new challenges exposed by COVID, will inform the updated strategy.

In the meantime, the Region is actively working on many initiatives to support program delivery and policy planning for advancing seniors’ needs in the community:

- The Region is collaborating with the Ontario Health Teams in York Region with seniors as a target population for year one development. The Ontario Health Team tables are examining issues around system navigation and vulnerabilities which cause seniors to fall into crisis.

- The partnership between York Region, Unionville Home Society and Minto Communities to build a new affordable seniors housing building at 4300 Highway 7 in the City of Markham has broken ground to construct approximately 260 affordable seniors' rental apartments with a target move-in date of end of year 2022, along with a health and wellness community hub for seniors.
- Close collaboration between York Region and United Way of Greater Toronto through the [COVID-19 Community Coordination \(3C\) initiative](#) continues to help get resources to initiatives that are responding to social issues arising from COVID-19. Through this partnership and collaborative planning, 300 vulnerable seniors living with low income have received fresh and frozen food choices and shopper services.
- Enhanced Housing and Homelessness supports implemented wellness checks with 287 seniors living in 12 community housing locations. Housing Services provided referrals to programs and resources where tenants identified a need for support.
- York Region's Community Paramedicine team offers a highly valuable and connected frontline service and is preparing to re-integrate Community Paramedicine Programs, including Home Visits and Clinics (e.g.CP@Clinic) that were suspended due to COVID-19. The programs have been adapted due to COVID-19 to ensure safety of participants and paramedics, while continuing to provide support to residents. As well, the paramedic referral program continues to support seniors who are identified on 911 calls as needing further supports (health or social)

Findings support the Healthy Communities priority set by Council in York Region 2019 to 2023 Strategic Plan

The Healthy Communities priority in the 2019 to 2023 Strategic Plan focuses on the health, safety and well-being of the Region's residents through improving access to health and social support services. Increasing the supply and affordability of seniors housing options and community care services, including long-term care beds, will provide York Region seniors access to suitable supports as they need them to improve health and prevent crisis.

5. Financial

There is no financial impact at this time.

6. Local Impact

The Region is sharing these findings along with Attachment 1 and 2 to assist with advocacy, to support applications to both increase the supply of and funding for long-term care beds and to encourage an Age Friendly Complete Communities approach to developing housing for the aging demographic. If the combination of housing options, long-term care beds, and initiatives to support program delivery and policy planning for advancing seniors' needs is addressed, residents of all municipalities will be able to age in place with greater flexibility, affordability and access to services to keep them supported in the community for longer.

7. Conclusion

The supply of long-term care beds in York Region must increase to keep up with the demands of the aging population. To achieve a greater outlook for York Region seniors who need long-term care, the Region should continue to use its influence to advocate where impact can be made and encourage others to do so where they are able.

There is also significant opportunity to diversify the housing stock in the Region and consider support services so more seniors are able to age in place in their own homes for longer. The availability of senior friendly accommodation varies across York Region and may result in a senior having to leave their own community to find housing options that meet their needs. Insufficient supply of suitable housing options and support services can result in seniors living in the community without financial security and wellbeing, which can lead to crisis.

Across the continuum of housing options for seniors, more supply is needed at lower to moderate price points including affordable retirement home options, purpose-built rental and community housing. Home share, cohousing and campus of care models should be explored as part of the solution as lower income seniors without home equity have very few options.

For more information on this report, please contact Lisa Gonsalves, General Manager, Paramedic and Seniors Services at 1-877-464-9675 ext. 72090. Accessible formats or communication supports are available upon request.

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

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

October 16, 2020
Attachments (2)
#11539918



Forecast for Long-Term Care Beds and Implications for Seniors' Housing Needs in York Region

In 2019, York Region commissioned a study to better understand the growing need for seniors' housing options and the existing and forecast need for long-term care beds.

The study illustrates the integrated relationship between senior friendly housing options, long-term care and other community supports, especially as they relate to challenges a senior may experience throughout the aging journey.

KEY FINDINGS

- Many York Region seniors own their own homes and have equity to leverage housing and support services to enable them to age in place; but finding suitable and affordable options in York Region is becoming more difficult
- Despite the high number of seniors who own their own homes, the study highlighted that many senior households spend a higher than ideal proportion (over 30%) of their income on housing
- Seniors living in unaffordable or unsuitable homes in the community are more prone to crisis and can end up in hospital or on waitlists for long-term care
- York Region does not have enough supply of long-term care beds or suitable housing options for seniors, including purpose-built rental and condominiums
- The gap between supply and demand for long-term care beds will widen if the supply of beds across the Region is not increased



161,910¹
seniors lived in
York Region
in 2016



The senior population
is forecasted to grow to
425,000²
by 2041

The growth of the Region's aging population creates an urgent need for more senior friendly housing, including more long-term care beds.

From 2006 to 2016, the number of households in York Region grew at a faster rate than the population overall, a trend often observed in aging populations.

While the Region's southern municipalities had higher numbers of younger seniors (65 to 74) and older seniors (75+), Newmarket, Aurora, East Gwillimbury and Georgina had higher proportions of pre-seniors (55 to 64), indicating these communities will likely see a sharp increase in the senior population in the near future.

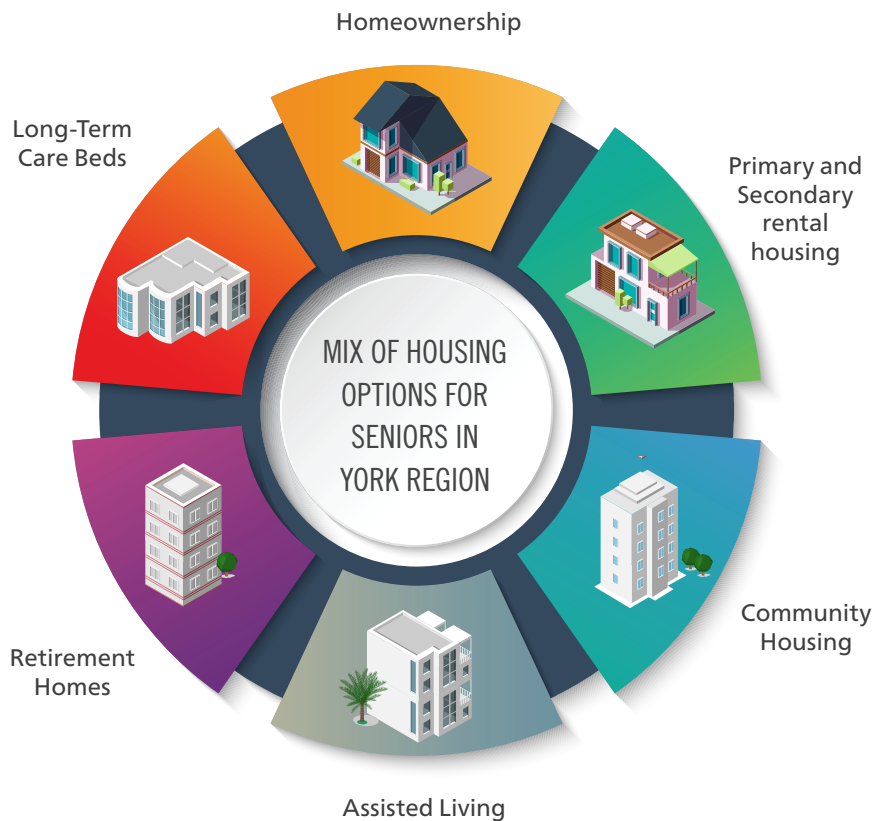
THE REGIONAL MUNICIPALITY OF YORK

1-877-464-9675
york.ca/seniorsstrategy


York Region

Seniors' housing needs change as they age and require access to a range of safe, affordable housing options.

A senior's housing need depends on their health status, what they can afford and the housing and supports available to them. A range of more senior friendly housing options is needed, including condominiums, purpose-built rental housing, community housing, life leases, and affordable retirement homes. There is also a need to explore innovative models such as shared living, co-ownership, hubs and campuses of care – where services are integrated with housing and can be easily accessed as needed.



Services to help a senior age in place are also essential to the housing mix.

Some seniors can maintain an independent lifestyle well into their 90s, while others may require supports such as those listed below to remain safely in their homes:



Meal preparation



Mobility aids



Home maintenance



Modified recreation options



Assistance with transportation



Help with personal care such as bathing and dressing



Support with managing finances



Memory care, as cognitive challenges or dementia progresses



HOMEOWNERSHIP

There is a need for more condominium developments, especially in northern York Region. Options to downsize are important for many York Region seniors who can afford to own but need more choice of investment.

This housing type is a financial investment and generally retains or grows equity with time. Most owned dwellings in the Region are single detached or semi-detached homes. This may not be the most appropriate dwelling type for seniors as they age, as they are often less accessible due to the presence of stairs and the need for more maintenance both inside and outside the home. This type of housing is more likely to be located in suburbs, further away from transit.

Additional suite of supports and services that may be required for seniors to remain at home:

- Home modification/adaptation
- Snow removal assistance
- Home repair assistance
- Transportation and shopping assistance
- Housekeeping
- Meal preparation
- Medication management
- Home and community care

Supply

- In York Region, most seniors own their own homes (86.7%)³
- 76.9% of dwellings owned by seniors in York Region are single-detached or semi-detached homes⁴
- There were 24,935 condominium apartment units in York Region, which is 8.2% of the total ownership stock⁵
- Condominiums offer large benefits to seniors who want to downsize to a more accessible or easier to maintain home
- Life lease offers a hybrid between renting and owning. The purchaser buys the right to occupy the home instead of the home itself. There are 510 life-lease units in York Region across 5 seniors communities⁶

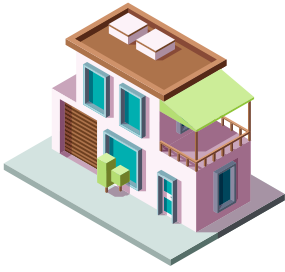
Demand

- 88.8% of younger senior households (65 to 74) owned their own home and 40% of retirees are planning to move and/or downsize from their current home⁷
- 16,876 senior owners in York Region are planning to downsize in the near future⁸
- Of the 24,935 total condominium apartment units available in York Region, 10,020 of these units (40.2%) are occupied by young owners who are not seniors⁹
- Based on these data, it was estimated that there are 884 condominium units available per 1,000 younger seniors who intend to move in York Region¹⁰
- Current supply of condominium units is not enough to meet the demand

Geography

89.9% of condominiums were located in Vaughan, Markham and Richmond Hill.¹¹

All available life lease properties were located in Markham, Stouffville and Aurora.



PRIMARY AND SECONDARY RENTAL HOUSING

Seniors need more purpose built rental housing as an affordable and flexible lower maintenance housing option.

York Region has a total rental supply of 50,340 units. The primary rental market consists of units in purpose-built rental structures and is often suitable for seniors who are looking to downsize. In many cases, primary rental properties offer more accessibility, are more affordable and require minimal maintenance. Primary rental options are more likely to be closer to transit. The secondary rental market is defined as any rental property with only one or two self-contained residential rental units within dwellings or within structures accessory to dwellings, including single or semi-detached homes and second floor or basement apartments. The secondary rental market offers more supply but is generally more expensive.

Additional suite of services that may be required for seniors to remain at home:

- Transportation and shopping assistance
- Housekeeping
- Meal preparation
- Medication management
- Home and community care

Supply

Primary rental supply:

- 5,827 purpose-built market rental units in the Region in 2018¹²
- Average market rent for a purpose-built apartment was \$1,268 in 2018¹³

Secondary rental supply:

- 44,513 secondary market rental dwellings in York Region in 2016, making up 88.4% of all rental dwellings¹⁴
- The average rent for secondary market unit was \$2,170 in 2019¹⁵

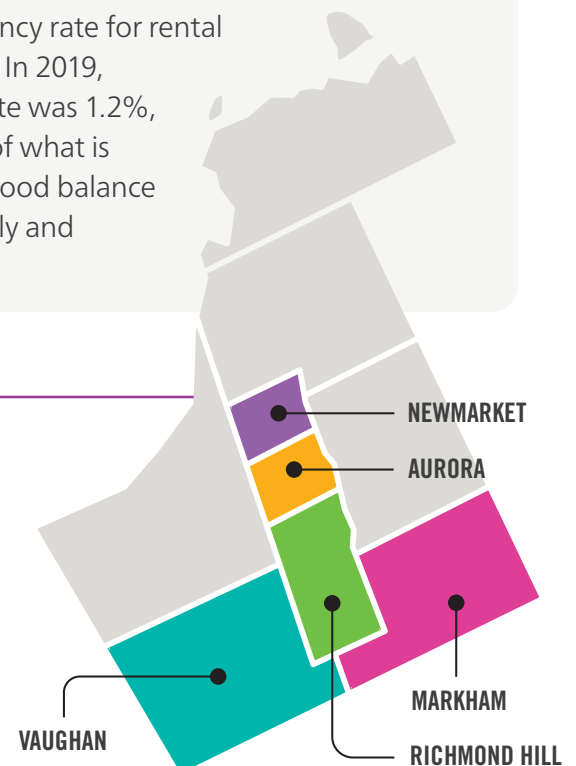
Demand

- In comparison to the provincial average of 933 primary rental apartments per 1,000 younger seniors in Ontario¹⁶, York Region has only 122 primary rental apartments per 1,000 younger seniors, indicating the gap between demand and supply¹⁷
- A healthy vacancy rate for rental housing is 3%. In 2019, the vacancy rate was 1.2%, less than half of what is considered a good balance between supply and demand.¹⁸

Geography

89.1% of the primary rental market stock was located in Markham, Richmond Hill, Newmarket and Aurora.¹⁹ This further indicates there are limited options outside of homeownership suitable for seniors to age in place.

71.2% of secondary rental market units were located in Vaughan, Markham and Richmond Hill,²⁰ indicating there are very few rental options outside of these three municipalities.





COMMUNITY HOUSING

Low income seniors are struggling to find options they can afford, since subsidized community housing supply is low and waitlists are approximately seven years.

Community housing is defined as housing units provided by the non-profit and public sector, where monthly rental rates are subsidized. Community housing is often the only option available for seniors with low incomes who cannot find other affordable purpose built rental options.

Additional suite of services that may be required for seniors to remain at home:

- Transportation and shopping assistance
- Housekeeping
- Meal preparation
- Medication management
- Home and community care

Supply

- 7,696 total community housing units in York Region²¹
- 2,877 dedicated community housing units for seniors in 2019²²
- 2,064 of these units were subsidized²³
- 97.3% of units were one- and two-bedroom²⁴

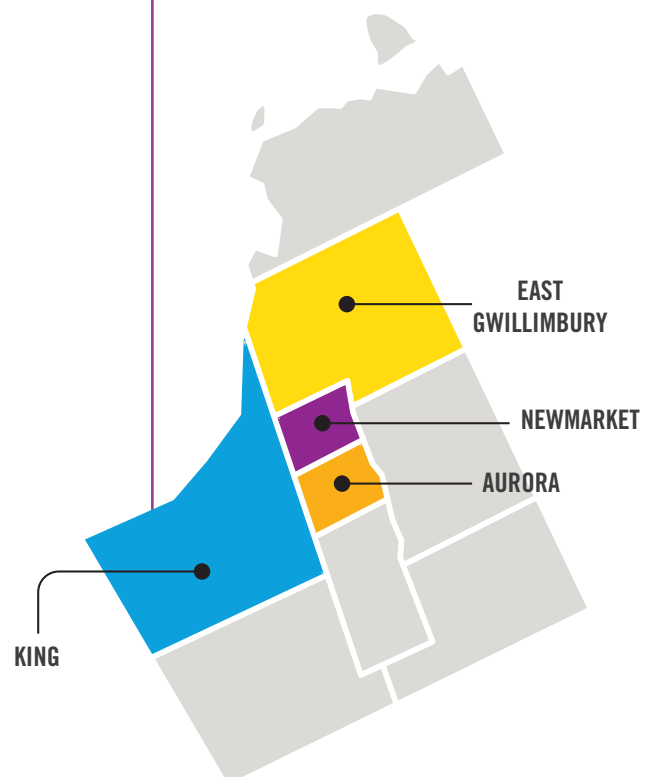
Demand

- There are 8,957 senior households on the Centralized Wait List for a subsidized community rental housing unit in York Region which accounts for 52% of all households on the Centralized Wait List²⁵
- Seniors wait an average of seven years before they successfully receive placement into a community housing unit²⁶
- There were 332 community housing units per 1,000 York Region low income seniors who rent and spend 30% or more of income on shelter²⁷

Geography

67.3% of subsidized housing units for seniors were located in King, Newmarket, East Gwillimbury and Aurora.²⁸

73.6% of seniors with low incomes reside in Vaughan, Markham and Richmond Hill.²⁹





ASSISTED LIVING

More assisted living housing options are needed for lower income older seniors who require enhanced care and services, but who do not yet qualify for long-term care.

Assisted living is a service that is predominantly targeted at seniors with moderate to severe frailties who are not yet in need of long-term care, who would benefit from retirement home living but are generally not able to afford the fees. It can be provided through for-profit, as well as not-for-profit providers. Assisted living provides services to individuals whose needs cannot be met through homecare.

Additional suite of services that may be provided or required in some homes:

- Personal support
- Social, recreational or educational services
- Housekeeping
- Meal preparation
- Medication management
- Money management

Supply

- The Central Local Health Integration Network provides Assisted Living Services for High Risk Seniors to a number of seniors' housing developments and individual seniors in their homes
- 534 households in York Region received Assisted Living services for High Risk Seniors through the Central Local Health Integration Network program in 2019³⁰

Demand

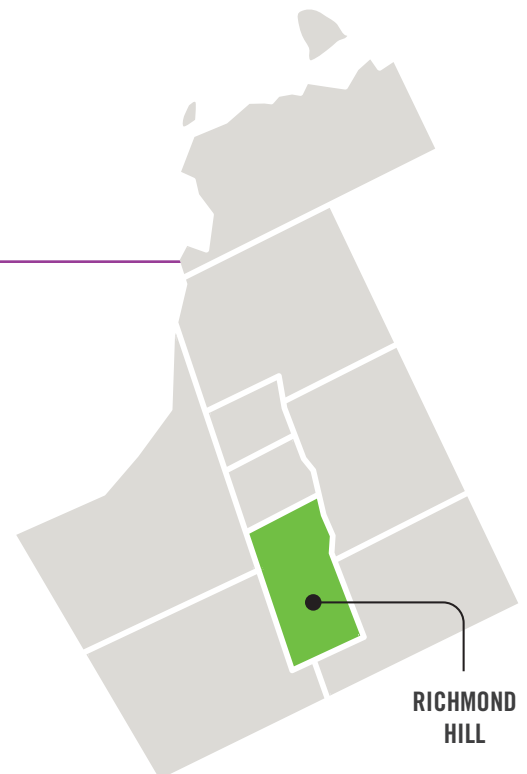
- 205 households waiting for Central Local Health Integration Network Assisted Living services in 2019³¹

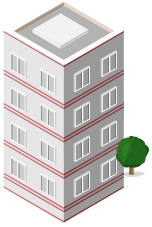
Geography

44% of households who received services through the Central Local Health Integration Network's Assisted Living Program were located in Richmond Hill.³²

The remainder were located in:

- Markham (13%)
- Vaughan (10%)
- Georgina (9.5%)
- Newmarket (8.6%)
- Stouffville (5.4%)
- King (5.2%)
- Aurora (4.3%)





RETIREMENT HOMES

Retirement homes provide an important level of accommodation and service for the market, but affordable options are needed for seniors with low to moderate incomes.

Retirement homes are residential facilities built and managed by private or non-profit organizations. They provide rental accommodation combined with a variety of services which can include personal supports. The retirement home model offers good integration of housing and services but it is not subsidized, which means monthly fees are generally out of reach for seniors without equity to leverage from a home.

Additional suite of services which are available through retirement homes and help seniors to age in place:

- Meals
- Social and recreation therapies
- Assistance with bathing, personal hygiene, dressing or mobility
- Dementia care
- Incontinence care
- Doctor, nurse or pharmacist on site to provide health services or administer medication

Supply

- There were 3,800 retirement home spaces in 39 residences in York Region as of 2019³³
- 3,751 residents were living in these spaces³⁴
- Monthly fees start at approximately \$4,000 per month for accommodation and services and will scale up based on level of care needed³⁵

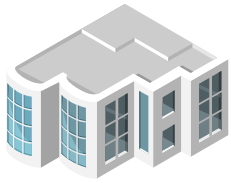
Demand

- In 2016, there were a total of 13,555 high-income renters, as well as moderate- and high-income owner households with a primary maintainer aged 75+ years³⁶
- Based the Survey on Disabilities, 28.2% of households aged 75+ years in Ontario had a member who experienced difficulty walking, using stairs, using hands or doing other physical activities³⁷
- This suggests there were 3,823 older senior households who could afford moving to a retirement home based on their equity, income and health status³⁸
- York Region had 994 retirement home units per 1,000 income qualified seniors with frailties, compared to 1,162 units per 1,000 income qualified seniors with frailties in Ontario³⁹
- In 2018, there were 3,800 retirement home units in York Region. Although this is still below the provincial average, there is enough retirement home supply to meet demand for those who can afford this option

Geography

68.4% of retirement home units were located in Vaughan, Markham and Richmond Hill.⁴⁰





LONG-TERM CARE

Long-term care is an essential component of the housing mix for the most vulnerable seniors in our community.

A long-term care home is defined as permanent accommodation for individuals who need 24-hour supports and personal care via on-site supervision. Long-Term Care residents have support needs that cannot be safely met in the community through publicly funded community-based services and other supports. People who need long-term care are currently placed on a waitlist through the Local Health Integration Network’s Home and Community Care.

Additional Suite of services which are provided in long-term care homes:

- 24-hours nursing/ personal care, medical services
- On-site supervision or monitoring
- Help with daily living
- Meals, furniture
- Housekeeping and laundry service
- Social and recreation programming
- Spiritual and religious services

Supply

- 28 long-term care homes in York Region in 2019
- 3,727 long-term care beds,⁴¹ of these:
 - 3,620 are long stay beds (permanent accommodation for an indefinite period of time)
 - 17 short-stay and respite beds (for a predetermined period of time or for caregiver relief)
 - 32 interim beds (for patients released from hospital while they wait for permanent accommodation)
 - 48 convalescent care beds (for individuals requiring time to regain strength and endurance, usually following a hospital stay)
 - 10 veteran care beds (for residents who qualify for financial assistance based on previous service in the armed forces and income and health status)
- 14 home providers are private, for profit⁴²
- 12 homes are operated by non-profits⁴³
- Two homes (6.2%) are operated by York Region
- Accommodation rates for long-term care range from \$1,800 to \$2,600 per month⁴⁴

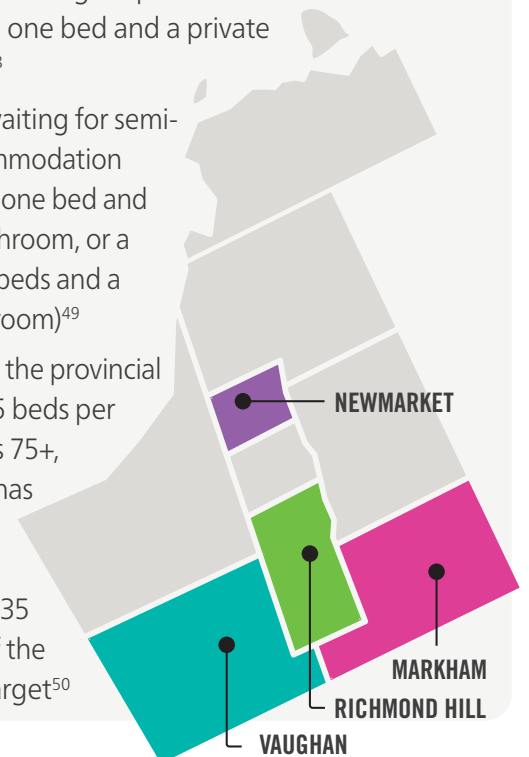
Geography

56% of long-term care beds are located in Vaughan, Markham, Richmond Hill and Newmarket.⁵¹

Seniors in other municipalities may need to re-locate to a different community if they require long-term care.

Demand

- 5,032 individuals were waiting for a placement in a long-term care bed in York Region in October 2019⁴⁵
- Almost all waitlist applicants in York Region were waiting for a long-stay bed 98.8%, compared to a short-stay bed 1.2%⁴⁶
- A total of 56.8% were waiting for basic accommodation (a room with two or more beds and a shared washroom)⁴⁷
- 38.0% were waiting for private accommodation (a room with one bed and a private washroom)⁴⁸
- 5.2% were waiting for semi-private accommodation (a room with one bed and a shared washroom, or a room with 2 beds and a shared washroom)⁴⁹
- Compared to the provincial average of 85 beds per 1,000 seniors 75+, York Region has 50 beds per 1,000 seniors 75+, which is 35 beds short of the Ministerial target⁵⁰



LONG-TERM CARE FORECAST

The growth in the population of seniors and the need for long-term care will outpace new beds being built.

The forecast for long-term care beds indicates the demand may never be met and other care and service options to support seniors in the community are essential.

The study assessed the future need for long-term care beds by looking at the forecast population aged 75+, existing waitlists, future supply predictions and provincial averages for the number of beds per 1,000 individuals aged 75+. With over 5,000 individuals waiting for long-term care placement today, and a total of 3,727 beds available, the forecasted gap is expected to grow into the future.

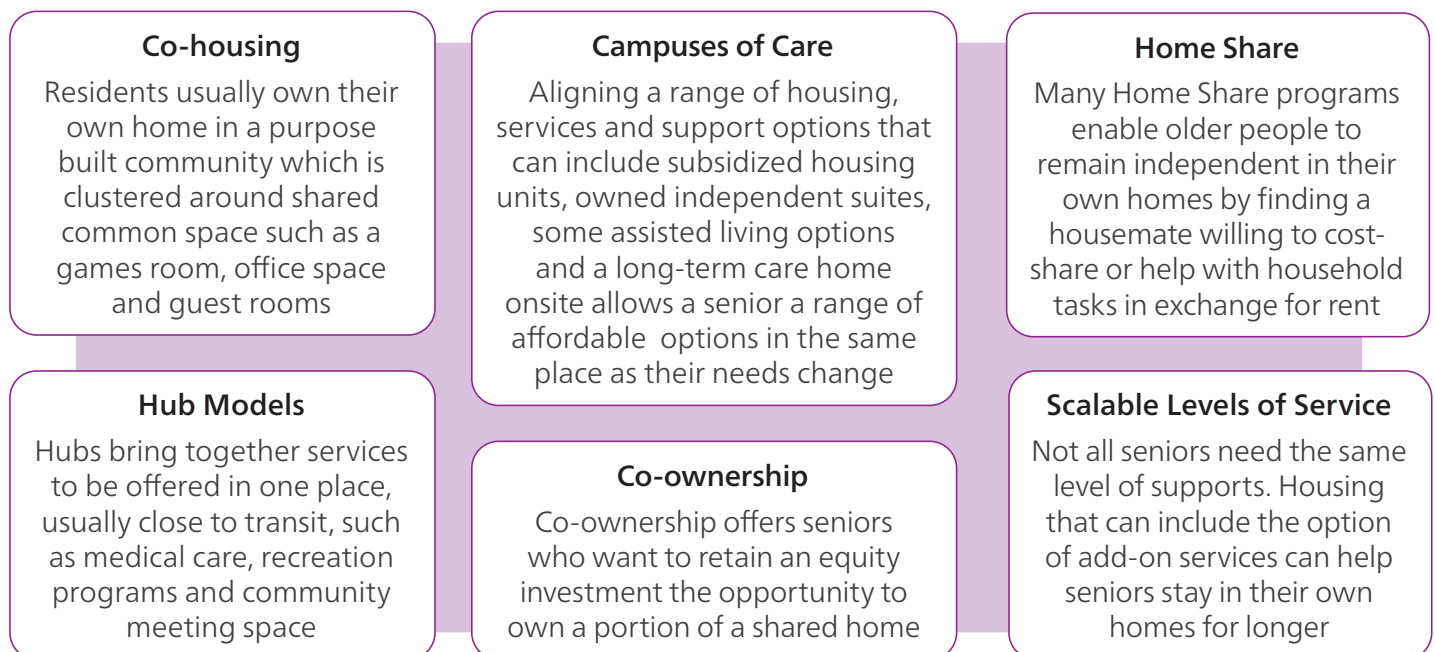
Based on this data, the gap in number of beds needed versus available:⁵²

- Was approximately 2000 in 2019
- Will grow to about 2,500 in 2021
- Will grow to 8,000 by 2031
- Will grow to almost 15,000 by 2041

While the unmet need until 2021 appears to be strongly concentrated in Markham, Vaughan and Richmond Hill (94.2% of unmet need in 2021), over time there will be a slight shift in geographical location of the unmet need to the smaller communities in the northern municipalities. For example, in 2041, the unmet need will decrease to 76.3% in the southern municipalities and it will increase to 23.7% in the northern municipalities.⁵³

Complete Communities

Innovative models of community planning need to be considered to ease demand and align services with housing. It is especially important for seniors with low to moderate incomes, since there are very few affordable housing options available. Complete communities may include the following:

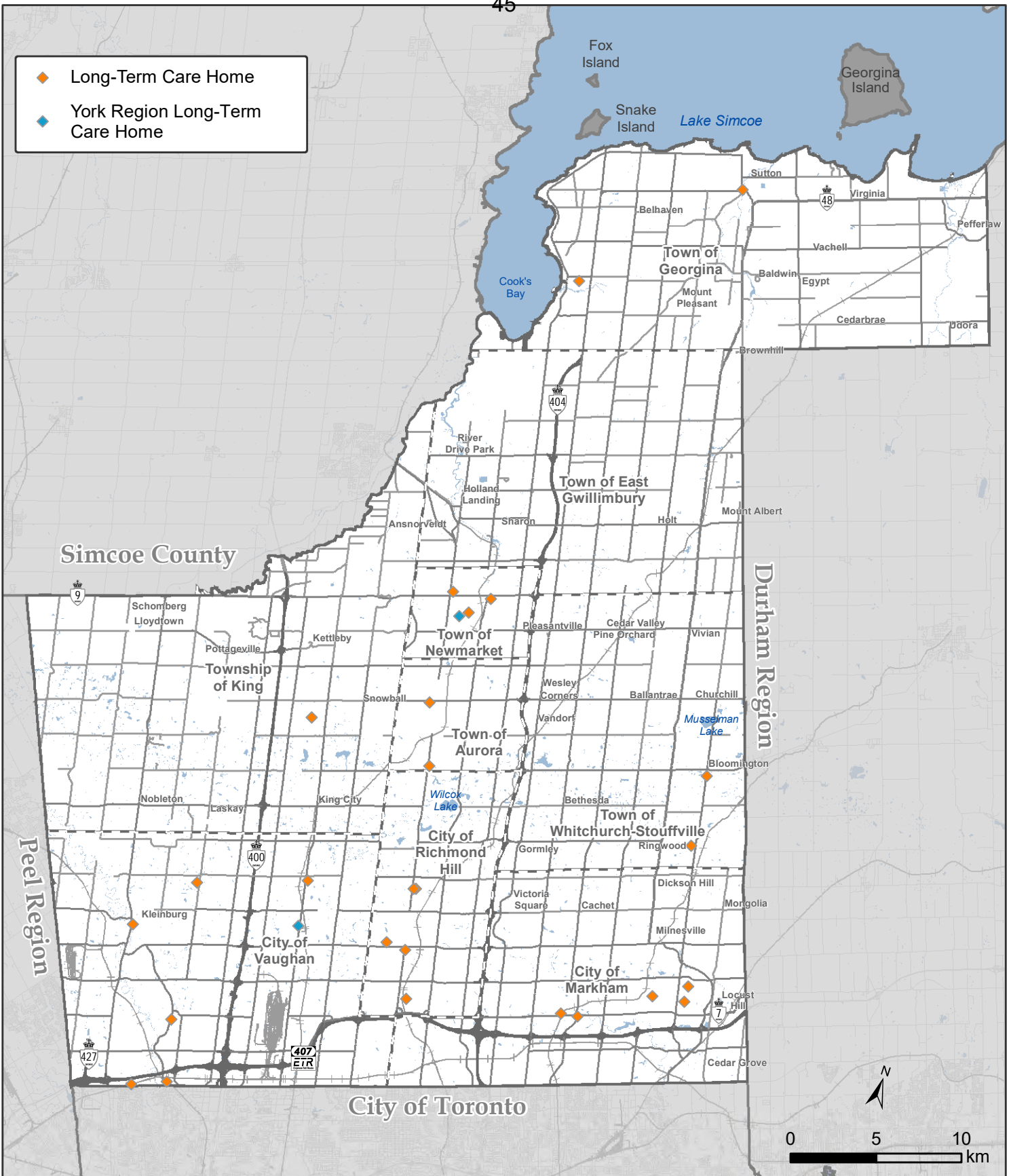


ENDNOTES

- 1 Statistics Canada, 2016 Census of Population
- 2 York Region, Long Range Planning Division estimate based on 45% growth intensification scenario
- 3 Statistics Canada, 2016 Census of Population
- 4 Statistics Canada, 2016 Census of Population
- 5 Statistics Canada, 2016 Census of Population
- 6 2019 SHS Environmental Scan
- 7 2014, Ipsos-Reid survey
- 8 2016, Statistics Canada
- 9 Statistics Canada, 2016 Census
- 10 Calculated by SHS Consulting
- 11 Statistics Canada, 2016 Census of Population
- 12 Canada Mortgage and Housing Corporation, 2018 Rental Market Survey
- 13 Canada Mortgage and Housing Corporation, 2018 Rental Market Survey
- 14 Statistics Canada, 2016 Census of Population
- 15 Canada Mortgage and Housing Corporation, 2018 Rental Market Survey
- 16 Calculated by SHS Consulting
- 17 Calculated by SHS Consulting
- 18 Canada Mortgage and Housing Corporation, 2019 Rental Market Survey
- 19 Canada Mortgage and Housing Corporation, 2018 Rental Market Survey
- 20 Statistics Canada, 2016 Census of Population
- 21 York Region, Housing Services Branch
- 22 York Region, Housing Services Branch
- 23 York Region, Housing Services Branch
- 24 York Region, Housing Services Branch
- 25 York Region, Housing Services Branch
- 26 York Region, Housing Services Branch
- 27 Calculated by SHS Consulting
- 28 York Region, Housing Services Branch
- 29 Statistics Canada, 2016 Census of Population
- 30 Central LHIN 2019
- 31 Assisted living provides services to individuals whose needs cannot be met through homecare
- 32 Central LHIN 2019
- 33 Canada Mortgage and Housing Corporation, 2019 Seniors Housing Survey
- 34 Canada Mortgage and Housing Corporation, 2019 Seniors Housing Survey
- 35 Canada Mortgage and Housing Corporation, 2019 Seniors Housing Survey
- 36 Statistics Canada, 2016 Census of Population
- 37 Statistics Canada, 2017 Canadian Survey on Disabilities
- 38 Calculated by SHS Consulting
- 39 Calculated by SHS Consulting
- 40 Canada Mortgage and Housing Corporation, 2019 Seniors Housing Survey
- 41 Central LHIN 2019
- 42 Central LHIN 2019
- 43 Central LHIN 2019
- 44 Province of Ontario, 2019
- 45 Central LHIN 2019
- 46 Central LHIN 2019
- 47 Central LHIN 2019
- 48 Central LHIN 2019
- 49 Central LHIN 2019
- 50 Calculated by SHS Consulting
- 51 Central LHIN 2019
- 52 Central LHIN 2019
- 53 Calculated by SHS Consulting

It should be acknowledged that since the time of the study's release, the Canadian Mortgage and Housing Corporation has updated some information that was used in the study. Upon review, the updates do not impact the bottom line of the study's analysis or conclusion. All rental supply estimates presented in this report are provided by SHS Consulting based on the 2016 Census and 2018 CMHC data. Due to differences in methodology and reporting time frames, rental supply estimates presented here may not align with estimates presented on York Region's website or earlier publications.

- ◆ Long-Term Care Home
- ◆ York Region Long-Term Care Home



Long-Term Care Facilities



Forecast for Long-Term Care and Seniors' Housing Implications
 November 5, 2020
 Committee of the Whole

Produced by:
 The Regional Municipality of York
 Data, Analytics and Visualization Services,
 Corporate Services
 October 2020

Data: Queen's Printer for Ontario 2003-2020
 See York.ca for disclaimer information.

On November 19, 2020 Regional Council made the following decision:

1. Regional Council endorse YorkNet's funding application(s) to:
 - a. The Ontario Ministry of Infrastructure, under the Improving Connectivity for Ontario Program outlined in Attachment 1.
 - b. The Federal Government, under the Universal Broadband Fund (UBF) as outlined in the Universal Broadband Fund: Funding Application memo.
2. A funding plan for YorkNet's share of the project costs to be developed and reviewed through the Region's 2021 Budget process.
3. This report and related memo be circulated to the local municipalities and Members of Parliament and Members of Provincial Parliament representing York Region.

The original staff report and related memo is attached for your information.

Please contact Laura Bradley, General Manager, YorkNet at 1-877-464-9675 ext. 71492 if you have any questions with respect to this matter.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Finance and Administration
November 5, 2020

Report of the Commissioner of Corporate Services

Improving Connectivity for Ontario Program: Funding Application

1. Recommendations

1. Regional Council endorse YorkNet's funding application to the Ontario Ministry of Infrastructure, under the Improving Connectivity for Ontario Program outlined in Attachment 1.
2. A funding plan for YorkNet's share of the project costs be developed and reviewed through the Region's 2021 Budget process.
3. This report be circulated to the local municipalities and Members of Parliament and Members of Provincial Parliament representing York Region.

2. Summary

This report seeks Council endorsement of Stage 2 of the application to the Provincial Government under the Improving Connectivity for Ontario Program, to expand the Region's broadband network of backbone fibre to rural and underserved areas of York Region.

Key Points:

- Broadband connectivity is essential to every citizen, every day, in many aspects of everyday life – work, education, socialization, healthcare, etc.
- COVID-19 has put an enormous spotlight on why access to high speed internet is an essential service. At no time has the need for connectivity been more crucial
- In York Region, high-speed internet access is not always available at appropriate speeds or affordable prices, particularly in rural communities
- Council created YorkNet with the mandate of increasing fibre deployment for use by the Region, Municipalities, Universities, School Boards and Hospitals (MUSH) sector partners and Internet Service Providers (ISPs). At the end of 2020, there will be approximately 350 km of fibre in operation.
- YorkNet's proposal helps to fulfill its mandate by leveraging funding from other levels of government and partnering with the private sector to provide the Region, MUSH sector partners, and York Region residents with better, more cost effective, connectivity opportunities

3. Background

The Provincial Government has launched the Improving Connectivity for Ontario Program, allocating \$150M to expand broadband and cellular infrastructure in Ontario

On June 3, 2020, the Provincial Government announced the Improving Connectivity for Ontario Program (“ICON”) to invest \$150 million in broadband and cellular service for rural, remote and underserved areas of the province. ICON is part of the province’s \$315 million initiative called *Up to Speed: Ontario’s Broadband and Cellular Action Plan* and aims to address connectivity gaps brought to light by the COVID-19 global pandemic. The pandemic has forced people and businesses to shift to remote learning and work, which is challenging for many who do not have access to reliable broadband.

In York Region more than 500 kilometres of roads have been identified by the Federal and Provincial governments as underserved – meaning they do not have access to services of at least 50/10 Mbps from service providers. YorkNet’s assessment of the total underserved areas indicate that up to 14,000 households have insufficient access to broadband services to meet everyday demands. Post pandemic life will be more reliant on the online world and broadband for many activities such as education, work activities, commerce and retail as well as new opportunities for healthcare delivery.

ICON will provide funding for eligible projects, with other funding from private and public sources

ICON will support projects that rely on collaborative partnerships across the private and public sectors, where investments will be combined to improve connectivity in identified areas of need. ICON will fund up to 25 per cent of eligible costs for projects that deliver minimum speeds of 50/10 to households as the minimum service level. Eligible costs include labour, equipment/material, travel, satellite capacity and other costs directly attributable to the project. YorkNet is proposing a collaboration between all levels of government and private sector for this project.

YorkNet has been qualified as eligible to move to Stage 2 of the process

The program launched on July 9, 2020 and YorkNet received Board approval to apply to Stage 1 of Intake 1 and proceeded with submission. Included in the submission was the attached letter from the Regional Chair and the nine mayors supporting the project. YorkNet received approval on September 25, 2020 to move to Stage 2. This is an indication that this project is considered eligible under the program. The important milestone dates are summarized in Table 1.

Table 1
Intake 1 Milestones

Milestone	Dates
Stage 1 applications due	August 21, 2020
Stage 1 assessments complete, invite to Stage 2	September 25, 2020
Stage 2 application due for initial completeness review (requires Council support)	November 28, 2020
Stage 2 application clarifications and updates due (Ministry of Infrastructure seeking any clarification for processing)	January 15, 2021
Stage 2 assessment complete, applicants notified, and funding offers issued to successful applicants	April 2, 2021

4. Analysis

YorkNet has received endorsement from the Mayors in the Stage 1 application submission

York Region Council has worked to improve Broadband connectivity for many years. Under Council's leadership, a Strategy was created, and their vision resulted in the creation of YorkNet, a municipal services corporation under the *Ontario Business Corporations Act*. This corporation was established to expand the network across the Region and partner with the private sector. In three years of operation, those goals are being realized.

Council continued their support with a letter sent to Minister of Infrastructure, Laurie Scott, as part of the Stage 1 submission on August 21, 2020. Highlighting the significant importance these networks have for the Region's 1.2 million citizens as a cornerstone for the economy, health care and education.

Recognizing the urgent need to enable access for ISPs to connect York Region citizens, YorkNet has led the application process. YorkNet is proposing a Capital and Rural Expansion Project that would expand the network into the more rural areas of the Region. Using the Federal Innovation, Science and Economic Development Canada (ISED) mapping data and property data from the Municipal Property Assessment Corporation (MPAC), YorkNet estimates that there are approximately 14,000 underserved households/businesses in York Region, on approximately 500 km of roads.

YorkNet's backbone and middle mile fibre ensures fibre connectivity is available to all ISPs, who can use the network to offer high-speed internet services to citizens and businesses. This open access network practice is a standard for YorkNet and a requirement for grant funding.

The rural expansion will take the network from 800 kilometres to a total of 1,300 kilometres, blanketing the Region with fibre to create connectivity equity. This will enable access to fibre in all areas ensuring that rural businesses and residents do not continue to be neglected with inadequate infrastructure and services.

YorkNet made a total of 107 connections in 2019 and will make a total of 173 connections in 2020, including fire halls, libraries, Town halls, Regional facilities, water/wastewater, traffic controllers, hospitals and third-party customers. The additional kilometers added through the rural expansion will enhance the diversity and resiliency for Regional and Municipal facility connections. This will open opportunities in the future related to smart monitoring and automation, including Smart City like initiatives and connected cars.

As business operations expand into the digital age, connectivity becomes critical infrastructure. Expanding the Region's network can eliminate the reliance on outside network providers, ensuring adequate resources are available to address whatever is needed for business and emergency situations.

COVID-19 has put an enormous spotlight on why access to high speed internet is an essential service – at no time has the need for connectivity been more crucial

The digital economy is the one of the most important drivers of innovation, competitiveness and economic growth, and holds significant potential for entrepreneurs and small and medium-sized enterprises. New digital trends such as artificial intelligence, cloud computing, mobile web services, smart grids and social media are radically changing the business landscape, reshaping the nature of work and how citizens undertake their daily lives.

Experts predict that work from home and online learning options will remain post COVID. In addition, new modes of service delivery for health care and other services will also have a component of their business likely to remain digitally enabled. Broadband connectivity is essential to operating in the post-pandemic new normal and a modern digital economy.

Fibre is the key infrastructure solution for sustainable, reliable and affordable internet connectivity. It is a reasonable investment, which can touch every citizen in many ways, every day – education opportunities, work, business operations, health, socialization – and close the digital divide with one project.

York Region has significant disparity between residents living in Regional urban areas compared to those in more rural areas

New mapping data shows where adequate internet access exists, and where it is not across York Region. This confirms what many of the Region's Local Municipalities and citizens have been stating for the past decade, that they do not have access to affordable, reliable and fast service. The map provided in Attachment 2, shows this disparity. Large areas of East

Gwillimbury, Georgina and King, and pockets of Aurora, Markham, Richmond Hill, Vaughan and Whitchurch-Stouffville, are underserved or unserved.

Rural communities and residents are not on an equal footing when it comes to access to reliable, stable, affordable broadband services. The Canadian Internet Registration Authority completed a study this summer and found the following results:

- In July, median rural download speeds were measured at 5.62 Mbps, compared to 51.54 Mbps in urban Canada
- Since the pandemic began, median download speeds have effectively plateaued at the 5.62 Mbps speed while urban download speeds doubled from 26.16 Mbps to the 51.54 Mbps

In total this new project would add an additional 500 kilometres, all identified as underserved road kilometres today. This would create a region that was fully fibred, ready to embrace the evolving economy, new technologies and new opportunities.

Fibre is the best choice to ensure service scalability, flexible network options and a long sustainable future for the network

Fibre offers significant advantages over other currently available technologies. Fibre is the only technology which scales with minimal effort. The cable itself can handle tremendous amounts of data traffic with only minor electronic changes. Using micro-conduit to deploy the fibre cable, it can be easily scaled up by adding incremental fibres over time at a fraction of the initial costs. This represents a tremendous ability to scale and grow over 50 years with minimal life-cycle impacts, features unparalleled by other solutions.

There is strong support for the YorkNet's Rural Expansion Project

York Region's local municipalities have been eager to have fibre and improved internet connectivity for a decade or more. Using ISED's map, YorkNet's analysis indicates that there are over 730 km of roads with over 14,000 homes that have inadequate access to broadband services. This program clearly indicates the need for connectivity and fibre into the communities to improve internet access and speeds, and to help improve competitiveness and quality of life for businesses and residents.

In addition, York Region's Medical Officer of Health has expressed support for a network expansion that will provide high-speed internet connectivity critical to health care service delivery even more now, during the COVID-19 pandemic.

ventureLAB, a leading technology hub located in York Region that has engaged with over 2,000 technology companies, including over 100 companies who have created close to 4,000 jobs, has also expressed its support for rural expansion of the network. Citing reliable broadband connectivity as a key driver to innovation and competitiveness in the global broadband economy, their position is that, "without this access to broadband, a connected,

innovative community that modernizes traditional industries, embraces digital adoption, and addresses rural challenges, simply cannot happen.”

YorkNet’s rural expansion project supports the Strategic Plan priorities of Good Government and Economic Vitality

The Capital and Rural Expansion Project has the ability to connect 192 regional facilities, 9 police stations and 96 libraries/community centres/fire stations throughout the Region, leading to enhancing service delivery and more efficient operations. As the Region transitions to having more sensors, cameras and Internet of Things, it can connect them more efficiently through this fibre network.

Connecting residents and businesses will support economic prosperity and growth, especially in underserved and unserved areas where limited bandwidth presents an almost insurmountable obstacle for business expansion and growth.

5. Financial

The total estimated cost of the Rural Expansion Project is approximately \$84M and YorkNet’s portion will be included in the 2021 budget request

Based on recent experience, YorkNet estimates that it will take approximately five years from 2022 to 2026 inclusive to complete the project. The cost has been estimated using average capital costs from current fibre projects plus the estimated last mile and equipment costs. As illustrated in Table 2, the total cost is estimated to be approximately \$83.6 million, funded through the ICON project and other potential sources. The Region’s share is 35% of the total cost, resulting in 500 kilometres of additional fibre assets that can be utilized by the Region, Municipalities and private sector.

Table 2
Capital and Rural Expansion Project Costs and Recoveries

Funding Responsibility	Amount	Share
YorkNet – Currently Unfunded	\$28,857,000	35%
ISP Partner	\$14,380,000	17%
Province – ICON Program	\$20,171,000	24%
Federal – To be determined	\$20,171,000	24%
Grand Total	\$83,579,000	100%

The funding plan will be developed through the Region's normal budget process

The application deadlines for Intake 1 fall outside of the Region's budget process with Stage 2 applications required before the budget is tabled with Council. However, ICON funding assessments and approvals will not be complete until April 2021, which is after the Region's budget has been approved. This means there is time for YorkNet to develop a funding plan that will be reviewed and vetted through the Region's normal Budget process, and then brought forward to Council for consideration and approval.

YorkNet's share of the project cost is currently unfunded. The plan is to work with the Region's finance department to develop a funding request as part of the 2021 budget that could include new funding and/or a draw from tax levy reserves. One option would be to include draws from the Debt Reduction Reserve, which would be a source of upfront funding that will then be repaid through annual contributions made by YorkNet with revenue received from ISPs connecting homes and businesses.

The ISP funding share represents the cost to complete last mile connections including fibre drops and equipment required to bring fibre to residents. This component of the project is vital to its overall success and ability to ensure access to businesses and residents.

This Provincial program along with Federal programs present the opportunity to close the broadband gap in York Region and provide equity regardless of location. Details of the Federal program have not been provided yet, but they are anticipated this fall.

Ongoing operating costs related to the rural expansion project can be recovered from the revenues it generates

ISP(s) will pay YorkNet to use the network from revenues they collect from end-users. It is possible that revenues can start before the full construction is completed. YorkNet has assumed a conservative forecast well within industry standards. Given the lack of network today, the Regional network will be ideal for any provider looking to connect additional homes in these underserved areas.

6. Local Impact

The Capital and Rural Expansion Project will impact approximately 14,000 underserved households/businesses across eight of the nine municipalities in York Region, especially in rural areas. The mayors for all nine York Region municipalities have signed a letter of support for increased connectivity for residents and businesses in underserved areas and for increased connectivity to municipal facilities.

7. Conclusion

YorkNet is building critical infrastructure that supports York Region citizens every day and embraces an evolving world, by leveraging funding programs and partnering with the private sector. The Rural and Capital Expansion Project helps fulfill YorkNet's mandate in all 3

categories – Region, Municipal and underserved areas with private sector – enhancing connectivity by delivering infrastructure into unserved areas across the entire Region to provide opportunity for business, education, health and community.

For more information on this report, please contact Laura Bradley, General Manager, YorkNet at 1-877-464-9675 ext. 71492. Accessible formats or communication supports are available upon request.

Recommended by: **Dino Basso**
Commissioner of Corporate Services

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

October 23, 2020
Attachments (4)
Private Attachments (1)
eDOCS # 11722208



Improving Connectivity for Ontario (ICON) Program

STAGE 1 PROGRAM GUIDELINES

RELEASED: July 9, 2020

For alternate format, please contact ICONprogram@ontario.ca

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1. PROGRAM OVERVIEW

1.1 Background and Objectives

According to the Canadian Radio-Television and Telecommunications Commission (“CRTC”) approximately 12 per cent of Ontarians lack access to broadband services that meet the CRTC’s minimum service standards.

The high cost of infrastructure deployment and low expected revenue in some areas deters private sector investment from providing these services. These communities have fewer choices for service providers, typically at higher costs, and with lower speeds than high density, urban counterparts.

The Province of Ontario will support the expansion of broadband and cellular infrastructure in Ontario by investing \$150 million over four years through the **Improving Connectivity for Ontario (“ICON”)** program. The ICON program is part of *Up to Speed: Ontario’s Broadband and Cellular Action Plan*, which outlines the strategy to expand access to broadband and cellular connectivity in identified areas of need.

The ICON program will promote industry partnerships to encourage solutions that leverage investments across sectors in order to meet the connectivity needs of communities that do not have adequate access to connection speeds of at least 50 Megabits per second (“Mbps”) download and 10 Mbps upload (50/10).

The ICON program will also support Cellular Projects (e.g. mobile wireless) that provide end-users with the ability to access voice and data applications while being mobile, using the latest generally deployed mobile wireless technology (currently long-term evolution or LTE) in the geographic area that the project proposes to serve.

Projects supported by the ICON program will achieve the following objectives:

- Increase the number of Households and/or businesses connected to broadband and cellular services in areas of need, according to the Provincial Broadband map.
- Provide broadband connectivity speeds of 50/10 or greater for end users.
- Provide cellular access at the latest generally deployed mobile wireless technology (currently LTE).
- Build Scalable infrastructure for future needs of users.

The ICON program is a discretionary, application-based funding program. Applications will be evaluated based on their ability to cost-effectively achieve program objectives.

NOTE: capitalized terms in this guide have the meaning that is set out in Appendix 1.

1.2 Application Process

Applying for program funding can be a resource-intensive process, particularly for complex, multi-partner infrastructure projects.

The ICON program will use a two-stage application process. Stage 1 will determine if a proposed project meets minimum program requirements. If so, the application proceeds to Stage 2 for a more detailed assessment of the project.

Stage 1

Applications submitted under the ICON program will be assessed against the following pass/fail criteria (see Section 3 for more details):

- The project is located in an area of need;
- At least one applicant on a proposal has a minimum of three years of experience building, owning, servicing and/or operating broadband or cellular infrastructure;
- The technology meets specified speed and/or capacity targets;
- The percentage of provincial support required does not exceed 25 per cent of total eligible project costs; and
- There is local support for improving connectivity in the project area.

Stage 2

The second stage of the application process will evaluate applications based on:

- Their ability to provide cost-effective access to Households and/or businesses relative to the total amount of ICON funding requested;
- Effectively leveraging other sources of public sector funding, if required;
- The overall project cost in relation to technologies and operational planning;
- How the project design meets community needs and accounts for unique community characteristics;
- Affordability to end-users in relation to nearest large urban centre; and
- Other strategic considerations of the ICON program.

Intake Periods

The ICON program will have two intake periods.

It is up to applicants to determine in which intake they may wish to participate. For example, applicants who may already have scoped their projects and are ready to

proceed may wish to participate in the first intake. Projects that require more time to plan can instead participate in the second intake.

However, applicants must meet all application deadlines in order to be considered for funding. If an applicant fails to meet deadlines for the first intake, they may be deferred to the second intake.

The tables below show key dates for each of the intake periods. Dates for the second intake will be modified after stage 1 of the first intake is complete.

First Intake

- July 9, 2020 – Intake opens.
- August 21, 2020 – Deadline for Stage 1 applications.
- September 25, 2020 – All Stage 1 assessments complete and applicants notified.
- November 28, 2020 – Deadline to submit Stage 2 application for initial completeness review.
- January 15, 2021 – Deadline to complete Stage 2 application clarifications and updates.
- April 2, 2021 – Stage 2 assessment complete, applicants notified, and funding offers issued to successful applicants.

Second Intake

- Early winter 2020-21 – Deadline for Stage 1 applications.
- Late winter 2020-21 – All Stage 1 assessments complete and applicants notified.
- Late summer 2021 – Deadline to submit Stage 2 application for initial completeness review.
- Mid-fall 2021 – Deadline for completing Stage 2 application clarifications and updates.
- Early spring 2022 – Stage 2 assessment complete, applicants notified, and funding offers issued to successful applicants.

2. ELIGIBILITY

2.1 Eligible Applicants

An applicant must be one of the following to be considered eligible for funding:

1. A not-for-profit or for-profit entity that is incorporated in Canada,
2. An Ontario municipal entity, or
3. A Band Council.

Applications that have more than one entity responsible for the project must identify the lead applicant and all Project Partners. The lead applicant must be the primary contact on the ICON program application and is expected to serve as the funding agreement signatory if the application is approved for funding.

Project Partners are not required to contribute financially to the project in order to be listed as such. However, either the lead applicant or one of the Project Partners must have a minimum of three years experience in building, owning, servicing and/or operating broadband and/or cellular infrastructure in Canada.

Applications must include evidence of local support of increased broadband and/or cellular access in the proposed project area even if a municipal entity or Band Council is an applicant.

While not a pass / fail criterion, applicants must also submit letters of intent from each of the other Project Partners as part of the Stage 1 application to describe their respective roles in the project and confirm their intent to provide financial, in-kind, or other support to the project.

2.2 Eligible Projects

The types of projects that are eligible for funding under the ICON program are listed below. An application may contain any combination of project types and may span multiple geographic areas.

An applicant may submit more than one application, but, the project areas in each application cannot overlap.

An application cannot depend on the completion of other projects in order to proceed.

Last-mile

- The final leg in connecting homes, businesses and other institutions to a high-speed network connection. This involves connecting a community to a Point-of-Presence (“PoP”) by upgrading existing assets or introducing new network infrastructure.

- Last-mile projects must deliver minimum speeds of 50/10 to Households and businesses and include no data usage caps. Projects that propose speeds slower than 50/10 for end users must demonstrate the ability to provide 50/10 within five years of project completion.

Backbone

- A network connection that transports data traffic from one PoP to another or from a PoP to a location that contains the Internet Gateway. These projects enable internet connectivity for fixed infrastructure in areas of need. These projects must identify how they will enable Households and businesses to connect to speeds of 50/10.
- New Backbone infrastructure and upgrades to existing Backbone infrastructure are both eligible.

Cellular

- Provides mobile connectivity to communities and/or along Major Transportation Roads. These projects increase the number of kilometers of road covered and the number of Households and businesses able to access mobile/wireless services. This is achieved by increasing the number of cellular towers in a targeted area or increasing the capacity of existing towers to provide access to increased users within the current line-of-sight.
- Provides access to the latest cellular technology with LTE as the minimum service level.
- Eligible project areas will be based on the latest data provided by Innovation, Science and Economic Development Canada (“ISED”).

Satellite

- Provides or upgrades broadband services in communities that are satellite-dependent.
- Satellite projects must deliver minimum speeds of 50/10 to Households and businesses with no data usage caps. Projects that propose speeds slower than 50/10 for end users must demonstrate the ability to provide 50/10 within five years of project completion.
- Eligible project areas will be based on the provincial map using data provided by ISED.

2.3 Eligible Funding

The ICON program may contribute up to a maximum of 25 per cent of total eligible project costs. Applicants are encouraged to seek other sources of funding when appropriate. This could include financial assistance (grants, forgivable loans, etc.) from all levels of government and private-sector partners.

Other funding conditions:

- The Ministry will conduct a financial assessment to determine if a project is commercially viable within a five-year period without provincial government funding.
- Applicants will be required to provide detailed financial information in Stage 2 of the application process.
- The Ministry may determine that an application should be approved but at a funding level lower than the amount requested in the application. Applicants will be provided a clear description of the Ministry's determination at the time of funding offer.
- Successful applicants will be required to execute a funding agreement on terms and conditions that are satisfactory to the Ministry. After executing a funding agreement, the total funding offered will be final.
- Once a funding agreement is executed, recipients will receive funding based on milestone payments in accordance with the project budget. Funds will cover costs incurred as evidenced by the completion of deliverables associated with each milestone.
- Recipients will be responsible for satisfying all terms and conditions set out in the funding agreement, including reporting requirements, and submitting independently audited financial statements upon project completion to receive the final funding disbursement.

2.4 Eligible Project Areas

Current access to broadband at 50/10 and Cellular at LTE will be determined using publicly available ISED data.

ISED provides detailed broadband availability data ('pseudo-household' data) for all roads in Ontario. The data shows service levels from 0 to 50/10 Mbps in 250 metre segments for all populated areas of the province. This data will be used to determine current internet service levels within the proposed project area.

Project areas that have already been awarded provincial funding to provide 50/10 or LTE connectivity are ineligible for ICON funding for the same connectivity type.

2.5 Eligible Costs

Eligible project costs must be directly attributable to the project and must be incurred and paid after the funding agreement effective date and up to the Project Completion Date. A list of eligible and ineligible cost categories can be found in *Appendix 2* for reference only. A final determination of eligible and/or ineligible costs will be at the discretion of the Ministry and released with Stage 2 program guidelines.

Eligible project costs are cash outlays, net of all applicable HST, that must be documented through invoices, receipts, or grant recipient records acceptable to Ontario and are subject to verification by an independent auditor. Evidence of payment must be maintained for audit purposes.

3. EVALUATION

3.1 Stage 1 Evaluation

Applications must meet all Stage 1 minimum requirements before proceeding to Stage 2. These requirements will be assessed as pass or fail. If a Stage 1 application fails on any of the minimum requirements, the application will be deemed ineligible and will not be invited to proceed to Stage 2.

The following table describes the minimum requirements for Stage 1.

STAGE ONE ASSESSMENT MATRIX

Criteria	Description	Verification
Located in an area of need.	<p>ISED pseudo-household data will be used to determine the current extent of 50/10 broadband service levels for the proposed operating area of the project.</p> <p>ISED data will be used to determine the current extend of LTE access for the proposed operating area of the project.</p> <p>Applicants will be required to submit details of their proposed project area. Applicants may use either the ICON Map Tool to create an image of their proposed project area or the National Broadband Internet Service Availability Map from ISED to generate a mappable file. A list of project area ID numbers is also acceptable.</p>	Shapefile or image of the project area, or a list of project area ID numbers.
Have minimum experience in connectivity infrastructure.	At least one Project Partner must have a minimum of three years experience in building, owning, servicing and/or operating broadband and/or cellular infrastructure in Canada.	Complete Section G of the Stage 1 Application Form.
Technology meets speed and/or capacity targets.	<p>Projects must deliver minimum speeds of 50/10 to Households and businesses and include no monthly data usage caps.</p> <p>Projects that propose speeds slower than 50/10 for end users must demonstrate the ability to provide 50/10 within five years of project completion.</p> <p>Cellular Projects that propose service levels below LTE must how the project will reach LTE service within five years of project completion.</p>	Complete Section G of the Stage 1 Application Form.

Criteria	Description	Verification
ICON funding request does not exceed 25 per cent of total eligible project costs.	The ICON program will provide up to 25 per cent of funding to projects for eligible costs. Projects that require more than 25 per cent of funding to be provided by the Province will be deemed ineligible.	Complete Section E and of the Stage 1 Application Form and the Estimated Budget template as part of Stage 1 application.
Local Support for improved connectivity.	Evidence of local support for improved connectivity must be provided with the Stage 1 application. In project areas where there are municipal entities or Band Councils, this evidence can take the form of a letter, council resolution, or other formal communication to the applicant. For unrecognized areas of the province, evidence of local support should be sought from Local Road Boards, Local Service Boards, or District Social Service Administration Boards in the form of a letter or other formal communication to the applicant.	Letter, council resolution or other formal communication that demonstrates support for improved connectivity.

3.2 Stage 2 Evaluation

The table below describes the evaluation criteria that the Ministry is currently considering for Stage 2 Evaluation. However, the Stage 2 evaluation criteria are still under development and the criteria below are subject to change.

Applications will be assessed based on seven criteria and will be evaluated based on the following definitions:

- **Primary:** Criteria that will be given the most weight and will determine if there is a need for government funding.
- **Secondary:** Criteria that will be given significant weight and will determine which projects align better with ICON program objectives over others.
- **Tertiary:** Criteria that will focus on strategic considerations when evaluating successful applicants.

STAGE TWO ASSESSMENT MATRIX

Criteria	Description
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Criteria	Description
Project Cost (<i>Primary</i>)	Projects will be evaluated on the overall project cost in relation to the technologies used and their operational plans.
Project Design (<i>Primary</i>)	Projects will be evaluated on how the project design meets community needs and accounts for unique community characteristics, which may include geography, topography, existing technologies, and the spatial presence of Households and businesses that may be served.
Funding Reach (<i>Secondary</i>)	<p>Projects will be assessed based on the number of new connections that are made possible relative to the amount of program funding requested.</p> <p>Broadband Projects will be evaluated on the total number of Households and businesses impacted relative to provincial funding requested. Cellular Projects will be evaluated on the number of Households within the project area relative to provincial funding requested. Where applicable, evaluation will consider the kilometres of roads in serviced in the project area relative to provincial funding requested.</p>
Partnerships (<i>Secondary</i>)	<p>Projects will be evaluated on how they leverage other sources of public sector funding to make the project more economical (i.e., lower project costs) or to provide better outcomes.</p> <p>This criterion will not apply to projects that require provincial funding as its sole source of public funding.</p>
Project Performance (<i>Secondary</i>)	<p>Projects will be evaluated on relative improvement of connectivity in the project area.</p> <p>Broadband Projects will be measured in accordance to the 50/10 national minimum service standard. Cellular Projects will be measured in the percentage change in coverage with LTE as a minimum service level.</p>
Service Affordability (<i>Tertiary</i>)	Projects will be evaluated based on a comparison of expected service prices for customers to similar costs in urban centres for a minimum five-year duration after project completion.
Strategic Considerations (<i>Tertiary</i>)	<p>Additional consideration will be given to projects that:</p> <ul style="list-style-type: none"> • are in northern areas or located in First Nation communities; • involve multiple municipal entities, First Nations and/or

Criteria	Description
	community organizations; <ul style="list-style-type: none"> • contribute to economic opportunities; or • increase connections to existing anchor institutions within the project area.

The Stage 2 evaluation will rely on following documents submitted by applicants:

- Spread sheets: pro forma summary, detailed budget, equipment detail list, Anchor Institute and Household spreadsheet.
- Project Gantt chart.
- Three years of audited financial statements.
- Evidence of local support for the project.
- Logic network diagrams.
- Current network in project area – submitted in KML, Shapefile, geoJSON, CSV, .lyrx, .gdb, or GPX formats.

4. STAGE 1 ASSESSMENT AND NOTIFICATION

4.1 Communication with Applicants

Contact between the Ministry and applicants will be limited to ensure fairness and transparency.

All inquiries during the application intake periods must be sent to ICONprogram@ontario.ca. The Ministry endeavor to respond within 24 hours. The Ministry will not provide any advice or feedback on proposed projects or information on the status of individual application assessments. However, it can respond to inquiries that seek clarification on the application form and the overall ICON application process.

4.2 Notification of Stage 1 Assessment Results

All Stage 1 applicants that submit by the first intake deadline will be notified on September 25, 2020 about the results of the Ministry's assessment. For second intake, Stage 1 applicant notification will take place in late winter 2020-2021.

Applicants that do not meet one or more of the minimum requirements will be notified that their project cannot proceed to Stage 2. The Ministry will provide a detailed explanation on how the application did not meet requirements when the applicant is notified.

Applicants that pass Stage 1 of the assessment process will be invited to submit a Stage 2 application via TPON.

The Ministry will not consider any Stage 2 applications submitted before Stage 1 applications are assessed and applicants are notified about results.

5. ADVANCING TO STAGE 2

5.1 Conditional Approvals

The Ministry encourages applicants to seek other sources of funding to support the project if needed. In instances where applications with other funding entities are pending approvals during the Stage 2 evaluation process, the Ministry will take note of these applications.

The Ministry may provide conditional offer of funding for projects if the applicant is awaiting approval for other sources of funding that were previously identified by the applicant. The Ministry will work with applicants to specify this condition.

5.2 Funding Agreement

If a Stage 2 application passes Ministry evaluation, the applicant will be notified by email with a conditional offer of funding. If the applicant accepts the conditions for funding, the application will be deemed approved.

The Ministry will provide a draft of the funding agreement to the lead applicant based on information provided in the Stage 2 application, including a budget, timelines, milestones, mandatory reporting requirements, and payment schedules. The lead applicant will be required to execute the funding agreement with the Ministry. Once parties agree to all terms and conditions, the funding agreement is executed.

Any costs incurred by applicants prior to executing a funding agreement will be ineligible. Thus, applicants are recommended to avoid undertaking any work that would be deemed as an eligible cost until a funding agreement is executed.

Stage 2 application materials will provide more details on funding agreement requirements.

5.3 Compliance

Regulatory Approvals

Applicants must ensure that all activities required for the project comply with federal and provincial laws and regulations and municipal by-laws. This includes receiving all necessary regulatory approvals prior to initiating work and receiving funding, such as environmental assessment or environmental compliance approvals (if required).

Duty to Consult and Accommodate

The Government of Ontario may have a duty to consult and, where appropriate, accommodate Indigenous communities (First Nation and Métis peoples) where the Government of Ontario contemplates funding an activity that may adversely impact an established or credibly asserted Aboriginal or treaty right.

Before deciding whether a project should receive funding, the Government of Ontario will assess whether a duty to consult obligation is potentially triggered. Ontario may delegate day-to-day, procedural aspects of consultation to potential grant recipients who may also have their own separate obligations. Ontario's delegation to potential grant recipients of procedural aspects of consultation is a regular practice and the procedural aspects of consultation will be delegated to grant recipients on this initiative. Therefore, it is important that all applicants anticipate this process and appropriately plan for this work (e.g., resources, time, etc.) as part of their funding submission.

Consultation requirements may vary depending on the size and location of the project in question. Further details surrounding specific consultation requirements, including which communities require consultation, will be provided by provincial officials for applications being considered to proceed. Applicants should ensure that Ontario is satisfied that any duty-to-consult requirements are met prior to commencing any site preparation, removal of vegetation or construction in respect of the project. Failure to meet these obligations may result in funding being withheld.”

Open Access

Applicants must comply with all Open Access rulings by the CRTC and it is the responsibility of applicants to consider future rulings in their ability to compete fulfill the requirements their funding agreement.

6. CONFIDENTIALITY AND PUBLIC REPORTING

The Ministry is subject to the Freedom of Information and Protection of Privacy Act (“Act”). The Act provides every person with a right to access information in the custody or under the control of the Province, subject to a limited set of exemptions.

Approved projects may be the subject of public announcements.

Applications may be shared with third-party due diligence providers, other ministries and/or Provincial third-party service providers as part of the assessment process.

7. STAGE 1 APPLICATION GUIDE

7.1 Managing Applications

Starting a new Application

Eligible applicants who have applied to the ICON program through the TPON portal can download the Stage 1 application form using their ONE-key log in information. The application form and attachments are interactive, and the online system will not allow for discrepancies and incomplete fields in applications to be submitted. You will not be able to save your work unless all required fields are completed.

Please ensure you fulfill all requirements before preparing your application for submission:

- **Required Fields:** For items marked with a red asterisk you must provide an answer to these questions before you can move on to the next page in the form.
- **Attachments:** After you have inputted your completed application form, you will be prompted to submit your additional attachments. Attachments should be uploaded with clear titles that identify the purpose of the file.
- **Maximum character count:** Each text box has a maximum character count and you must ensure to you do not surpass this count in order to proceed on the form. Spaces are included in the character count.
- **Group Applications:** If two or more entities are involved in the application submission, every Project Partner must submit their contact information in Section C on the Stage 1 application. Please note that the application must identify who is the lead applicant when submitting the contact information.

Submitting Materials

Lead applicants must sign on to the TPON portal to download and complete the Stage 1 fillable form. The completed application and all other required Forms must be submitted through the portal. Materials do not need to be submitted at the same time, but for applicants that want to be considered for the first intake, the completed application must be submitted by 5:00pm on Friday, August 21, 2020 to be considered for funding. The deadline for Stage 1 applications in the second intake will be set in late September 2020.

Stage 1 applicants can use the [ICON Map Tool](#) to create a screenshot of the area for which the proposed project is applying for provincial funding.

Submitting your Application

After you have saved your work and completed an application, you can now submit it along with the supplementary attachments by uploading your documents on the TPON portal.

The system will not accept applications that do not have all required attachments uploaded and an error message will emerge. If you do not receive a confirmation email, then your application has not been submitted and you will not be considered for ICON program funding. Please make sure that you receive a confirmation email and contact ICONprogram@ontario.ca if you are experiencing troubles.

Applicants can resubmit or modify their applications, including to submit additional supporting materials, any time prior to the ICON program intake deadline.

Please refer to the [Get Help](#) section of the Ontario.ca page for detailed instructions on how to use the TPON system. For a step by step walkthrough, please watch the [orientation video](#).

7.2 Application Form Completion Instructions

Section A: Applicant Profile

- Organization Name:
 - Applicant must identify the organizations operating name. This field will be pre-populated from the information provided when the organization is registered in TPON.
- Organization Legal Name:
 - Applicant must identify the organization's legal name. This field will be pre-populated from the information provided when the organization is registered in TPON.
- Website URL:
 - Applicant to provide the organizations official website URL. This field will be pre-populated from the information provided when the organization is registered in TPON.
- Canada Revenue Agency ("CRA") Business Number:
 - Applicant must provide the 9-digit business identifier provided by the CRA. This field will be pre-populated from the information provided when the organization is registered in TPON.
- Organization Type:

- Applicant to select from the dropdown menu the legal type that best describes the organization applying for funding. If “other” is selected, then the applicant will be provided an opportunity to specify the type of organization.
- Date Incorporated:
 - Applicant to identify the date first incorporated.

Section B: Applicant Address Information

- Business Address:
 - Applicant must provide complete information of the physical location, such as the unit or suite number, street number and name. Identify the municipality under “City/Town” followed by the postal code, province, and country. This field will be pre-populated from the information provided when the organization is registered in TPON.
- Mailing Address:
 - Applicant must provide complete information of the physical location, such as the unit or suite number, street number and name. Identify the municipality under “City/Town” followed by the postal code, province, and country. This field will be pre-populated from the information provided when the organization is registered in TPON.

Section C: Contact Information

- Contact Information:
 - All Project Partners must provide their contact information (e.g. organization type, name, phone number, email) in this section. This includes the lead applicant; however, only the lead applicant should check the “Lead Applicant” box.
 - Under “Contact Type,” please indicate whether the contact functions as an applicant, payee, or other.
 - If more than one contributing partner is involved, the form will allow you to add an additional box. Click the “plus/minus” signs to add and remove additional fields.
 - NOTE: The lead applicant must check the “Signing Authority” box and complete the Declaration and Signing Section I.

Section D: Project Information

- Project Name:
 - Identify the public name of the project.
- Proposed Start Date and Proposed End Date:
 - Identify the anticipated construction start date and project completion date.
- Project Summary:
 - Provide a brief overview in maximum 500 characters of the project that can be made public by the Ministry.
- Project Description:
 - Provide a detailed and thorough description in maximum 1,000 characters of the project involving a high-level overview of expected project activities.
- Project Type:
 - Applicant to select from drop down menu what specific type of broadband (backbone or last-mile), cellular or satellite infrastructure the project will deploy.
- Impacted Municipalities:
 - Applicant to select from drop down list of registered municipalities in Ontario that will be directly impacted by project activities. Hold the “Ctrl” key to select multiple names.
- Anchor Institutions Connected:
 - Applicant to identify anchor institutions (e.g. not-for-profit organizations) that will be connected or are impacted by project activities.
- Number of Households and Businesses Reached:
 - Applicant to provide a total number of expected households and/or businesses that will have access to 50/10 broadband and/or LTE upon project completion.
- Service Target:
 - Applicant to identify the expected speed target achieved after project completion.

- NOTE: Applicant will be able to expand in Section G if the applicant cannot meet the universal connectivity standard of 50/10 broadband and/or LTE.

Section E: Project Budget

- Requested Amount:
 - Identify the total amount being request under the ICON program.
- Total Project Cost:
 - Identify the total project cost based on most recent financial forecasts.
- Total Eligible Cost:
 - Identify the total eligible costs associated with project activities (e.g. direct equipment costs, direct materials costs, direct labour costs, etc.).
- Other Sources of Funding:
 - Identify other expected sources of funding to cover all project costs. The amount of funding listed will be confirmed in Stage 2, if the applicant is successful. Applicants must include a brief description of the funder, the status of funding, and the total amount expected from the funder.
 - NOTE: Applicant must complete the full budget table as a supplementary document (see Section 7.3).

Section F: Other Support

Applicants to provide details regarding all non-financial and community support that the project proposal is receiving.

- Organization:
 - Applicant to identify the organization or municipality by name.
- Contact Information:
 - Applicant to provide basic contact information for the organization or municipality.
- Why does this organization support the proposed project?
 - Applicant to outline why this organization is in support of the proposed project.

- What type of non-financial support for the proposed project is this organization able to provide?
 - Applicant to describe how the organization is supporting the proposed project and through what sort of non-financial commitments (e.g. council resolution).

Section G: Proposal Details

Please follow questions in the fields of the form and provide as much information as you can relevant to the question and within the maximum character limit.

If you have any concerns or questions regarding some of the questions listed, you may contact our support team at ICONprogram@ontario.ca.

Section H: Relevant Experience

This section must be filled out by the Project Partner that has relevant experience in building, owning, servicing and/or operating broadband or cellular infrastructure.

Please follow questions in the fields of the form and provide as much information as you can relevant to the question and within the maximum character limit.

If you have any concerns or questions regarding some of the questions listed, you may contact our support team at ICONprogram@ontario.ca.

Section I: Declaration and Signing

The lead applicant must read and complete the declaration and signing of the project proposal.

7.3 Supplementary Documents Information

Stage 1 requires four types of additional documentation attached to your submission.

If any of these files are missing from your initial submission, your application will not proceed until all files are received. There is no limit to the size of the attachments in the TPN system; however, be advised that the larger the attachment the longer the upload time will take.

Applicants can remove and add attachments until the application form is fully submitted. In Step 3 of the 4-step application submission wizard, simply click the “New” button to upload and “Delete” to delete uploaded files.

Mapping Information

Ontario’s Broadband Map can be used for your mapping submission.

A mappable file is the preferred method of submission and can be provided as KML, Shapefile, geoJSON, or other mappable file formats. If you do not have the ability to create mappable files, you can use the free map tool provided by ISED or submit a screenshot of the proposed project area as either a .jpg or .pdf file.

Evidence of Local Support

The applicant must demonstrate local support for improved broadband and/or cellular service in the proposed project area. The applicant has the option to prove support through these identified methods and submit the document in .pdf format:

- Formal letter of support from municipal entity, Band Council, or regional board that provides services in unrecognized areas of the province, including Local Road Boards, Local Service Boards, or District Social Service Administration Boards;
- Municipal council or Band Council resolution; or
- Other types of formal communication to the applicant that demonstrates support for improved connectivity.

Letter of Intent

The applicant must provide letters of intent from each Project Partner to describe their intent to provide financial or in-kind support to the proposed project. The letter must be submitted in .pdf format and signed by a Project Partner representative that has signing authority for the organization.

Proposed Project Budget Table

A budget template in .xlsx format is available in the TPON portal. Applicants must download and complete the budget.

APPENDIX 1 – DEFINITIONS

Affordability means rates that are comparable to those offered by a facilities-based service provider to the nearest major urban centres or community.

Anchor Institute means facilities that provide a public service (e.g. schools, medical facilities, libraries, community halls, First Nations band offices, or other institutions around which a community is formed) and capacity for other uses (including residential, business, and/or mobile services) for which broadband services would benefit the community as a whole.

Backbone means a network connection that transports data traffic from one PoP to another or from a PoP, to a location that contains the Internet Gateway and which enable internet connectivity for fixed infrastructure in areas of need.

Band Council means a council of the band, as defined in section 2 of the *Indian Act*, RSC, 1985, c. I-5.

Bandwidth means the capacity for transferring data over a network as measured in bits per second (bps), kilobits per second (Kbps) or megabits per second (Mbps).

Broadband Projects mean any project with the objective and outcome to provide improved or new connectivity to a household or business.

Cellular Projects mean any project with the objective and outcome to provide improved and new connectivity to a mobile or cellular device.

Customer-Premises Equipment means any telecommunications equipment located at a subscriber's premises that is connected to a service provider's telecommunications network at a demarcation point, for example, wiring, modems (DSL, cable, wireless) as well as antennae or other wireless equipment.

Household means a person or group of persons who occupy the same dwelling.

Internet Gateway means a piece of network hardware that allows data to flow from one discrete network to another.

Major Transportation Roads means a road classified by Statistics Canada in its Road Network File as having a street rank code of 1 (the Trans-Canada Highway), 2 (a national highway system not under rank 1), or 3 (a major highway not under rank 1 or 2).

Ministry means the Ministry of Infrastructure.

Open Access means open to third parties for dedicated capacity purchases on a wholesale or retail basis and adheres to CRTC regulations.

Point-of-Presence or PoP means a site in a transport network that marks the end of the network and that connects to access infrastructure.

Project Completion Date means the date upon which the project is deemed complete per the funding agreement.

Project Partner means any entities that are directly involved in the design, implementation and consultation of a project.

Scalable means sustainability of chosen technology over both the short- and long-term to meets needs of end-users.

Transfer Payment Ontario or TPON means the online portal where applicants will submit an application for funding their project.

APPENDIX 2—ELIGIBLE AND INELIGIBLE PROJECT COSTS

Eligible project costs must be directly attributable to the project and must be incurred and paid on or after the funding start date as indicated in the funding agreement and up to the Project Completion Date.

Eligible project costs are cash outlays, net of all applicable HST, which must be documented through invoices, receipts, or grant recipient records acceptable to Ontario and are subject to verification by an independent auditor. Evidence of payment must be maintained for audit purposes.

Below is a list of eligible and ineligible cost categories for reference only. A final determination of eligible and/or ineligible costs will be at the discretion of the Ministry.

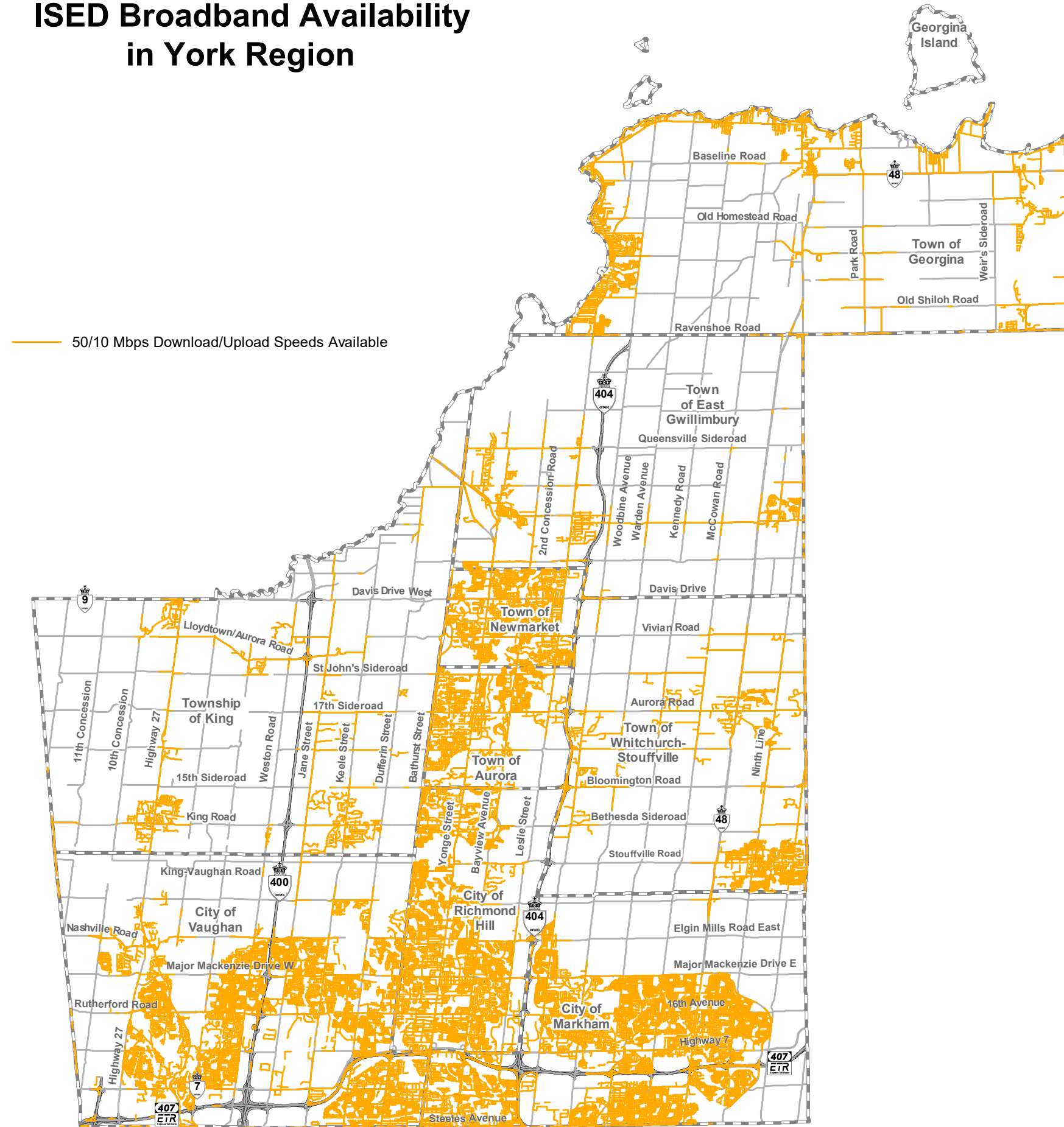
Eligible Costs

- Direct Labour Costs, meaning the portion of gross wages or salaries incurred for work which can be specified, identified and measured as having been or to be used on the project..
- Direct Material Costs, meaning those costs of materials which can be specifically identified and measured as having been used or to be used on the implementation of the project.
- Direct Equipment Costs, meaning the cost of equipment required for the completion of the project, including but not limited to servers, switches, fibre optic cable, repeaters, radio equipment, towers, poles, back-up power supplies, shelters and network broadband connectivity devices including upgrades.
- Direct Satellite Capacity Costs, meaning the portion of the direct purchase or lease of Bandwidth or capacity delivered over the physical medium of satellite which can be specifically identified and measured as having been used or to be used on the implementation of the project. These costs will be measured in units of Mbps, MHz, or a quantity of satellite transponders.
- Direct Labour Related Travel Costs, meaning the cost of travel which is deemed necessary to the performance of the project. To be eligible, travel costs must be clearly documented as to the purpose of each trip. Travel expenses, at economy rates, shall be charged as actual costs.
- Other Direct Costs, meaning those applicable costs, not falling within the categories of direct labour, direct equipment, direct material, direct satellite capacity, or direct travel costs, but which can be specifically identified and measured as having been incurred or to be incurred to implement the project.

Ineligible Costs

- Customer-Premises Equipment.
- Expenditures incurred outside of the terms of a Funding Agreement, including otherwise eligible costs.
- Expenditures related to developing the application.
- Expenditures related to purchasing land, buildings (except for equipment shelters not meant for human occupation) and associated real estate and other fees.
- Leasing land, buildings and other facilities, including permanent shelters for housing network related equipment (except for temporary facilities directly related to the construction of the project).
- General repairs and ongoing maintenance resulting from the project and related structures.
- Legal fees.
- Operational costs to run infrastructure built as a result of the project.
- Taxes for which the applicant is eligible for a tax rebate and all other costs eligible for rebates.
- Contingency provisions.
- Insurance costs.
- Existing capital assets including land, buildings, vehicles and other indirect, fixed, and/or capital costs.
- Cost of any goods and services which are received through donations or in kind.
- Financing or carrying costs, loan and interest payments.
- General office space and equipment i.e. photocopiers, furniture, telephones, computers, printers and office software.
- Training to set up an Internet service provider or on-going training to implement the project.
- Advertising/promotion activities.
- Radio and Spectrum licensing fees.
- Costs that have been paid for or reimbursed by another funder.

ISED Broadband Availability in York Region





Wayne Emmerson
Chairman and CEO

ATTACHMENT 3
The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario L3Y 6Z1
Tel: 905-895-1231
email: wayne.emmerson@york.ca

Friday August 21, 2020

The Hon. Laurie Scott
Minister of Infrastructure
777 Bay Street – 5th Floor
Toronto, ON M7A 2J3
Laurie.scott@pc.ola.org

Dear Minister Scott:

RE: YorkNet application for Stage 1 Improving Connectivity for Ontario (ICON) program

On behalf of York Regional Council and The Regional Municipality of York, we are sharing with you our support of YorkNet's Stage 1 application of the *Improving Connectivity for Ontario (ICON)* program.

With the support and commitment of York Regional Council, York Region continues to take steps to improve access to high speed broadband in our communities. Through our own dark fibre network operated and managed by YorkNet, we are building an affordable, reliable and sustainable network across York Region.

Many areas of York Region, in particular in the northern municipalities of Georgina, East Gwillimbury, King and Whitchurch-Stouffville, are digitally divided from the rest of the Region. Approximately 70% of the homes in these areas are still underserved. High-speed internet access is not always available at appropriate speeds or affordable prices, particularly in these rural communities. **The attached National Broadband Internet Service Availability map highlights this divide in York Region.**

This digital divide is driving the impassioned plea to improve connectivity in York Region. We hear from our citizens, businesses and communities the digital divide in York Region creates unacceptable barriers. In light of the growing demands COVID-19 has placed, in particular on our agricultural and rural communities, the need for reliable and consistent broadband services is needed now more than ever.

As outlined by the [Canadian Internet Registration Authority](#) (CIRA), a not-for-profit organization best known for managing the .CA internet domain name on behalf of all Canadians, a growing disparity between rural and urban internet performance has been highlighted even more so since the pandemic.

- In July, median rural download speeds were measured at 5.62 Mbps, compared to 51.54 Mbps in urban Canada – a difference of approximately 10 times
- Since the pandemic began, median download speeds have plateaued for rural areas while urban download speeds have nearly doubled (51.54 Mbps in July versus 26.16 Mbps in March)

Through YorkNet we are primed to better connect our underserved communities but we cannot achieve this without the support of senior levels of government. Funding through the **Improving Connectivity in Ontario (ICON) program** will allow for the rapid expansion of our dark fibre network – using our proven business model at a time our citizens need connectivity the most. Our fibre backbone will be built in partnership with Internet Service Providers (ISPs) that will provide the ability to connect homes and businesses through a last mile network.

Should YorkNet’s application proceed, it will be brought to Regional Council for a resolution of support in Stage 2.

Connectivity has become the cornerstone for our economy, health care and education and is vital to online learning. Investing in backbone dark fibre enables reliable and consistent connectivity to start to bridge York Region’s digital divide and ensure more equitable access for all.

On behalf of York Region and our more than 1.2 million residents who rely on broadband as an essential service, we thank you for your consideration in providing us with the financial support to help enable the enhancement of this vital infrastructure.

Sincerely,



Wayne Emmerson
York Region Chairman and CEO



Mayor Tom Mrakas
Town of Aurora



Mayor Virginia Hackson
Town of East Gwillimbury



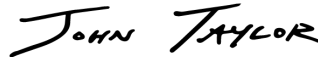
Mayor Margaret Quirk
Town of Georgina



Mayor Steve Pellegrini
Township of King



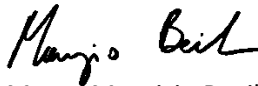
Mayor Frank Scarpitti
City of Markham



Mayor John Taylor
Town of Newmarket



Mayor Dave Barrow
City of Richmond Hill



Mayor Maurizio Bevilacqua
City of Vaughan



Mayor Iain Lovatt
Town of Whitchurch-Stouffville

From: [Bradley, Laura](#)
To: [Basso, Dino](#)
Cc: [Patel, Samir](#); [Anderson, Bonnie](#); [Di Giovanni, David](#); [Gill, David](#); [MacDonald, Shane](#); [Felepchuk, Mark](#); [Barlas, Peter](#); [Noseworthy, Kevin](#); [McNaught, Debbie](#)
Subject: FW: Improving Connectivity for Ontario (ICON) Program - Stage 1 Evaluation Results
Date: Friday, September 25, 2020 11:49:50 AM

Dino

We will start working on the stage 2 next week!! We have enough basic knowledge to know some of the pieces they will likely need.

Team – great work, more to come!

Have a great weekend everyone!

Laura Bradley, P. Eng. | General Manager, YorkNet, Corporate Services

O: 905-830-4444 or 1-877-464-9675 ext. 71492 | **C:** 289-338-7682 |

Laura.bradley@york.ca | www.york.ca

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

From: "ICON Program (MOI)" <ICONprogram@ontario.ca>
Date: Friday, September 25, 2020 at 11:38 AM
Subject: Improving Connectivity for Ontario (ICON) Program - Stage 1 Evaluation Results

Good morning,

After reviewing the application you submitted for ICON Stage 1, we would like to inform you that the proposal has passed the evaluation criteria and moved to Stage 2. You will be contacted soon once Stage 2 Program Guidelines are published to proceed with your submission and inform you about the timelines. In the meantime, you can contact ICONprogram@ontario.ca if you have any question.

Best regards,

ICON Program Team



Memorandum

TO: Regional Chair and Members of Council

FROM: Dino Basso, Commissioner of Corporate Services

DATE: November 18, 2020

RE: **November 5th Committee of the Whole – Item I.2.6, Improving Connectivity for Ontario Program: Funding Application AMENDED RECOMMENDATION**

On November 5th, 2020, Committee of the Whole approved sending the Improving Connectivity for Ontario Program report recommended by YorkNet Board of Directors to Council on November 19, 2020. This memorandum is related to that staff report and seeks to replace the recommendations in I.2.6 of the Committee of the Whole report with the following (proposed change is ***emphasized***):

1. “Regional Council endorse YorkNet’s funding application(s) to:
 - a. The Ontario Ministry of Infrastructure, under the Improving Connectivity for Ontario Program outlined in Attachment 1
 - b. The Federal Government, under the Universal Broadband Fund (UBF) as outlined in the Universal Broadband Fund: Funding Application memo.***
2. A funding plan for YorkNet’s share of the project costs to be developed and reviewed through the Region’s 2021 Budget process.
3. This report and related memo be circulated to the local municipalities and Members of Parliament and Members of Provincial Parliament representing York Region.”

The Government of Canada has announced additional funding for broadband expansion

On November 9, 2020 the Federal Government announced a \$1.75 billion Federal funding program, the Universal Broadband Fund (UBF). It is designed to increase rural and remote broadband connectivity to speeds of at least 50/10 Mbps for underserved areas. While \$1 billion had been previously announced, the fund has been increased by \$750 million and an application process has been announced.

The UBF is a component of the financial plan described in the report currently before Council. The proposed plan is to request funding from Provincial and Federal sources, with contributions from the Region and private sector. UBF anticipates approaches that will leverage partnerships as a key to solving the connectivity issue across the country.

UBF is focussed on ensuring projects are sustainable and well-financed while requiring the minimum program funding necessary. In addition to the main funding stream, allocations have also been indicated for the following streams:

- Rapid Response Project Stream: up to \$150 million is dedicated for projects that can be started and completed quickly. These projects will provide immediate connectivity improvements and must be completed by November 15, 2021.
- Large Impact Project Stream: up to \$750 million is available to advance large-scale, high impact projects. These projects must be completed by March 31, 2026.
- Mobile Project Stream: up to \$50 million available for mobile projects primarily benefiting Indigenous peoples.

Although YorkNet's focus is on the main UBF project funding stream, YorkNet staff will look at potential projects that could fall within the Rapid Response Stream and assess the viability of an application to that stream as well.

The deadline for funding applications is February 15, 2021 for main UBF applications, with assessments and selection decisions taking place over the months following.

UBF and ICON applications are required before the budget is tabled with Council. This provides YorkNet time to develop its funding plan through the Region's normal budget process which will provide Council with the opportunity to consider the funding request in detail. YorkNet's funding request will be developed in collaboration with the Region's Finance department, considering all potential options available.

Dino Basso

Bruce Macgregor

DDG/LB

Edocs: 11919976

On November 19, 2020 Regional Council made the following decision:

1. Council approve an amendment to the lane designation bylaw to include E-Bikes, in accordance with Ontario Highway Traffic Act Regulation 369/09.
2. Council approve an amendment to the lane designation bylaw to include E-Scooters, in accordance with Ontario Highway Traffic Act Regulation 389/19.
3. The Regional Solicitor prepare the necessary bylaws.
4. The Regional Clerk circulate this report to the local municipalities.

The original staff report is attached for your information.

Please contact Brian Titherington, Director, Transportation 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 | york.ca

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

The Regional Municipality of York

Committee of the Whole
Transportation Services
November 5, 2020

Report of the Commissioner of Transportation Services

Lane Designation Bylaw Update E-Bikes and E-Scooters

1. Recommendations

1. Council approve an amendment to the lane designation bylaw to include E-Bikes, in accordance with Ontario Highway Traffic Act Regulation 369/09.
2. Council approve an amendment to the lane designation bylaw to include E-Scooters, in accordance with Ontario Highway Traffic Act Regulation 389/19.
3. The Regional Solicitor prepare the necessary bylaws.
4. The Regional Clerk circulate this report to the local municipalities.

2. Summary

During the October 22, 2020 Council meeting, consideration of Bylaw 2020-53 was deferred to November for further clarification on the use of electric bikes. Staff have reviewed permitted uses and are proposing an expanded bylaw to include Electric Bikes (E-Bikes) and Electric Kick-Scooters (E-Scooters).

Key Points:

- The current lane designation bylaw only includes bicycles, tricycles and unicycles
- E-Bikes and E-Scooters have gained popularity in recent years and are currently being used as a means of transportation
- Rules and regulations of E-Bikes and E-Scooters are defined by Ontario Highway Traffic Act Regulations
- Permitting the use of E-Bikes and E-Scooters in designated bicycle lanes and High Occupancy Vehicle lanes on Regional Roads accommodates travellers already using these provincially-recognized vehicles, while improving the efficiency of the Regional road network
- Continued collaboration with Regional and neighbouring municipalities is required to better understand the integration of E-Scooters with the local road network.

3. Background

In recent years, E-Bikes and E-Scooters have emerged as alternative transportation choices

Given their popularity, Ministry of Transportation of Ontario (MTO) regulated the use of E-Bikes, defined in Ontario Highway Traffic Act (HTA) [Regulation 369/09](#) as “Power-Assisted Bicycles”.

Beginning January 1, 2020, MTO launched a five-year pilot framework to permit E-Scooters, defined in Ontario HTA [Regulation 389/19](#) as “Electric Kick-Scooters”. In order to allow the operation of E-Scooters, municipalities must enact bylaws and determine where they can operate based on the context of their own unique environment.

The E-Scooter pilot framework was communicated to Council in [January 2020](#). Staff has been continuing conversations with local and neighbouring regional municipalities to exchange best practices and further explore how these devices are integrated with the local road network which includes local roads, sidewalks, multi-use paths and trails. Operation of E-Scooters on these facilities is more problematic because of safety concerns associated with interactions with pedestrians. This is not a concern for Regionally-designated cycling facilities.

Further clarification was requested at the October Council meeting on the use of Electric Bikes on Regional facilities

Council received two reports at the October 22, 2020 Council meeting related to formally designating lanes on the Regional road network; one to support Rapidways, including cycling facilities, [Traffic Bylaw Amendments to support Rapidways](#), and the other to support high occupancy vehicles, [Traffic Bylaw Amendments to support High Occupancy Vehicle Lane Designation](#). Both are in support of Regional Bylaw 2020-53.

4. Analysis

A revision to the lane designation bylaw is proposed to include E-Bikes and E-Scooters

Following the October Council meeting, staff reviewed permitted uses within the lane designation bylaw and are now proposing to further update the bylaw to include E-Bikes and E-Scooters within bicycle and High Occupancy Vehicle lanes, enumerated in Bylaw 2020-53.

The current lane designation bylaw only includes bicycles, tricycles and unicycles

Bicycles are currently permitted on designated bike lanes on-road and in-boulevard and on High Occupancy Vehicle Lanes throughout the Region. The lane designation bylaw is proposed to be amended to include E-Bikes and E-Scooters.

Travellers are already using E-bikes and E-Scooters as a means of transportation. Expanding the permitted uses to allow for these on the Regional road network demonstrates the Region's commitment to increasing transportation options for travellers and supports more sustainable travel choices for residents while improving the efficiency of the Regional road network.

Rules and regulations of E-Bikes are provided by the Ministry of Transportation of Ontario

E-Bikes are motorized bicycles that resemble conventional bicycles, scooters or limited speed motorcycles, as shown in Attachment 1. The rules and regulations for E-Bikes are set out by the MTO and include:

- A maximum speed of 32 km/hr
- A minimum operator age of 16
- A maximum weight of 120 kg
- An electric motor not exceeding 500 watts
- A permanent label from the manufacturer must be included on the E-Bikes stating it conforms to the federal definition of a power-assisted bicycle
- Helmet requirements

E-Bikes under Ontario HTA Regulation 369/09 are permitted on roads and highways where conventional bikes are permitted, unless specifically prohibited through municipal bylaw.

Rules and regulations of E-Scooters are provided by the Ministry of Transportation of Ontario

E-Scooters must meet all requirements set by the MTO and resemble the E-scooter shown in the photo in Attachment 1. As part of the pilot framework, broad rules and regulations have been provided for E-Scooters and include:

- A maximum speed of 24 km/hr
- A minimum operator age of 16
- A maximum weight of 45 kg
- An electric motor not exceeding 500 watts
- Helmet requirements

E-Scooter's are permitted in accordance with Ontario HTA Regulation 389/19 and all Ontario Highway Traffic Act rules of the road apply to their operation like bicycles.

5. Financial

There are no financial obligations associated with the recommendations outlined this report.

6. Local Impact

Staff continues to work with Regional and neighbouring partners to understand and coordinate an approach for E-Scooters on the local road network

Staff lead a joint E-Scooter Coordinating Committee with local municipal staff, which meets periodically. Staff are also in contact with neighbouring cities and regions to better understand any lessons learned. Through the E-Scooter Coordinating Committee, staff continues to explore opportunities to better understand how E-Scooters can be integrated into the local road network (local roads, sidewalks, multi-use paths and trails) as well as how to potentially address commercial E-Scooter rental companies.

7. Conclusion

The report seeks Council approval to amend the lane designation bylaw to include E-Bikes and E-Scooters, which would allow for additional transportation options for travellers while helping improve the efficiency of the Regional road network.

Staff will monitor the use of E-Bikes and E-Scooters in Regionally-designated facilities and explore opportunities with local partners to integrate them into the local network.

For more information on this report, please contact Brian Titherington, Director, Transportation 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

November 2, 2020
Attachment (1)
11847116

Lane Designation Bylaw Update E-Bikes and E-Scooters

E-Bikes



SOURCE: <https://www.theglobeandmail.com/>

E-Scooters



SOURCE: <https://www.shutterstock.com/>



SOURCE: <https://www.thestar.com/>

THE REGIONAL MUNICIPALITY OF YORK**BYLAW NO. 2020-53**

A bylaw to designate lanes on Regional roads
for the exclusive use of certain classes of vehicles

The Council of The Regional Municipality of York hereby enacts as follows:

1. In this bylaw,

“**bicycle**” includes a power-assisted bicycle, a tricycle and a unicycle but does not include a motor assisted bicycle;

“**electric kick-scooter**” means an electric kick-scooter as defined in O. Reg 389/19 under the *Highway Traffic Act*;

“**motor assisted bicycle**” means a motor assisted bicycle as defined under the *Highway Traffic Act*;

“**motor vehicle**” includes an automobile, a motorcycle, a motor assisted or power-assisted bicycle and any other vehicle propelled or driven otherwise than by muscular power but does not include a farm tractor, a road-building machine and a bicycle;

“**motorcycle**” means a motorcycle as defined under the *Highway Traffic Act*;

“**power-assisted bicycle**” means a power-assisted bicycle as defined under the *Highway Traffic Act*; and

“**vehicle**” includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power.

2. Subject to Section 3 of this bylaw, that portion of highway set out in Column 1 and Column 2 of Schedule A, between the limits set out in Column 3, is hereby designated a high occupancy vehicle lane for the exclusive use of those vehicles listed in Column 4, during the times set out in Column 5.

3. No person shall operate a vehicle in a high occupancy vehicle lane except for:
 - (a) a vehicle of a class designated in Column 4 of Schedule A;
 - (b) a public vehicle or a bus as defined under the *Highway Traffic Act*;
 - (c) an emergency vehicle, as defined in section 144 of the *Highway Traffic Act*, operated by a person in the performance of their duties;
 - (d) a vehicle operated by a person in the lawful performance of their duties as a police officer;
 - (e) a vehicle operated by a person engaged in road construction or maintenance activities in or near the high occupancy vehicle lane; or
 - (f) a taxicab, as defined in the *Public Vehicles Act*.
4. Subject to Section 5 of this bylaw, that portion of highway set out in Column 1 and Column 2 of Schedule B, between the limits set out in Column 3, is hereby designated a rapidway lane for the exclusive use of bus rapid transit vehicles, during the times set out in Column 4.
5. No person shall operate a vehicle in a rapidway lane except for:
 - (a) a bus rapid transit vehicle;
 - (b) a public vehicle or a bus as defined in the *Highway Traffic Act*, which has been authorized to use a rapidway lane by the Region;
 - (c) an emergency vehicle, as defined in section 144 of the *Highway Traffic Act*, operated by a person in the performance of their duties;
 - (d) a vehicle operated by a person in the lawful performance of their duties as a police officer or a special constable; or
 - (e) a vehicle operated by a person engaged in road construction or maintenance activities in or near the rapidway lane.
6. Subject to Section 7 of this bylaw, that portion of highway set out in Column 1 and Column 2 of Schedule C, between the limits set out in Column 3, is hereby designated a bicycle lane for the exclusive use of bicycles and electric kick-scooters, during the times set out in Column 4.
7. No person shall operate a vehicle in a bicycle lane except for:
 - (a) a bicycle or an electric kick-scooter;

- (b) a public vehicle or a bus as defined in the *Highway Traffic Act* for the purpose only of picking up or dropping off passengers at the curb;
 - (c) an emergency vehicle, as defined in section 144 of the *Highway Traffic Act*, operated by a person in the performance of their duties;
 - (d) a vehicle operated by a person in the lawful performance of their duties as a police officer; or
 - (e) a vehicle operated by a person engaged in road construction or maintenance activities in or near the bicycle lane.
8. Despite Section 3 of this bylaw:
- (a) when entering a regional road, a person may operate a vehicle in a lane designated in Column 1 and 2 of Schedule A, between the limits set out in Column 3 for a distance of up to 100 metres from the point at which they enter; and
 - (b) when exiting from a regional road, a person may operate a vehicle in a lane designated in Column 1 and 2 of Schedule A, between the limits set out in Column 3 for a distance of up to 100 metres before the point at which they exit.
9. Despite any provision of this bylaw, pursuant to O. Reg 389/19 under the *Highway Traffic Act*, electric kick-scooters are permitted in that portion of highway set out in Column 1 and Column 2 of Schedule A, between the limits set out in Column 3, except where there is an adjacent bicycle lane, in which case electric kick-scooters are only permitted in the bicycle lane.
10. Despite any provision of this bylaw, every person shall operate a vehicle in accordance with the *Highway Traffic Act*.
11. Any person who contravenes any provision of this bylaw is guilty of an offence.
12. Every person who is guilty of an offence under this bylaw shall be subject to the following penalties:
- (a) upon a first conviction, to a fine of not less than \$50.00 and not more than \$1,000.00;

- (b) upon a second or subsequent conviction for an offence under this bylaw, to a fine of not less than \$100.00 and not more than \$10,000.00.
- 13. For the purposes of this bylaw, an offence is a second or subsequent offence if the act giving rise to the offence occurred after a conviction has been entered at an earlier date for an offence under this bylaw.
- 14. Schedules A, B and C are attached and form part of this bylaw.
- 15. Bylaw No. 2020-06 is hereby repealed.

ENACTED AND PASSED on November 19, 2020.

Regional Clerk

Regional Chair

**SCHEDULE A
HOV Lanes**

COLUMN 1 (Highway)	COLUMN 2 (Portion of highway)	COLUMN 3 (Limits)	COLUMN 4 (Class of Vehicle)	COLUMN 5 (Times)
City of Markham				
Highway 7 (Y.R. 7)	Eastbound curbside lane	From the east limit of Courtyard Lane to 150 metres east of the east limit of Sciberras Road	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
Highway 7 (Y.R. 7)	Westbound curbside lane	From 150 metres east of the east limit of Sciberras Road to 22 metres west of the west limit of Courtyard Lane	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
Yonge Street (Y.R. 1) Cities of Markham and Richmond Hill	Northbound curbside lane	From the north limit of Steeles Avenue to the south limit of Clark Avenue	motor vehicles with three (3) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
Yonge Street (Y.R. 1) Cities of Markham and Richmond Hill	Southbound curbside lane	From 52 metres south of the south limit of Clark Avenue to the north limit of Steeles Avenue	motor vehicles with three (3) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
City of Richmond Hill				
Yonge Street (Y.R. 1) Cities of Markham and Richmond Hill	Northbound curbside lane	From the north limit of Steeles Avenue to the south limit of Clark Avenue	motor vehicles with three (3) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday

COLUMN 1 (Highway)	COLUMN 2 (Portion of highway)	COLUMN 3 (Limits)	COLUMN 4 (Class of Vehicle)	COLUMN 5 (Times)
Yonge Street (Y.R. 1) Cities of Markham and Richmond Hill	Southbound curbside lane	From 52 metres south of the south limit of Clark Avenue to the north limit of Steeles Avenue	motor vehicles with three (3) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
City of Vaughan				
Dufferin Street (Y.R. 53)	Northbound curbside lane or the lane immediately adjacent to the designated bicycle lane lane, as marked	From the north limit of Steeles Avenue to the south limit of Caraway Drive	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
Dufferin Street (Y.R. 53)	Northbound curbside lane	From the north limit of Caraway Drive to the south limit of Langstaff Road	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
Dufferin Street (Y.R. 53)	Southbound curbside lane	From the south limit of Langstaff Road to the north limit of Caraway Drive	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
Dufferin Street (Y.R. 53)	Southbound curbside lane or the lane immediately adjacent to the designated bicycle lane, as marked	From the south limit of Caraway Drive to 250 metres north of the north limit of Steeles Avenue	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday

COLUMN 1 (Highway)	COLUMN 2 (Portion of highway)	COLUMN 3 (Limits)	COLUMN 4 (Class of Vehicle)	COLUMN 5 (Times)
Major Mackenzie Drive West (Y.R. 25)	Westbound curbside lane	From 146 metres east of the east limit of Cityview Boulevard to 147 metres east of the east limit of Pine Valley Drive. (Y.R. 57)	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
Major Mackenzie Drive West (Y.R. 25)	Westbound curbside lane	From the west limit of Islington Avenue (Y.R. 17) to the east limit of Highway 27 (Y.R. 27)	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
Major Mackenzie Drive West (Y.R. 25)	Eastbound curbside lane	From the east limit of Highway 27 (Y.R. 27) to the west limit of Islington Avenue (Y.R. 17)	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday
Major Mackenzie Drive West (Y.R. 25)	Eastbound curbside lane	From the east limit of Pine Valley Drive (Y.R. 57) to the west limit of Vellore Woods Boulevard	motor vehicles with two (2) or more persons bicycles, motorcycles, motor assisted bicycles	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday to Friday

SCHEDULE B
Rapidway Lanes

COLUMN 1 (Highway)	COLUMN 2 (Portion of highway)	COLUMN 3 (Limits)	COLUMN 4 (Times)
City of Markham			
Highway 7 (Y.R. 7) Cities of Markham and Richmond Hill	Eastbound centre lane	From 153 metres west of the west limit of South Park Road / Chalmers Road to the west limit of Courtyard Lane	24 hours, 7 days a week
Highway 7 (Y.R. 7) Cities of Markham and Richmond Hill	Westbound centre lane	From 50 metres west of the west limit of Courtyard Lane to 231 metres west of the west limit of South Park Road / Chalmers Road	24 hours, 7 days a week
Town of Newmarket			
Davis Drive (Y.R. 31)	Eastbound centre lane	From 26 metres west of the west limit of Yonge Street (Y.R. 1) to 23 metres east of the east limit of Roxborough Road / Patterson Street	24 hours, 7 days a week
Davis Drive (Y.R. 31)	Westbound centre lane	From 96 metres east of the east limit of Roxborough Road / Patterson Street to 39 metres west of the west limit of Yonge Street (Y.R. 1)	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Northbound centre lane	From 170 metres south of the south limit of Mulock Drive (Y.R. 74) to the south limit of Davis Drive (Y.R. 31)	24 hours, 7 days a week

COLUMN 1 (Highway)	COLUMN 2 (Portion of highway)	COLUMN 3 (Limits)	COLUMN 4 (Times)
Yonge Street (Y.R. 1)	Southbound centre lane	From the south limit of Davis Drive (Y.R. 31) to the north limit of Savage Road North / Sawmill Valley Drive	24 hours, 7 days a week
City of Richmond Hill			
Bathurst Street (Y.R. 38) Cities of Richmond Hill and Vaughan	Northbound centre lane	From 50 metres south of the south limit of the connector with Highway 7 (Y.R. 7) to the south limit of the connector with Highway 7 (Y.R. 7)	24 hours, 7 days a week
Bathurst Street (Y.R. 38) Cities of Richmond Hill and Vaughan	Southbound centre lane	From the south limit of the connector with Highway 7 (Y.R. 7) to the north limit of Centre Street (Y.R. 71)	24 hours, 7 days a week
Bathurst Street Connector Road (part of Highway 7 (Y.R. 7))	East-southbound centre lane	From the east limit of Bathurst Street (Y.R. 38) to the north limit of Highway 7 (Y.R. 7)	24 hours, 7 days a week
Bathurst Street Connector Road (part of Highway 7 (Y.R. 7))	North-westbound centre lane	From 34 metres north of the north limit of Highway 7 (Y.R. 7) to the east limit of Bathurst Street (Y.R. 38)	24 hours, 7 days a week
Highway 7 (Y.R. 7) Cities of Richmond Hill and Vaughan	Eastbound centre lane	From the east limit of the connector with Bathurst Street (Y.R. 38) to the west limit of the connector with Yonge Street (Y.R. 1)	24 hours, 7 days a week
Highway 7 (Y.R. 7) Cities of Markham and Richmond Hill	Eastbound centre lane	From 153 metres west of the west limit of South Park Road / Chalmers Road to the west limit of Courtyard Lane	24 hours, 7 days a week

COLUMN 1 (Highway)	COLUMN 2 (Portion of highway)	COLUMN 3 (Limits)	COLUMN 4 (Times)
Highway 7 (Y.R. 7) Cities of Markham and Richmond Hill	Westbound centre lane	From 50 metres west of the west limit of Courtyard Lane to 231 metres west of the west limit of South Park Road / Chalmers Road	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Northbound centre lane	From 60 metres north of the north limit of Garden Avenue to the south limit of Major Mackenzie Drive East (Y.R. 25)	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Northbound centre lane	From the north limit of Elgin Mills Road East (Y.R. 49) to 222 metres north of the north limit of Gamble Road/19th Avenue (Y.R. 29)	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Southbound centre lane	From 227 metres north of the north limit of Gamble Road/19th Avenue (Y.R. 29) to the north limit of Elgin Mills Road West (Y.R. 49)	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Southbound centre lane	From 50 metres south of the south limit of Major Mackenzie Drive West (Y.R. 25) to the north limit of Garden Avenue	24 hours, 7 days a week
City of Vaughan			
Bathurst Street (Y.R. 38)	Northbound centre lane	From the north limit of Centre Street (Y.R. 71) to 110 metres north of the north limit of Worth Boulevard / Flamingo Road	24 hours, 7 days a week

COLUMN 1 (Highway)	COLUMN 2 (Portion of highway)	COLUMN 3 (Limits)	COLUMN 4 (Times)
Bathurst Street (Y.R. 38) Cities of Richmond Hill and Vaughan	Northbound centre lane	From 50 metres south of the south limit of the connector with Highway 7 (Y.R. 7) to the south limit of the connector with Highway 7 (Y.R. 7)	24 hours, 7 days a week
Bathurst Street (Y.R. 38) Cities of Richmond Hill and Vaughan	Southbound centre lane	From the south limit of the connector with Highway 7 (Y.R. 7) to the north limit of Centre Street (Y.R. 71)	24 hours, 7 days a week
Centre Street (Y.R. 71)	Eastbound centre lane	From 327 metres west of the west limit of Dufferin Street (Y.R. 53) to the west limit of Bathurst Street (Y.R. 38)	24 hours, 7 days a week
Centre Street (Y.R. 71)	Westbound centre lane	From the west limit of Bathurst Street (Y.R. 38) to the east limit of Highway 7 (Y.R. 7)	24 hours, 7 days a week
Highway 7 (Y.R. 7)	Eastbound centre lane	From 141 metres east of the east limit of Bruce Street to 100 metres east of the east limit of Bowes Road / Baldwin Avenue	24 hours, 7 days a week
Highway 7 (Y.R. 7) Cities of Richmond Hill and Vaughan	Eastbound centre lane	From the east limit of the connector with Bathurst Street (Y.R. 38) to the west limit of the connector with Yonge Street (Y.R. 1)	24 hours, 7 days a week
Highway 7 (Y.R. 7)	Westbound centre lane	From 248 metres west of the west limit of Bowes Road / Baldwin Avenue to 129 metres west of the west limit of Wigwoss Drive	24 hours, 7 days a week

**SCHEDULE C
Bicycle Lanes**

COLUMN 1 (Highway)	COLUMN 2 (Portion of highway)	COLUMN 3 (Limits)	COLUMN 4 (Times)
City of Markham			
Highway 7 (Y.R. 7) Cities of Markham and Richmond Hill	Westbound curbside lane or boulevard as marked	From the west limit of Town Centre Boulevard to the east limit of Chalmers Road	24 hours, 7 days a week
Highway 7 (Y.R. 7) Cities of Markham and Richmond Hill	Eastbound curbside lane or boulevard as marked	From the east limit of South Park Road to the west limit of South Town Centre Boulevard	24 hours, 7 days a week
Town of Newmarket			
Yonge Street (Y.R. 1)	Northbound curbside lane or boulevard as marked	From the north limit of Sawmill Valley Drive/Savage Road to 40 metres north of the north limit of Davis Drive (Y.R. 31)	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Southbound curbside lane or boulevard as marked	From 60 metres north of the north limit of Davis Drive (Y.R. 31) to the north limit of Sawmill Valley Drive/Savage Road	24 hours, 7 days a week
City of Richmond Hill			
Bathurst Street (Y.R. 38) Cities of Richmond Hill and Vaughan	Northbound curbside lane or boulevard as marked	From the north limit of the connector with Highway 7 (Y.R. 7) to 160 metres north of the north limit of Bathurst Street Connector Road	24 hours, 7 days a week

COLUMN 1 (Highway)	COLUMN 2 (Portion of highway)	COLUMN 3 (Limits)	COLUMN 4 (Times)
Bathurst Street (Y.R. 38)	Southbound curbside lane or boulevard as marked	From 95 metres north of the north limit of Bathurst Street Connector Road to the north limit of Bathurst Street Connector Road	24 hours, 7 days a week
Highway 7 (Y.R. 7) Cities of Markham and Richmond Hill	Westbound curbside lane or boulevard as marked	From the west limit of Town Centre Boulevard to the east limit of Chalmers Road	24 hours, 7 days a week
Highway 7 (Y.R. 7) Cities of Markham and Richmond Hill	Eastbound curbside lane or boulevard as marked	From the east limit of South Park Road to the west limit of South Town Centre Boulevard	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Northbound curbside lane or boulevard as marked	From 222 metres south of the south limit of Garden Avenue to the south limit of Major Mackenzie Drive East (Y.R. 25)	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Northbound curbside lane or boulevard as marked	From the north limit of Elgin Mills Road East (Y.R. 49) to 170 metres north of the north limit of Gamble Road/19th Avenue	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Southbound curbside lane or boulevard as marked	From 156 metres north of the north limit of Gamble Road/19th Avenue to the north limit of Elgin Mills Road West (Y.R. 49)	24 hours, 7 days a week
Yonge Street (Y.R. 1)	Southbound curbside lane or boulevard as marked	From the south limit of Major Mackenzie Drive West (Y.R. 25) to 123 metres south of the south limit of Garden Avenue	24 hours, 7 days a week

City of Vaughan			
Bathurst Street (Y.R. 38)	Northbound curbside lane or boulevard as marked	From the north limit of Centre Street (Y.R. 71) to the south limit of Flamingo Road/Worth Boulevard	24 hours, 7 days a week
Bathurst Street (Y.R. 38) Cities of Richmond Hill and Vaughan	Northbound curbside lane or boulevard as marked	From the north limit the connector with Highway 7 (Y.R. 7) to 160 metres north of the north limit of Bathurst Street Connector Road	24 hours, 7 days a week
Bathurst Street (Y.R. 38)	Southbound curbside lane or boulevard as marked	From the south limit of Flamingo Road/Worth Boulevard to the north limit of Centre Street (Y.R. 71)	24 hours, 7 days a week
Centre Street (Y.R. 71)	Westbound curbside lane or boulevard as marked	From the west limit of Bathurst Street (Y.R. 38) to the east limit of Highway 7 (Y.R. 7)	24 hours, 7 days a week
Centre Street (Y.R. 71)	Eastbound curbside lane or boulevard as marked	From the east limit of Highway 7 (Y.R. 7) to the west limit of Bathurst Street (Y.R. 38)	24 hours, 7 days a week
Dufferin Street (Y.R. 53)	Northbound curbside lane or boulevard as marked	From the north limit of Steeles Avenue to 40 metres north of the north limit of Maison Parc Court	24 hours, 7 days a week
Dufferin Street (Y.R. 53)	Northbound curbside lane or boulevard as marked	From 50 metres south of the south limit of Glen Shields Avenue to the south limit of Caraway Drive	24 hours, 7 days a week
Dufferin Street (Y.R. 53)	Southbound curbside lane or boulevard as marked	From the south limit of Caraway Drive to 50 metres south of the south limit of Glen Shields Avenue	24 hours, 7 days a week

Dufferin Street (Y.R. 53)	Southbound curbside lane or boulevard as marked	From 40 metres north of the north limit of Viceroy Road to the north limit of Steeles Avenue	24 hours, 7 days a week
Highway 7 (Y.R. 7)	Westbound curbside lane or boulevard as marked	From the west limit of Bowes Road/Baldwin Avenue to the east limit of Applewood Crescent	24 hours, 7 days a week
Highway 7 (Y.R. 7)	Westbound curbside lane or boulevard as marked	From the west limit of Colossus Drive/Famous Avenue to the east limit of Bruce Street	24 hours, 7 days a week
Highway 7 (Y.R. 7)	Eastbound curbside lane or boulevard as marked	From 75 metres east of the east limit of Bruce Street to the west limit of Famous Avenue	24 hours, 7 days a week
Highway 7 (Y.R. 7)	Eastbound curbside lane or boulevard as marked	From the east limit of Applewood Crescent to 45 metres east of Bowes Road/Baldwin Avenue	24 hours, 7 days a week

On November 19, 2020 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the local municipalities for information.
2. Staff bring back a report in 2021 to consider potentially decreasing response times for the Sudden Cardiac Arrest, CTAS 1 and CTAS 2 categories outlined in the report.

The original staff report is attached for your information.

Please contact Lisa Gonsalves, General Manager, Paramedic and Seniors Services at 1-877-464-9675 ext. 72090 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
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Our Mission: **Working together to serve our thriving communities – today and tomorrow**

The Regional Municipality of York

Committee of the Whole
Community and Health Services
November 5, 2020

Report of the Commissioner of Community and Health Services

Update: 10-Year Paramedic Services Resources and Facilities Master Plan

1. Recommendations

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

2. Summary

This report provides information on development of the Paramedic Services Resources and Facilities Master Plan and Phase 1 Results of the Demand and Capacity Study.

Key Points:

- In [September 2012](#), Council approved the York Region Emergency Medical Services 10-Year Resources and Facilities Master Plan. This plan identified optimal station locations, staffing and vehicle requirements over the next 10 years to meet the needs of the Region's growing population. The plan was updated in 2016 and extended to 2026 to ensure that accurate long-term planning informed business and capital plans. The current update will extend the plan to 2031 and will build upon previous plans to include a more comprehensive assessment of paramedics, support staff and infrastructure needs to meet growing demand.
- Development of the updated Master Plan is a five phase process beginning with Phase 1 - Demand and Capacity Study. The study identifies future station locations and infrastructure required by 2031 to meet legislated and Council approved response times and ensure each local municipality has appropriate ambulance coverage to meet future demand
- In 2031, Paramedic Services is forecasted to respond to 163,606 incidents, an increase of 119% over 2021 levels, largely driven by seniors
- In addition to the three new stations and two replacement stations identified in the current Master Plan, the demand and capacity study identified one new response station in the Town of Georgina would be required by 2031 to meet forecasted demand
- Progress reports will be brought forward to Council throughout each phase of development of the Master Plan

3. Background

Paramedic Services has been working with experts in emergency services to develop and update its 10-year Resources and Facilities Master Plan

Paramedic Services uses multi-year plans to guide decision making on the allocation of personnel, vehicles and station locations for York Region, to maintain a high level of service and meet response time standards.

Since 2011, York Region Paramedic Services has been working with Operational Research in Health Limited (the consultant) to plan for the future demands of emergency services in the Region while supporting response time performance. They are emergency services consultants based in the United Kingdom with a wide range of local and international experience in emergency services modeling ranging across Europe, the Middle East, Australia, Canada and the United States of America.

In [September 2012](#), Council approved York Region Emergency Medical Services 10-Year Resources and Facilities Master Plan to 2021. The Plan identified that a total of 23 stations, along with 5,716 ambulance total hours of coverage and 840 rapid response hours of coverage per week would be required by 2021.

In 2016, the Demand and Capacity Study component of the 10-Year Resources and Facility Master Plan was updated to extend it to 2026. At that time, resources needed by 2026 included three new stations and two replacement stations (for a total of 27 stations), along with 8,148 total hours of ambulance coverage and 420 rapid response unit hours of coverage per week.

The current update extends the plan to 2031 and will build upon previous plans to include a more comprehensive assessment of paramedics, support staff and infrastructure needs to meet growing demand.

The methodology used has been proven to accurately plan for growth trends

Historic demand analysis (analysis of the entire cycle of the 9-1-1 response from when the ambulance is dispatched to when the ambulance is clear of the hospital and ready to respond to another 9-1-1 request) combined with historic geographic analysis (location data, travel times, and time on task for each call) has informed the simulation phase of the study. Using future demand modelling — a proprietary simulation model software — the consultant is able to mimic Paramedic Services' current service profile and predict future demand under a variety of scenarios to identify the resources and station locations required to meet response times and community needs.

Previous Master Plan updates have successfully used this simulation model to accurately reflect demand and place the Region's stations in the right locations to meet the needs of residents.

4. Analysis

Development of the Master Plan is a five phase process beginning with the Demand and Capacity Study

Updating the master plan is a five phase process taking place between 2021 and 2031 that identifies key milestones for responding to population growth across the Region. The updated plan will build upon the two previous plans to include a more comprehensive assessment of paramedics, support staff and infrastructure needs to meet growing demand.

The Master Plan, when fully developed, will identify:

- Paramedic Response Stations required to 2031
- Ambulance and Rapid Response vehicles needed to 2031
- Paramedic staffing resources required to 2031

The Master Plan will be developed over five phases beginning with the Demand and Capacity Study in Phase 1. The remaining phases will inform planning for resources and infrastructure up to 2031, including identifying gaps in the level of back-end supports required to maintain frontline operations and fleet capacity, supervisory structures to support staff, and proposed capital and operational costs to include in the Region's 2023 to 2027 Multi-Year Budget. Council will be updated on the outcomes of each phase. Each phase is explained below.

- **Phase 1, 2020: Demand and Capacity Study** – This foundational study considers data such as regional demographics, road networks, historical 9-1-1 calls and usage to forecast the demand for ambulance services from now to 2031. The study also identifies resources needed up to 2031 to meet demand and incorporates feedback from other Region departments, York Regional Police, local municipal fire chiefs and the Ministry of Health Field Office
- **Phase 2, 2021: Development of the Master Plan Components** - Uses the Demand and Capacity study results to develop fleet and staffing subplans, and to identify growth-related infrastructure needs which will inform the Region's next development charge background study and bylaw update
- **Phase 3, 2022: Operating and Capital Finance Strategy** - Paramedic Services' business and capital budgets will be developed to support the Plan up to 2031
- **Phase 4, 2022: Council Approval of the Final Master Plan** – Approval of the Paramedic Services' service delivery model, as well as the capital finance strategy and 2023 to 2027 operating budget
- **Phase 5, 2023-2031: Implementation** - Execute resources identified in the master plan to meet 9-1-1 response demand

Demand and capacity study methodology is aimed at achieving balanced response times across York Region

Planning for paramedic resources and facilities includes the requirement to meet legislated and Council-approved response times. Response times are based on the Canadian Triage Acuity Scale (CTAS), a five-level tool used to assess the severity of a patient's condition and the need for timely care set by the Ministry of Health and municipalities under the *Ambulance Act* as set out in Table 1.

The response time targets described in Table 1 were set in 2012 by Council. Cardiac arrest and CTAS 1 targets are legislated by the Ministry of Health; the remainder were set by York Region. While response time targets have not changed since 2012, as dispatch modernization occurs, there may be opportunity to lengthen response time targets for lower priority patients in order to improve system capacity and respond efficiently to most critical patients, which could help reduce growth that would otherwise be required to address increased service demand.

Table 1
Canadian Triage Acuity Scale Response Time Requirements

Category and Examples	Target response time from Dispatch to arrival on scene	Targeted percentage to meet response times (%)
Sudden Cardiac Arrest Absence of breathing, pulse	Community Target: Arrival of any person equipped with an AED within 6 minutes Set by the Ministry of Health	60%
CTAS 1 - Includes sudden cardiac arrest or other major trauma	8 minutes Set by the Ministry of Health	75%
CTAS 2 - Chest pain, stroke, overdose	10 minutes Set by York Region*	80%
CTAS 3 - Moderate pain or trauma	15 minutes Set by York Region*	90%
CTAS 4 - Minor trauma, general pain	20 minutes Set by York Region*	90%
CTAS 5 - Minor ailments, repeat visits	25 minutes Set by York Region*	90%

***Note:** In [September 2012](#), Council adopted the *York Region Emergency Medical Services Response Time Performance Plan 2013*, which identified targeted response times from Dispatch to arrival on scene.

When a call comes into a Central Ambulance Communication Centre, the dispatcher determines the call's priority level, ranging from Priority 1 to Priority 4. Priority 4 responses are classified as Life Threatening and include the most serious patients such as cardiac arrests, chest pain, strokes and trauma as noted in Table 1. Depending on the severity of the patient, certain patients may be triaged by dispatch as Priority 3 or Priority 4.

The Demand and Capacity Study addresses the disparity in achieving response times of eight minutes or less to Priority 4 calls across the Region due to geographic conditions (such as urban versus rural, station locations, road locations, traffic conditions) and resources (such as staffing levels and ambulance availability due to call volumes and hospital offload times). The Study uses modelling intended to achieve equitable response times where paramedics respond to Priority 4 patients in eight minutes or less 75% of the time Region wide (on average) and ensure an eight minute or less response time in each local municipality 70% of the time.

Detailed data analysis included planned development, new roads, travel times and population growth

Data from the Ambulance Dispatch Reporting System was included in the modelling to understand the demand placed on Paramedic Services, the usage of resources deployed, and the response performance achieved within York Region. A 21-month data sample (from January 1, 2018 to September 30, 2019) was collected to examine and analyze trends in demand and performance. Also used were regional population forecasts of the expected number of residents in York Region from 2020 to 2031, broken down by local municipality, gender and age group, historic analysis of 9-1-1 demand and 2011 census data (note: this is the most current census data available at this time; the analysis will be reviewed when the 2016 census data and populations are available).

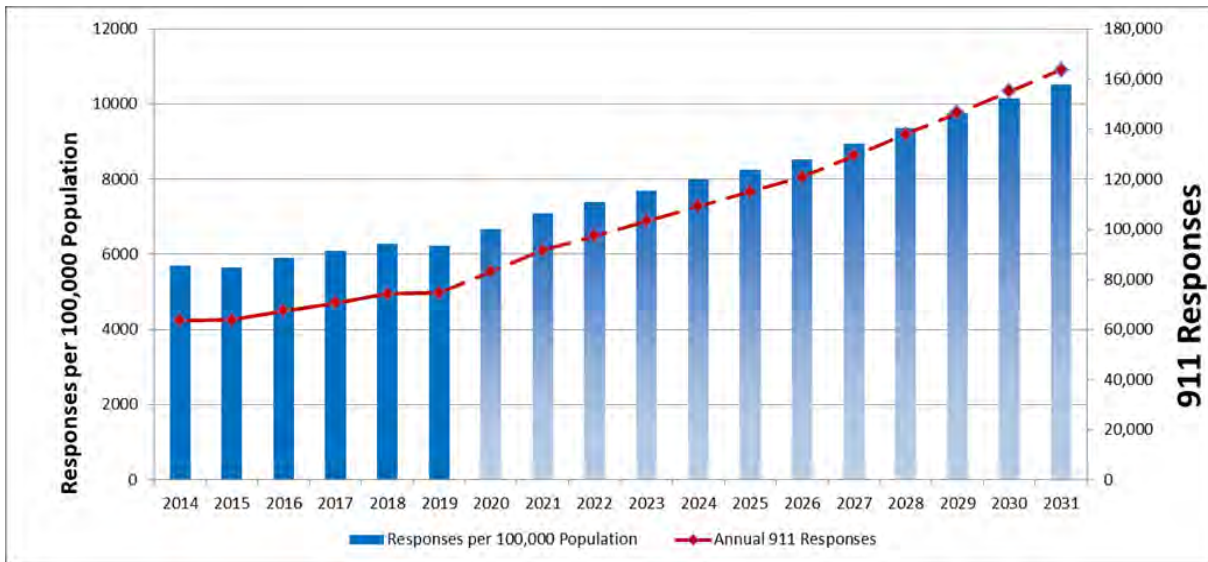
In 2031, Paramedic Services is forecasted to respond to 163,606 incidents, an increase of 119% over 2021 levels, largely driven by seniors

As shown in Figure 1, in 2031, Paramedics are expected to respond to 163,606 incidents compared to 74,623 in 2021. This represents an average annual increase of 6.8%.

Increased demand is expected due to anticipated population growth (20% increase between 2021 and 2031), and growth in the seniors' population (increased share of the Region's population from 17% in 2021 to 22% in 2031). This will result in increased call volumes from seniors with complex needs.

The Region's rural areas are forecast to have the largest overall increase in incidents between 2021 and 2031 on a percentage basis (85% in the Town of East Gwillimbury; 61% in the Town of Georgina; and 41% in the Township of King); however the majority of the incidents are expected to occur within the urban municipalities.

Figure 1
Forecasted 9-1-1 Service Demand in York Region



Source: York Region Long Range Planning and Data Analytics and Visualization Services

Regional planning forecasts for the completion of new housing developments were included in the modelling. By 2031, new developments forecasted for the cities of Markham and Vaughan will add an estimated 72,100 and 76,200 new residents, respectively. New population areas are also forecasted to add new residents in the City of Richmond Hill (33,700), the Town of East Gwillimbury (38,100) and the Town of Georgina (10,500) from 2021 to 2031 as noted in Table 2.

Table 2
Estimated Population Increase by Municipality 2021 to 2031

Municipality	Population/Year		
	2021	2026	2031
Town of Aurora	64,512	69,514	74,852
Town of East Gwillimbury	39,617	53,275	77,758
Town of Georgina	51,734	56,640	62,242
Township of King	28,990	32,048	34,771
City of Markham	386,698	425,334	458,786
Town of Newmarket	92,549	97,054	100,843
City of Richmond Hill	224,827	241,745	258,503
City of Vaughan	351,747	383,379	427,932
Town of Whitchurch-Stouffville	52,944	59,040	62,012
Total York Region	1,293,618	1,418,029	1,557,699

Source: York Region Long Range Planning and Data Analytics and Visualization Services

The refreshed modelling validated the remaining new and replacement stations identified in the current master plan, and identified the need for one new response station in the Town of Georgina by 2031

Based on modelling, the Phase 1 study has provided high level forecasting of the need for response stations and weekly ambulance hours to meet the changing and growing demand across the Region. The following resources will be required in order that York Region Paramedic Services can continue to meet performance targets up to 2031:

- The existing 27 stations identified in the previous master plan are appropriately placed to meet 9-1-1 response demand
- The temporary station 85 Richmond Hill South in the City of Richmond Hill should be retained as a permanent station
- Paramedic Response Stations #32 Maple in the City of Vaughan and #20 Ballantrae in the Town of Whitchurch-Stouffville require replacement since both spaces are leased, and do not meet the needs for future growth
- Locations of the three new stations planned for construction by 2026 based on the prior master plan were re-verified, as they are in growth and high demand areas (see Attachment 1):
 - Cachet Woods in the City of Markham
 - Highway 7 and Weston Road, Vaughan
 - Jane and Teston in the City of Vaughan
- One new station is needed in the Town of Georgina (south end of Keswick) to meet forecast demand in that growing area. Paramedic Services will also investigate co-location opportunities with the Town of Georgina Fire Services.

The stations identified in this Study, as well ambulances added to existing stations will meet the forecasted demand of 8,736 (a difference of 3,024 hours from 2021) weekly ambulance hours by 2026 and 11,148 (a difference of 5,436 from 2026) weekly by ambulance hours 2031.

Service innovations will be further explored and developed to mitigate future 9-1-1 service demands and resource requirements

Phase 2 of the Plan will use the Demand and Capacity study results to develop fleet and staffing subplans, and to identify growth-related infrastructure needs which will inform the Region's next development charge background study and bylaw update. In addition, with support of a working group comprised of corporate and community partners, in this phase resources and partnerships needed to implement the Plan to 2031 will be identified.

Resource needs to respond to future service demands will be significant. Development Charges from new housing developments will help with financial sustainability of the service.

Other opportunities to help make the service more sustainable financially, while also improving customer service, will be explored to improve coordination between emergency

health service partners and scale up local innovations to help mitigate the demand for emergency paramedic services, and to connect clients to appropriate community resources.

Examples of service innovations the Region has already implemented or are planned that reduce service demand (and costs) are described in the next sections.

Programs currently offered by York Region Community Paramedics help avoid 911 calls

- CP@Clinic/ CP@Home – This is an evidence-based collaborative program conducted in partnership with McMaster University where Community Paramedics provide programs in seniors housing buildings and in clients' homes. As of October 2019, approximately 70 clients were served through 505 in-person visits
- The Emergency and Transitional Housing Program – This program provides regular clinic hours at emergency housing (homeless shelter) locations and/or homeless drop-in centers across York Region where paramedics provide clients with primary health assessments, health coaching and education, health care system navigation, influenza vaccination and human service referrals where appropriate. As of October 2019, approximately 80 clients were seen at six clinics
- The palliative care program with support of the Canadian Partnership Against Cancer and The Canadian Foundation for Healthcare Improvement – This program aims to train all paramedics in the principles of palliative care and community resources to assist palliative care patients in crisis in their homes, and reduce paramedic transports to Emergency Departments when appropriate. Similar programs in other Provinces have demonstrated a greater than 50% reduction in Emergency Department transports

Partnerships within the Community and Health Services Department have improved the effectiveness and efficiency of Paramedic Services, such as its collaboration with Public Health for data sharing regarding opioids, outbreaks, and emergency planning for infectious disease outbreaks, and most recently, supporting Public Health with the COVID-19 emergency response (e.g. community based COVID-19 testing and participating in the Universal Influenza Immunization Program this Fall).

New Provincial Patient Care Model Standards could reduce transports to hospital

With the introduction of new Patient Care Model Standards as part of the amendments to the *Ambulance Act* and Regulation 257/00, staff continue to work with the Ministry of Health and sector partners on implementation of 'treat and release' and 'treat and refer' programs.

These programs would permit paramedics to assess patients on the scene of a 9-1-1 response and make a decision on whether the patient could be treated on scene or referred to another health care resource for ongoing care, rather than having to transport the patient to the Emergency Department. When implemented, these programs could improve the efficiency of paramedic services by addressing lengthy ambulance offloading times and treating patients in the community without the need for transport to the Emergency Department, maximizing the time ambulances are available in the community to respond to 9-1-1 calls.

Anticipated improvements to medical dispatch technologies could improve efficiencies, and reduce the number of ambulance hours that would otherwise be required

Examples of improvement include:

- A new mobile data application implemented in 2019 that connects a Computer Aided Dispatch platform to both the in-vehicle tablet and the paramedics' iPhones in all York Regional ambulances, providing paramedics with automatic information updates, real time data on patient condition and navigation to 9-1-1 responses and saving time and reducing errors.
- The anticipated new Medical Priority Dispatch System. The new dispatch system will provide a new medical triage algorithm that will enable better differentiation and triage of emergencies and ensure that the patient receives the most urgent care in the appropriate time frame with the resources available. As reported to Council in [2019](#), the current dispatch system results in a level of response that may be beyond what the emergency warrants, and results in an inefficient use of resources. Changes to the dispatch system have been delayed due to the COVID-19 pandemic. To date, no revised timeline has been provided by the Ministry of Health.

Efficiencies may also result from new and enhanced collaboration and coordination with other health care partners

Examples include:

- The Memorandum of Understanding approved by Council in [October 2009](#) with the Region's three hospitals through significantly improved transfer of care times, from about 60-90 minutes before the MOU to about 30 minutes currently. Faster transfer times help get ambulances back in service faster. Paramedic Services continues to track off-load times and regularly meets with local hospitals to ensure transfer of care times continue to be met
- Collaborative emergency planning and co-location opportunities with local fire services can increase cost efficiencies and ensure high quality care for residents. For example, shared station locations can help to reduce capital and operating costs of paramedic response stations
- Partnerships with Ontario Health Teams in York Region, as described in the [September 2019](#) council report, to improve out-of-hospital care, strengthen the coordination of care, and integrate paramedics into the broader health care system and reduce 9-1-1 calls, especially for seniors
- The proposed York Region Mental Health and Addictions Hub submitted for approval to the Ministry of Health in Spring 2019 if approved, would provide 24/7 access to life saving treatment and ongoing integrated care through connections to appropriate community and social services; and break the typical cycle of patient transfers to Emergency Departments by police or paramedic services responding to a 9-1-1 call, leading to reduced emergency department visits and more efficient use of multi-system resources

The Phase 2 working group will also support scenario planning, analyze best practices, population and demand growth projections, determine staff and leadership requirements, and consider strategies and innovations that can address and mitigate future 9-1-1 service demands and resource requirements.

5. Financial

The Master Plan Phase 1 Demand and Capacity Study was managed within the 2019 and 2020 Council approved operating budgets. There will be operational and capital costs required to implement the final Master Plan, which will be brought forward to Council in 2022. Growth-related infrastructure required to implement the final Master Plan may be funded from development charges. These infrastructure needs would inform the Region's next development charge background study and bylaw update.

6. Local Impact

Staff continue to procure land parcels for future stations across the Region to ensure paramedic services has the infrastructure needed to meet growing demands in the local municipalities. Paramedic Services will continue to work with municipal partners to provide the best possible emergency response and optimize the use of resources. This work will also support opportunities to improve coordination between emergency health service partners and scale up local innovations to adequately address service needs across the region.

7. Conclusion

Over the next 10 years, use of Paramedic Services is projected to increase by 119% due primarily to the need for paramedic care by a growing and aging population. Increased demand puts pressure on the Region's Paramedic Services resources and the need for effective resource planning. The Master Plan Phase 1 Demand and Capacity Study provides Paramedic Services with a detailed understanding of current operations and provides insight into the resources needed to build capacity required to meet legislated and Council approved response times and future service demands to 2031, and indicates the level of innovation that will be needed to ensure continued financial sustainability of the service.

Progress reports will be brought forward to Council throughout each phase of development of the Master Plan. The final 10-Year Paramedic Services Resources and Facilities Master Plan will be presented to Council for approval in 2022.

For more information on this report, please contact Lisa Gonsalves, General Manager, Paramedic and Seniors Services at 1-877-464-9675 ext. 72090. Accessible formats or communication supports are available upon request.

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

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

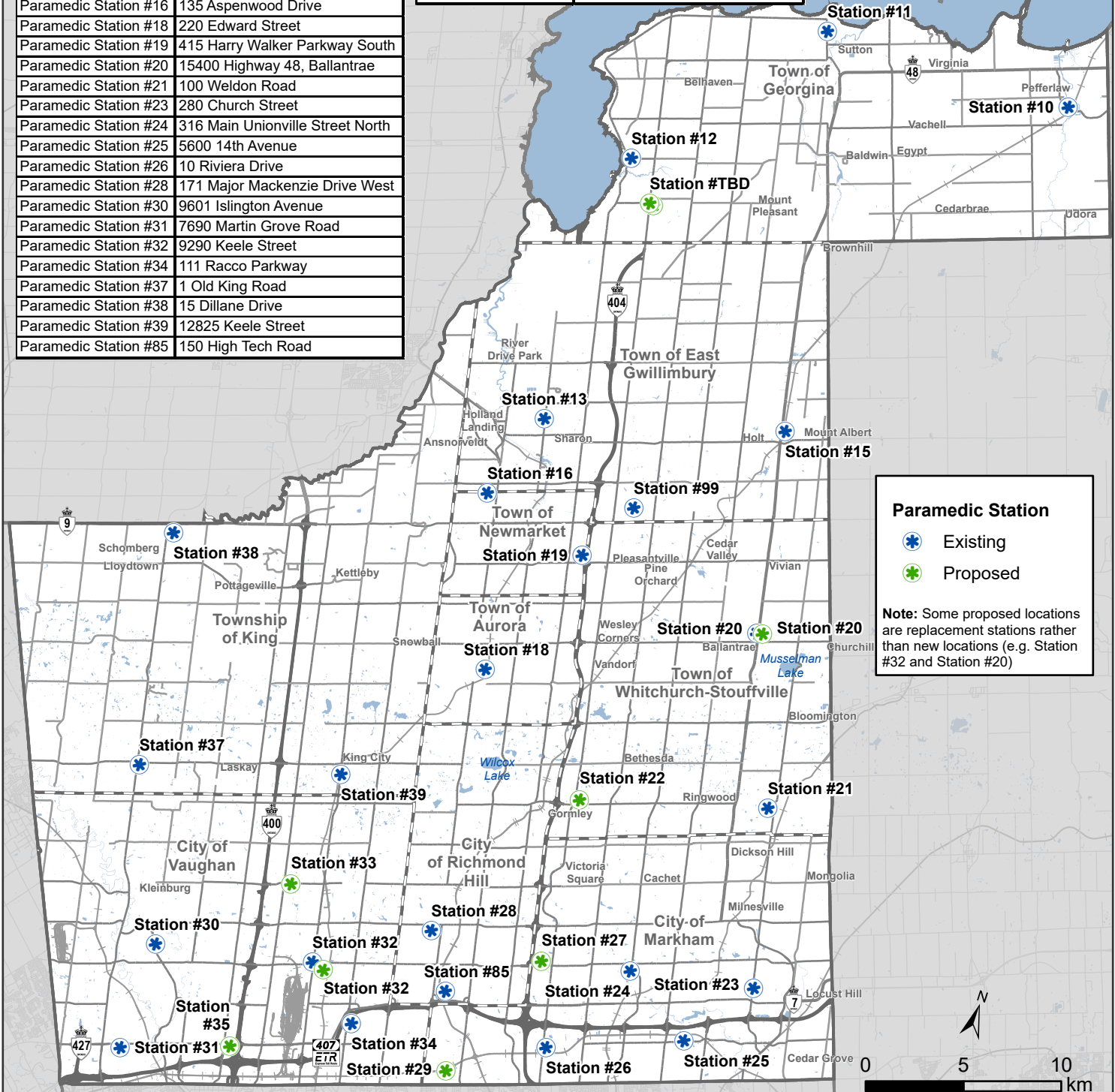
October 16, 2020

11622848

Attachment (1)

Existing Paramedic Stations	
Name	Address
Paramedic Station #99 (York Region HQ)	80 Bales Drive East
Paramedic Station #10	16 Hastings Drive
Paramedic Station #11	21001 Dalton Road
Paramedic Station #12	160 Morton Avenue
Paramedic Station #13	19442 2nd Concession Road
Paramedic Station #15	22A Princess Street
Paramedic Station #16	135 Aspenwood Drive
Paramedic Station #18	220 Edward Street
Paramedic Station #19	415 Harry Walker Parkway South
Paramedic Station #20	15400 Highway 48, Ballantrae
Paramedic Station #21	100 Weldon Road
Paramedic Station #23	280 Church Street
Paramedic Station #24	316 Main Unionville Street North
Paramedic Station #25	5600 14th Avenue
Paramedic Station #26	10 Riviera Drive
Paramedic Station #28	171 Major Mackenzie Drive West
Paramedic Station #30	9601 Islington Avenue
Paramedic Station #31	7690 Martin Grove Road
Paramedic Station #32	9290 Keele Street
Paramedic Station #34	111 Racco Parkway
Paramedic Station #37	1 Old King Road
Paramedic Station #38	15 Dillane Drive
Paramedic Station #39	12825 Keele Street
Paramedic Station #85	150 High Tech Road

Proposed Paramedic Stations	
Name	Address
Paramedic Station #20	15400 Highway 48, Ballantrae
Paramedic Station #22	12388 Woodbine Avenue
Paramedic Station #27	180 Cachet Woods Court
Paramedic Station #29	107 Glen Cameron Road
Paramedic Station #32	53 Jacob Keffer Parkway
Paramedic Station #33	2980 Teston Road
Paramedic Station #35	Hwy 7 & Westin Road
Paramedic Station #TBD	Woodbine Ave. & Glenwoods Ave.



York Region Paramedic Stations
 Update: 10-Year Paramedic Services
 Resources and Facilities Master Plan
 November 5, 2020



Produced by:
 The Regional Municipality of York
 Data, Analytics and Visualization Services Branch,
 Corporate Services
 October 2020
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 See York.ca for disclaimer information.

November 18, 2020

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

Sent via email: premier@ontario.ca

To whom it may concern:

Re: Grey Highlands Council resolution re: Bill 229

Please be advised that the following resolution was passed at the November 18, 2020 meeting of the Council of the Municipality of Grey Highlands.

2020-747

Cathy Little, Dane Nielsen

Whereas the Province has introduced Bill 229, Protect, Support and Recover from COVID 19 Act - Schedule 6 – Conservation Authorities Act; and

Whereas the Legislation introduces a number of changes and new sections that **could remove and/or significantly hinder the conservation authorities' role in** regulating development, permit appeal process and engaging in review and appeal of planning applications; and

Whereas we, the Municipality of Grey Highlands, rely on the watershed expertise provided by local conservation authorities to protect residents, property and local natural resources on a watershed basis by regulating development and engaging in reviews of applications submitted under the Planning Act; and

Whereas the changes allow the Minister to make decisions without CA watershed data and expertise; and

Whereas the Legislation suggests that the Minister will have the ability to establish standards and requirements for non-mandatory programs which are negotiated between the conservation authorities and municipalities to meet local watershed needs; and

Whereas **these proposed changes will impact Ontario's ability to adapt to and** mitigate the effects of climate change by undermining the work of conservation authorities to keep development out of high risk areas and protect natural infrastructure; and

Whereas municipalities require a longer transition time to put in place agreements with conservation authorities for non-mandatory programs; and

Whereas municipalities believe that the appointment of municipal representatives on conservation authority Boards should be a municipal decision; and the Chair and Vice Chair of the conservation authority Board should be elected as per the discretion of the conservation authority Board; and

Whereas **the changes to the 'Duty of Members' contradicts the fiduciary duty of a** conservation authority board member to represent the best interests of the conservation authority and its responsibility to the watershed; and
Whereas conservation authorities have already been working with the Province, development sector and municipalities to streamline and speed up permitting and **planning approvals through Conservation Ontario's Client Service and Streamlining Initiative;** and
Whereas changes to the legislation will create more administrative burden and costs for the conservation authorities, and their municipal partners, and potentially result in delays in the development approval process; and
Whereas the combined contribution of municipal levy and self-generated revenues support 93% of the Grey Sauble Conservation Authority budget; and
Whereas the Provincial contribution to this budget is 7%, the majority of which is for Drinking Water Source Protection; and
Whereas municipalities value and rely on the natural habitats and water resources within our jurisdiction for the health and well-being of residents; municipalities **value the conservation authorities' work to prevent and manage the impacts of flooding and other natural hazards;** and municipalities value the conservation **authority's work to ensure safe drinking water; now**

Therefore be it resolved that the Province of Ontario work with conservation authorities to address their concerns by removing Schedule 6 from Bill 229 which affects changes to the Conservation Authorities Act and the Planning Act; and
That the Province of Ontario delay enactment of clauses affecting municipal concerns; and
That the Province of Ontario provide a longer transition period up to December 2022 for non-mandatory programs to enable coordination of conservation authority-municipal budget processes; and
That the Province respect the current conservation authority/municipal relationships; and
That the Province embrace their long-standing partnership with the conservation authorities and provide them with the tools and financial resources they need to effectively implement their watershed management role.
CARRIED.

Sincerely,



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

Cc: Hon. Rod Phillips, Minister of Finance (rod.phillips@pc.ola.org)
Hon. Jeff Yurek, Minister of Environment Conservation and Parks (jeff.yurek@pc.ola.org)
Hon. John Yakabuski, Minister of Natural Resources and Forestry
(john.yakabuski@pc.ols.org)
Hon Bill Walker, MPP (bill.walker@pc.ola.org);
Conservation Ontario (info@conservationontario.ca);
Saugeen Valley Conservation Authority (j.hagan@svca.on.ca)
Nottawasaga Valley Conservation Authority (mleung@nvca.on.ca)
Grey Sauble Conservation Authority (t.lanthier@greysauble.on.ca)
All Ontario Municipalities

The Municipality of Grey Highlands

206 Toronto Street South, Unit One P.O. Box 409 Markdale, Ontario N0C 1H0

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www.greyhighlands.ca

info@greyhighlands.ca

Corporation of the Township of Essa
5786 County Road 21
Utopia, Ontario
LOM 1T0



Telephone: (705) 424-9917
Fax: (705) 424-2367
Web Site: www.essatownship.on.ca

November 19, 2020

Nottawasaga Valley Conservation Authority
8195 8th Line
Utopia, ON
LOM 1T0

Sent by email

Attention: Doug Hevenor, Chief Administrative Officer NVCA
Keith White, NVCA Board Chair
Mariane McLeod, NVCA Vice Chair

Re: Township of Essa Council Resolution No. CR204-2020
Bill 229 "Protect, Support and Recover from COVID19 Act – Schedule 6 –
Conservation Authorities Act"

Please be advised that at its meeting of November 18, 2020, Council of the Township of Essa received a copy of information in relation to Bill 229 in addition to a verbal report from the NVCA Board Chair on the impacts to Conservation Authorities and the trickle effect to municipalities and citizens in Ontario should the Bill pass

As a result of the discussions, Council of the Township of Essa passed the following Resolution:

Resolution No: CR204-2020 Moved by: White Seconded by: Sander

WHEREAS the Province has introduced Bill 229, Protect, Support and Recover from COVID 19 Act - Schedule 6 – Conservation Authorities Act; and

WHEREAS the Legislation introduces a number of changes and new sections that could remove and/or significantly hinder the conservation authorities' role in regulating development, permit appeal process and engaging in review and appeal of planning applications; and

WHEREAS we rely on the watershed expertise provided by local conservation authorities to protect residents, property and local natural resources on a watershed basis by regulating development and engaging in reviews of applications submitted under the Planning Act; and

WHEREAS the changes allow the Minister to make decisions without conservation authority watershed data and expertise; and

WHEREAS the Legislation suggests that the Minister will have the ability to establish standards and requirements for non-mandatory programs which are negotiated between the conservation authorities and municipalities to meet local watershed needs; and

WHEREAS municipalities believe that the appointment of municipal representatives on Conservation Authority Boards should be a municipal decision, and the Chair and Vice Chair of the Conservation Authority Board should be duly elected; and

WHEREAS the changes to the 'Duty of Members' contradicts the fiduciary duty of a Conservation Authority Board member to represent the best interests of the conservation authority and its responsibility to the watershed; and

WHEREAS conservation authorities have already been working with the Province, development sector and municipalities to streamline and speed up permitting and planning approvals through Conservation Ontario's Client Service and Streamlining Initiative; and

WHEREAS changes to the legislation will create more red tape and costs for the conservation authorities, and their municipal partners, and potentially result in delays in the development approval process; and

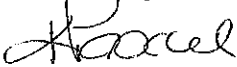
WHEREAS municipalities value and rely on the natural habitats and water resources within our jurisdiction for the health and well-being of residents; municipalities value the conservation authorities' work to prevent and manage the impacts of flooding and other natural hazards; and municipalities value the conservation authority's work to ensure safe drinking water;

NOW THEREFORE BE IT RESOLVED:

- *THAT the Province of Ontario repeal Schedule 6 of the Budget Measures Act (Bill 229)*
- *THAT the Province continue to work with conservation authorities to find workable solutions to reduce red tape and create conditions for growth*
- *THAT the Province respect the current conservation authority and municipal relationships; and*
- *THAT the Province embrace their long-standing partnership with the conservation authorities and provide them with the tools and financial resources they need to effectively implement their watershed management role.*

----Carried----

Sincerely,



per; Lisa Lehr, CMO
Clerk

cc. Conservation Ontario – Kim Gavine, General Manager
Conservation Ontario – Wayne Emmerson, Chair
Honourable Doug Ford, Premier of Ontario
Honourable Rod Phillips, Minister of Finance
Honourable Jeff Yurek, Minister of Environment, Conservation and Parks
Honourable John Yakabuski, Minister of Natural Resources and Forestry
Honourable Steve Clark, Minister of Municipal Affairs and Housing

On November 26, 2020 Regional Council adopted the following:

WHEREAS York Regional Council has made a commitment for increased enforcement to bring about compliance for residents and businesses who are not adhering to COVID-19 safety measures and protocol

WHEREAS Compliance with the Province's orders and regulations and The Regional Municipality of York Class Order including restrictions on gathering size, mandatory masks or face coverings and physical distancing, is an important element to stopping the spread of COVID19

AND WHEREAS Businesses who fail to comply will be subject to fines and potential closures

THEREFORE, BE IT RESOLVED

1. THAT Council support the continued commitment from Municipalities to support enhanced enforcement efforts
2. THAT COVID-19 Enforcement Taskforce will collect enforcement data on a weekly basis to be shared on york.ca/covid19
3. THAT Council approve \$250,000 to support development of a 4-week communications campaign with the goal to:
 - Appreciate
 - Educate
 - Enforce

The presentation and recorded votes on this item can be found in the meeting minutes [here](#).

Regards,

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

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

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



November 26, 2020

The Honourable Rod Phillips
Minister of Finance
95 Grosvenor St.
Toronto, ON M7A 1Y8

Dear Minister Phillips:

Re: Motion Regarding Property Tax Exemptions for Veteran Clubs

Each year on November 11th we pause to remember the heroic efforts of Canadians who fought in wars and military conflicts and served in peacekeeping missions around the world to defend our freedoms and secure our peace and prosperity. One way that the Province and Ontario municipalities have recognized veterans and veteran groups is by exempting their properties from property taxation.

In late 2018, your government introduced a change to the *Assessment Act* that exempted Royal Canadian Legion Ontario branches from property taxes effective January 1, 2019. Veterans clubs however were not included under this exemption. While veterans' clubs in Peel are already exempt from Regional and local property taxes, they still pay the education portion of property taxes.

To address this gap, your government has proposed in the 2020 budget bill (*Bill 229*) to amend the *Assessment Act* that would provide a full property tax exemption to veterans' clubs retroactive to January 1, 2019. The Region of Peel thanks you for introducing this change in recognition of our veterans.

At its November 12, 2020 meeting, Peel Regional Council approved the attached resolution regarding this exemption and look forward to this change coming into effect as soon as possible after Bill 229 is passed. This would ensure that veteran clubs benefit from the exemption in a timely way.

I thank your government for moving quickly to address this gap and for your support of veterans.

Kindest personal regards,

Nando Iannicca,
Regional Chair and CEO

CC: Peel-area MPPs
Ontario Municipalities
Stephen Van Ofwegen, Commissioner of Finance and CFO

Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310

Resolution Number 2020-939

Whereas each year on November 11, Canadians pause to remember the heroic efforts of Canadian veterans who fought in wars and military conflicts, and served in peacekeeping missions around the world to defend our freedoms and democracy so that we can live in peace and prosperity;

And whereas, it is important to appreciate and recognize the achievements and sacrifices of those armed forces veterans who served Canada in times of war, military conflict and peace;

And whereas, Section 6.1 of the Assessment Act, R.S.O. 1990, c. A31 as amended, Regional Council may exempt from Regional taxation land that is used and occupied as a memorial home, clubhouse or athletic grounds by persons who served in the armed forces of His or Her Majesty or an ally of His or Her Majesty in any war;

And whereas, through By-Law Number 62-2017 Regional Council has provided an exemption from Regional taxation to Royal Canadian Legions and the Army, Navy and Air Force Veterans Clubs that have qualified properties used and occupied as a memorial home, clubhouse or athletic grounds;

And whereas, local municipal councils in Peel have provided a similar exemption for local property taxes;

And whereas, Royal Canadian Legion branches in Ontario are exempt from all property taxation, including the education portion of property taxes, under Section 3 (1) paragraph 15.1 of the Assessment Act, and that a municipal by-law is not required to provide such an exemption;

And whereas, the 2020 Ontario Budget provides for amendments to the Assessment Act to apply the existing property tax exemption for Ontario branches of the Royal Canadian Legion, for 2019 and subsequent tax years, to Ontario units of the Army, Navy and Air Force Veterans in Canada;

Therefore, be it resolved, that the Regional Chair write to the Minister of Finance, on behalf of Regional Council, to request that upon passage of the 2020 Ontario Budget, the amendment to the Assessment Act be implemented as soon as possible;

And further, that copies of this resolution be sent to Peel-area Members of Provincial Parliament as well as to all Ontario municipalities for consideration and action.

From: Carolyn Lance

Sent: November 30, 2020 3:34 PM

Subject: Lake Simcoe Protection Act - Upper York Sewage Solution project

Good afternoon.

Please be advised that Council for the Town of Georgina passed the following motion concerning the Lake Simcoe Protection Act as it relates to the Upper York Sewage Solution Project;

RESOLUTION NO. C-2020- 0375

Moved By Regional Councillor Grossi

Seconded By Councillor Neeson

WHEREAS the Town of Georgina includes fifty-two (52) kilometres of Lake Simcoe Shoreline;

AND WHEREAS the Region of York was directed by the Province of Ontario to find local solutions for wastewater in the communities of East Gwillimbury, Newmarket and Aurora to accommodate Provincially legislated growth targets;

AND WHEREAS the Lake Simcoe Protection Plan (Act) received unanimous, all party support in the Ontario Legislature in 2008, which prohibits any new sewage treatment plants on Lake Simcoe, however, does permit expansion and technology improvements to existing systems;

AND WHEREAS the Region of York has invested significant taxpayer dollars - including those of our local tax payers - in the proposed Upper York Sewage Solution (UYSS) to accommodate the above mentioned growth, at the request of the Province of Ontario;

AND WHEREAS expansion and technology upgrades are required among several Lake Simcoe Communities, including in the Town of Georgina, to similarly accommodate Provincially required growth and also to further ensure the current and future health of Lake Simcoe;

AND WHEREAS the Town of Georgina opens every meeting with a land acknowledgement whereby recognizing our close relationship with the Chippewas of Georgina Island who have voiced their opposition to the UYSS;

AND WHEREAS the Chippewas of Georgina Island have been on a boil water advisory and have not had access to safe drinking water since approximately 2017;

NOW THEREFORE BE IT RESOLVED that the Council of the Town of Georgina hereby requests that the Province of Ontario and the Government of

Canada:

- 1) Cancel the Upper York Sewage Solution (UYSS)
- 2) Negotiate in good faith with the Region of York to accommodate the growth as mentioned above for our partner Municipalities to a non-Lake Simcoe discharge point as per the Lake Simcoe Protection Plan (Act).
- 3) Reimburse the previously made taxpayer investment from York Region Municipalities including the Town of Georgina with respect to the UYSS towards the new solution to a non-Lake Simcoe discharge point.
- 4) As a part of the above, also facilitate an end to the sewage lagoons in the Town of East Gwillimbury in consultation with their local council, staff and its residents
- 5) Be an active participant and joint funder of using the technology advancements that the Region of York has developed in order to upgrade or expand capacity on wastewater facilities for all Lake Simcoe communities to further improve to the health of Lake Simcoe
- 6) As a matter of the utmost importance, work in a collaborative fashion with the Chippewas of Georgina Island to provide resources whether financial or otherwise, to ensure that they have access to clean drinking water on a sustainable basis, without delay.
- 7) That copies of this motion be forwarded to all Lake Simcoe Municipalities, the Chippewas of Georgina Island, all York Region MPP's, all York Region MP's, Ontario Official Opposition Leader Andrea Horwath, Leader of the Ontario Liberals, Steven Del Duca, Leader of the Ontario Green Party, Mike Schreiner, Ontario Premier Doug Ford and the Prime Minister of Canada and the Right Hon. Justin Trudeau.

	<u>YEA</u>	<u>NAY</u>
Mayor Quirk	X	
Regional Councillor Grossi	X	
Councillor Waddington	X	
Councillor Fellini	X	
Councillor Neeson	X	
Councillor Sebo	X	
Councillor Harding	X	
Results	7	0

Carried Unanimously.

Thank you for your consideration.

Sincerely,



Carolyn Lance

Council Services Coordinator

Clerk's Division | Town of Georgina

26557 Civic Centre Road, Keswick, ON | L4P 3G1

905-476-4301 Ext. 2219 | georgina.ca

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Please note that our office hours are Monday to Friday, 8:30am to 4:30pm

CITY OF QUINTE WEST

*Office of the Mayor
Jim Harrison*



**P.O. Box 490
Trenton, Ontario, K8V 5R6**

**TEL: (613) 392-2841
FAX: (613) 392-5608**

November 19, 2020

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

RE: Bill 229 - Protect, Support, and Recover from Covid-19 Act (Budget Measures), 2020

Dear Premier Ford:

This letter will serve to advise that at a meeting of City of Quinte West Council held on November 16, 2020 Council passed the following resolution:

Motion No. 20-222 – Bill 229 - Protect, Support, and Recover from Covid-19 Act (Budget Measures), 2020

Moved by Cassidy
Seconded by Alyea

That the Council of the City of Quinte West requests that the Province withdraw Schedule 6 from proposed Bill 229 pertaining to the Conservation Authorities Act;

And further requests that the Province consult with municipalities in relation to the above;

And further that this resolution be forwarded to the Premier of Ontario, the Minister of Environment, Conservation and Parks, Minister of Natural Resources and Forestry, Minister of Municipal Affairs and Housing, Bay of Quinte MPP Todd Smith and the Association of Municipalities of Ontario. **Carried**

We trust that you will give favourable consideration to this request.

Sincerely,

CITY OF QUINTE WEST

A handwritten signature in black ink that reads 'Jim Harrison'.

Jim Harrison
Mayor

cc: The Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks
The Honourable John Yakabuski, Minister of Natural Resources and Forestry
The Honourable Steve Clark, Minister of Municipal Affairs and Housing
The Honourable Todd Smith, Bay of Quinte MPP
Mr. Jamie McGarvey, President, Association of Municipalities of Ontario



Nando Iannicca
Regional Chair & CEO

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310

December 2, 2020

The Honourable Doug Ford
Premier of Ontario
premier@ontario.ca

Dear Premier Ford,

On November 26th, Peel Regional Council passed the enclosed resolution (Resolution Number 2020-976) requesting the provincial government revise the Rules for Areas in Stage 1 under Ontario Regulation 82/20 to address the inequity created between small businesses required to close and businesses permitted to open and conduct sales.

The Region of Peel's fundamental priority throughout the COVID-19 pandemic has been to protect the health and safety of Peel residents and this continues to be the highest priority during this crisis, which is why we support the Province's decision to move the Region of Peel into the "Grey: Lockdown Level" of the provincial COVID-19 framework.

While we continue to support this decision, it is critical to recognize that some of the lockdown measures have created an uneven playing field, placing small businesses and local retailers at a significant competitive disadvantage. Larger retail outlets, which are permitted to remain open, sell more than just essentials and are in direct competition with small retailers, which are limited to online sales and curb side pick-up or delivery.

With the holiday shopping season upon us, we must do everything possible to support small businesses. The survival of these businesses is essential for Peel's and the Province's recovery efforts. As such, the Region of Peel is requesting that the Province revise the Rules for Areas in Stage 1 under Ontario Regulation 82/20 (the "lockdown") to address the inequity created between small businesses required to limit their sales to online or curbside pickup and businesses permitted to open and continue in-person sales; to avoid unfair competitive advantage between businesses; and to provide consistency with continued effective health risk management in consultation with Public Health.

In addition, the Region is requesting that clearly defined requirements for masking, physical distancing with capacity limits on a per square meter basis, and limits on numbers of persons admitted to big box and other businesses be implemented and strictly enforced, with additional provincial resources to support enforcement.



The Region encourages the Province to move forward with these measures expeditiously, as many small businesses and local retailers are on the brink of insolvency and need support from all levels of government. It is our shared priority to reach a balance in preventing further spread of COVID-19 to keep our community safe, while supporting these businesses that will form the foundation upon which we build back an even stronger economy.

As we move through this pandemic, the Region will continue to seek opportunities to work with you to help and support Peel's residents and business. In the meantime, if you have any questions, please feel free to contact me at 905-791-7800 x4310. It would be a pleasure to hear from you.

Kindest personal regards,

A handwritten signature in black ink, appearing to read 'Nando Iannicca', enclosed within a light gray rectangular border.

Nando Iannicca
Regional Chair & Chief Executive Officer
Region of Peel

CC: Peel-area MPPs
GTHA Municipalities

Attached: Resolution 2020-976

10 Peel Centre Dr.
Suite A, 5th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 4310



**APPROVED AT REGIONAL COUNCIL
November 26, 2020**

8. COVID19 RELATED MATTERS

8.1 Update Regarding Public Health Staffing in Response to COVID-19

Resolution Number 2020-976

Moved by Councillor Crombie

Seconded by Councillor Brown and Councillor Groves

Whereas on November 23, 2020, the Region of Peel entered the province's "Grey Zone: Lockdown," which has put significant restrictions on business operations in the Region, including the closure of small businesses, except for those that can provide online shopping, curbside pick-up, or delivery;

And whereas, daily COVID-19 numbers in Peel continue to increase;

And whereas, hospitalization numbers and the number of patients in the ICU, throughout Peel, continue to rise;

And whereas, the safest way to shop to stop the spread of COVID-19 is through infrequent trips to the store, online shopping, by curbside pick-up, or through take-out;

And whereas, in an effort to keep the supply chain operating and ensure people can get the essentials they need like groceries, large retailers have been permitted to continue to operate, albeit with capacity limits;

And whereas, larger retailer outlets sell more than just essentials and are in direct competition with small retailers who are not allowed to open, or only with online shopping or curb side pick-up, creating an uneven playing field for small businesses and local retailers;

And whereas, the holiday shopping season has begun, a critical time for small businesses due to the provincial restrictions;

Therefore be it resolved, that the provincial government be requested to revise the Rules for Areas in Stage 1 under Ontario Regulation 82/20 (the "lockdown") to address the inequity created between small businesses required to close and businesses permitted to open and continue sales; to avoid unfair competitive advantage between businesses; and to provide consistency with continued effective health risk management in consultation with Public Health;

And further, that strict enforcement of requirements for masking, physical distancing with capacity limits on a per square metre basis, and limits on numbers of persons admitted to big box and other businesses be emphasized and pursued;

And further, that a copy of this resolution be sent to all Peel-area MPPs:

*Sara Singh, MPP Brampton Centre
Gurratan Singh, MPP Brampton East
Kevin Yarde, MPP Brampton North
Prabmeet Sarkaria, MPP Brampton South
Amarjot Sandhu, MPP Brampton West
Sylvia Jones, MPP Dufferin-Caledon
Natalia Kusendova, MPP Mississauga Centre
Kaleed Rasheed, MPP Mississauga East-Cooksville
Sheref Sabawy, MPP Mississauga-Erin Mills
Rudy Cuzzetto, MPP Mississauga-Lakeshore
Deepak Anand, MPP Mississauga-Malton
Nina Tangri, MPP Mississauga-Streetsville,*

with a request that they advocate and speak up on behalf of the businesses that they are elected to represent

And further, that a copy of this resolution be sent to the City of Toronto and Greater Toronto and Hamilton Area municipalities.

Carried

November 25, 2020

The Honourable Doug Ford
Premier of Ontario
823 Albion Road
Etobicoke, ON M9V 1A3

Dear Mr. Ford:

Re: Motion regarding – Notice to withdraw from Schedule 6 from Bill 229, Protect, Support and Recover from COVID 19 Act

PO BOX 5000 STN A
200 BRADY STREET
SUDBURY ON P3A 5P3

CP 5000 SUCCA
200, RUE BRADY
SUDBURY ON P3A 5P3

705.671.2489

www.greatersudbury.ca
www.grandsudbury.ca

The following resolution #CC2020-272 was passed by the Council of the City of Greater Sudbury on November 24, 2020:

WHEREAS the Minister of Finance of the Province of Ontario has introduced Bill 229, Protect, Support and Recover from COVID 19 Act - Schedule 6 – Conservation Authorities Act;

AND WHEREAS the Legislation introduces a number of changes and new sections that could remove and/or significantly hinder the critical role of Ontario's conservation authorities in regulating development, in the permit appeal process and when engaging in planning applications;

AND WHEREAS the City of Greater Sudbury relies on the watershed expertise provided by the Nickel District Conservation Authority (operating as Conservation Sudbury) to protect residents, property and local natural resources on a watershed basis. The Authority reduces risks to our community from hazards such as flooding in low-lying neighbourhoods, erosion of the banks of rivers such as the Vermilion and the Whitson, the dynamic shorelines of Wanapitei Lake and our more than 300 other lakes, and unstable ground near wetlands and steep valley slopes, which is achieved by regulating development and by engaging in reviews of proposals subject to the Planning Act;

AND WHEREAS the changes allow the Minister of Natural Resources and Forestry to make decisions without the benefit of a conservation authority's science based watershed data and expertise;

AND WHEREAS the Legislation provides the Minister of Environment Conservation and Parks with the ability to establish standards and requirements for non-mandatory programs, which locally could impact the education offerings that include school field trips to the Lake Laurentian Conservation Area. This would also apply to events such as the popular family fishing days and to the public's access to Camp Bitobig that runs in July and August. These are and must be local-level agreements between the City of Greater Sudbury and Conservation Sudbury to serve demands in our community;

AND WHEREAS the City of Greater Sudbury believes that the appointment of representatives to the Conservation Sudbury Board should be a municipal decision; and the Chair and Vice Chair should be duly elected annually;

AND WHEREAS the proposed changes to the 'Duty of Members' contradicts the fiduciary duty of a Conservation Sudbury board Member. Our appointed Members serve our residents by acting in the best interests of Conservation Sudbury and invariably its member municipality, as it carries out its responsibilities to the watershed;

AND WHEREAS all conservation authorities have already been working with the Province, the land development sector and municipalities to streamline and speed up permitting and planning approvals through Conservation Ontario's Client Service and Streamlining Initiative;

AND WHEREAS changes to the legislation will create more "red tape", increasing costs for both Conservation Sudbury and therefore the taxpayers in the City of Greater Sudbury and will potentially result in delays and greater uncertainty in the development-approval process;

AND WHEREAS the City of Greater Sudbury values and relies on our natural spaces and water resources for the health and well-being of residents; we value Conservation Sudbury's work to prevent and reduce the impacts of flooding and other natural hazards; and we value our conservation authority's contributions to ensure safe drinking water;

THEREFORE BE IT RESOLVED that the Council for the City of Greater Sudbury, with the support of Conservation Sudbury, requests the following:

- THAT the Minister of Finance withdraws Schedule 6 from Bill 229, Protect, Support and Recover from COVID 19 Act and,*
- THAT the Province of Ontario works with all conservation authorities to find viable solutions to reduce "red tape" and create conditions for growth,*
- AND THAT the Province support its long-standing partnership with the conservation authorities by providing them with the tools and financial resources needed to effectively implement their watershed management role.*

AND BE IT FURTHER RESOLVED that this motion be provided to the Honourable Doug Ford, Premier of Ontario, the Honourable Rod Phillips, Minister of Finance, the Honourable Jeff Yurek, Minister of Environment Conservation and Parks, the Honourable John Yakubuski, Minister of Natural Resources and Forestry, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, Jamie West MPP for Sudbury, France Gelinis MPP for Nickel Belt, to Conservation Sudbury and all Ontario municipalities.

Sincerely,



Eric Labelle
City Solicitor and Clerk



RE: Propose Changes to the Conservation Authorities Act: Schedule 6 of Bill 229

Please be advised that Township of Puslinch Council, at its meeting held on November 18, 2020 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2020-331: Moved by Councillor Bulmer and
Seconded by Councillor Sepulis

That the Consent Agenda items 6.2, 6.3, 6.10, 6.11, 6.12, and 6.13 be received; and

GIVEN THAT The Township of Puslinch does not want to see an increased risk to public safety, or increased liabilities to the Province, municipalities, and conservation authorities. Nor does the Township of Puslinch want more red tape, disruption and ultimately delays in helping the government achieve its goal of economic recovery; and

GIVEN the time sensitive nature of this Bill, we encourage the Province to consult with Municipalities and Conservation Authorities in an expedient manner; and

GIVEN that the Township of Puslinch feels that there are better solutions to deal with actual and perceived issues.

BE IT RESOLVED THAT The Township of Puslinch respectfully requests the Province to withdraw Schedule 6 from Bill 229 until a more thorough analysis of the appropriate solutions can take place, with more clarity on what problems were identified through the consultation process. The Township of Puslinch also encourage the Province to engage with municipalities and Conservation Authorities as the Province works on regulations that will eventually define the various Conservation Authorities Act clauses. The Township of Puslinch feels this is critical to ensure that the focus and performance of Conservation Authorities is actually improved where required.

FURTHER that this resolution be forwarded to the Premier, the Minister of the Environment, Conservation and Parks, the Minister of Municipal Affairs and Housing,



the Minister of Natural Resources and Forestry, Minister of Finance, Conservation Ontario, MPP Ted Arnott, and all Ontario Municipalities.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,
Courtenay Hoytfox
Deputy Clerk



For Immediate Release

November 12, 2020

Cause for Alarm Over Proposed Changes to the *Conservation Authorities Act*

BURLINGTON— Conservation Halton (CH) has reviewed the Province’s proposed changes to the *Conservation Authorities Act* (CA Act) which were released last week in the 2020 Ontario Budget (Bill 229). CH is encouraged that the purpose of the Act to provide for the organization and delivery of programs and services that further conservation, restoration, development, and management of natural resources in Ontario watersheds remains. CH remains fully supportive of the Province’s stated intent to modernize the watershed-based scope, good governance, service delivery and sustainability of all Conservation Authorities (CAs). CH is, however, concerned that some of the proposed amendments will significantly diminish the ability of CAs to ensure that both people and property are safe from natural hazards, while also protecting Ontario’s environment.

The proposed amendments would grant new powers to the Minister of Natural Resources and Forestry that would allow the Minister to make decisions regarding permit applications and appeals in place of the CA, without the non-partisan technical input and expertise of CAs. Bill 229 also proposes amendments to the *Planning Act*, which if passed, would prohibit CAs from appealing a municipal planning decision to the Local Planning Appeal Tribunal (LPAT) or becoming a party to an appeal before LPAT. While there are currently checks and balances in place to ensure the safe development of communities, CH is concerned that new amendments will allow circumvention that leaves the possibility for development decisions that are both unsafe and negatively impact the environment.

“There are a number of disappointing proposed changes that have the potential to undermine conservation authorities and our ability to make science-based watershed management decisions in the interest of public health and safety,” said Hassaan Basit, CEO of Conservation Halton. “Living through the pandemic, we have seen first-hand just how important our environment and wetlands are to our residents. We do not want to see any decisions made that increase the risks from natural hazards, especially as we continue to work to mitigate climate change and conserve our watershed to allow for responsible growth today, without sacrificing the right of future generations to do the same.”

CH views the governance changes calling for municipal councillors to make up the sole membership of the Board, while also being instructed to represent the interests of their respective municipalities, and not those of the CA or watershed residents, extremely problematic. This will create an environment in which fiduciary duties and responsibilities to the conservation authority are not upheld.

Further, CH is disappointed in the proposed removal of the un-proclaimed stop work orders and limitations on power to entry provisions that this government had previously agreed to grant CAs. The removal of this tool takes away the ability to enforce regulations that keep life and property safe. It also diminishes the ability to address environmental violations early and work with stakeholders to remedy problems, leaving no tools but to pursue costly and time-consuming charges through the courts when violations occur.

While CH waits for updated regulations to better understand how the proposed amendments are to be implemented, it is concerned that there may be many unintended consequences that put the environment and communities at risk, through opaque and financially costly decisions.

As a result of these collective concerns, CH encourages residents of the watershed, its network of supporters, and partner municipalities to reach out to the Premier, the Minister of the Environment, Conservation and Parks, the Minister of Municipal Affairs and Housing, the Minister of Natural Resources and Forestry, as well as their local MPPs over the next two weeks to request that they review and address its concerns before this Bill is enacted.

-30-

Conservation Halton is the community based environmental agency that protects, restores, and manages the natural resources in its watershed. The organization has staff that includes ecologists, land use planners, engineers, foresters and educators, along with a network of volunteers, who are guided by a Board of Directors comprised of municipally elected and appointed citizens. Conservation Halton is recognized for its stewardship of creeks, forests and Niagara Escarpment lands through science-based programs and services.

Media Contact

Stephanie Bright
Public Relations Specialist
Conservation Halton
Email: sbright@hrca.on.ca



For Immediate Release: Friday, November 13, 2020

HCA's preliminary response to the Province's proposed changes to the Conservation Authorities Act

On November 5, the Province released proposed changes to the Conservation Authorities Act as part of its omnibus bill of the provincial budget. The Province has stated they are amending the Act to improve transparency and consistency in conservation authority operation, strengthen municipal oversight and streamline conservation authority roles in permitting and land use planning. Additional regulations under the Act are still to be provided later this fall.

Hamilton Conservation Authority (HCA) staff have reviewed the proposed changes and support enhanced conservation transparency and accountability which is already undertaken by making key documents publicly available; including meeting agendas, meeting minutes, and annual audits. We are encouraged that the Province has reconfirmed our purpose to provide for conservation, restoration source water protection and natural resources management.

However, while we wait for updated regulations to better understand how the changes are to be implemented, we are concerned that proposed changes to the Conservation Authorities Act and the Planning Act if passed, would reduce our ability to protect the natural environment and our watershed, and remove citizen representation on our Board.

Proposed changes provide new appeal avenues for permit applications to go to the Local Planning Appeal Tribunal (LPAT) and even the ability of the Minister of Natural Resources and Forestry to issue certain permits in place of the conservation authority. An appeal process already exists to applicants directly to the HCA Board. Conservation authorities are important agencies who help protect Ontario's environment. Their science-based watershed information helps to steer development to appropriate places where it will not harm the environment or create risks to people.

The Province also proposes an amendment to the Planning Act, which if passed, would not allow conservation authorities to appeal a municipal planning decision to the LPAT to represent our interests, unless requested through an agreement with the municipality or the Province. To date, this has not been an issue with the Hamilton Conservation Authority but is an important tool to have. This could also impact our right to appeal planning decisions as a landowner. This is a concern as our conservation lands, made up of 11,000 acres of forests, 145 km of trails, fields, streams, wildlife and plant life, are under HCA's care and protection, as they have been for over 60 years.



**Hamilton
Conservation
Authority**

A Healthy Watershed for Everyone

Conservation authorities have long requested for the ability to issue stop work orders to protect environmentally sensitive areas. The updated Act removes un-proclaimed provisions for this enhanced enforcement and only retains the current tools such as fines and possible prosecution and these existing tools do not provide the ability to effectively stop any significant threats and impacts.

If passed, HCA would lose citizen representatives on its board who currently make up half the board of directors. These members provide expertise in varied fields and provide input on HCA programs and services from a citizen's point of view. The proposed amendments would also require municipally appointed councillors to make decisions in the best interest of the municipality and not the conservation authority and its watershed. This is contrary to proper board governance.

In these stressful times, nature and the outdoors play an important role in people's mental and physical health. After this year, we have seen just how important these spaces, and that protection, is for our community. We will continue promoting our vision of a healthy watershed for everyone. HCA staff will also continue to work collaboratively with all parties to better understand and determine what these changes will mean for conservation authorities in general and for the protection of our watersheds.

Public consultation is not required on these proposals as it has been incorporated as part of the budget. We encourage our watershed residents, municipal partners and supporters to reach out to the Premier, the Minister of Environment, Conservation and Parks and the Minister of Natural Resources and Forestry as well as their local MPP's to ask them to address the concerns outlined above, before the Bill is enacted.

Media Contact:

Councillor Lloyd Ferguson, HCA Chair
905-973-1359
lloyd.ferguson@hamilton.ca

Lisa Burnside, HCA CAO
905-525-2181, ext. 126
Lisa.Burnside@conservationhamilton.ca

This media release has been formatted to be an accessible document. Should you require this information in an alternate format, please contact the Hamilton Conservation Authority at 905-525-2181 and we will be happy to assist you.

Coronation Park
RESIDENTS ASSOCIATION

November 14, 2020

Hon. Doug Ford
Hon. Jeff Yurek
Hon. John Yakabuski
Hon. Steve Clark
MPP Stephen Crawford

Re: Bill 229 - Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020. Schedule 6: Conservation Authorities Act

As voting citizens, we register our strong objections to Schedule 6 of Bill 229 and recommend it not be enacted in its present form, and be withdrawn in its entirety from Bill 229.

We are shocked to find our legislators using a Bill purported to be a plan for recovery from a global pandemic as a vehicle to undermine the powers of our Conservation Authorities (CA) and jeopardize our protected forests and wetlands.

As Canadians, we are deeply troubled by the ever increasing regularity of our provincial government's propensity toward omnibus bills which limit opportunities for debate and scrutiny. Indeed, we find on the same day the government tabled Bill 229, an Environmental Registry of Ontario (ERO) bulletin titled *Updating the Conservation Authorities Act*3 (ERO # 019-2646) was also posted stating that public consultation is not required under Ontario's Environmental Bill of Rights, 19934 (EBR), because the proposed amendments form part of a budget.

It is shameful to think that as our collective focus is on dealing with Covid-19 and its severe impacts on our lives and livelihoods, our elected officials table legislation to make substantive changes to environmental laws while sidestepping the public's EBR rights.

At a time when it is becoming increasingly more evident that we need climate resilience, it appears the package of amendments as proposed in Schedule 6 are likely to set back watershed planning and implementation of an ecosystem-based approach by decades. Conservation Authorities are a vital line of defence for the natural spaces that mitigate flood risk, provide precious land for hiking, fishing and escape into nature and are an essential habitat for the many species of wildlife, including endangered species that call Ontario home. If we lose these spaces, we can't get them back.

The majority of the Schedule 6 amendments are regressive in nature and are completely contradictory to fulfilling both the purpose of the Conservation Authorities Act and the desire to set the course for more climate resilient communities in the future.

If enacted, Schedule 6 would

- give direct decision making power over proposed development in environmentally sensitive areas, to the Minister of Natural Resources and allow the Minister to make decisions regarding permit applications and appeals in place of the Conservation Authority, thereby eliminating the non-partisan technical input and expertise of CAs.
- allow developers to appeal conservation authority decisions directly to the Minister.
- prohibit CAs from appealing a municipal planning decision to the Local Planning Appeal Tribunal (LPAT) or becoming a party to an appeal before LPAT.
- have the potential to undermine conservation authorities and their ability to make science-based watershed management decisions in the interest of public health and safety.
- institute governance changes to CA boards to have municipal councillors comprise the sole membership, while being instructed to represent the interests of their respective municipalities, and not those of the CA or watershed residents. This will create an environment in which fiduciary duties and responsibilities to the conservation authority are not upheld.
- narrow the CAs authority from providing “programs and services designed to further the conservation, restoration, development and management of natural resources other than gas, oil, coal and minerals” (CAAct, s20(1)) to only one of three categories: (i) mandatory programs and services, (ii) municipal programs and services, and (iii) other programs and services (new CAAct provision 20(1)).

As constituents of Ontario, we have not be able to protect our population against a deadly pandemic, however we are able to direct our elected officials to take decisive steps to effectively protect, restore and manage our watersheds, protected forests and wildlife habitats thereby ensuring a climate resilient Ontario.

Our direction is to withdraw Schedule 6 in its entirety from Bill 229.

Respectfully,

Pamela Knight
President

Donald Cox
Vice President

cc: Oakville Town Council Members
A. Gohel



905.336.1158
 Fax: 905.336.7014
 2596 Britannia Road West
 Burlington, Ontario L7P 0G3
conservationhalton.ca

Protecting the Natural
 Environment from
 Lake to Escarpment

The Honourable Doug Ford
 Premier of Ontario

The Honourable Jeff Yurek
 Minister of the Environment, Conservation, and Parks
 Ministry of the Environment, Conservation, and Parks

The Honourable Rod Phillips
 Minister of Finance
 Ministry of Finance

November 17, 2020

Dear Premier Ford, Minister Yurek and Minister Phillips,

We are writing to you today in response to the proposed amendments to the *Conservation Authorities Act* (CA Act), contained in Schedule 6, Bill 229. **We anticipate that some of the more prescriptive changes proposed in Bill 229 will lead to the opposite of your government's stated desire to help conservation authorities (CA) modernize and operate with greater focus, transparency and efficiency.**

The Progressive Conservative Government under the leadership of George Drew passed the *Conservation Authorities Act* and the *Planning Act*. He recognized that Ontario needed to invest in a sound transformative strategy to help Ontarians recover from the devastation of World War Two, not just economically, but also emotionally, as a community. These progressive actions were further strengthened by Premier Frost. Today, as the Province faces unprecedented pressures from both, a global pandemic and climate change, we need to strengthen the cooperative role played by CAs.

For over 60 years, Conservation Halton (CH) has served the interests of its residents and stayed true to those founding principles – conserving the environment to enable watershed communities to prosper socially and economically while ensuring resilience and safety for generations to come. From planting four million trees, to managing 11,000 acres of land, teaching millions of children, ensuring people build their homes and businesses in safe places and constantly checking the pulse of our environment through monitoring and restoration, CH has been a trusted, accountable partner to the Province and our municipalities. Today, CH serves over one million residents in one of the fastest growing areas in Ontario. Our residents and municipalities depend on us to deliver cost-effective services that ensure growth and development support sustainable and vibrant communities.

CH has played a collaborative role in the previous consultations regarding the modernization of the CA Act. While it was unexpected to see further proposed changes to the Act in Bill 229, we are encouraged that the purpose of the Act to provide for the organization and delivery of programs and services that

further conservation, restoration, development, and management of natural resources in Ontario watersheds remains the same.

It is our view that several of the proposed amendments will increase the risk to life and property from natural hazards and the degradation of the environment. **We respectfully request you withdraw Schedule 6 from Bill 229 until a more thorough analysis of the appropriate solutions can take place, with more clarity on what problems were identified through the consultation process.** We also encourage you to engage with CAs as you work on regulations that will eventually define the limits of the various CA Act clauses. We feel this is critical to ensure that the focus and performance of CAs is actually improved.

Several changes, such as those related to governance, ministerial authority to issue permits, the removal of our ability to appeal decisions at LPAT, and the removal of enforcement tools will lead to increased administrative costs, red tape, delays, and above all bring into question the integrity and transparency of the permitting and planning process. **These changes will also result in a more uncertain, litigious and discordant atmosphere, which will hinder our ability to work with applicants to find practical solutions for safe development. These changes will undo the hard work CH has done over the last five years to ensure we are customer-centric, accountable, efficient and solutions oriented.** Specifically:

- **There is no duplication, red tape or going beyond our mandate**
 CH and our municipal partners work in a complementary way, avoid duplication of effort and remain focused on our core responsibilities through detailed MOUs and workplans. CH worked with our partners and customers to develop clear, quantifiable service delivery targets, which we have achieved, and publicly reported on with consistency. We track all permitting and plan review metrics on a quarterly basis to ensure nothing is slipping.
- **Our permit/planning fees only cover the cost to review and we have high service standards**
 CH works with the development industry to ensure there is transparency on how our fees are determined, what costs are included and what standard of service we deliver in exchange. This approach is highly appreciated by our BILD chapter and they have encouraged other agencies to adopt our approach. We will be happy to share correspondence to this effect with you. We work on a cost-recovery model to ensure we keep the cost to taxpayers as low as possible.
- **The integrity of the permitting process will be compromised – these amendments will increase risk, liability, delays, and lead to inconsistency**
 CH currently issues 95% of minor permits and 98% of major permits within 30 and 90 review days respectively (not calendar days). We value the process as much as we value the output of our services in this area. It is our view that the proposed amendments that would allow the Minister of Natural Resources and Forestry jurisdiction over certain permit applications and the appeal process has the potential to allow individuals to circumvent checks and balances that exist to protect the communities in our watersheds. It is unclear whether the minister would have regard for local conditions, technical input or Board-approved policies. These proposed changes may inadvertently cause more people in the community to be at risk, rather than protected, from natural hazards.
- **The amendments introduce a “stakeholder governance model” that has no legal precedence**
 The proposed changes to the composition of CA boards negatively disrupts what is currently a relatively apolitical structure. This will significantly reduce the capacity of boards to make

decisions on a watershed basis. Our Board of Directors carry out their fiduciary responsibilities, guide strategy, approve policies in support of our Provincial and municipal responsibilities and track performance. They ensure CH makes decisions with integrity, based solely on our core responsibilities. It is our view that changing the composition to reflect elected officials that represent the interests of their respective municipalities creates a setting ripe for conflict of interest. It runs counter to all governance principles.

- **These amendments compromise our ability to create jobs & deliver services without tax dollars** Conservation Halton is focused on our core programs. We are equally competent and resourceful in providing further opportunities for Ontarians in recreation and education on our conservation lands—especially during the pandemic when the need for safe and accessible greenspace is at an all-time high—and we are even more proud that we are able to fund these opportunities 100% self-sufficiently. Our responsible monetization of assets and generation of revenue creates value for the community as well as employment opportunities. We are concerned that should the Ministry set fees or other limits on non-mandatory programs and services—particularly those that we already successfully run without the support of tax dollars—our ability to provide important recreational, educational, and employment opportunities that allow our community to interact with conservation will be significantly diminished. Our municipal levy for 2021 is under 28% and the provincial contribution is close to 2% of our total budget. We have worked hard to achieve such low reliance on taxpayer funding. At the same time, we have expanded access to our parks by 35% this season, giving Ontario families a safe place to visit during the COVID-19 pandemic.

In conclusion, we do not want to see an increased risk to public safety, or increased liabilities to the Province, municipalities, and conservation authorities. Nor do we want more red tape, disruption and ultimately delays in helping the government achieve its goal of economic recovery. Given the time sensitive nature of this Bill, we encourage the Province to consult with Conservation Halton and other CAs in an expedient manner. We have attached a more detailed (Board) report on our key concerns.

We appreciate you taking the time to consider our concerns. **We feel there are better solutions to deal with actual and perceived issues.** We would be pleased to discuss these and our desire to work with you to define the governing regulations at your earliest convenience. Please contact Conservation Halton CEO, Hassaan Basit (CEOoffice@hrca.on.ca) so we can help support your mandate while ensuring success for all stakeholders.

Regards,

Gerry Smallegange



Chair, Conservation Halton Board of Directors

Mayor Rob Burton, BA, MS



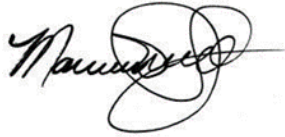
Town of Oakville

Mayor Gordon Krantz



Town of Milton

Mayor Marianne Meed Ward



City of Burlington

Mayor Rick Bonnette



Town of Halton Hills

Cc:

The Honourable John Yakabuski, Minister of Natural Resources and Forestry
Ministry of Natural Resources and Forestry

The Honourable Steve Clark, Minister of Municipal Affairs and Housing
Minister of Municipal Affairs and Housing

Ted Arnott
MPP Wellington—Halton Hills

Jane McKenna
MPP Burlington

Effie J. Triantafilopoulos
MPP Oakville North—Burlington

Stephen Crawford
MPP Oakville

Parm Gill
MPP Milton

Andrea Horwath
MPP Hamilton Centre

Sandy Shaw
MPP Hamilton West—Ancaster—Dundas

Rudy Cuzzetto
MPP Mississauga—Lakeshore

Donna Skelly
MPP Flamborough-Glanbrook

Courtenay Hoytfox

From: Susan Fielding [REDACTED]
Sent: Tuesday, November 17, 2020 4:05 PM
To: John Sepulis; James Seeley; Jessica Goyda; Sara Bailey; Matthew Bulmer; Glenn Schwendinger; Courtenay Hoytfox; Mayor Chris White
Subject: Comments of Conservation Authority Proposed Changes

Good afternoon Mayor and Councillors:

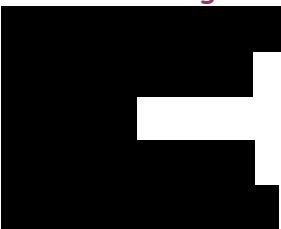
I was asked to share this email and I ask it be added to tomorrow's agenda along with the other correspondence from Hamilton and Halton Conservation Authorities. Any support you would consider lending to the concerns outlined would be most appreciated. The following email is from Councillor Tom Jackson, a long-time member of Hamilton Council and on the Hamilton Conservation Authority Board.

Subject: Province's Proposal to Eliminate Volunteer Citizen Members on THE HCA Board!!

Dear Mayor Eisenberger and Councillor (HCA Chairman) Ferguson....I heard with dismay and disappointment the above announcement in the last 48 hours!! IF The Province wishes to move forward on this, it will be an absolute shame and disservice to our encouragement of Citizen engagement and participation on an august Board such as the HCA. It boggles my mind why they would even consider going down this path??!! With all due respect to elected members of local Council....to have hypothetically an 11 member HCA Board of only politicians might as well make the HCA a Standing Committee of City Council. One of the treasures I have truly enjoyed over the years has been working alongside volunteer citizen appointees on any Task Force/Board/Advisory Committee, etc., because of the "blend" of elected and non-elected Board members sitting at the same table, assisting in the advancement (and preservation) of that Organization/Service/Agency's mandate/vision/goals TOGETHER!! Plus...on this current Board of 11 voting members, IF The Province's proposal is not withdrawn, 6 less citizens will have the chance to serve their Community on a dynamic and esteemed Board via the appointment process of City Council!! To conclude, if a resolution of our City Council is in order to forward MY (Hopefully OUR) objection to this misguided proposal, I am willing to assist with the motion OR instead to support anyone else that wishes to lead. Thanks for listening. Thoughts?? Councillor Jackson...P.S...HCA CAO Burnside or E.A. Tellier...Can you kindly ensure please that my email is forwarded to the citizen members of the HCA Board?? Thanks in advance. Councillor Jackson....P.P.S... (BTW Council Colleagues...this has nothing to do with the fact I am on the Board currently and do not wish other members of Council to possibly join. For what its worth...I left the Board after the 2014 Civic election to allow a new member of Council to join then.). Just sharing...
 Councillor Tom Jackson

--

Susan Fielding



Courtenay Hoytfox

From: Glenn Schwendinger
Sent: Wednesday, November 18, 2020 9:00 AM
To: John Sepulis
Cc: Courtenay Hoytfox
Subject: RE: We Need Your Support: Changes to the Conservation Authorities Act

From: Conservation Halton <web@hrca.on.ca>
Reply-To: Conservation Halton <web@hrca.on.ca>
Date: Tuesday, November 17, 2020 at 6:29 PM
To: John Sepulis <jsepulis@puslinch.ca>
Subject: We Need Your Support: Changes to the Conservation Authorities Act

[View this email in your browser](#)

To our Conservation Halton friends:

I hope you and your family are keeping well. I am writing to you today to ask for your support.

This year has been challenging for us all, but it has also given us an opportunity to take a step back and focus on the important things in life. If there has been any silver lining to our experience living through this pandemic, we have to say that it has been the spirit of community and renewed appreciation for nature that we have seen through the watershed over this past year.

On November 5, 2020, the provincial government tabled Bill 229 *Protect, Support, and Recover from COVID-19 Act (Budget Measures), 2020*. This piece of legislation encompasses more than just a budget in response to COVID-19 as its name might suggest. There have been several proposed **changes** to the *Conservation Authorities Act* within this Bill that we are concerned about. It is not a well-thought-out piece of legislation. We are hoping you can use your voice to support us in

expressing these concerns to the Province. **Since the Province has picked a fast-track process to pass this Bill, timing is of the essence. We need our allies, customers, and supporters to act today by emailing the Premier and your local MPP and by getting loud on social media.**

Our concerns with proposed CA Act amendments:

1) Ability for Developers to bypass CAs: Conservation Halton has a legislated responsibility to ensure development does not occur in flood hazard areas and that our creeks, valleys and wetlands are not adversely impacted. We work hard to ensure new development is balanced and that our communities are safe and livable, with ample greenspace. The amendments proposed by the Provincial government outline a process whereby developers and others can go around Conservation Authorities to have permits approved by the Province directly.

2) Ability of CH to continue to offer Parks: We are proud to provide opportunities in recreation and education on our conservation lands to members of our community—especially during the pandemic when the need for safe and accessible greenspace is at an all-time high—and we are even more proud that we are able to fund these opportunities 100% self-sufficiently. Our responsible monetization of assets and generation of revenue creates value for the community as well as employment opportunities. At the same time, we have expanded access to our parks by 35% this season, giving Ontario families a safe place to visit during the COVID-19 pandemic. We are concerned that should the Ministry set fees or other limits on non-mandatory programs and services—particularly those that we already successfully run without the support of tax dollars—our ability to provide important recreational, educational, and employment opportunities that allow our community to interact with conservation will be significantly diminished.

3) Ability for CH to remain above politics and special interests: The proposed changes to the composition of CA boards negatively disrupts what is currently a relatively apolitical structure. Our Board of Directors carry out their fiduciary responsibilities, guide strategy, approve policies in support of our Provincial and municipal responsibilities and track performance. They ensure CH makes decisions

with integrity, based solely on our core responsibilities and remains apolitical, yet innovative and solution oriented. It is our view that changing the composition to reflect elected officials that represent the interests of their respective municipalities creates a setting ripe for conflict of interest.

4) Ability to monitor, restore and grow our natural areas: Conservation Halton's mission is to help protect the natural environment, from lake to escarpment, for the benefit and enjoyment of present and future generations. Protecting and maintaining our natural heritage in turn benefits human, ecological, and economic health. We inherited our natural spaces from the generations before us and will pass them on to our children and future generations. Our duty as stewards is what continues to inspire us to use science to study and inform us about climate change impacts to our communities and mitigation strategies. Should the new amendments pass, our ability to make independent science-based decisions in the interest of the community will be significantly limited, our wetlands, valleys, and water will be at risk, and our ability to remedy violations that put our environment and communities in danger will be minimal.

How You Can Help

Please raise your voice with ours! We've sent a [letter](#) to the Premier, members of Cabinet and our local MPPs and need you to do the same. Click the green button to send your local MPP, the Minister of Municipal Affairs and Housing, The Minister of the Environment Conservation and Parks, and the Minister of Finance a letter asking them to hold off on making unilateral changes without public consultation. Be sure to follow us on social media where we plan to keep the conversation going!

[Click here to support Conservation Halton](#)

Thank you again for your continued support of our environment and community.

Yours in conservation,

Hassaan Basit
President and CEO

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December 2, 2020

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

premier@ontario.ca

Honourable Premier Ford,

**RE: Township of King Resolution
Ontario's Gas Fired Electricity Power Plants**

At its Council meeting of November 30, 2020, Council of the Township of King received and unanimously supported a Resolution with respect to seeking support that the Province addresses Ontario's gas fired electricity power plants as follows:

“WHEREAS the Government of Ontario is planning to increase reliance on gas-fired electricity generation from Ontario's gas-fired power plants to replace the output of the Pickering Nuclear Station which is scheduled to close in 2024 causing the amount of Green House Gas (GHG) emissions from electricity generation to increase by more than 300% by 2025 and by more than 400% by 2040, relative to the 2017 baseline; and

WHEREAS the Province of Ontario's plan to increase reliance on gas-fired electricity generation will adversely impact more than a third of the GHG reductions it achieved by phasing-out its dirty coal-fired power plants; and

WHEREAS the Province of Ontario is not on track to meet its climate target to reduce Ontario's GHG pollution by 30% by 2030 relative to the 2005 level and furthermore the Auditor General reports that meeting this target requires reductions of 7.3 to 14 million tonnes to meet its target; and

WHEREAS the forecasted GHG pollution from gas-fired electricity power plants in 2030 is 11 million tonnes if the gas power plants are used to replace nuclear power and meet future demand for electricity in Ontario; and

WHEREAS the Municipality of the Township of King declared a climate emergency on July 8, 2019 in response to the recognition that there is a need for urgent and transformative action to reduce GHG to limit global warming to 1.5 degrees to avoid catastrophic climate change and accordingly has initiated plans to reduce our corporate emissions 35% by 2030 relative to 2018 and to promote our residents and businesses to reduce emissions; and

WHEREAS research shows that there will be heavier winter snowstorms and spring rains, with more flooding in vulnerable areas in the Great Lakes region as it is warming faster than other areas of Canada because of its southerly position and the moderating behaviour of the Great Lakes themselves, and the warmer air will hold more moisture; and

WHEREAS the Province of Ontario has alternative options to increasing gas-fired electricity generation, such as the Province of Quebec's offer to provide low-cost 24/7 power from its water powered reservoir system; and

WHEREAS the Province of Ontario has alternative options to increasing gas-fired electricity generation by reversing short sighted cuts to energy efficiency programs and maximizing our energy efficiency efforts which would cost the same or lower per kilowatt-hour (kWh) as we are currently paying for power from nuclear plants (e.g., up to 9.5 cents per kWh); and


WHEREAS the Province of Ontario should continue to support renewable energy projects that have costs that are below what we are paying for nuclear power and work with communities to make the most of these economic opportunities;

NOW THEREFORE BE IT RESOLVED that the Township of King requests the Government of Ontario to place an interim cap of 2.5 mega tonnes per year on our gas plants' greenhouse gas pollution and develop and implement a plan to phase-out all gas-fired electricity generation by 2030 to ensure that Ontario meets its climate targets; and

BE IT FINALLY RESOLVED that a copy of this resolution be sent to the Premier of Ontario, Hon. Stephen Lecce, MPP, King-Vaughan, Hon. Caroline Mulroney, MPP, York-Simcoe, Leaders of the Provincial Liberal, New Democratic and Green Parties, the Association of Municipalities of Ontario (AMO), the Regional Municipality of York, and York Region's Municipalities."

Motion Carried Unanimously.

Yours truly,



Kathryn Moyle
Director of Corporate Services
Township Clerk

- cc. Stephen Lecce, MPP, King-Vaughan Stephen.lecce@pc.ola.org
 Caroline Mulroney, MPP, York-Simcoe caroline.mulroneyco@pc.ola.org
 Hon. Steven Del Duca, Leader of the Ontario Liberal Party info@ontarioliberal.ca
 Hon. Andrea Horwath, Leader of the New Democratic Party info@ontariondp.ca
 Hon. Annamie Paul, Leader of the Green Party info@annamiepaul.ca
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