



Town of Newmarket Council Information Package

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Date: October 1, 2021

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No information reports were distributed during this period.



September 17, 2021

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

sent via email: premier@ontario.ca

Re: Structure Inventory and Inspections

Dear Premier:

At the last regular General Purpose and Administration Committee meeting held September 13, 2021 the above captioned matter was discussed.

I wish to advise that the following resolution was passed which will be going forward for ratification at the September 27, 2021 Township of Scugog Council meeting:

THAT Report PWIS-2021-027, 2021 Structure Inventory and Inspections, be received;

THAT the Township of Scugog 2021 Ontario Structure Inspection Manual Inventory and Inspection Summary Report, prepared by Planmac Engineering Inc., be received;

THAT as part of the annual budget process, the Township continue to increase the amount of funding available for bridges and culverts through the continuation of Roads and Other Infrastructure Levy;

THAT as part of the annual budget process, the Township continue to increase the investment in bridge and culvert maintenance and repair through other means including identifying efficiencies and cost savings and applying for grants through other levels of government for major bridge and culvert replacements;

THAT the Township follow the principles of Asset Management and prioritize preventative maintenance such as waterproofing decks, repaving decks, repair concrete soffits, parapet walls, abutments and wingwalls, etc.

THAT the Province of Ontario and the Government of Canada be encouraged to provide more funding to rural municipalities to support infrastructure projects related to major bridge and culvert replacements; and

THAT a copy of the staff report and resolution be forwarded to the Premier of Ontario, Provincial Minister of Finance, Federal Finance Minister, MP Erin O'Toole, MPP Lindsey Park, AMO, Durham Region and all Ontario municipalities."

Should you require anything further in this regard, please do not hesitate to contact Kevin Arsenault, Capital Projects Technologist at 905-985-7346 ext. 138.

Yours truly,



Becky Jamieson
 Director of Corporate Services/Municipal Clerk
 Encl.

cc:

Kevin Arsenault, Capital Projects Technologist	karsenault@scugog.ca
Honourable Chrystia Freeland, Federal Minister of Finance	chrystia.freeland@fin.gc.ca
Honourable Peter Bethenfalvy, Ontario Minister of Finance	Minister.fin@ontario.ca
Lindsey Park, MPP, Durham	Lindsey.park@pc.ola.org
Erin O'Toole, MP	Erin.OToole@parl.gc.ca
Ralph Walton, Regional Clerk, The Regional Municipality of Durham	clerks@durham.ca
Association of Municipalities of Ontario (AMO)	amo@amo.on.ca
All Ontario Municipalities	

**The Corporation of the Township of Huron-Kinloss**

P.O. Box 130
21 Queen St.
Ripley, Ontario
N0G2R0

Phone: (519) 395-3735

Fax: (519) 395-4107

E-mail: info@huronkinloss.com

Website: <http://www.huronkinloss.com>

Ministry of the Attorney General
McMurtry-Scott Building
720 Bay Street, 11th floor
Toronto, Ontario
M7A 2S9

September 21, 2021

Via Email attorneygeneral@ontario.ca

Re: Copy of Resolution #651

Motion No.: 651

Moved by: Don Murray Seconded by: Lillian Abbott

THAT the Township of Huron-Kinloss Committee of the Whole hereby supports Northumberland County and the City of Toronto in their plea to include in Bill 177 Stronger Fairer Ontario Act and take immediate action to streamline and modernize this section of the legislation by making it easier and more convenient for the public and prosecutors to engage in resolution discussions and by making it more effective and efficient to administer early resolution proceedings for Part I and Part II offences in the Provincial Offences Court AND directs staff to distribute as they see fit

Carried

Sincerely,

A handwritten signature in black ink that reads "Kelly Lush". The signature is written in a cursive, flowing style.

Kelly Lush
Deputy Clerk

c.c all Ontario Municipalities

Finance & Audit Committee Resolution

Committee Meeting Date: July 6, 2021
Agenda Item: 9b
Resolution Number: 2021-07-06-465
Moved by: R. Crake
Seconded by: W. Cane
Council Meeting Date: July 21, 2021

“That the Finance and Audit Committee, having considered Report 2021-115, ‘Municipal Court Managers’ Association / POA Advocacy’ recommend that County Council request the Attorney General of Ontario to halt the proclamation of the Early Resolution reforms included in Bill 177 Stronger Fairer Ontario Act and take immediate action to streamline and modernize this section of the legislation by making it easier and more convenient for the public and prosecutors to engage in resolution discussions, and by making it more effective and efficient to administer early resolution proceedings for Part I and Part II offences in the Provincial Offences Court; and

Further That the Committee recommend that County Council request the Attorney General of Ontario to enact changes to the Provincial Offences Act and any related regulations to permit the prosecutor and defendant or legal representative to agree, at any stage of a proceeding, to a resolution in writing for proceedings commenced under Part I or Part II of the POA, and to permit the Clerk of the Court to register the court outcome immediately upon receipt of the written agreement without requiring an appearance before a justice of the peace; and

Further That the Committee recommend that County Council request the Ministry of Transportation in consultation with Municipalities consider suspending (temporarily) the imposition of demerit points for persons who pay their ticket in cases where they have no previous relevant convictions; and

Further That the Committee recommend that County Council direct staff to forward a copy of this resolution to the Ministry of the Attorney General, MPP David Piccini (Northumberland – Peterborough South), and all Ontario municipalities.”

Carried *W. Cane*
 Committee Chair's Signature

Defeated _____
 Committee Chair's Signature

Deferred _____
 Committee Chair's Signature



Council Resolution

Moved By J. Henderson

Agenda
Item 10

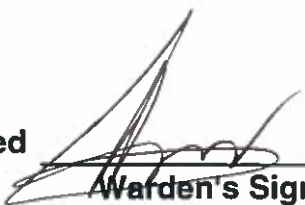
Resolution Number
2021-07-21-491

Seconded By S. Arthur

Council Date: July 21, 2021

"That County Council adopt all recommendations from the five Standing Committees, as contained within the Committees' Minutes (July 5, 6, 7, 2021 meetings), with the exception of any items identified by Members, which Council has/will consider separately, including Item 9f of this agenda, the 'Thompson Bridge Closure'."

Recorded Vote
Requested by _____
Councillor's Name

Carried 
Warden's Signature

Deferred _____
Warden's Signature

Defeated _____
Warden's Signature

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Report 2021-115

Report Title:	Municipal Court Managers' Association / POA Advocacy
Committee Name:	Finance and Audit Committee
Committee Meeting Date:	July 3, 2021
Prepared by:	Randy Horne, Court Services Manager
Reviewed by:	Glenn Dees, Director of Finance/Treasurer
Approved by:	Jennifer Moore, CAO
Council Meeting Date:	July 21, 2021
Strategic Plan Priorities:	Leadership in Change

Recommendation

“That the Finance and Audit Committee, having considered Report 2021-115, ‘Municipal Court Managers’ Association / POA Advocacy’ recommend that County Council request the Attorney General of Ontario to halt the proclamation of the Early Resolution reforms included in Bill 177 Stronger Fairer Ontario Act and take immediate action to streamline and modernize this section of the legislation by making it easier and more convenient for the public and prosecutors to engage in resolution discussions and by making it more effective and efficient to administer early resolution proceedings for Part I and Part II offences in the Provincial Offences Court; and

Further That the Committee recommend that County Council request the Attorney General of Ontario to enact changes to the Provincial Offences Act and any related regulations to permit the prosecutor and defendant or legal representative to agree, at any stage of a proceeding, to a resolution in writing for proceedings commenced under Part I or Part II of the POA and to permit the Clerk of the Court to register the court outcome immediately upon receipt of the written agreement without requiring an appearance before a justice of the peace; and

Further That the Committee recommend that County Council request the Ministry of Transportation in consultation with Municipalities consider suspending (temporarily) the imposition of demerit points for persons who pay their ticket in cases where they have no previous relevant convictions; and

Further That the Committee recommend that County Council direct staff to forward a copy of this resolution to the Ministry of the Attorney General, MPP David Piccini (Northumberland – Peterborough South), and all Ontario municipalities.”

Purpose

Immediate regulatory and legislative changes are critical to delivering services to the public by putting in place the most modern, efficient, and effective justice system attainable.

The proposed Early Resolution reforms in Bill 177 Stronger, Fairer Ontario Act do not fully support the objectives of the Ministry of the Attorney General pertaining to creating a modernized and efficient justice system. These changes create procedural barriers that prevent reasonable and effective access to court procedures by replacing a simplified process currently in place with a complex lengthy process.

Background

Northumberland County is not currently opted into the formal Early Resolution process as provided for in the Provincial Offences Act (POA). Early Resolution discussions occur informally, scheduled with the Prosecution Team for all defendants (or their agents) who indicate option 3 (Trial) in response to a Part I (or Part II) charge.

The existing Early Resolution legislation (formal process) provides persons charged with minor offences under Part I (or Part II) of the POA with an option to meet with the prosecutor to resolve matters without the necessity of a trial proceeding. The informal early resolution regime has largely been successful in Northumberland County; providing timely access to justice and being the first POA proceedings to resume during the COVID -19 emergency. The number of Part I matters processed through the early resolution option is approximately 25% of all new charges filed annually and the resolution rate (pre-Trial) is approximately 90%. Approximately 20% of charges Fail to Respond and are convicted in absentia, while 55% of charge fines are paid without a Resolution Meeting or Trial.

The level of public participation in exercising an Early Resolution option in Northumberland County is a clear indication that whether opted into the formal Early Resolution process, or not, the rules under the existing Early Resolution section of the POA are easy for the public to understand and provides access to the justice system for minor offences.

Consultations

The Municipal Court Managers Association (MCMA) has conducted a detailed review of the impact the proposed changes will have on administrative processes and resources. The Bill

177 changes to the formal Early Resolution section of the POA will increase processing steps from the existing 15 administrative processes to over 70 processes. This represents an increase in processes of over 400%. Although Northumberland County has digitized and modernized administrative processes to permit the defendant to file their request digitally, the POA court remains dependent upon the Province's antiquated adjudicative case management system (ICON). Given the lack of a modern adjudicative case management system, the impact of the additional and complex legislative processes under the proposed changes to the Early Resolution section of the POA would likely require additional full time Court Clerks to administer the proposed lengthy and complex early resolution process, should Northumberland County choose to opt into the formal Early Resolution process to take advantage of proposed efficiencies in the legislation.

Simplifying the POA to provide for a more efficient, effective justice system with more convenience and proportionate options to the public for minor offences under Part I of the POA, should not require an increase in processes. Permitting any (formal or informal) early resolution meeting to be held in writing and permitting the filing of written agreements between the prosecutor and defendant to be registered administratively as a court outcome by the Court Clerk immediately provides an accessible streamlined efficient and modern court system to the public.

Legislative Authority/Risk Considerations

The current legislative framework for formal (opted-in) Early Resolution consists of one (1) section with 27 subsections or paragraphs supported by approximately 15 administrative processes. This legislative framework permits a defendant to request a meeting with the prosecutor, request a change to the appointment date once, attend a meeting with the prosecutor and have the outcome of the early resolution meeting recorded by the court on the same day as the meeting.

The proposed changes to the Early Resolution section of the POA under Bill 177 creates a more complex legislative framework for formal Early Resolution process, with five (5) sections and 43 subsections, paragraphs or subparagraphs. This represents an approximate 60% increase to the number of rules.

Discussion/Options

Operational pressures that existed prior to the pandemic have become more pronounced and need to be met with legislative reforms to enable timely recovery of Provincial Offences Courts

POA Courts has long advocated for legislative reforms streamlining and modernizing Provincial Offences Courts in support of equitable and timely access to justice. Immediate regulatory and legislative changes are critical to delivering services to the public by putting in place the most modern, efficient, and effective justice system attainable. The attached MCMA request seeks to align and validate the POA courts position on the following legislative barriers:

1. Halting the proclamation of the Early Resolution reforms included in Bill 177 and requesting to take immediate action to streamline and modernize this section of the

legislation. Under the proposed amendment, complex time periods and rules will be introduced including a redundant abandonment period, and delay in recoding of court outcomes which will result in multiple defendant appearances.

2. Enact changes to the *Provincial Offences Act* and any related regulations to permit the prosecutor and defendant or legal representative to agree, at any stage of a proceeding, to a resolution in writing. By so conserving court time and judicial resources.
3. Ministry of Transportation in consultation with municipalities consider suspending (temporarily) the imposition of demerit points for persons who pay their ticket in cases where they have no previous relevant convictions.

Throughout 2020, three separate orders were issued by the Ontario Court of Justice and the Province adjourning all court matters, suspending all *Provincial Offences Act* timelines and later extending these timelines into 2021.

The Chief Justice of Ontario and the Province of Ontario issued separate emergency orders in response to the pandemic throughout 2020 directly impacting Court Services operations.

A set of orders issued by the Chief Justice of Ontario and the Province built on each other and affected the legislative timelines under the *Provincial Offences Act*, meaning that the typical timeframe to respond to a ticket or other court matters governed by the *Provincial Offences Act* no longer applied. The orders extended timelines from March 16, 2020 through to and including February 26, 2021.

Simultaneously, the Chief Justice of Ontario also issued a set of orders that adjourned all court matters from March 16, 2020 until January 25, 2021. This resulted in postponing of over 2,000 trial matters until 2021, at the earliest. As part of court recovery, the Chief Justice advised Provincial Offence Courts that non-trial matters could go ahead by audio hearings by September 28, 2020 and that the resumption of remote trials could go forward as early as January 25, 2021, dependent on local judicial approval and court readiness. In-person trials would continue to be adjourned until the court schedule is approved by the Regional Senior Justice of the Peace, and all health and safety measures have been implemented.

The recovery of Provincial Offence courts was impeded by lack of timely direction from the Province concerning the resumption of services. While the provincial objective was to provide a consistent approach to the resumption of Provincial Offences Courts, priority was given to resuming Criminal Court operations. This often resulted in changing timelines and direction. Coupled with the existing issue of limited judicial resources which was intensified throughout the pandemic, Court Services could not effectively respond to the growing volume of pending cases which directly impacted the public's access to justice.

Bill 177 aims to modernize and streamline the Provincial Offences Courts

Legislative amendments to the *Provincial Offences Act* were passed by the Ontario Legislature in December 2017 under Schedule 35 of Bill 177 *Stronger, Fairer Ontario Act*. These amendments include reforming of the Early Resolution process, improving the collection of default fines, and expanding the powers of the clerk of the court. However, the proposed Early

Resolution reforms came short as they do not fully support the objectives of the Ministry of the Attorney General pertaining to creating a modernized and efficient justice system.

In December 2019, the Ministry of the Attorney General advised that it intends to implement Bill 177 amendments through a phased approach. To date the Attorney General has only proclaimed and implemented section 48.1 allowing for use of certified evidence for all Part I proceedings. The rest of Bill 177 amendments are scheduled to be proclaimed later in 2021.

Bill 177 reforms to the legislated Early Resolution process will prevent reasonable and effective access to court procedures by creating a complex and lengthy process

Early Resolution is an optional program Provincial Offences Courts can offer allowing defendants who opt to dispute their charges to request a meeting with a prosecutor to resolve the charges prior to a trial.

Under the proposed amendment, when a defendant attends a meeting with the prosecutor, the outcome is not recorded by the court immediately and there is a myriad of rules to navigate that result in a court outcome. For example, depending on the agreement, a defendant may have to appear before a Justice of the Peace to register the agreement and there are potential additional appearances required by the defendant and the prosecutor before an outcome is registered by the court. In addition, there are multiple complex time periods and myriad of rules including a redundant abandonment period before an outcome is registered. The inclusion of a proposed abandonment period is redundant as fairness and administrative of justice principles already exist in other sections of the *Provincial Offences Act* including the right to appeal a conviction or a sentence. The complexity of the numerous additional rules will not be easily understood by the public and will hinder access to justice.

Early Resolution process could aid in municipal Provincial Offences Court recovery if the section amendments were edited to make it easy and more convenient for the public and prosecutors to engage in resolution discussions. Northumberland County Court Services would reconsider offering a formal Early Resolution option if the Ministry of the Attorney General were to make it more effective and efficient to administer Early Resolution proceedings.

Closure of courts due to the pandemic resulted in a decrease in fine payments and increased pending caseload

The extension of *Provincial Offences Act* timelines, along with the continued closure of court hearings impacted many of Court Services operational drivers. While court front counters were reopened in 2020 to provide essential administrative services, the ability to process charges and to address pending caseload was greatly impeded.

In turn, court revenue was impacted by operational instabilities such as, extension of the requirement to pay and defaulting of a fine. It is important to note that this is considered a deferred revenue as all outstanding fines are debt to the Crown owed in perpetuity and never forgiven. The ability to collect on debt diminishes the older a fine becomes.

There is an understanding that defendants request trials to seek resolutions that reduce demerit points. If demerit points were suspended for a period for those acknowledging their guilt and

paying the ticket, it may encourage defendants to pay their traffic ticket, thus reducing trial requests and pressures faced by trial courts. Details such as the time period for offences to which this would apply, what to do if a person receives multiple tickets, as well as determining whether a person without any convictions within 3 or 5 years of payment is to be treated as a first offender could be determined by the ministry.

Financial Impact

The recommendations contained in this report have no financial impact.

Member Municipality Impacts

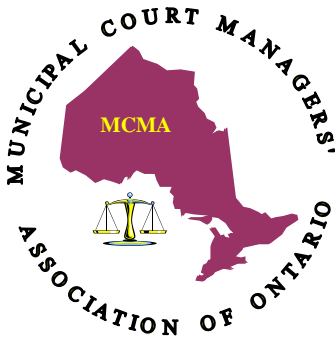
Legislative change allowing any (formal or informal) early Resolution Meeting to be held in writing and permitting the filing of written agreements between the prosecutor and defendant to be registered administratively as a court outcome by the Court Clerk would benefit Member Municipalities in their Part II/Bi-Law proceedings in alignment with County Part I and II Early Resolution Proceedings.

Conclusion/Outcomes

In response to a the MCMA request for Joint Advocacy on behalf of all Ontario Municipal POA Courts, staff request that the Committee recommends that County Council pass a resolution in support for the listed MCMA recommendations.

Attachments

1. Letter: MCMA Request for Joint Advocacy



Municipal Court Managers' Association of Ontario

c/o Seat of the President
Regional Municipality of York
17150 Yonge St
Newmarket ON L3Y 8V3

May 6, 2021

Dear Members,

Re: POA Streamlining and Modernization

In response to the increased pressures resulting from COVID 19, MCMA is seeking the support of POA Courts to actively lobby the Province for immediate regulatory and legislative changes. As you know, our ability to respond to Increasing caseload and declining fine revenue is limited. These proposed changes will enable flexibility for municipalities to respond to local pressures.

It is important that we leverage this opportunity to create a modern, efficient, and sustainable justice system that meets the needs of court users. The proposed changes include:

1. Halting the proclamation of the Early Resolution reforms included in Bill 177 Stronger Fairer Ontario Act and take immediate action to streamline and modernize this section of the legislation.
2. Enacting changes to the Provincial Offences Act and any related regulations to permit the prosecutor and defendant or legal representative to agree, at any stage of a proceeding, to a resolution in writing for proceedings.
3. Requesting the Ministry of Transportation in consultation with Municipalities, consider suspending the imposition of demerit points for persons who pay their ticket in cases where they have no previous relevant convictions.
4. Make regulatory changes to allow for camera-based offences to be administered through the administrative monetary penalties.

The MCMA board has prepared some templated documents to assist in your efforts. Attached you will find: Draft Council Resolution, draft council report for ER Courts and some key messages to support discussion. We understand that support for one or all may vary depending on individual priorities and appreciate your consideration.

Should you have any questions or would like to discuss further please feel free to reach out to any member of the MCMA board.

Lisa Brooks
MCMA President

“Excellence in Court Administration”



John D. Elvidge
City Clerk

City Clerk's Office

Secretariat
Marilyn Toft
Council Secretariat Support
City Hall, 12th Floor, West
100 Queen Street West
Toronto, Ontario M5H 2N2

Tel: 416-392-7032
Fax: 416-392-2980
e-mail: Marilyn.Toft@toronto.ca
web: www.toronto.ca

In reply please quote:
Ref.: 21-GL23.3

RECEIVED

AUG - 3 2021

TOWNSHIP OF HURON-KINLOSS

June 24, 2021

ONTARIO MUNICIPAL AND REGIONAL COUNCILS:

**Subject: General Government and Licensing Committee Item 23.3
Report on Bill 177 Stronger Fairer Ontario Act Changes to Provincial
Offences Act (Ward All)**

City Council on June 8 and 9, 2021, adopted the following resolution and has circulated it to all Municipal City Councils and Regional Councils in Ontario for support:

1. City Council request the Attorney General of Ontario to halt the proclamation of the Early Resolution reforms included in Bill 177, Stronger, Fairer Ontario Act.
2. City Council request the Attorney General of Ontario to review the Early Resolution provisions of the Provincial Offences Act and take action to streamline and modernize this section with a view to making it easier for the public and prosecutors to engage in resolution discussions, and to administer early resolution proceedings in Provincial Offences Court.
3. City Council request the Attorney General of Ontario to enact changes to the Provincial Offences Act and any related regulations, to permit the prosecutor and defendant or legal representative to agree, at any stage of a proceeding, to a resolution in writing for proceedings commenced under Part I of the Provincial Offences Act and to permit the Clerk of the Court to register the court outcome immediately upon receipt of the written agreement without requiring an appearance before a Justice of the Peace.



for City Clerk

M. Toft/wg

Attachment

c. City Manager

RECEIVED
MAY 1 1981
TOWNSHIP OF BRACKENBACH

General Government and Licensing Committee

GL23.3		Adopted on Consent		Ward: All
--------	--	-----------------------	--	-----------

Report on Bill 177 Stronger Fairer Ontario Act Changes to Provincial Offences Act

City Council Decision

City Council on June 8 and 9, 2021, adopted the following:

1. City Council request the Attorney General of Ontario to halt the proclamation of the Early Resolution reforms included in Bill 177, Stronger, Fairer Ontario Act.
2. City Council request the Attorney General of Ontario to review the Early Resolution provisions of the Provincial Offences Act and take action to streamline and modernize this section with a view to making it easier for the public and prosecutors to engage in resolution discussions, and to administer early resolution proceedings in Provincial Offences Court.
3. City Council request the Attorney General of Ontario to enact changes to the Provincial Offences Act and any related regulations, to permit the prosecutor and defendant or legal representative to agree, at any stage of a proceeding, to a resolution in writing for proceedings commenced under Part I of the Provincial Offences Act and to permit the Clerk of the Court to register the court outcome immediately upon receipt of the written agreement without requiring an appearance before a Justice of the Peace.
4. City Council direct that this resolution be circulated to the all Municipal City Councils and Regional Councils in Ontario for support.

Committee Recommendations

The General Government and Licensing Committee recommend that:

1. City Council request the Attorney General of Ontario to halt the proclamation of the Early Resolution reforms included in Bill 177, Stronger, Fairer Ontario Act.
2. City Council request the Attorney General of Ontario to review the Early Resolution provisions of the Provincial Offences Act and take action to streamline and modernize this section with a view to making it easier for the public and prosecutors to engage in resolution discussions, and to administer early resolution proceedings in Provincial Offences Court.
3. City Council request the Attorney General of Ontario to enact changes to the Provincial Offences Act and any related regulations, to permit the prosecutor and defendant or legal

representative to agree, at any stage of a proceeding, to a resolution in writing for proceedings commenced under Part I of the Provincial Offences Act and to permit the Clerk of the Court to register the court outcome immediately upon receipt of the written agreement without requiring an appearance before a Justice of the Peace.

4. City Council direct that this resolution be circulated to the all Municipal City Councils and Regional Councils in Ontario for support.

Origin

(May 7, 2021) Report from the City Solicitor and the Director, Court Services

Summary

This report responds to the changes to the Provincial Offences Act under Bill 177 Stronger, Fairer Ontario Act for City Council to review and consider taking action on the staff recommendations contained herein.

Background Information (Committee)

(May 7, 2021) Report from the City Solicitor and the Director, Court Services on Report on Bill 177 Stronger Fairer Ontario Act Changes to Provincial Offences Act

(<http://www.toronto.ca/legdocs/mmis/2021/ql/bqrd/backgroundfile-166871.pdf>)

Attachment 1 - Bill 177 Changes to section 5.1 of Provincial Offences Act as enacted and not proclaimed

(<http://www.toronto.ca/legdocs/mmis/2021/ql/bqrd/backgroundfile-166872.pdf>)



Finance & Audit Committee Resolution

Committee Meeting Date: August 31, 2021

Agenda Item: 6.g

Resolution Number: 2021-08-31- S89

Moved by: R. Crate

Seconded by: B. OStrander

Council Meeting Date: September 15, 2021

"That the Finance and Audit, having previously supported the resolution from the City of Sarnia regarding 'Capital Gains Tax on Primary Residence', recommend that the correspondence from the Town of Niagara Lake, Town of LaSalle, Town of Greater Napanee, and the Municipality of Shuniah be received for information; and

Further That the Committee recommend that County Council support the correspondence items regarding this issue; and

Further That the Committee recommend that County Council direct staff to forward a copy of this resolution to the Right Honourable Justin Trudeau, Prime Minister of Canada, the Honourable Doug Ford, Premier of Ontario, MP Phillip Lawrence (Northumberland-Peterborough South), the Honourable David Piccini (Northumberland-Peterborough South), and all Ontario Municipalities."

Carried 
Committee Chair's Signature

Defeated _____
Committee Chair's Signature

Deferred _____
Committee Chair's Signature



Council Resolution

Moved By J. Henderson

Agenda
Item 10.

Resolution Number
2021-09-15-627

Seconded By B. Ostrander

Council Date: September 15, 2021

"That County Council adopt all recommendations from the six Standing Committees, as contained within the Committees' Minutes (August 30, 31, and September 1, 2021 meetings), with the exception of the items noted within the agenda which require separate discussion, and, any items identified by Members which require separate discussion."

Recorded Vote
Requested by _____
Councillor's Name

Carried 
Warden's Signature

Deferred _____
Warden's Signature

Defeated _____
Warden's Signature



Department of Corporate Services
1593 Four Mile Creek Road
P.O. Box 100, Virgil, ON L0S 1T0
905-468-3266 • Fax: 905-468-2959

www.notl.org

June 24, 2021

SENT ELECTRONICALLY

Town of Fort Erie
1 Municipal Centre Drive
Fort Erie ON, L2A 2S6

Attention: Carol Scholfield, Dip.M.A., Manager
Legislative Services/Clerk

Dear Ms. Schofield:

RE: Capital Gain Tax on Primary Residence

Please be advised the Council of The Corporation of The Town of Niagara-on-the Lake, at its regular meeting held on June 21, 2021 approved the following resolution:

BE IT RESOLVED that Council endorse the correspondence from the Town of Fort Erie for the resolution regarding Capital Gains Tax on Primary Residence dated June 1, 2021.

If you have any questions or require further information, please contact our office at 905-468-3266.

Yours sincerely,

A handwritten signature in black ink that reads "Colleen Hutt".

Colleen Hutt
Acting Town Clerk



Community Services

Legislative Services

June 1, 2021
File #120203

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Capital Gains Tax on Primary Residence

The Municipal Council of the Town of Fort Erie at its meeting of May 31, 2021 passed the following resolution:

Whereas primary residences are currently exempt from a capital gains tax, and

Whereas currently secondary and additional non-primary properties are subject to capital gains, and

Whereas the Federal Government is currently looking into a primary residence capital gains tax as they have recognized that affordable housing has become a serious issue in Canada, and

Whereas smaller communities including the Town of Fort Erie are seeing unprecedented higher selling prices that are outpacing prices in larger cities, and

Whereas many hard-working Canadians who have only a primary residence with no additional non-primary homes count on their home equity as financial aid to apply to upsizing or downsizing their home depending on their personal situation, and

Whereas a change in taxation to primary residences would be a significant financial blow to Canadians and would create an unfair, two-tiered taxation which could lead to depleted savings, inter-generational disparities, disparities among diverse groups such as seniors who may have a significant portion of their savings vested in their primary residence, as well as, reducing the ability of home ownership thereby a further, higher need for rentals, and

Whereas the Federal government could look at other means to slow down the rapidly escalating housing costs to improve housing affordability;

...2

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca

The Right Honourable Justin Trudeau, Prime Minister
The Honourable Doug Ford, Premier of Ontario

Page two

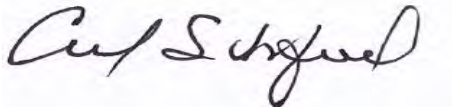
Now therefore be it resolved,

That: The Federal Government cease further consideration of eliminating capital gains tax exemptions on primary residences, and further

That: A copy of this resolution be circulated to The Right Honourable Justin Trudeau, The Honourable Doug Ford, Premier of Ontario, All Members of Parliament, All Members of Provincial Parliament, The Regional Municipality of Niagara, and all Municipalities, for their support.

Thank you for your attention to this matter.

Yours very truly,



Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk
cschofield@forterie.ca

CS:dlk

c.c. All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities

Corporation of the Town of LaSalle

5950 Malden Road, LaSalle, Ontario N9H 1S4
 Phone: 519-969-7770 Fax: 519-969-4029 www.lasalle.ca



July 20, 2021

The Right Honourable Justin Trudeau
 Prime Minister
 House of Commons
 Ottawa, ON K1A 0A6
justin.trudeau@parl.gc.ca

The Honourable Doug Ford
 Premier of Ontario
 Legislative Building, Queens Park
 Toronto, ON M7A 1A1
premier@ontario.ca

RE: Fort Erie Resolution Regarding Capital Gains Tax on Primary Residence

Honourable and Dear Sirs:

At the July 13, 2021 Regular Meeting of Council, Town of LaSalle Council gave consideration to correspondence received from the Town of Fort Erie, dated June 1, 2021, regarding Capital Gains Tax on Primary Residence.

At the Meeting, the following motion was passed:

That correspondence received from Fort Erie dated June 1, 2021 regarding Capital Gains on Primary Residence be received; and endorsed.

Correspondence received from the Town of Fort Erie is attached for your convenience.

Yours truly,

Linda Jean
 Deputy Clerk
 Town of LaSalle
ljean@lasalle.ca

cc. All Members of Parliament
 All Members of Provincial Parliament
 The Town of Fort Erie
 Ontario Municipalities





Community Services

Legislative Services

June 1, 2021
File #120203

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Capital Gains Tax on Primary Residence

The Municipal Council of the Town of Fort Erie at its meeting of May 31, 2021 passed the following resolution:

Whereas primary residences are currently exempt from a capital gains tax, and

Whereas currently secondary and additional non-primary properties are subject to capital gains, and

Whereas the Federal Government is currently looking into a primary residence capital gains tax as they have recognized that affordable housing has become a serious issue in Canada, and

Whereas smaller communities including the Town of Fort Erie are seeing unprecedented higher selling prices that are outpacing prices in larger cities, and

Whereas many hard-working Canadians who have only a primary residence with no additional non-primary homes count on their home equity as financial aid to apply to upsizing or downsizing their home depending on their personal situation, and

Whereas a change in taxation to primary residences would be a significant financial blow to Canadians and would create an unfair, two-tiered taxation which could lead to depleted savings, inter-generational disparities, disparities among diverse groups such as seniors who may have a significant portion of their savings vested in their primary residence, as well as, reducing the ability of home ownership thereby a further, higher need for rentals, and

Whereas the Federal government could look at other means to slow down the rapidly escalating housing costs to improve housing affordability;

...2

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca

The Right Honourable Justin Trudeau, Prime Minister
The Honourable Doug Ford, Premier of Ontario

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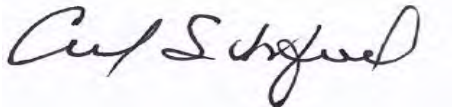
Now therefore be it resolved,

That: The Federal Government cease further consideration of eliminating capital gains tax exemptions on primary residences, and further

That: A copy of this resolution be circulated to The Right Honourable Justin Trudeau, The Honourable Doug Ford, Premier of Ontario, All Members of Parliament, All Members of Provincial Parliament, The Regional Municipality of Niagara, and all Municipalities, for their support.

Thank you for your attention to this matter.

Yours very truly,



Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk
cschofield@forterie.ca

CS:dlk

c.c. All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities



Community & Corporate Services
41 Dundas St West, Napanee, ON K7R 1Z5 TEL 613-354-3351 www.greaternapanee.com

July 7, 2021

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Correspondence received from the Town of Fort Erie regarding Capital Gains tax on Primary Residence

Please be advised that at the meeting held on June 22, 2021, the Council of the Town of Greater Napanee adopted the following resolution of support:

RESOLUTION #321/21: Pinnell/Norrie

That the correspondence from the Township of Scugog - June 10, 2021 be received;
And further, That Council provide a letter of support to the Town of Fort Erie regarding Capital Gains Tax on Primary Residence. CARRIED.

Thank you for your attention in this matter.

Yours truly,

Katy Macpherson
Legal Services Coordinator

Encl.

cc: All Ontario Municipalities



June 10, 2021

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Sent via email to: Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Re: Correspondence received from the Town of Fort Erie regarding Capital Gains tax on Primary Residence

Honourable and Dear Sirs:

At the last regular General Purpose and Administration Committee meeting of the Township of Scugog held June 7, 2021, the Committee received and endorsed correspondence from the Town of Fort Erie dated June 1, 2021 with respect to Capital Gains Tax on Primary Residence. Attached please find a copy of the Town of Fort Erie's correspondence dated June 1, 2021.

Please be advised that Committee approved the following recommendation:

"THAT the correspondence received from the Town of Fort Erie regarding Capital Gains Tax on Primary Residence, be endorsed."

Please note that all recommendations made by the Committee are subject to ratification at the next Council meeting of the Township of Scugog, scheduled to take place on June 28, 2021.

Should you have any concerns, please do not hesitate to contact the undersigned.

Yours truly,

A handwritten signature in black ink that reads 'Becky Jamieson' in a cursive script.

Becky Jamieson
Director of Corporate Services/Municipal Clerk
Encl.

cc: Carol Schofield, Dipl.M.A. Manager, Town of Fort Erie, Manager, Legislative
Services/Clerk
All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities



Community Services

Legislative Services

June 1, 2021
File #120203

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Capital Gains Tax on Primary Residence

The Municipal Council of the Town of Fort Erie at its meeting of May 31, 2021 passed the following resolution:

Whereas primary residences are currently exempt from a capital gains tax, and

Whereas currently secondary and additional non-primary properties are subject to capital gains, and

Whereas the Federal Government is currently looking into a primary residence capital gains tax as they have recognized that affordable housing has become a serious issue in Canada, and

Whereas smaller communities including the Town of Fort Erie are seeing unprecedented higher selling prices that are outpacing prices in larger cities, and

Whereas many hard-working Canadians who have only a primary residence with no additional non-primary homes count on their home equity as financial aid to apply to upsizing or downsizing their home depending on their personal situation, and

Whereas a change in taxation to primary residences would be a significant financial blow to Canadians and would create an unfair, two-tiered taxation which could lead to depleted savings, inter-generational disparities, disparities among diverse groups such as seniors who may have a significant portion of their savings vested in their primary residence, as well as, reducing the ability of home ownership thereby a further, higher need for rentals, and

Whereas the Federal government could look at other means to slow down the rapidly escalating housing costs to improve housing affordability;

...2

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1 Municipal Centre Drive, Fort Erie ON L2A 2S6

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The Right Honourable Justin Trudeau, Prime Minister
The Honourable Doug Ford, Premier of Ontario

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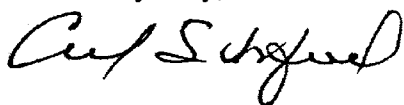
Now therefore be it resolved,

That: The Federal Government cease further consideration of eliminating capital gains tax exemptions on primary residences, and further

That: A copy of this resolution be circulated to The Right Honourable Justin Trudeau, The Honourable Doug Ford, Premier of Ontario, All Members of Parliament, All Members of Provincial Parliament, The Regional Municipality of Niagara, and all Municipalities, for their support.

Thank you for your attention to this matter.

Yours very truly,



Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk

cschofield@forterrie.ca

CS:dlk

c.c. All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities



MUNICIPALITY OF SHUNIAH

420 Leslie Avenue, Thunder Bay, Ontario P7A 1X8
 Phone: (807) 683-4545 Fax: (807) 683-6982
 www.shuniah.org

July 19, 2021

The Right Honourable Justin Trudeau
 Prime Minister
 House of Commons
 Ottawa, ON, K1A 0A6
 Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
 Premier of Ontario
 Legislative Building, Queen's Park
 Toronto, ON M7A 1A1
 premier@ontario.ca

Dear Prime Minister Trudeau and Premier Ford,

RE: Support Resolution – Capital Gains Tax on Primary Residence

Please be advised that, at its meeting on July 14, 2021, the Council of the Municipality of Shuniah resolved as follows:

That correspondence from the Town of Fort Erie regarding Capital Gains Tax on Primary Residence, be supported.

A copy of the above noted resolution is enclosed for your reference and consideration. We kindly request your support and endorsement for the Capital Gains Tax on Primary Residence.

Yours truly,

Kerry Bellamy
 Clerk

Cc: All members of Parliament
 All members of Provincial Parliament
 The Regional Municipality of Niagara
 Ontario Municipalities



COUNCIL RESOLUTION

Resolution No.: 244-21

Date: Jul 14, 2021

Moved By: ~~Ron Giardetti~~ Don Smith Donna Blunt

Seconded By: Meghan Chomut

THAT Council hereby receives the following correspondence

- a. Board of Health minutes for meetings held May 19, 2021
- b. City of Port Colborne Resolution – Capital Gains Tax on Primary Residence
- c. Elimination of LPAT Resolution 2021-0115
- d. Letter from Premier Ford et al Re: Land Transfer Tax
- e. Letter to Prime Minister Trudeau re Capital Gains Tax Exemptions on Primary Residences
- f. LRCA comments on ERO Posting 019-2986, June 23, 2021
- g. Updating Environmental Assessment Requirements for Transmission Lines
- h. TBDSSAB Board Meeting Regular Session Minutes May 20, 2021
- i. Resolution 21-111 Scott Aitchison, MP Parry Sound Muskoka Support for 988 Crisis Line
- j. CP Remedial Program Notification
- k. Mississauga's Resolution
- l. TC Energy Investigation Expense Dig Notification
- m. Township of Scugog Correspondence re: Williams Point Road and Beacock Road School Bus Turnarounds

and the same be filed at the Clerk's Office.

Carried

Defeated

Amended

Deferred

Wendy Landry
Signature



THE CORPORATION OF THE CITY OF SARNIA
City Clerk's Department

255 Christina Street N. PO Box 3018
 Sarnia ON Canada N7T 7N2
 519-332-0330 (phone) 519-332-3995 (fax)
 519-332-2664 (TTY)
www.sarnia.ca clerks@sarnia.ca

September 17, 2021

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

Dear Premier,

RE: Renovictions

At its meeting held on September 13, 2021, Sarnia City Council adopted the following resolution with respect to "Renovictions":

*That Sarnia City Council request that the Government of Ontario take additional and meaningful steps to address the ever increasing problem of **"Renovictions" in The Province of Ontario. Citizens and communities are hurt by these unscrupulous practices which can and does directly impact the affordable housing crisis, as well as inflict damage (both financially and mentally) particularly on our most vulnerable citizens; and***

That this correspondence also be sent to other Municipalities in Ontario for their consideration and possible endorsement.

Your consideration of this matter is respectfully requested.

Yours sincerely,

Amy Burkhart
 City Clerk

Cc: The Honourable Doug Downey, Attorney General
 Bob Bailey, MPP
 All Ontario Municipalities



Customer Service Centre: 905-640-1900
 Toll Free: 1-855-642-TOWN (8696)
Automated: 905-640-1910
 Toll Free: 1-855-642-TOWS (8697)
Fax: 905-640-7957
www.townofws.ca

September 24, 2021

Delivered by email
Lisa.macleodco@pc.ola.org

Minister of Heritage, Sport, Tourism and Culture Industries
 Hearst Block
 9th Floor
 Toronto, ON M7A 2A1

RE: Support for Correspondence from the Town of Newmarket - Resolution to Support Ontario Public Libraries

Please be advised the above-noted matter was placed before Council at its meeting held on September 21, 2021 and the following resolution was passed:

WHEREAS Public libraries are vibrant community hubs where residents of all ages and backgrounds can learn, work, train, innovate, explore and connect; and

WHEREAS The Whitchurch-Stouffville Public Library provides community members with equitable, reliable access to broadband internet; and

WHEREAS The Whitchurch-Stouffville Public Library uses technology to make resources more accessible and responsive to people's changing needs; and

WHEREAS The Whitchurch-Stouffville Public Library supports local economic development through the provision of important business development and job skills programming for adults and youth; and

WHEREAS The Whitchurch-Stouffville Public Library works closely with local residents to deliver valued programs and services and shares knowledge and resources; and

WHEREAS The Whitchurch-Stouffville Public Library continues to responsibly manage public resources with the utmost care and is committed to the sustainability of its services; and

WHEREAS The Whitchurch-Stouffville Public Library recognizes the opportunity that targeted provincial investment can provide to secure more equitable access to increasingly significant digital resources and library-based services across Ontario.

NOW THEREFORE BE IT RESOLVED THAT The correspondence from the Town of Newmarket regarding the Canadian Federation of Public Libraries Pre-Budget Submission, be supported; and

THAT the Town of Whitchurch-Stouffville encourages the Province of Ontario to continue to recognize and support the contribution of local libraries within their communities; and

THAT the Town of Whitchurch-Stouffville encourages the Province of Ontario to maintain existing funding for Ontario's public libraries; and

THAT the Town of Whitchurch-Stouffville encourages the Province of Ontario to make a new, ongoing, targeted annual investment to strengthen access to modern, cost-effective digital resources and services for all Ontarians through local public libraries; and

THAT a copy of this resolution be sent to the Ontario Minister of Heritage, Sport, Tourism, and Culture Industries, to the Ontario Minister of Municipal Affairs, to the local MPPs, to the Association of Municipalities Ontario, to the Ontario Library Association, to the Federation of Ontario Public Libraries, and to York Region and local area municipalities for endorsement.

Yours truly,



Kristina Soolepp, Council Coordinator
(905) 642-4130

cc. Ontario Minister of Municipal Affairs and Housing,
local MPPs,
Association of Municipalities Ontario,
Ontario Library Association,
Federation of Ontario Public Libraries,
York Region
York Region municipalities

Regional Council Decision - Development Charge Exemption - 200 Deerfield Road - Town of Newmarket

On September 23, 2021 Regional Council adopted the following resolution:

WHEREAS Rose Corporation is proposing a new tower at 200 Deerfield Road in Newmarket, as phase three of an affordable rental project on three contiguous properties. Phase one was 212 Davis Drive and phase two is 185/195 Deerfield Road.

WHEREAS the proposed building at 200 Deerfield Road meets all of the criteria for a 20-year deferral of Development charges as outlined in the Development Charges Deferral for Affordable, Purpose-Built Rental Building policy except for the requirement to have a minimum of 200 units. 200 Deerfield Road is proposed to include 175 units. 195 Deerfield Road includes 216 units. Between these two towers, a total of 391 dwelling units will be created, just nine units less than the threshold for a 20-year deferral of development charges. The Rose Corporation completed a 225-unit project adjacent to the Deerfield Development at 212 Davis Drive. The three towers combined would have an average of 205 units per tower between the two buildings; 52.6 percent of the units will have two bedrooms or greater.

WHEREAS the proposed building at 200 is located in an area designated as a Regional Centre and Corridor and is located at a Viva station. The final building has been conditionally approved for CMHC's RCFI program based on compliance with the Region's policy. This project will add desperately needed purpose-built rental units to our Region and contribute to alleviating the current housing affordability crisis in York Region. As we know, the Region has recently fallen short of its housing affordability targets. Given that it is shovel-ready, the Deerfield Rental Project offers an opportunity to begin catching up. The deferral agreement for 200 Deerfield Road would be based on the previous agreement for phases one and two.

WHEREAS recognizing that over the three phases of the Rose Corporation's development on Davis Drive and Deerfield Road in Newmarket, ON, 612 dwelling units will be created in three tower – an average of 205 units per tower.

THEREFORE BE IT RESOLVED THAT:

Council direct staff to provide the Rose Corporation a one-time exemption from the requirement to have 200 units at 200 Deerfield to be eligible for a 20-year deferral of development charges, as outlined in the Development Charges Deferral for Affordable, Purpose-Built Rental Building policy.

Council direct staff to defer development charges related to 200 Deerfield Road (a 175- unit tower) for a period of up to 20 years.

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**

Regional Council Decision - 2021 Speed Limit Revisions

On September 23, 2021 Regional Council made the following decision:

1. Existing speed limits on Regional roads listed in Tables 1 and 2 of this report be revised as detailed.
2. The Regional Clerk circulate this report to the Clerks of the Towns of Aurora, East Gwillimbury, Georgina, Newmarket and Whitchurch-Stouffville, Township of King and Cities of Markham and Richmond Hill and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaws.

The original staff report is attached for your information.

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

Regards,

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

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
September 9, 2021

Report of the Commissioner of Transportation Services

2021 Speed Limit Revisions

1. Recommendations

1. Existing speed limits on Regional roads listed in Tables 1 and 2 of this report be revised as detailed.
2. The Regional Clerk circulate this report to the Clerks of the Towns of Aurora, East Gwillimbury, Georgina, Newmarket and Whitchurch-Stouffville, Township of King and Cities of Markham and Richmond Hill and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaws.

2. Summary

This report seeks Council approval to revise speed limits detailed in Tables 1 and 2.

Key Points:

- Lowering speed limits based on principles defined in the Regional speed limit policy helps to protect travellers as the Region continues to intensify and traffic volumes increase
- Speed limit revisions proposed in Table 1 would allow for consistent speeds within the specified school zone locations
- Staff propose additional speed limit revisions recommended in Table 2 based on monitoring and periodic review of the Regional road network
- Setting appropriate speed limits helps protect all travellers, encourages compliance, complements urbanizing land use across the road network and improves traffic operations

3. Background

Speed limit revisions are recommended based on principles defined in the Regional speed limit policy

In 2011, Council approved and adopted a policy for [Establishing Speed Limits on Regional Roads](#) that provides guidelines in setting speed limits on Regional roads to assist in ensuring a consistent approach. The guidelines reference industry standards that help the policy remain current as industry-accepted best practices evolve. The *Highway Traffic Act* gives a municipal council the authority, by bylaw, to revise speed limits under 100 km/h in its jurisdiction.

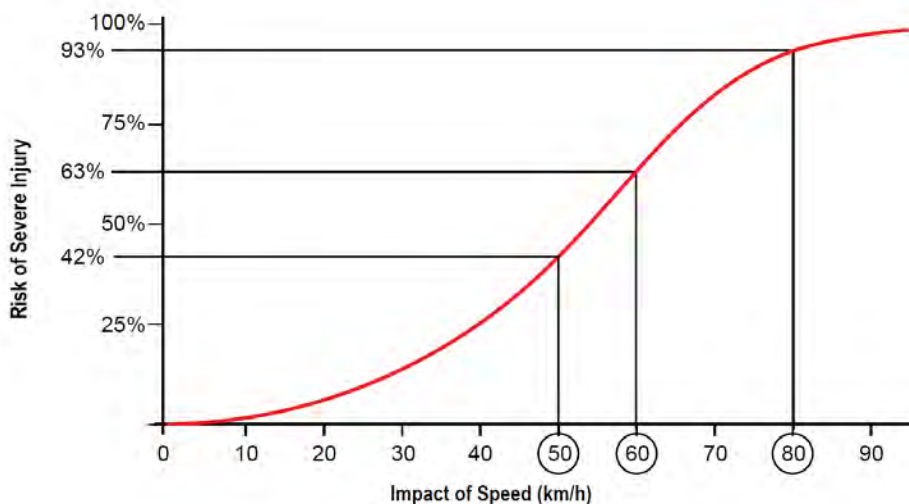
Lowering speed limits will help improve traveller safety as the Region continues to intensify

Between 2016 and 2021, the Region's population has grown 7.2% to 1,226,500 residents. From 1996 to 2016, the total number of daily walking and cycling trips has increased approximately 5% annually. The Region is expected to continue to grow to approximately 2.02 million people and 990,000 jobs by 2051.

Physical environment is a key driver in determining the most appropriate travel speed for a roadway. Where a physical environment encourages walking and cycling, pedestrians and cyclists need to co-exist with vehicles. While 24% of vehicle-only collisions resulted in injury or death, almost all pedestrian (94%) and cyclist (82%) collisions resulted in injury or death. Figure 1 shows the relationship between the probability of a severe pedestrian injury and vehicle collision speed. As vehicle speed increases, pedestrian severe injury rates rise drastically in motor vehicle collisions.

Figure 1

Pedestrian Severe Injury Rate in Relation to Vehicle Travel Speed



Source: Adapted from TAC Geometric Guide for Canadian Roads, June 2017

May 2021, Council approved reducing speed limits in school zones by 10 km/hr using the new school zone maximum speed sign introduced by the Province

On [May 27, 2021](#), Council approved a 10 km/hr speed limit reduction in all [school zones](#) on Regional roads, using the new school zone maximum speed sign introduced by the Province, to promote consistency, protect the most vulnerable road users and allow the use of automated speed enforcement.

Staff committed to have all the new school zone maximum speed signs installed before September 2021. School zone signage has been installed in accordance with provincial regulations.

4. Analysis

Setting speed limits consistently across the road network and complementing urbanizing land use encourages compliance and improves traffic operations

The Region's road network is a dynamic system. Staff monitor and periodically review the Regional road network to ensure speed limits are updated in accordance with the Region's speed limit policy and are set at appropriate levels for the road.

Justifications for speed limit revisions are:

- Changing land use – Urbanization resulting from new development and infrastructure can include changing land uses and traffic patterns along a road corridor. When communities are built adjacent to Regional roads, operating conditions of these roads must change to reflect increases in volumes, intersections, driveway connections, turning movements, pedestrians, cyclists and transit activities.
- Promoting consistent speed limits – Speed limits that change frequently within short distances on the same road can be confusing and may result in low compliance. Limiting the number of speed zone changes encourages driver awareness and compliance.
- Improving traffic operations – Speed limits that complement roadway characteristics improve traffic operations and encourage increased compliance. An appropriate speed limit increases the amount of time a driver has to react to potential hazards. Speed limits are determined in accordance with existing roadway elements and characteristics.

Reducing the number of speed limit changes in proposed school zone locations would help encourage driver awareness and compliance

Staff have implemented the Council-approved 10 km/hr speed limit reductions in school zones (7 am to 5 pm, Monday to Friday, September to June) using the new signs introduced by the Province.

To provide for a transition of speed limits entering and exiting school zones, the speed limit bylaw amendments listed in Table 1 are recommended. Maps of these locations are included as Attachments 1 through 8.

Table 1
Speed Limit Revisions in School Zones

	Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
1	2nd Concession Road (Y.R. 34) from 150 metres south of Doane Road (Y.R. 45) to Mount Albert Road (Y.R. 13) École Élémentaire Catholique Jean-Béliveau Attachment 1	Town of East Gwillimbury	70 km/h	60 km/h	Promote consistent speed limit
2	Wellington Street West (Y.R. 15) from Hilldale Road to 165 metres west thereof Aurora High School and Wellington Public School Attachment 2	Town of Aurora	60 km/h	50 km/h	Promote consistent speed limit
3	Dufferin Street (Y.R. 53) from 1,055 metres south of 15 th Sideroad (Y.R. 40) to 540 metres south of King Road (Y.R. 11) Country Day School Attachment 3	Township of King	70 km/h	60 km/h	Promote consistent speed limit
4	King Road (Y.R. 11) from Warren Road to 170 metres east thereof King City Secondary School Attachment 4	Township of King	60 km/h	50 km/h	Promote consistent speed limit

	Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
5	Lloydtown/Aurora Road (Y.R. 16) from 1,488 metres east of 7 th Concession to 650 metres east of Weston Road (Y.R. 56) Kettleby Public School Attachment 5	Township of King	80 km/h	60 km/h	Promote consistent speed limit
6	Lloydtown/Aurora Road (Y.R. 16) from 650 metres east of Weston Road (Y.R. 56) to Highway 400 northbound off-ramp Kettleby Public School Attachment 5	Township of King	80 km/h	50 km/h	Promote consistent speed limit
7	Bathurst Street (Y.R. 38) from Mulock Drive (Y.R. 74) to 685 metres north thereof St. Nicholas Catholic Elementary School Attachment 6	Town of Newmarket	70 km/h	60 km/h	Promote consistent speed limit
8	Major Mackenzie Drive West (Y.R. 25) from 92 metres west of Arnold Crescent to 115 metres west of Atkinson Street Alexander Mackenzie High School Attachment 7	City of Richmond Hill	50 km/h	60km/h	Promote consistent speed limit
9	Warden Avenue (Y.R. 65) from Bloomington Road (Y.R. 40) to 210 metres south thereof Whitchurch Highlands Public School Attachment 8	Town of Whitchurch-Stouffville	70 km/h	60 km/h	Promote consistent speed limit

Speed limit revisions are also proposed on several Regional road sections to improve traffic operations and address changing land use

Staff propose speed limit revisions on additional Regional roads, as detailed in Table 2. Location maps for each are included as Attachments 9 through 13.

Table 2
Proposed Speed Limit Revisions

	Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
1	Yonge Street (Y.R. 1) from Morning Sideroad/Highway 11 (Y.R. 1) to 200 metres north of Green Lane (Y.R.19) Attachment 9	Town of East Gwillimbury	80 km/h	70 km/h	Increased urbanization
2	Highway 11 (Y.R. 1) from Morning Sideroad/Yonge Street (Y.R. 1) to Simcoe County Boundary Attachment 9	Town of East Gwillimbury and Township of King	80 km/h	70 km/h	Improved traffic operation
3	Mount Albert Road (Y.R. 13) from 600 west of Warden Avenue (Y.R. 65) to Woodbine Avenue (Y.R. 8) Attachment 10	Town of East Gwillimbury	80 km/h	70 km/h	Improved traffic operation
4	Mount Albert Road (Y.R. 13) from 600 metres east of Warden Avenue (Y.R. 65) to 600 metres west of Warden Avenue Attachment 10	Town of East Gwillimbury	80 km/h	60 km/h	Improved traffic operation
5	York/Durham Line (Y.R. 30) from 350 metres south of Concession Road 9 (Durham Road 5) to Highway 7 (Y.R. 7) Attachment 11	City of Markham	80 km/h	70 km/h	Improved traffic operation

	Regional Road	Municipality	Existing Speed	Proposed Speed	Justification
6	Warden Avenue (Y.R. 65) from Ravenshoe Road (Y.R. 32) to east leg of Old Homestead Road (Y.R. 79) Attachment 12	Town of Georgina	80 km/h	70 km/h	Improved traffic operation
7	Warden Avenue (Y.R. 65) from Bethel Sideroad to Baseline Road (8A) Attachment 12	Town of Georgina	80 km/h	70 km/h	Improved traffic operation
8	Davis Drive (Y.R. 31) from 400 metres east of McCowan Road (Y.R. 67) to 900 metres west of McCowan Road (Y.R. 67) Attachment 13	Town of East Gwillimbury and Town of Whitchurch-Stouffville	80 km/h	70 km/h	Improved traffic operations

Citizens are notified of new speed limits through on-street signs and a range of communication tactics

When speed limits are changed on Regional roads, a NEW sign is placed above each speed limit sign at the beginning of the speed zone. The NEW sign remains in place for approximately 60-90 days. Citizens are informed through a range of other communication tactics including media alerts, social media and information posted on York.ca.

5. Financial

Costs associated with the manufacture and installation of new speed limit signs are included in the approved 2021 Transportation Services Operating Budget.

6. Local Impact

The proposed speed limit revisions detailed in Tables 1 and 2 will help promote safety and consistency for all travellers, reflect changes in land use and improve traffic operations. Lower speeds also help create a more conducive environment for pedestrians and cyclists. Local municipal staff support the proposed speed limit revisions.

7. Conclusion

Staff recommend implementing speed limit revisions on Regional roads described in this report. Setting appropriate speed limits helps protect all travellers, encourages compliance, complements urbanizing land use across the road network and improves traffic operations.

Bylaw amendments are required before speed limit revisions may be implemented. Subject to Council approval, the Regional Solicitor will prepare the necessary bylaws and forward applicable copies to the Towns of Aurora, East Gwillimbury, Georgina, Newmarket and Whitchurch-Stouffville, Township of King and Cities of Markham and Richmond Hill and Chief of York Regional Police.

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



Recommended by:

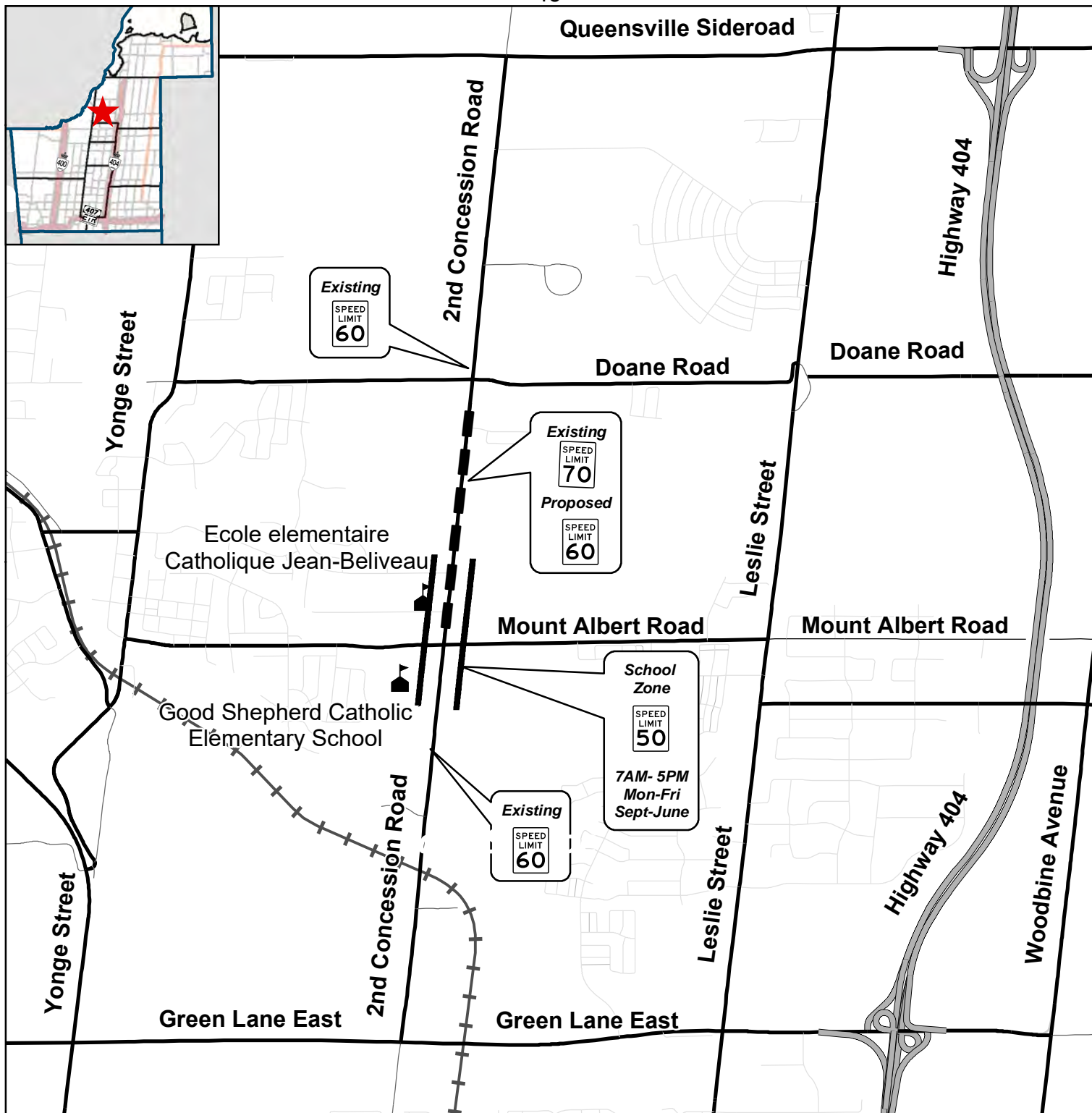
Ann-Marie Carroll
Acting Commissioner Transportation Services



Approved for Submission:

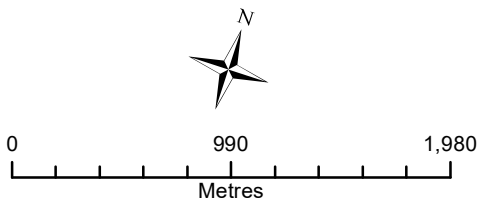
Bruce Macgregor
Chief Administrative Officer

August 13, 2021
Attachments (13)
12939346








2nd Concession Road (Y.R. 34)
Town of East Gwillimbury
 2021 Speed Limit Revisions
 September 9, 2021

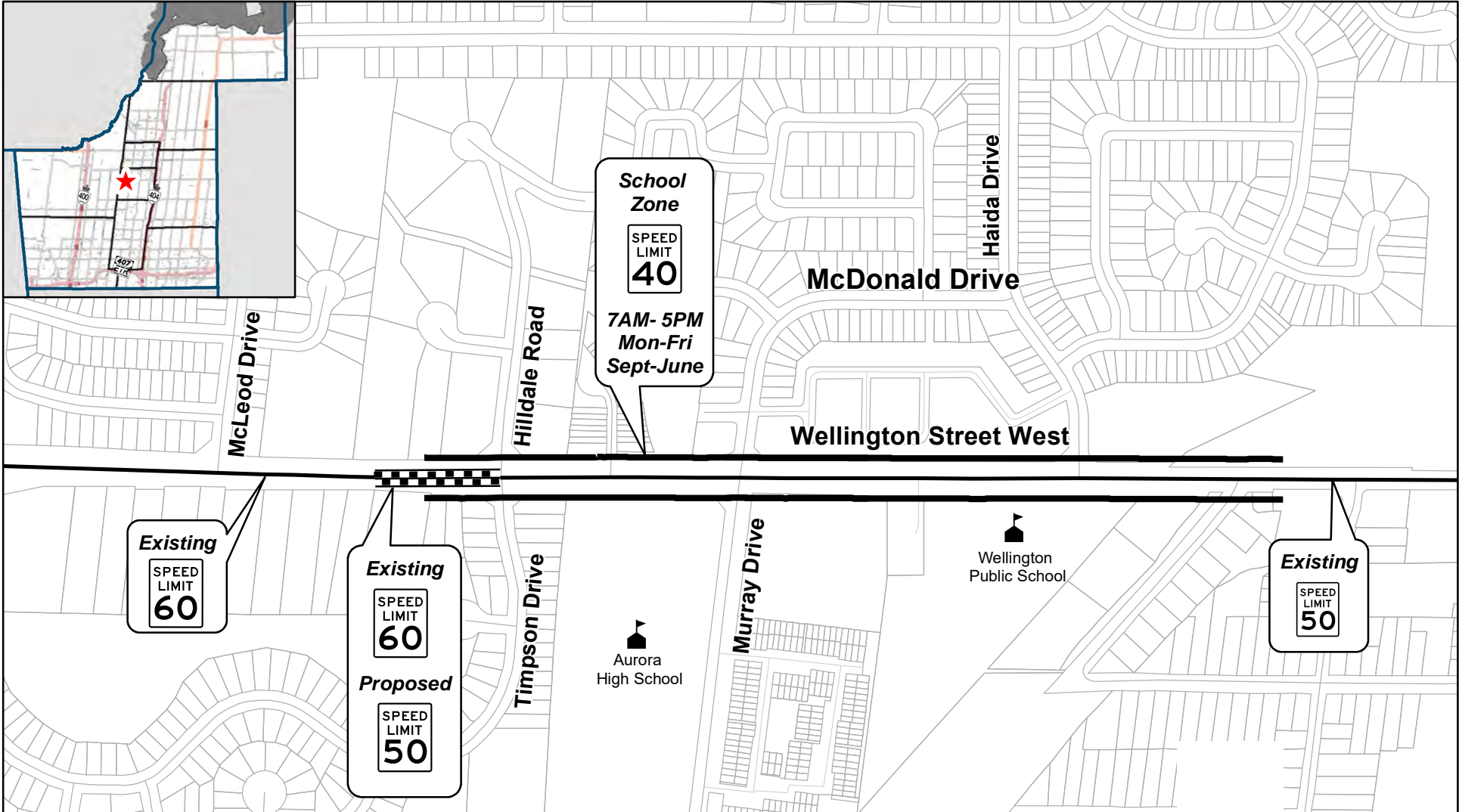
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Legend

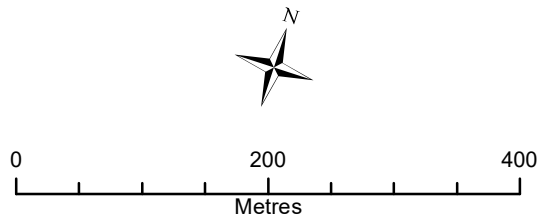
-  70 to 60 km/h
-  Provincial Highway
-  Regional Road
-  Local Road
-  Railway Track








Wellington Street West (Y.R. 15)
Town of Aurora
 2021 Speed Limit Revisions
 September 9, 2021

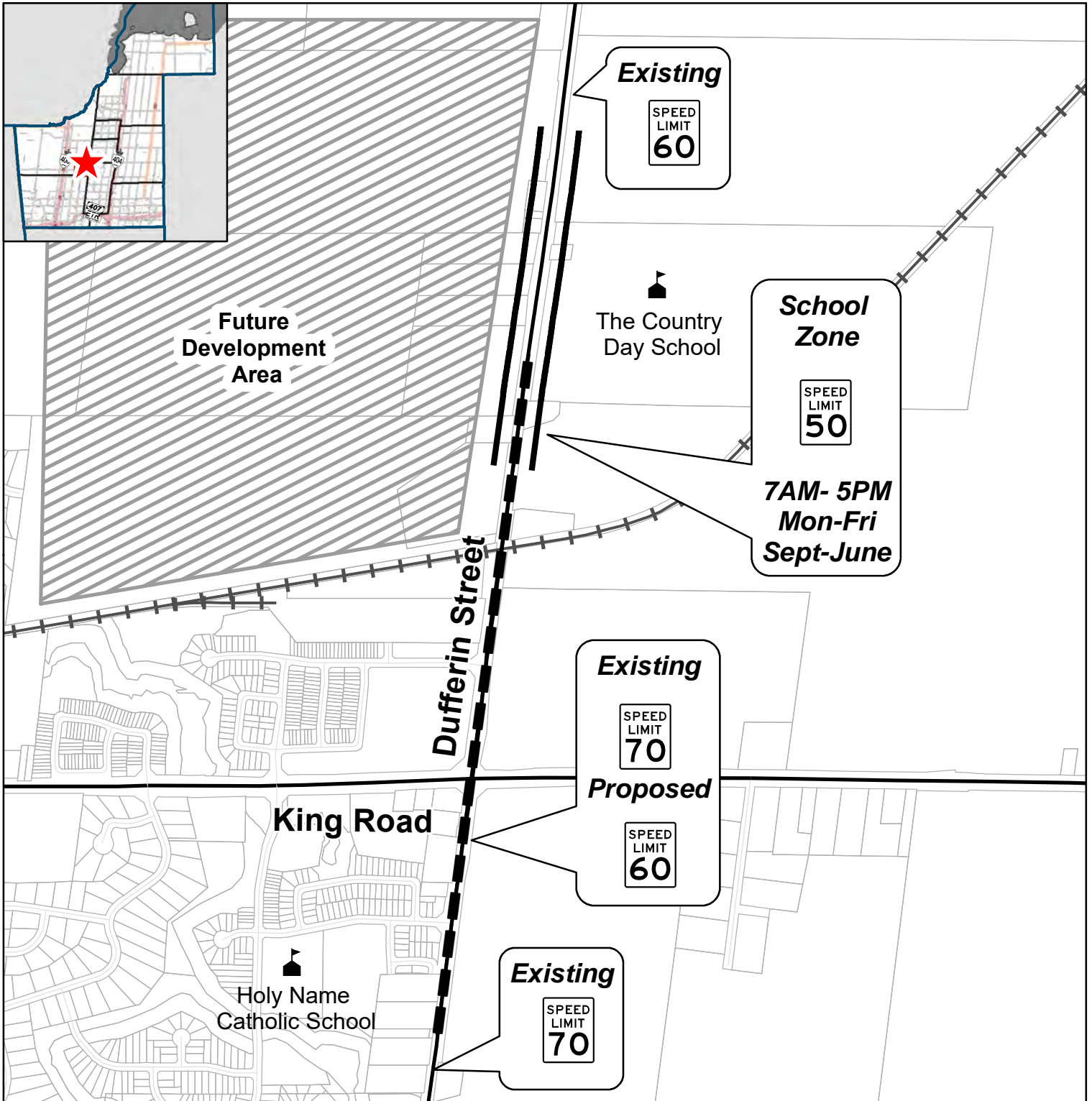
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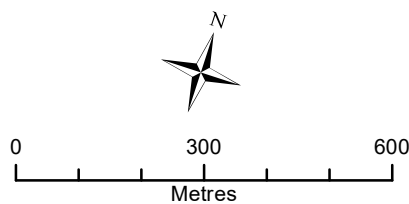
-  60 to 50 km/h
-  Regional Road
-  Local Road





Dufferin Street (Y.R. 53)
Township of King
 2021 Speed Limit Revisions
 September 9, 2021

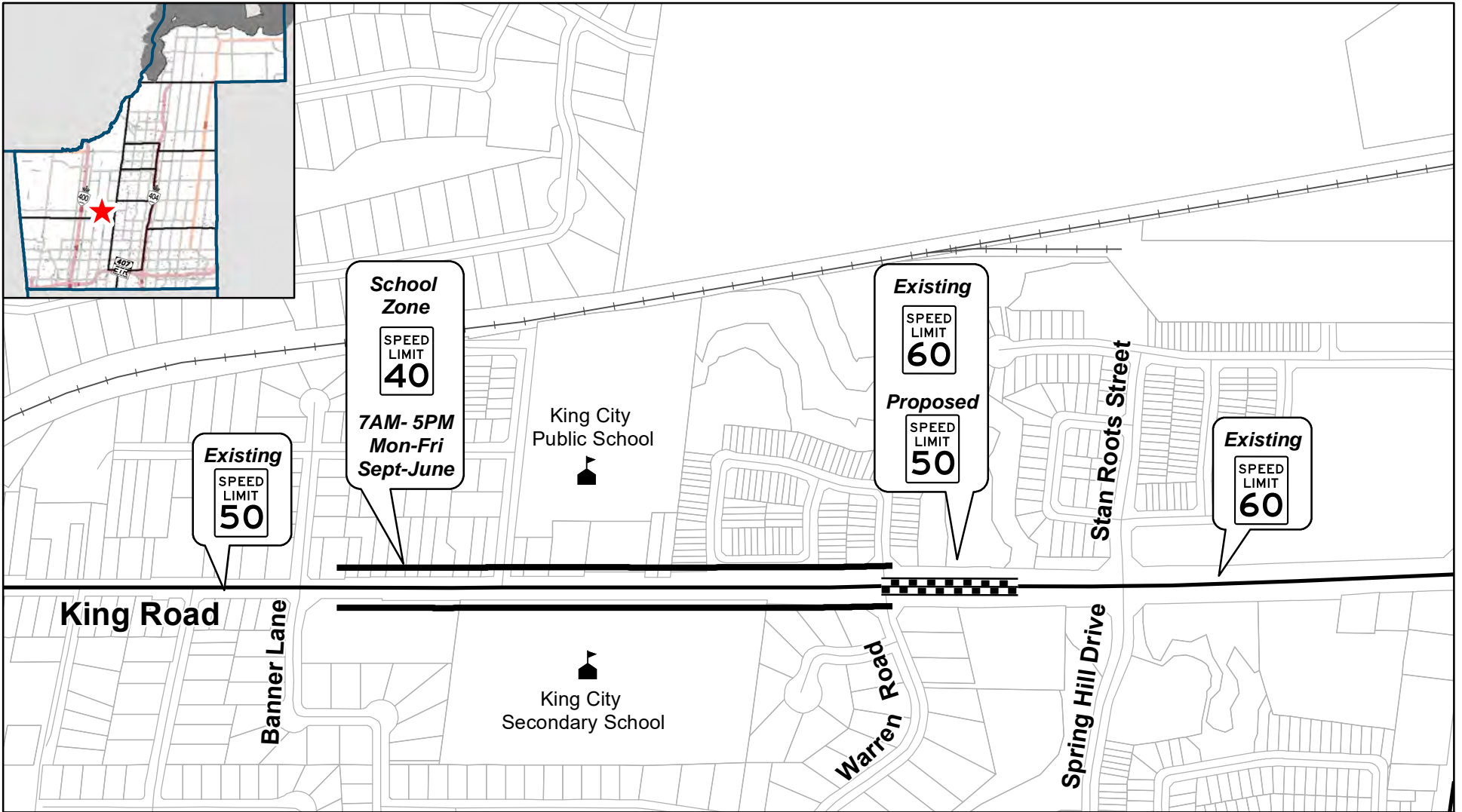
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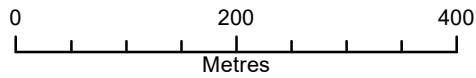
- 70 to 60 km/h
- Regional Road
- Local Road
- Railway Track



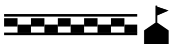





King Road (Y.R. 11)
Township of King
 2021 Speed Limit Revisions
 September 9, 2021

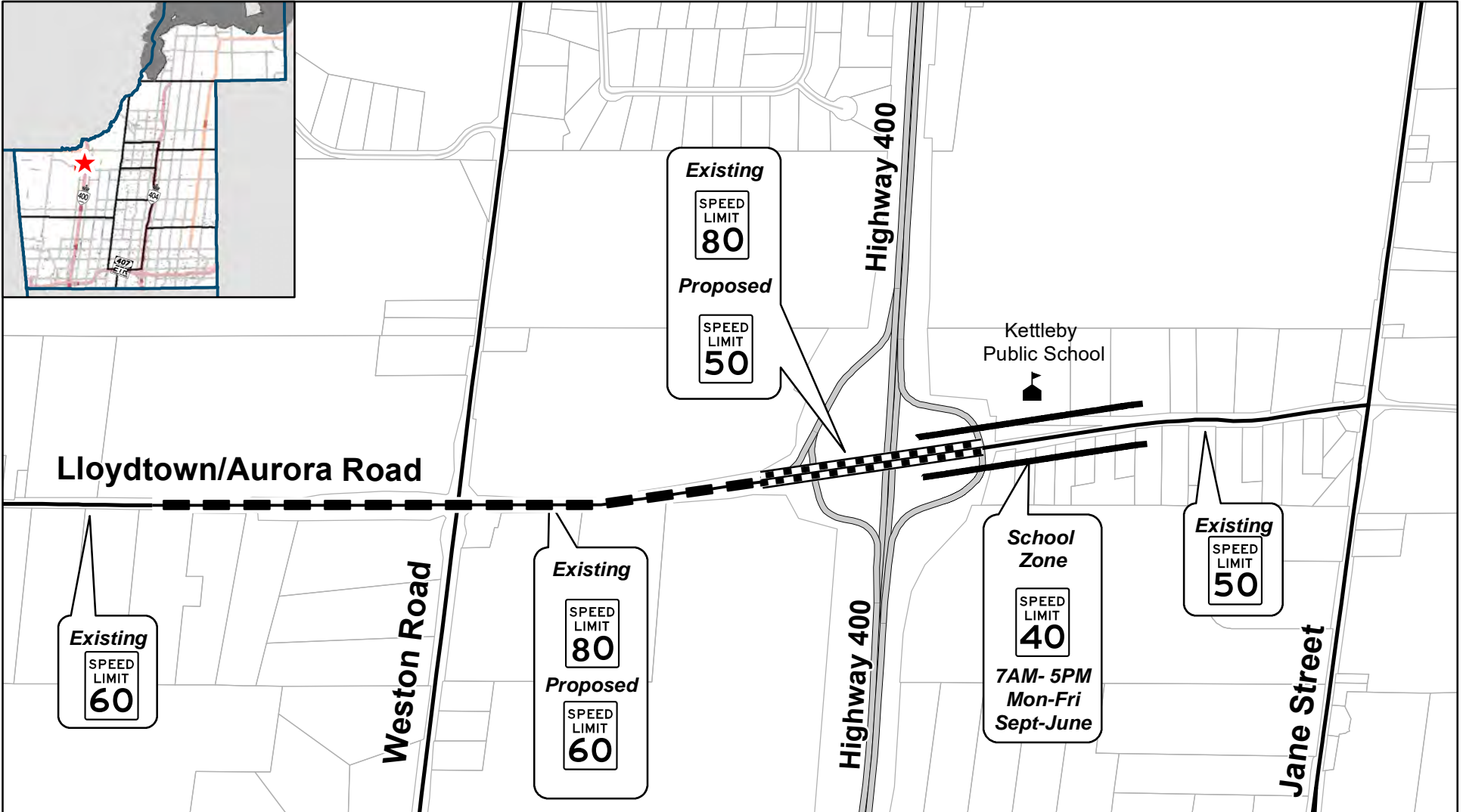
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 Transportation Services
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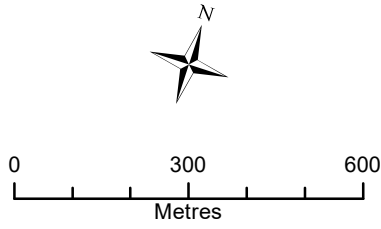
-  60 to 50 km/h
-  Regional Road
-  Local Road
-  Railway







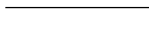


Lloydtown/Aurora Road (Y.R. 16)
Township of King
 2021 Speed Limit Revisions
 September 9, 2021

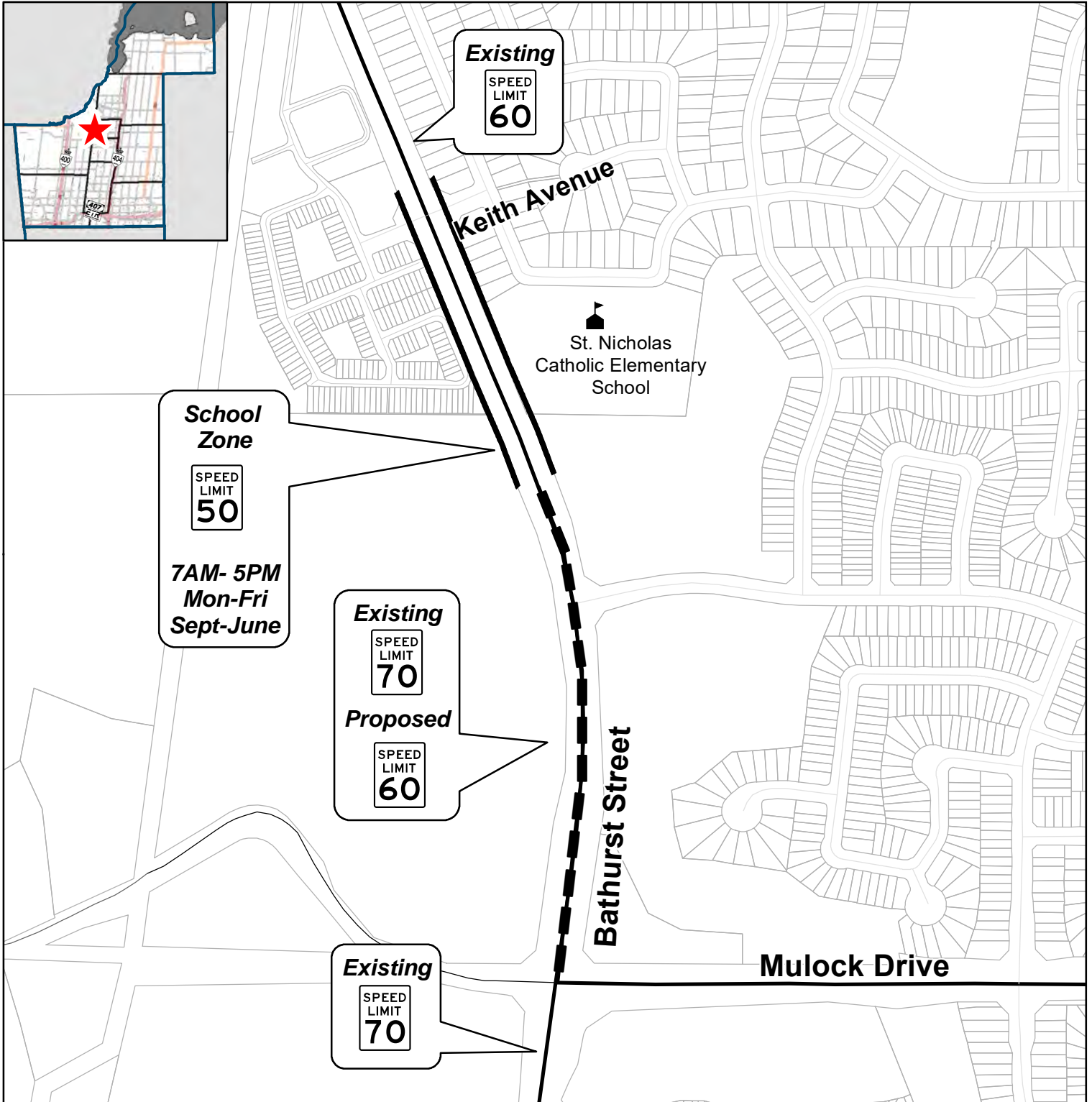
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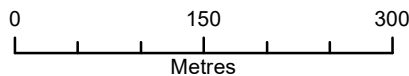
Legend

-  80 to 50 km/h
-  80 to 60 km/h
-  Provincial Highway
-  Regional Road
-  Local Road





Bathurst Street (Y.R. 38)
Town of Newmarket
 2021 Speed Limit Revisions
 September 9, 2021

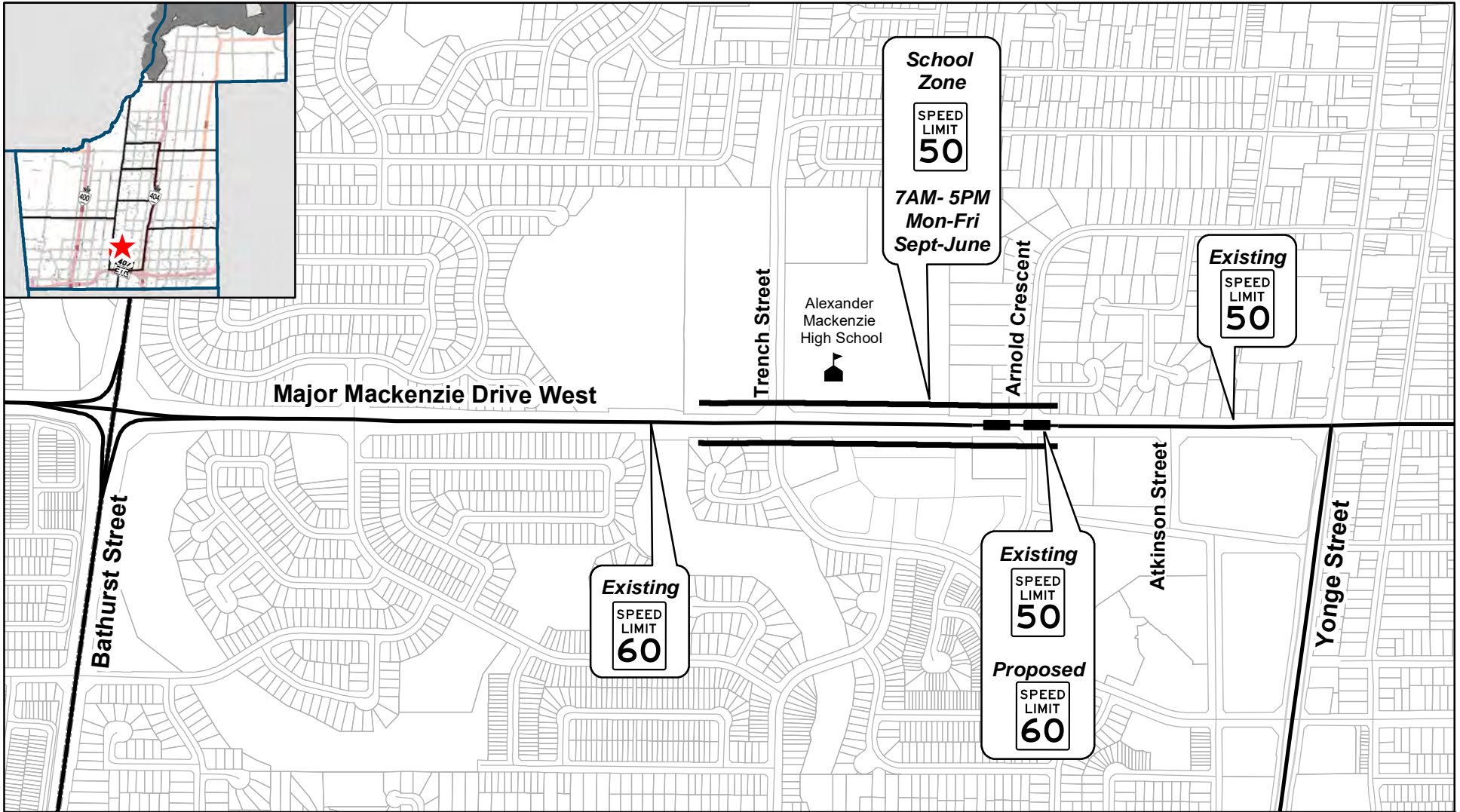


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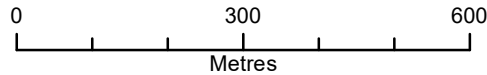
- 70 to 60 km/h
- Regional Road
- Local Road






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 Transportation Services
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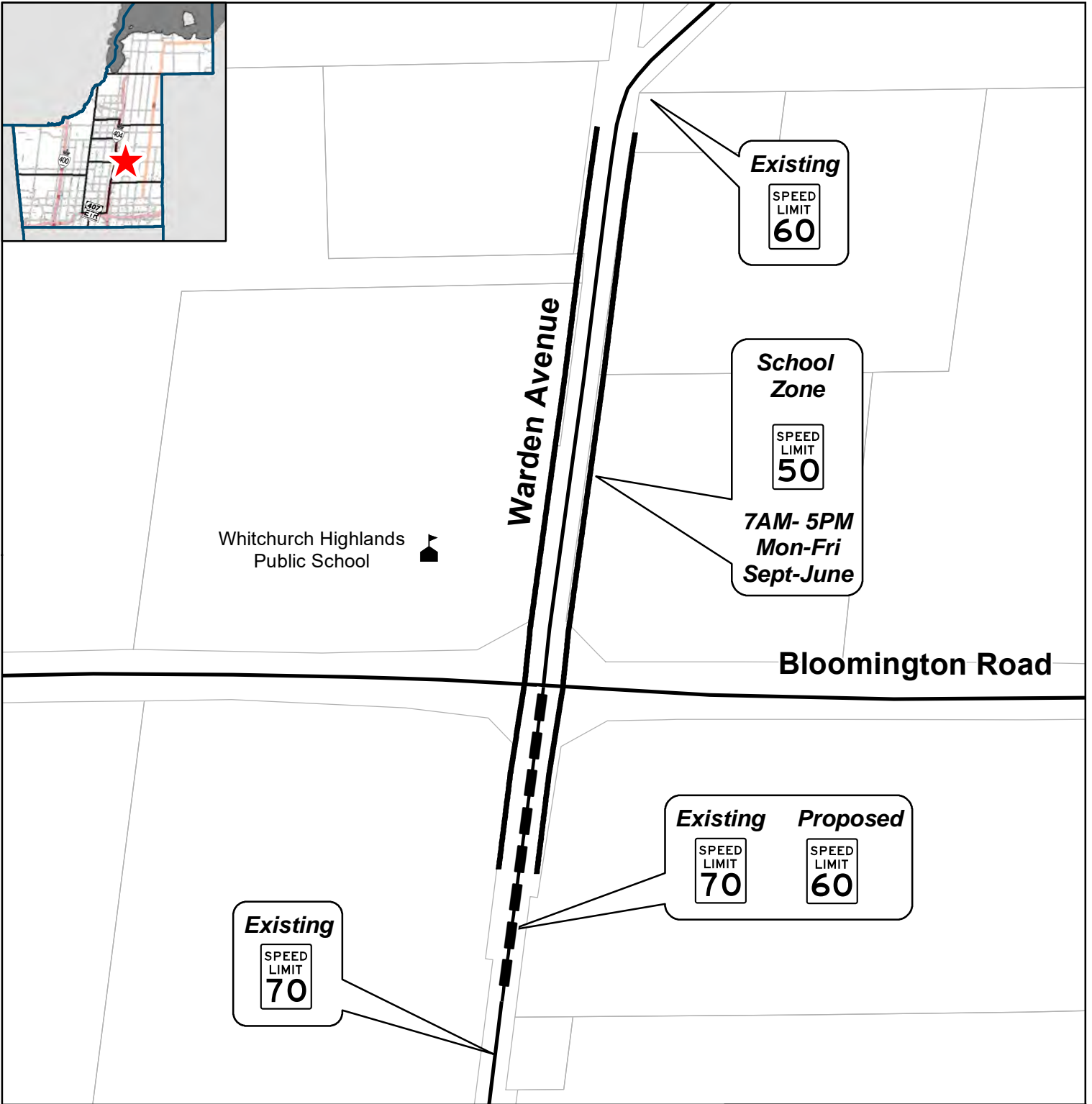
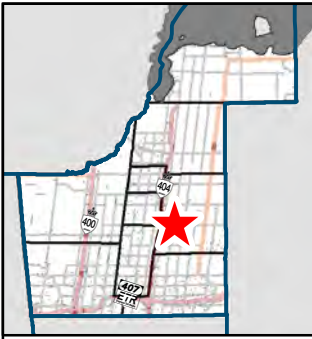


Major Mackenzie Drive West (Y.R. 25)
City of Richmond Hill
 2021 Speed Limit Revisions
 September 9, 2021

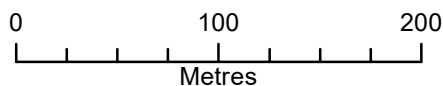


Legend

-  50 to 60 km/h
-  Regional Road
-  Local Road



Warden Avenue (Y.R. 65)
Town of Whitchurch-Stouffville
 2021 Speed Limit Revisions
 September 9, 2021

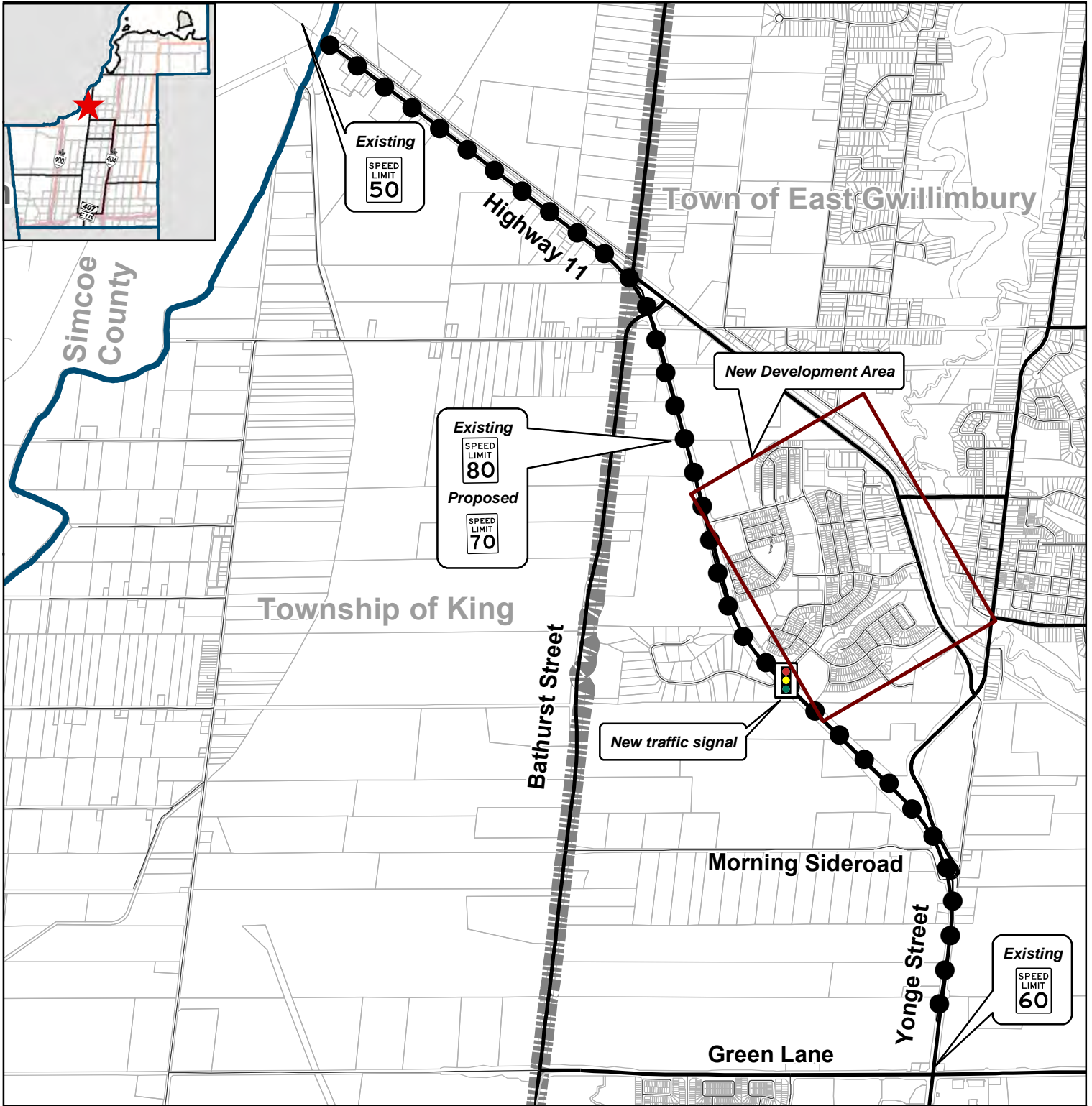


Legend

- 70 to 60 km/h
- Regional Road
- Local Road

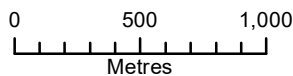
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 Transportation Services
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**Highway 11 (Y.R. 1) and Yonge Street (Y.R. 1)
Town of East Gwillimbury and Township of King**

2021 Speed Limit Revisions
September 9, 2021

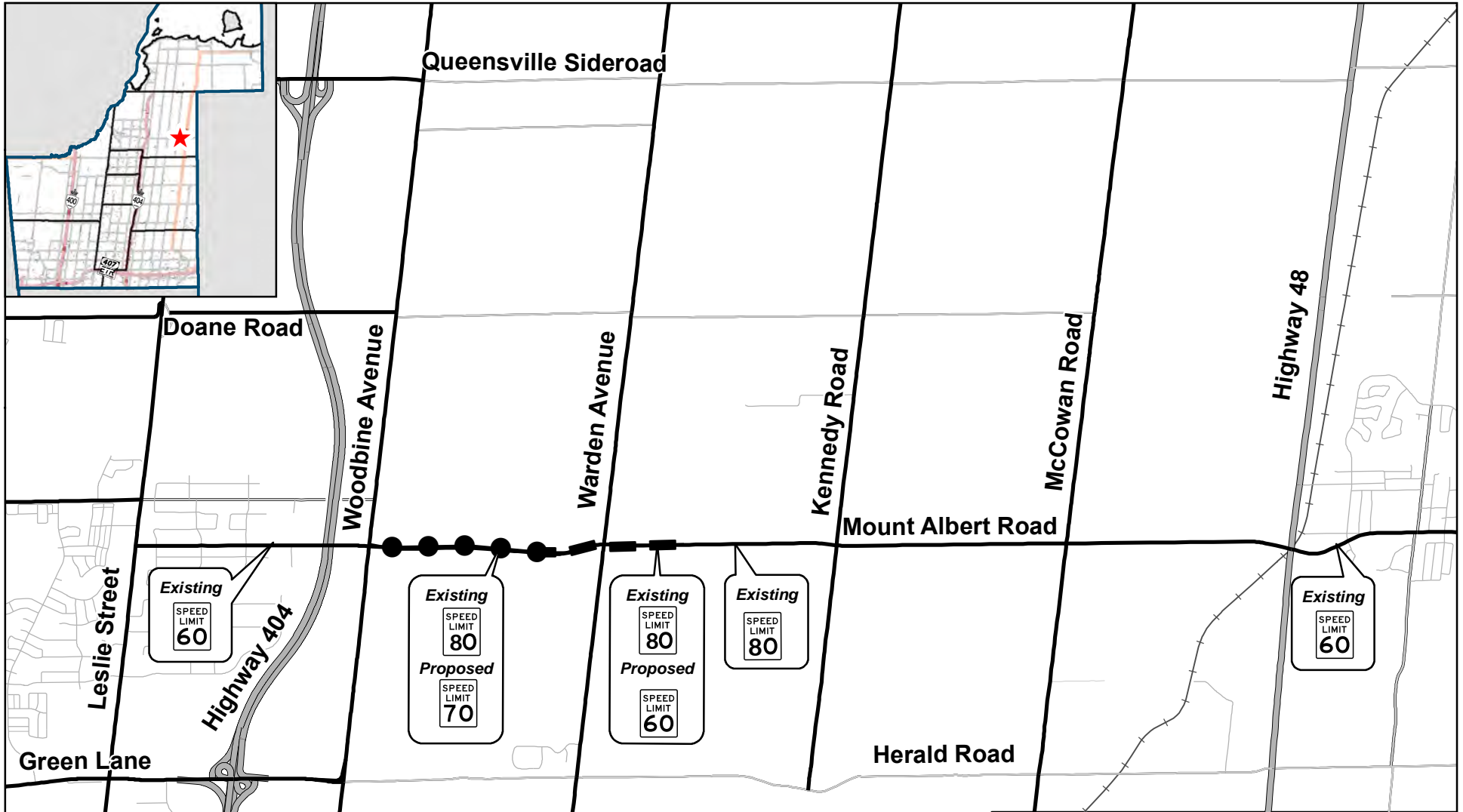


Legend

- 80 to 70 km/h
- Regional Road
- Local Road
- ▤▤▤▤▤▤ Municipal Boundary
- Regional Boundary

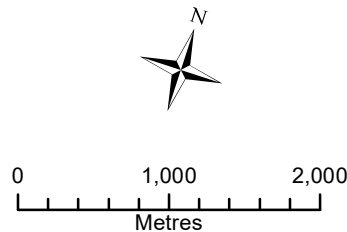
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Mount Albert Road (Y.R. 13)
Town of East Gwillimbury
 2021 Speed Limit Revisions
 September 9, 2021

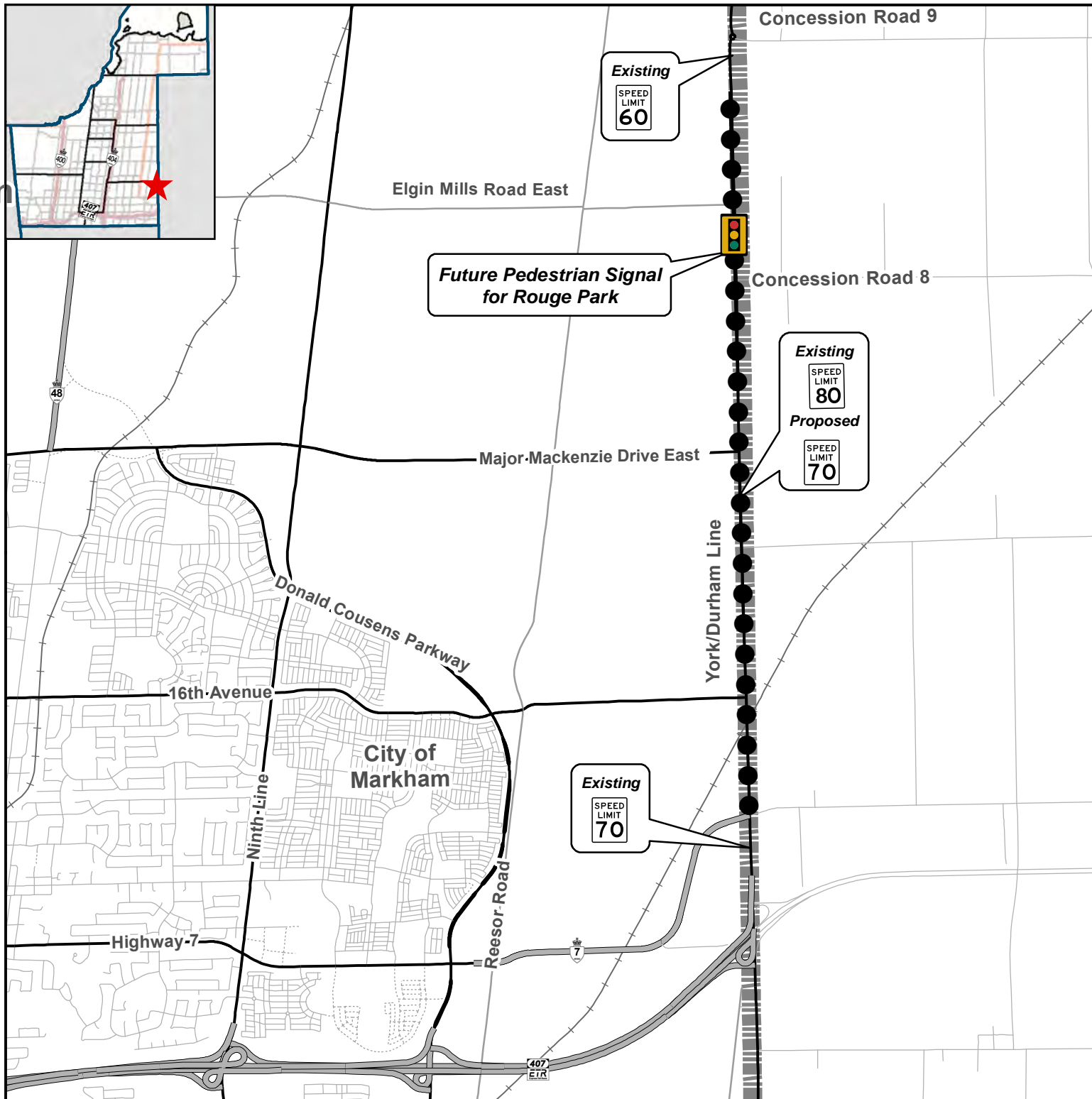
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Legend

- 80 to 60 km/h
- 80 to 70 km/h
- Provincial Highway
- Regional Road
- Local Road
- Railway Track





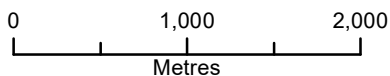
York/Durham Line (Y.R. 30)

City of Markham






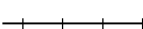
2021 Speed Limit Revisions

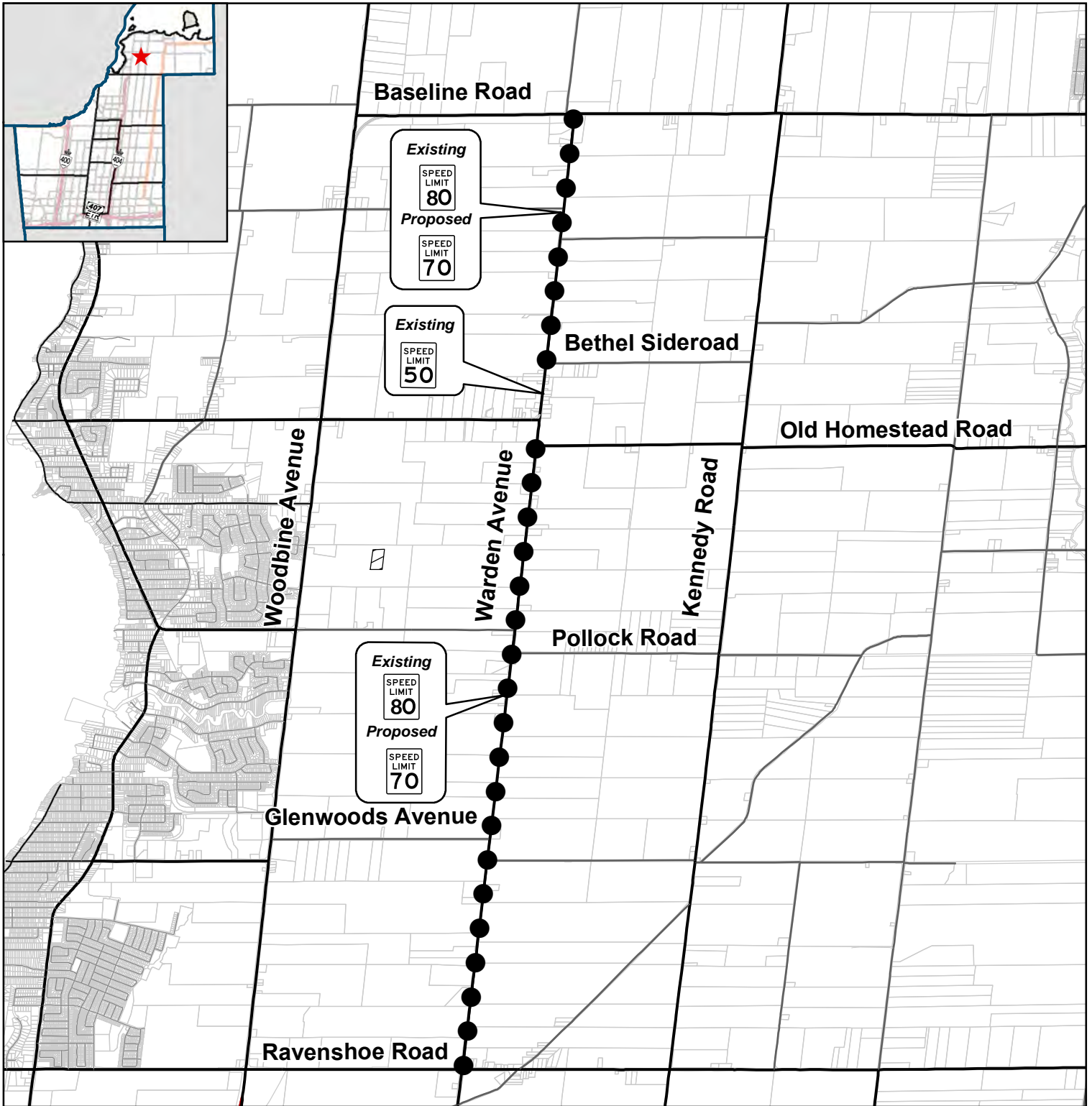
September 9, 2021

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Transportation Services
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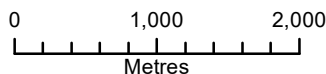


Legend

-  80 to 70 km/h
-  Provincial Highway
-  Regional Road
-  Local Road
-  Municipal Boundary
-  Railway Track



Warden Avenue (Y.R. 65)
Town of Georgina
 2021 Speed Limit Revisions
 September 9, 2021

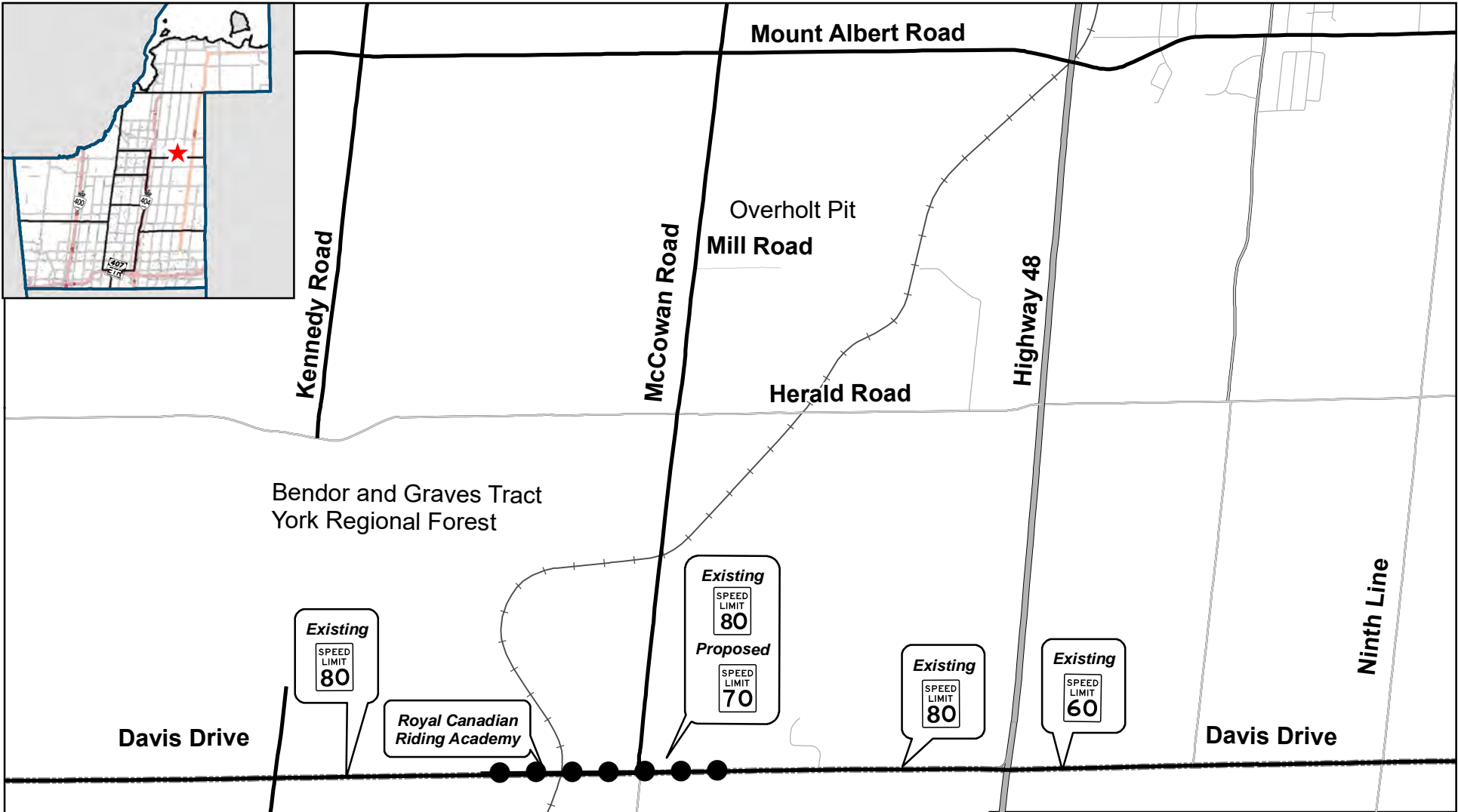


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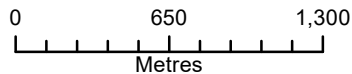
- 80 to 70 km/h
- Regional Road
- Local Road

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Davis Drive (Y.R. 31)
Town of East Gwillimbury and Town of Whitchurch-Stouffville
 2021 Speed Limit Revisions
 September 9, 2021



- Legend**
- 80 to 70 km/h
 - Provincial Highway
 - Regional Road
 - Local Road
 - Railway Track



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Regional Council Decision - 2022-2027 Water and Wastewater Rates

On September 23, 2021 Regional Council made the following decision:

1. Council approve transfers of \$13.95 million from the water rate stabilization reserve to the water asset management reserve and \$14.29 million from the wastewater rate stabilization reserve to the wastewater asset management reserve, for a total of \$28.24 million, to offset the impact of rate increases that were deferred in 2020 and 2021.
2. Council approve the annual water and wastewater user rates shown below for the period April 1, 2022 to March 31, 2028, equivalent to 3.3% increases each year, to maintain full cost recovery.

Recommended Water and Wastewater Rates

Year Starting	Combined Wholesale Rate (\$/m ³)
April 1, 2022	\$3.18
April 1, 2023	\$3.28
April 1, 2024	\$3.39
April 1, 2025	\$3.50
April 1, 2026	\$3.62
April 1, 2027	\$3.74

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

The original staff report is attached for your information.

Please contact Kelly Strueby, Director, Office of the Budget, Finance, at Ext. 71611 or Michelle Swan, Director, Business Planning and Operations Support, Environmental Services, at Ext. 73040 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
Environmental Services
September 9, 2021

Report of the
Commissioner of Environmental Services and Commissioner of Finance

2022 – 2027 Water and Wastewater Rates

1. Recommendations

1. Council approve transfers of \$13.95 million from the water rate stabilization reserve to the water asset management reserve and \$14.29 million from the wastewater rate stabilization reserve to the wastewater asset management reserve, for a total of \$28.24 million, to offset the impact of rate increases that were deferred in 2020 and 2021.
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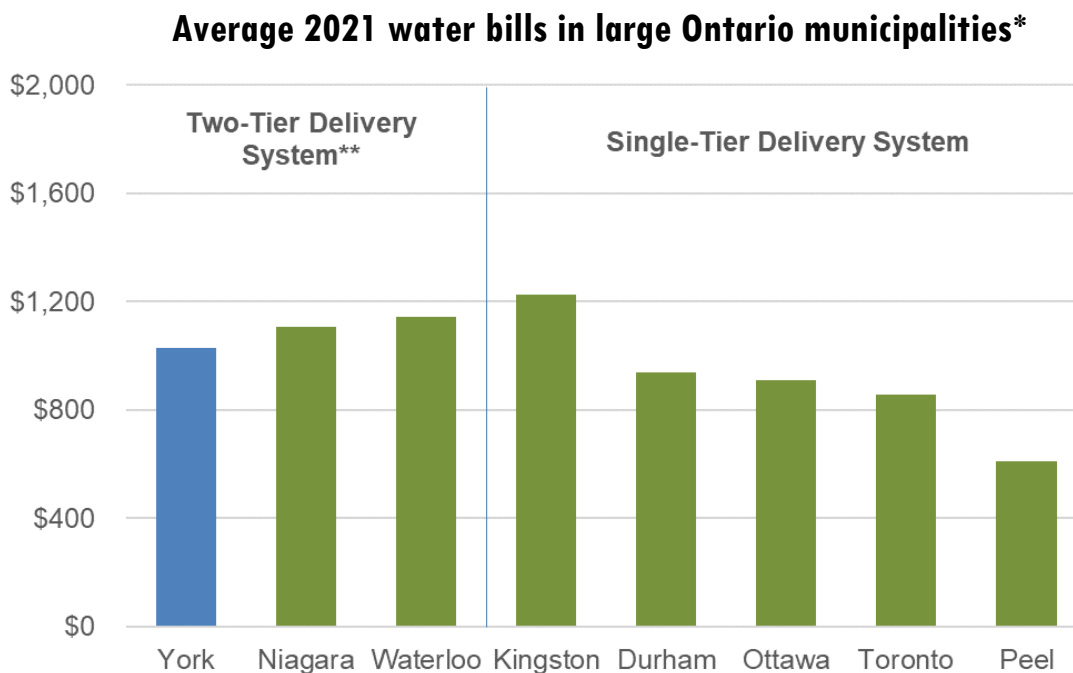
2. Summary

Regional Council periodically reviews and sets annual wholesale rates for water and wastewater. Proposed rates are developed through a rate study. The 2021 rate study is summarized in the Financial Sustainability Plan for water and wastewater (Attachment 1).

Key points:

- York Region's average water bill is the lowest among regional municipalities with a two-tier delivery system, as the following figure shows. The change at the Regional level taking effect April 1, 2022, is expected to add \$21 a year, or \$1.75 a month, to an average water bill.

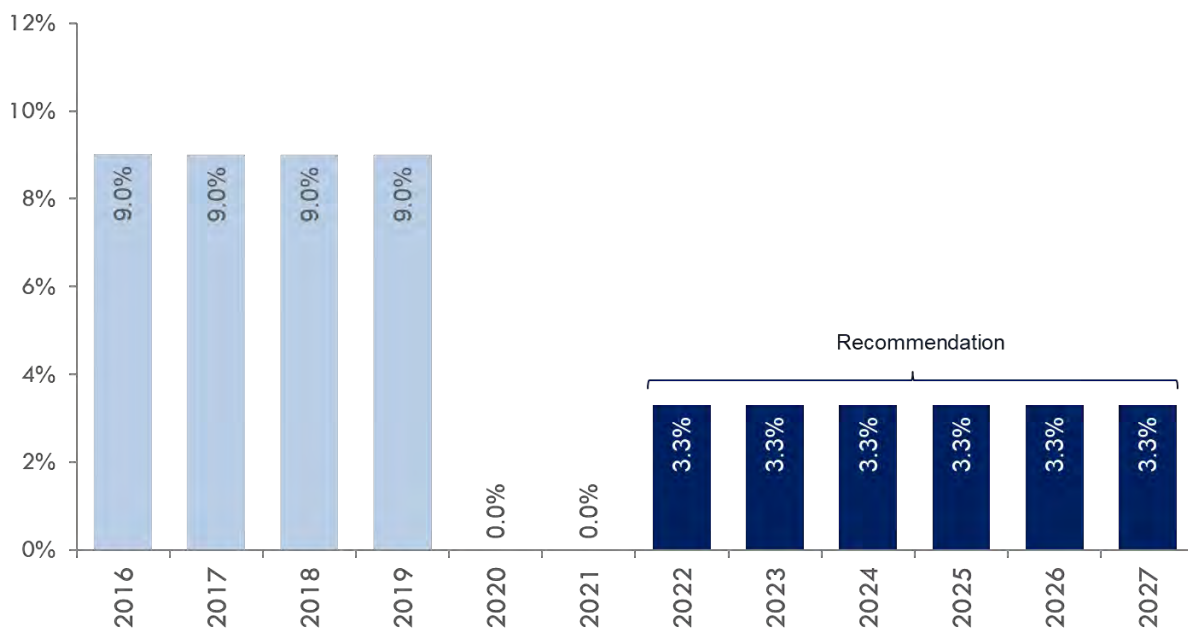
Figure 1



* Bill based on published 2021 retail rates and water consumption of 207 m³ per year, which is the average for all residential property types in York Region

**Weighted average bill across lower-tier municipalities by population

- York Region implemented annual rate increases of 9% or 10% between 2009 and 2019 to improve the financial sustainability of the water and wastewater system, as Figure 2 shows.

Figure 2**Trend in water and wastewater rate increases**

- The recommendation to rebalance reserves would address a \$28.24 million funding gap in asset management reserves resulting from rate relief in 2020 and 2021.
- The proposed rates would then allow York Region to maintain full cost recovery while promoting intergenerational equity and reducing reliance on debt.
- Current social programs are available to address concerns about affordability of water and wastewater services among households with low income.

3. Background

The Region and local municipalities are partners in water and wastewater services

York Region acts as a wholesale provider of water and wastewater services to its local municipalities, which in turn set retail rates and provide services to end users.

Without direct access to Lake Ontario, the Region has entered into long-term agreements with the Region of Peel and the City of Toronto for 85% of its drinking water supply. These agreements describe the basis for the rates charged to York Region and provide for annual increases. Over the last 5 years the rates from Peel have increased by an average of 2.9% annually while the Toronto rates have increased by 4.1% annually. The balance of our

drinking water is sourced within the Region and comes from Lake Simcoe and several groundwater wells.

The Region collects wastewater from the local municipalities and conveys it to treatment plants through a system of trunk sewer pipes and pumping stations. The Duffin Creek Water Pollution Control Plant, which is co-owned with Durham Region, treats about 85% of the Region's wastewater. Peel Region treats a further 10%, and the balance goes to seven York Region-owned facilities.

The *Safe Drinking Water Act, 2002* requires Municipal Council members to meet a standard of care to protect the people in their communities by ensuring financial sustainability, asset management, risk mitigation and continual improvement of the water system. In the Chief Drinking Water Inspector's Annual Report Card for the province's 2019-2020 fiscal year, the Region achieved an inspection score of 100% and 99.98% of its water samples met drinking water quality standards. Similarly, York Region met 100% of quality measures for treated wastewater returned to the environment, while meeting all regulatory obligations and performance limits.

Full cost recovery is a long-standing Regional commitment

Water and wastewater rate-setting is guided by goals and principles that recognize the importance of both operational excellence and long-term financial sustainability.

For financial sustainability, the goal is to set prices that cover the full costs of providing services, a goal to which York Region has been committed for more than a decade. Full costs include both day-to-day operating expenses and contributions to reserves to cover current and future rehabilitation and replacement costs.

In 2015, analysis found that revenues did not cover all costs, mainly those related to asset management needs. To address this, Regional Council approved a Financial Sustainability Plan for 2016 to 2021 that was designed to ensure adequate contributions to asset management reserves.

The Region's economy is expected to fully recover by 2022

In response to concerns about the impact of the COVID-19 pandemic on customers, Regional Council voted in 2020 to forego scheduled rate increases of 9.0% for the year starting April 1, 2020 and 2.9% for the following year.

As more information became available, a fuller picture of the pandemic's economic impacts emerged. An April 2021 report by the Conference Board of Canada estimated that overall, disposable income in the Region rose by an average of 7.8% in 2020. In addition to benefiting from government support programs, households saw savings because of restrictions on retail shopping, dining out, travel and commuting.

The Conference Board of Canada also forecasts that the Region's real Gross Domestic Product would expand by 5.9% in 2021 and a further 5.5% in 2022, making up for a loss in 2020 and outperforming the provincial government forecast for Ontario as a whole.

A 2021 survey of Regional residents found that roughly half considered water rates to be fair, which is in line with earlier results from 2015 and previous surveys on attitudes elsewhere in Canada.

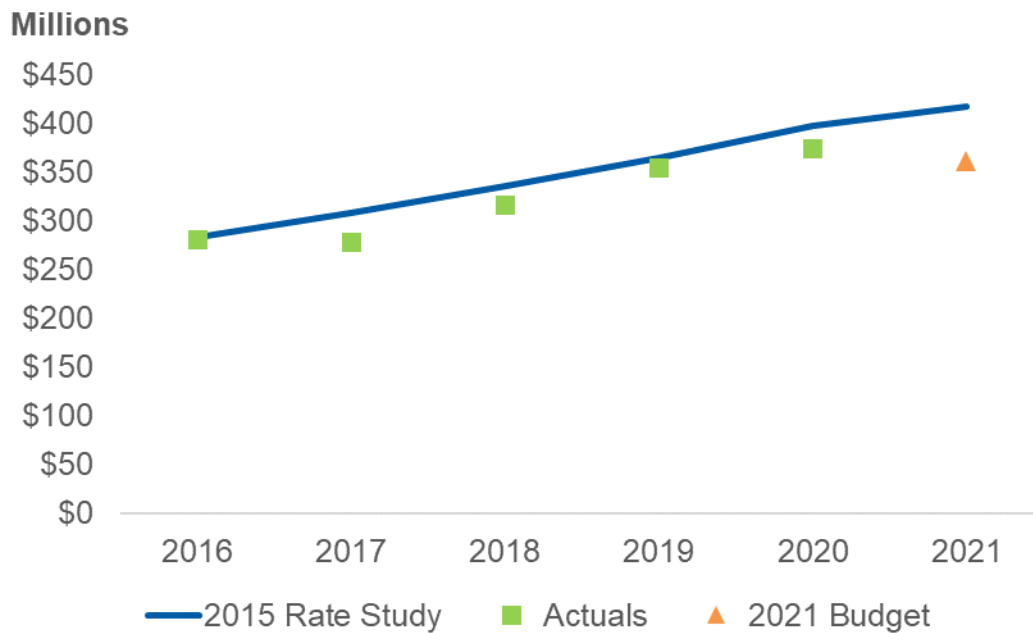
4. Analysis

Between 2016 and 2020, water demand was generally close to prediction

For the 2015 rate study, the Region developed a user rate model that forecasts water flows and annual costs. Between 2016 and 2020, actual consumption of water was generally close to the model's predictions. As Figure 3 shows, resulting revenues were also largely in line with the model's predictions.

Figure 3

Comparison of forecast revenue in 2015 plan to actuals/budget



In 2020, revenues fell below forecast because a planned rate increase of 9% on April 1 was not implemented as Council responded proactively to provide financial relief to customers due to changing economic conditions related to the COVID-19 pandemic. The impact of the rate deferral was largely offset by hot, dry summer weather, which helped boost water consumption, and a revenue shortfall of \$9.1 million was managed by reducing expenditures through finding internal operating savings.

Demand for water reflects growth, pricing and summer weather

The forecast model for water demand combines two elements: a base component reflecting year-round uses that accounts for about 90% of demand, and a seasonal component that

mainly reflects demand for water in the warmer months and accounts for about 10% of demand.

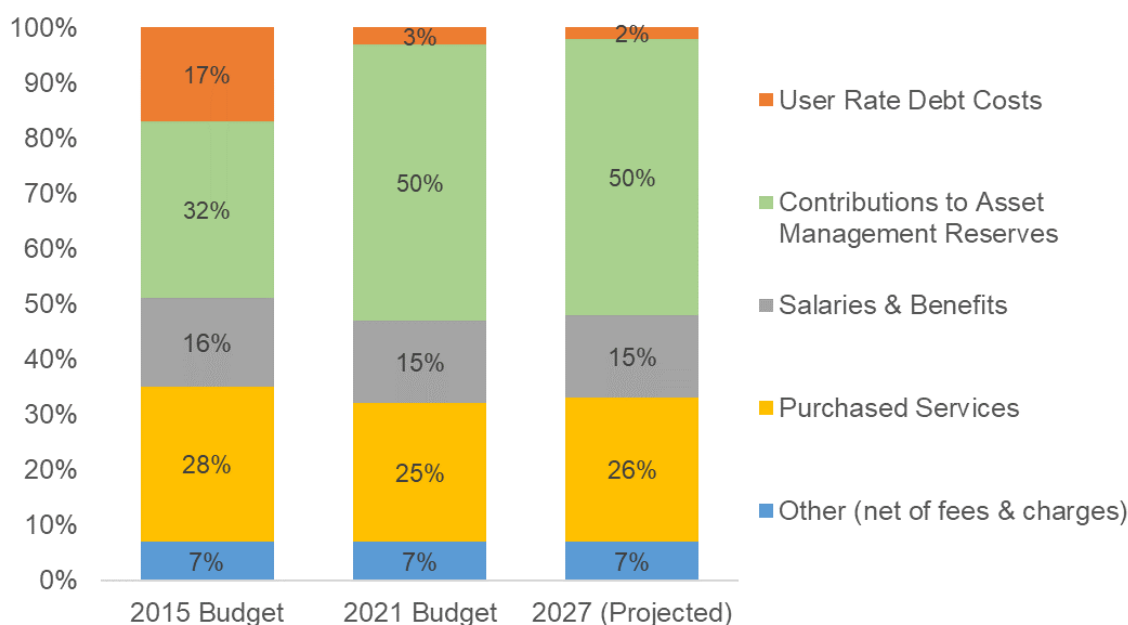
The model uses three factors to determine future water demand: population growth, response to prices, and average summer weather. Population and price have an impact on year-round water use, while average summer weather underlies the seasonal component. A review of the model for the 2021 user rate study confirmed that these factors remain valid for forecasting demand. The 2021 study also updated population projections using provincial government forecasts and other inputs.

Long-term supply agreements, inflation, and reserve contributions drive costs

The annual water and wastewater budget comprise day-to-day operational costs, such as salaries and benefits and purchased services, as well as contributions to rate stabilization and asset management reserves.

Figure 4

Components of York Region's User Rates



As Figure 4 indicates, the cost components are expected to be more stable out to 2027 than between 2015 and 2021, as the Region is now essentially at full cost recovery.

Contributions to asset management reserves are the largest component in the annual budget. The share has grown since 2015, largely reflecting more detailed information about asset management needs. The current and projected level of contributions is in line with other municipalities in the Greater Toronto and Hamilton Area. Asset management reserves are used to fund renewal of a growing capital asset base, with more than \$1.1 billion to be spent over the next decade.

Rate stabilization reserves are available to help offset unexpected changes in revenues and/or costs. A review for the rate study concluded that contributions of \$800,000 a year would maintain required balances in these reserves.

The largest day-to-day operating costs are for water supply and wastewater treatment services provided by neighbouring municipalities, and the co-ownership agreement with Durham Region for the Duffin Creek Water Pollution Control Plant. The forecast for these items is based on details of the agreements, historic experience and the flow forecast.

Debt service costs have decreased sharply since 2015 and are expected to fall from 3% in the current budget to 2% by 2027, reflecting the increased use of asset management reserves in place of user rate debt for asset renewal. With planned growth in asset management reserves, the Region would be able to avoid issuing new user-rate debt and existing debt would be fully paid off by 2040.

Other costs, including salaries and occupancy, are assumed to increase in line with the value of the asset base, plus roughly 2% a year in inflation.

One-time transfer from rate stabilization reserves would close asset management gap

Late in 2020, during the second wave of COVID-19 cases and continued constraints on working outside the home, Regional Council made the decision to forego a planned rate increase of 2.9% for 2021. With the earlier deferral of a scheduled rate increase on April 1, 2020, rates are now about 12% below the level expected in the 2015 rate plan.

Lower rate revenue has been addressed in large part by reducing planned contributions to asset management reserves by \$28.24 million in the 2021 budget. This change in direction would put the reserves at 95% of full funding at the end of 2021, instead of the 100% level projected and committed to by Council in the 2015 rate study.

Since significant annual rate increases would be needed to close this gap in 2022 and beyond, a rebalancing of reserves is recommended. There are sufficient funds in the rate stabilization reserves, due largely to lower-than-expected costs, to cover the shortfall while maintaining those reserves at an adequate level. The recommended transfer would comprise \$13.95 million from the water rate stabilization reserve and \$14.29 million from the reserve for wastewater rates to the respective asset management reserves.

Proposed rate structure would achieve and maintain full cost recovery

Approval of the reserve transfers outlined above would address the gap in asset management reserves resulting from rate deferrals, but a small gap would remain in the operating budget. If not addressed, this would trigger higher rate increases in future.

Closing the gap and maintaining full cost recovery can be achieved with annual rate increases of 3.3% for the next six years. Beyond 2027, modelling suggests that annual increases of 2.9%, outlined in the 2015 study and confirmed by 2021 study, should be sufficient to maintain full cost recovery.

An alternative would be a one-time rate increase of 4.9% in 2022, which would allow for expected annual increases of 2.9% starting April 1, 2023, to maintain full cost recovery.

Staff recommends 3.3% annual increases to 2027 because it is based on uniform annual increases that are only slightly above the “steady state” of 2.9%. This is expected to add \$21 to the average household water bill over the first year.

Proposed rates meet standard tests for affordability

With an average household income in the Region of more than \$120,000, current and proposed rates meet all standard tests of affordability for water and wastewater. However, given the general high cost of shelter in the Region, paying for water and wastewater services may be a challenge for some households with low income.

Recommended best practice for water and wastewater utilities is to consider affordability support programs for low income households, rather than keep water and wastewater rates low for all customers. When rates are uniformly low, it may be difficult to generate enough revenue for long-term financial sustainability. Low rates also encourage over-consumption of water, which puts an unnecessary burden on the environment and infrastructure.

The Region provides two ongoing programs to assist households with rental and/or utility arrears. Between 80% and 90% of requests for help relate to rent arrears. On average, over 2019 and 2020, the programs received about 17 applications a month for assistance with utility bills of any type.

On Council direction, staff in Finance, Environmental Services and Community and Health Services would be prepared to investigate a specific support program for water and wastewater, including looking at such issues as costs to administer, overlap with existing programs, eligibility criteria, support amounts and coordination with local municipalities.

Full cost recovery rates support Vision 2051 and 2019-2023 Strategic Plan

Full cost recovery water and wastewater rates for 2022 to 2027 that promote intergenerational equity support the Vision 2051 goal of Open and Responsive Governance and the Good Government priority of the 2019-2023 Strategic Plan, particularly the objective of managing the Region’s assets for current and future generations.

5. Financial

The recommended rates would have no impact on the tax levy budget because water and wastewater operations are funded from user rates.

The 2021 rate study introduced a new target range for the rate stabilization reserve of 10-15% of the annual user rate budget. This recognizes that risks to the plan include both year-to-year operating fluctuations and less predictable longer-term risks. Also, in recognition of uncertainty in long-term projections, full cost recovery is now defined as being achieved when balances in the asset management reserves are within 2% above or below target.

In line with the Regional fiscal strategy, which has the principle of intergenerational equity as a core pillar, water and wastewater rates are designed so that current and future customers make equalized contributions to asset management reserves. Maintaining investments in water and wastewater assets ensures they remain in a state of good repair for the health and safety of all residents, businesses and the environment in York Region. As reported to Council in [June 2021](#), 94% of water and 96% of wastewater assets are in fair or better condition, with over \$110 million being spent each year to rehabilitate water and wastewater assets in poor condition.

6. Local Impact

The Region is a wholesaler of water and wastewater services to local municipalities. The proposed wholesale rates will help ensure that the Region can continue providing these essential services in a safe and reliable manner for many years to come. In turn, this will enable local municipalities to provide quality services to end users.

Consultation with local municipal staff throughout 2020 was key to developing the proposed rate structure. In addition, opportunities to strengthen the two-tier delivery system were identified and implemented, such as aligning information on anticipated water and wastewater flow volumes for budget and rate planning purposes.

With approval of new water and wastewater rates in fall 2021, local municipalities will have timely information for developing their 2022 budgets.

7. Conclusion

The proposed water and wastewater rates and related reserve adjustments outlined in this report would bring the Region to full cost recovery while supporting intergenerational equity and continuing to reduce debt. This will help ensure long-term financial sustainability of the Region and its water and wastewater services, adequacy of key reserves, and fairness to water and wastewater customers now and in the future.

Full cost recovery has been a long-standing commitment of the Region and achieving this goal demonstrates sector best practices.

For more information on this report, please contact Kelly Strueby, Director, Office of the Budget, Finance, at Ext. 71611 or Michelle Swan, Director, Business Planning and Operations Support, Environmental Services, at Ext. 73040.

Accessible formats or communication supports are available upon request.



Recommended by:

Erin Mahoney, M. Eng.
Commissioner of Environmental Services



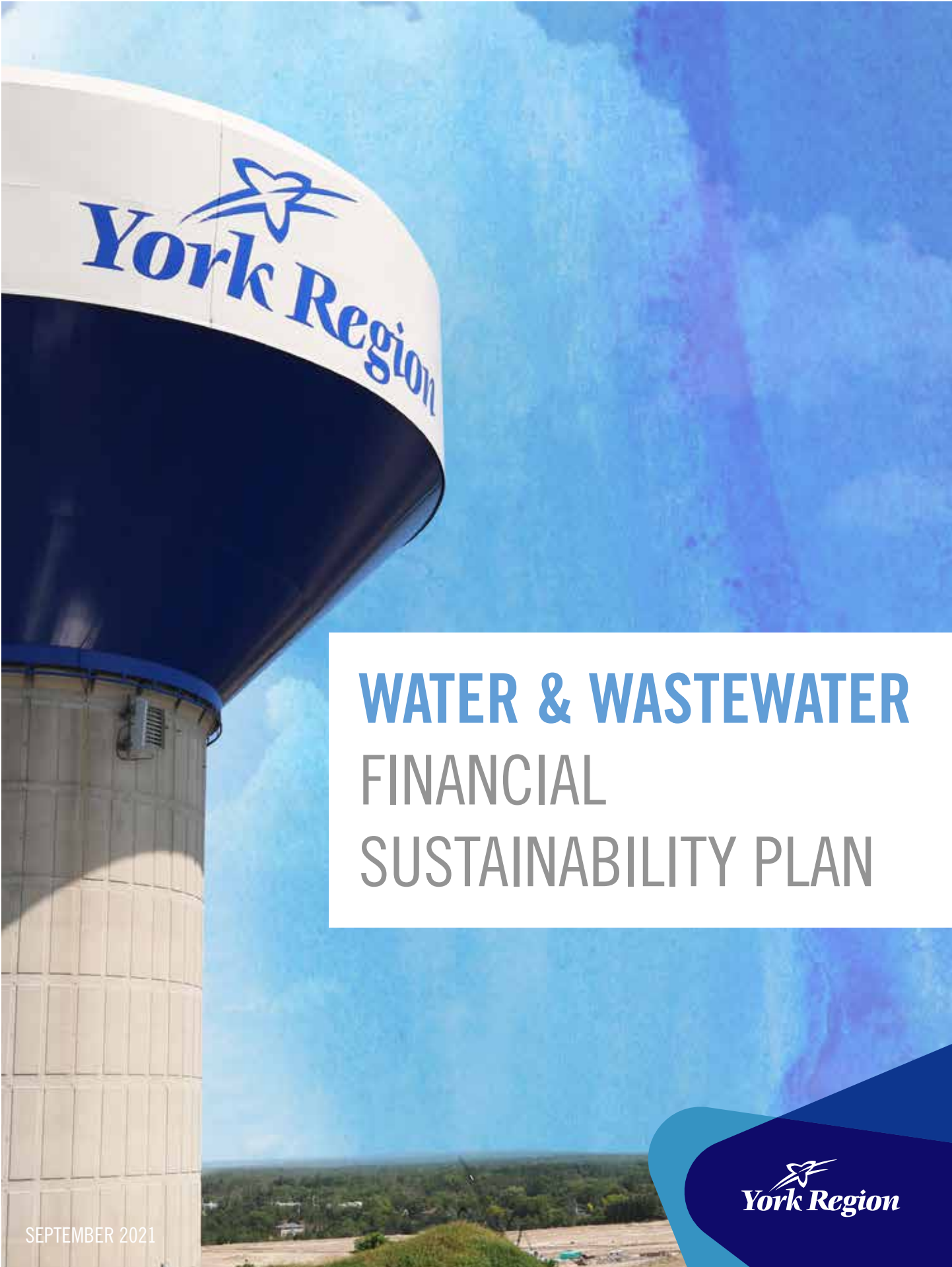
Jason Li, CPA, CA
Acting Commissioner of Finance and Regional Treasurer



Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

August 12, 2021
Attachment (1)
eDOCS #13049715




York Region

WATER & WASTEWATER
FINANCIAL
SUSTAINABILITY PLAN


York Region

SEPTEMBER 2021

This Financial Sustainability Plan was developed in 2020 and 2021 to support periodic review of York Region's wholesale rates for water and wastewater. York Region acts as a wholesale provider of water and wastewater services to its local municipalities.

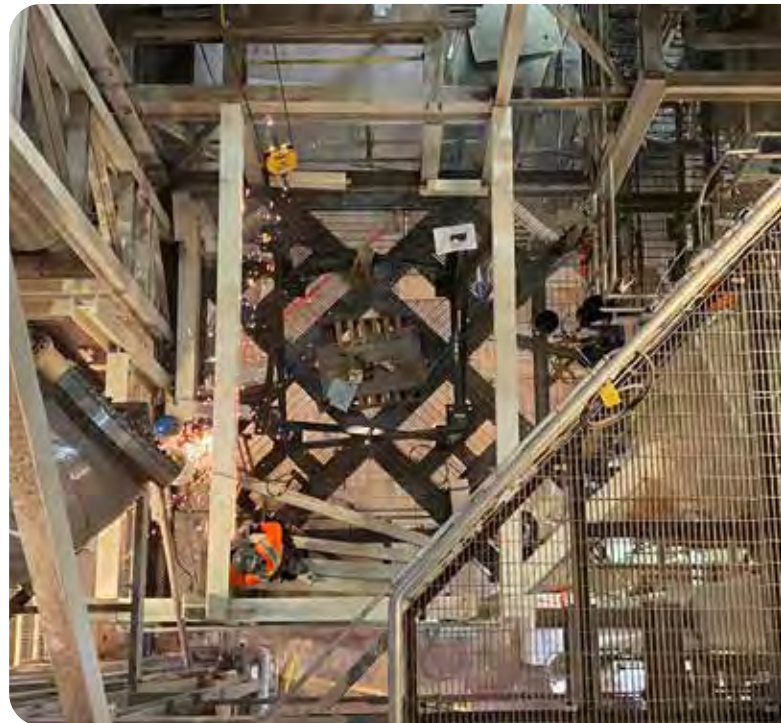
EXECUTIVE SUMMARY

This Financial Sustainability Plan was developed in 2020 and 2021 to support periodic review of York Region's wholesale rates for water and wastewater. York Region acts as a wholesale provider of water and wastewater services to its local municipalities, which in turn set retail rates and provide services to end users. This document updates the previous plan, which Regional Council approved in 2015.

Water and wastewater rate-setting is guided by goals and principles that recognize the importance of both operational excellence in delivering services and long-term financial sustainability.

Financial sustainability requires the Region to set prices that cover the full costs of providing services, including both day-to-day operating expenses and contributions to reserves. Setting water and wastewater rates that cover full costs of providing services is a best practice in the industry and a goal to which York Region has been committed for more than a decade.

With approval of the recommendations of this Financial Sustainability Plan, York Region is expected to achieve and maintain full cost recovery over the approval period of April 1, 2022 to March 31, 2028.



With approval of the recommendations of this Financial Sustainability Plan, York Region is expected to achieve and maintain full cost recovery over the approval period of April 1, 2022 to March 31, 2028.

The recommendations are that:

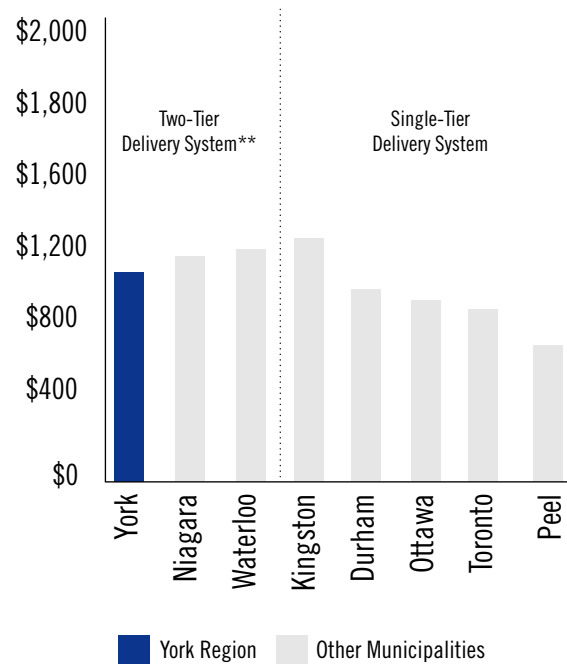
- A total of \$28.24 million be transferred from water and wastewater rate stabilization reserves to the respective asset management reserves for each service. The purpose of the transfer is to offset the impact on asset management reserves of rate increases that were deferred in 2020 and 2021 in response to the COVID-19 pandemic. Rate stabilization reserves would remain at an adequate level after the transfer.
- Annual water and wastewater wholesale rates be increased by 3.3% on April 1 each year from 2022 to 2027, resulting in the annual cost per cubic metre outlined below:

Water And Wastewater Rates	
Year Starting	Combined Wholesale Rate (\$/m3)
April 1, 2022	\$3.18
April 1, 2023	\$3.28
April 1, 2024	\$3.39
April 1, 2025	\$3.50
April 1, 2026	\$3.62
April 1, 2027	\$3.74

With an average household income in the Region of more than \$120,000, current and proposed rates meet all standard tests of affordability for water and wastewater.

The change at the Regional level taking effect April 1, 2022, is expected to add \$21 a year, or \$1.75 a month, to an average water bill. York Region's average water bill remains the lowest among Ontario regional municipalities with a two-tier delivery system.

Average 2021 Water Bills* in Large Ontario Municipalities



*Bill based on published 2021 retail rates and water consumption of 207 m3 per year, which is the average for all residential property types in York Region

** Weighted average bill across lower-tier municipalities by population

With an average household income in the Region of more than \$120,000, current and proposed rates meet all standard tests of affordability for water and wastewater. In 2020, however, Regional Council deferred rate increases planned for April 1, 2020 and April 1, 2021, owing to concerns about the economic impact of lockdowns and restrictions in response to the COVID-19 pandemic. An expected shortfall in revenues as a result was managed

by reducing budgeted contributions to asset management reserves in 2021. The recommended transfer of funds from the rate stabilization reserves would bring asset management reserves back to the appropriate level.

The forecast model underlying revenue projections was developed for the 2015 Financial Sustainability Plan. It reflects three main factors: the growth in demand for water as the population grows, the response in demand when the price goes up, and seasonal use in a year of average summer weather. Having performed well at forecasting demand from 2016 to 2020, the model continued to be used for this update.

Because of factors like the ongoing adoption of more water-efficient technology and a shift to smaller homes and lot sizes, consumption is expected to rise at a slightly slower rate than population. Pricing also plays a role, with consumption decreasing slightly as rates go up. Price-driven decreases in demand are expected to moderate with the new rate structure, after larger rate increases leading up to 2020.

Recommended rates were set at a level expected to generate enough revenues to cover projected costs.

Day-to-day operating cost projections in the model are based on the Region's agreements with neighbouring municipalities for water and wastewater services and infrastructure, and on expected population growth and inflation.

Costs also include contributions to reserves for rate stabilization in case of unexpected changes to the plan, and reserves that are used for asset management.

This Financial Sustainability Plan sets out an updated approach to maintaining the rate stabilization reserves that reflects the potential need to address both in-year and longer-term risks to revenues, expenses, or both. This refinement was shaped in part by the pandemic experience.

Asset management reserves are used in place of user-rate-funded debt to pay for renewal of the large water and wastewater asset base, valued at \$7.7 billion in 2020. By adding to asset management reserves, the recommended rates support the Region's plan of eliminating user rate debt by 2040. Asset management reserve contributions are also designed to achieve the Regional goal of intergenerational equity, which means that current and future residents will

make equal annual contributions.

With the growth in asset management reserves, debt service has decreased from 17% of costs in 2015 to the current 3% and is expected to decline further to 2% by 2027.





INTRODUCTION

York Region's Financial Sustainability Plan for water and wastewater rates was initially approved by Regional Council in 2015 and provided the basis for expected rate increases from 2016 to 2021.

This update reports on results of the Plan to date and sets out the proposed water and wastewater rate structure slated to start on April 1, 2022.

The purpose of the Plan update is to meet the Region's commitment to recovering all costs of providing water and wastewater services through rates charged to customers. These costs broadly comprise day-to-day operating expenses and the costs of rehabilitating and replacing existing assets as they age.

Water and wastewater rates are designed to align with the Region's fiscal strategy, which helps to reduce reliance on debt and ensure fairness to water and wastewater customers now and in future.

York Region acts as wholesaler to its local municipalities

The Regional Municipality of York, also called "York Region" or "the Region" in this document, provides a range of services to its 1.2 million residents and roughly 54,000 businesses, often in partnership with the nine local municipalities that operate within the Region.

As required by provincial legislation, the Region acts as a wholesale provider of water and wastewater services to its local municipalities.

These responsibilities reside within the Environmental Services department, which is guided by specific goals and principles to ensure it meets its operating, capital, regulatory and financial requirements.

As the wholesale provider of drinking water, York Region:

- Purchases water from the Region of Peel and the City of Toronto, which together supply more than 85% of York Region's total municipal drinking water
- Operates and maintains two surface-water treatment plants and 24 groundwater treatment facilities (including 40 production wells) to meet the balance of drinking water demand
- Provides and delivers drinking water through 22 pumping stations, 44 elevated water tanks and reservoirs and 360 kilometres of transmission mains
- Works with Peel and Toronto on joint initiatives to ensure adequate supply (for example, sharing the costs of capital projects and optimizing system performance)





Long-term arrangements with Peel and Toronto are necessary because York Region is the only regional municipality in the Greater Toronto Area that lacks direct access to Lake Ontario.

In providing wastewater services, York Region relies heavily on the York Durham Sewage System, which was commissioned by the provincial government in the late 1960s and assumed by York Region and Durham Region in 1997. The system consists of a wastewater collection network and the Duffin Creek Water Pollution Control Plant, which is located in Pickering and co-owned by the two regional municipalities.














In its role as wholesale wastewater provider, York Region:

- Collects wastewater from the local municipalities and conveys it to treatment plants through a system of 360 kilometres of sewer pipe, 21 pumping stations and two wastewater equalization tanks
- Supports the management and operation of the Duffin Creek plant, which treats about 85% of the Region's wastewater
- Manages an agreement with the Region of Peel for the treatment of roughly a further 10% of the Region's wastewater
- Operates and maintains seven wholly-owned water resource recovery facilities located mainly in the northern part of the Region that treat the balance

The map on the next page shows the major elements of York Region's water and wastewater systems.

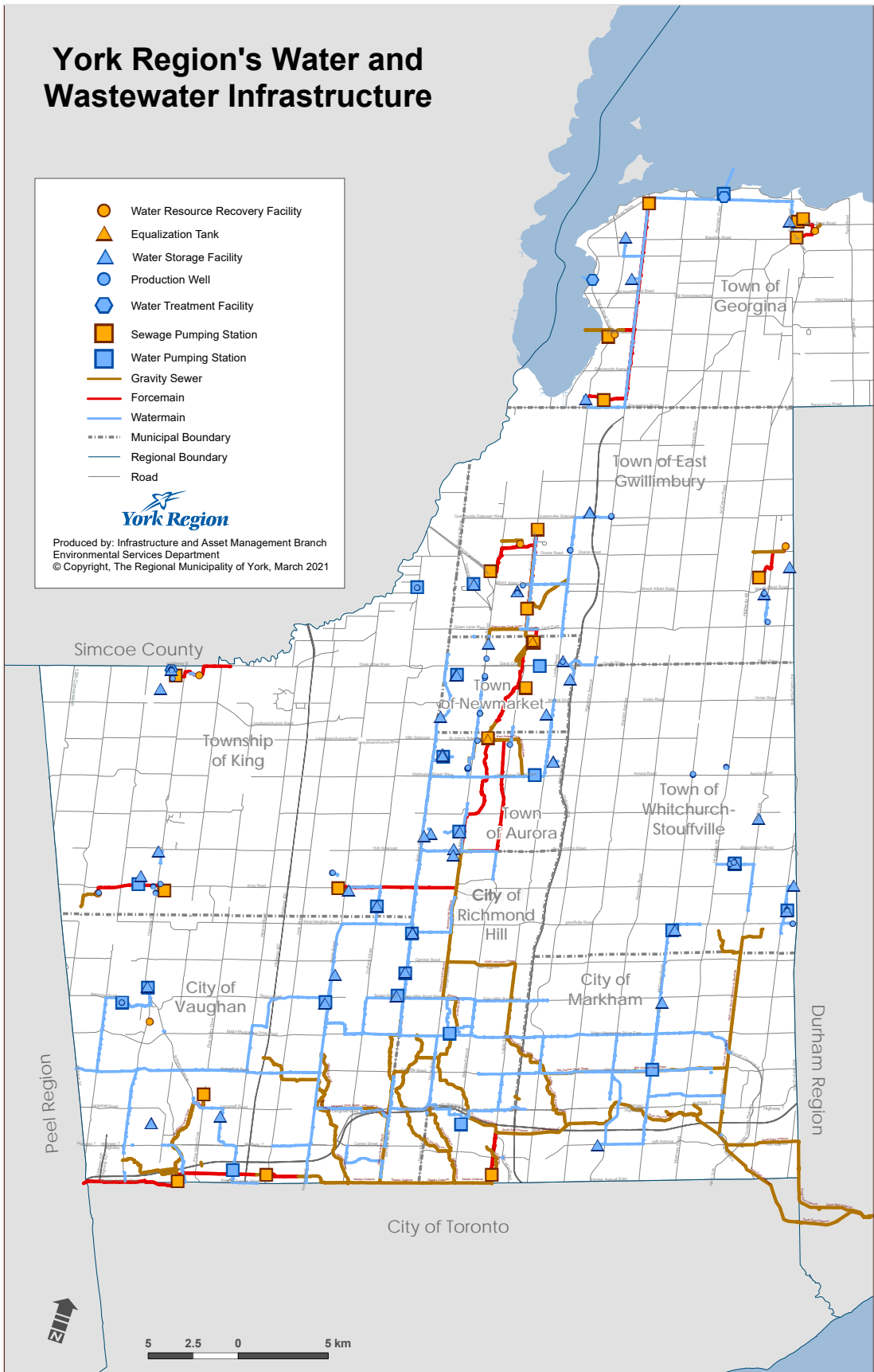
York Region is the only regional municipality in the Greater Toronto area that lacks direct access to Lake Ontario.

York Region's Water and Wastewater Infrastructure

-  Water Resource Recovery Facility
-  Equalization Tank
-  Water Storage Facility
-  Production Well
-  Water Treatment Facility
-  Sewage Pumping Station
-  Water Pumping Station
-  Gravity Sewer
-  Forcemain
-  Watermain
-  Municipal Boundary
-  Regional Boundary
-  Road

York Region

Produced by: Infrastructure and Asset Management Branch
 Environmental Services Department
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York Region water quality continues to receive highest marks

York Region continues to be a leader in supplying drinking water that meets stringent provincial standards and in how it collects, analyzes and shares water quality data.

- In 2020, 100% of 17,923 laboratory analyzed samples and 99.99% of 39.5 million continuous monitoring analyzer readings were within regulated standards. All adverse results were addressed and reported.
- All provincial inspections of the Region's drinking water systems scored 100% in 2020.
- York Region received excellent scores in the Chief Drinking Water Inspector's Annual Report Card for the Province's 2019-2020 fiscal year, with a score of 99.98% for water samples meeting Ontario's drinking water quality standards, and an inspection score of 100%.

In addition, the Ontario Public Works Association recognized York Region in 2020 for management innovation as a leader in drinking water data management and public transparency.

Regional surveys show that residents also value water and wastewater service quality. About two-thirds of residents are confident that their tap water is safe and reliable. In a yearly survey carried out in fall 2020, 82% of respondents reported feeling positive about the quality of water services, making it one of the highest-rated Regional services, and more than half of residents are satisfied with all aspects of water and wastewater services' performance. The highest-rated areas for satisfaction were that the Region ensures drinking water-related infrastructure is well maintained (90%) and that there is a reliable long-term supply of drinking water (89%).

Other York Region water and wastewater responsibilities include:

- Metering and billing for water purchased by the local municipalities, and billing for wastewater collected and conveyed, using uniform Region-wide rates per cubic metre
- Ensuring its systems meet regulatory requirements, including the Province's Drinking Water Quality Management Standard, and operate to International Organization for Standardization (ISO) standards
- Planning for, undertaking and managing the building of new infrastructure and expanding, rehabilitating and replacing existing assets
- Carrying out compliance functions and collecting applicable fees and charges for activities other than providing service to the local municipalities (for example, enforcing the Region's Sewer Use Bylaw)
- Working with partners including the University of Toronto, Trent University, Ryerson University and University of Waterloo on innovative research and development projects
- Working with its local municipalities, conservation authorities and other partners to improve system efficiency, conserve water and protect drinking water sources

After receiving water from the Region, the local municipalities deliver it to their residents and businesses at rates and structures which they determine. Similarly, they collect wastewater from their residents to send to the Region's system and apply local wastewater fees. With a few exceptions, the Region assumes for the purposes of wastewater billing that volumes are the same as water delivered.

Most residents of the Region are connected to a municipal water and wastewater system. A small number of residents in rural areas of the Region are serviced by private wells and/or septic systems.

What is full cost recovery and why is it desirable?

In Ontario, municipal councils set water and wastewater rates. Unlike electricity rates, these are not subject to formal regulation.

Rate structures generally balance several considerations, including:

- Generating enough revenue to pay for day-to-day operations, regulatory compliance and asset rehabilitation and replacement, and to be prepared for unforeseen events
- Setting rates that encourage conservation and help prevent water being wasted
- Recognizing that because cash needs for asset rehabilitation and replacement are uneven from year to year, reserves need to be built up gradually for these purposes to protect customers from annual rate shocks
- Avoiding a subsidy to the service from the general tax base, especially where some taxpayers are on private systems
- Conversely, avoiding a risk that water rates generate more revenue than the water and wastewater service needs over the long term
- Recognizing how consumer demand changes as a result of rate increases and considering the affordability of rates

As this list indicates, some considerations are at odds with others — for example, encouraging conservation while considering affordability.

To help municipal councils work through the issues, the provincial government, water organizations and other authorities have provided guidance. Their advice is consistent: rates must be high enough to cover all costs, and concerns about affordability are better addressed through programs targeted to those suffering financial hardship.

For example, full cost recovery pricing for water and wastewater was one of many recommendations made by a commission of inquiry into the 2000 Walkerton tragedy,

in which seven people died from drinking contaminated water from the town's system. A subsequent expert panel assessing infrastructure needs in the sector made the same recommendation.

More recently, Canada's Ecofiscal Commission emphasized the importance of full cost recovery user rates in its September 2017 report entitled "*Only the pipes should be hidden: Best practices for pricing and improving municipal water and wastewater services*". The report noted that full cost recovery rates -- based on a robust asset management plan -- are essential for both economic and environmental sustainability.

While full cost recovery is not a legislated requirement in Ontario, regulations under the *Safe Drinking Water Act, 2002* require financial plans to detail and project total revenues and expenses. More details appear as Appendix A. Some other Canadian jurisdictions, including the provinces of Saskatchewan and Nova Scotia, have specific requirements to achieve full cost recovery through rates.





Full cost recovery is a long-standing York Region priority

York Region has been committed to reaching full cost recovery water and wastewater rates for several years.

In December 2008, Regional Council approved rate increases of 10% a year for both water and wastewater in each year from 2009 to 2011 inclusive. In May 2011, Council continued to recognize the importance of targeting full cost recovery pricing by approving an annual blended rate increase of 10% to 2015.

In 2014, a research study carried out for the Region noted that user-rate revenues did not yet cover all costs, particularly longer-term costs related to sustaining aging infrastructure.

This was an important consideration in developing the 2016 to 2021 rate structure. Rate increases were designed to ensure adequate contributions to asset management reserves. The plan included annual rate increases of 9.0% for each of the first five years, including 2020. In 2021, the year in which full cost recovery would be achieved, the increase would be 2.9%. Since 2015, the Region has updated information about asset management needs, which helped inform proposed rates going forward.

In 2020, owing to uncertainty about financial impacts of the COVID-19 pandemic, Regional Council maintained rates at the 2019 level instead of implementing planned increases of 9.0% starting April 1, 2020 and 2.9% starting April 1, 2021. The impacts are discussed in more detail, in the section titled "Results in 2020 and outlook for 2021".

" ... most municipalities still do not set prices for water at levels that would encourage conservation, thereby allowing the overconsumption of water, and leading to increased demand for expensive infrastructure."

Paying for Water in Ontario's Cities: Past, Present, and Future

Asset management needs are better known

Asset management involves balancing asset cost, performance and risk. The goal is to deliver required performance at the best possible cost over an asset's life cycle within an acceptable level of risk and to have funds available for major asset rehabilitation and renewal when needed.

Provincial direction on water and wastewater systems emphasizes that full costs include the cost of maintaining, rehabilitating and, when necessary, replacing the assets that make up a municipality's water and wastewater system. Failure to reflect asset management needs totally and accurately in determining full costs has been cited as a widespread problem in municipal water and wastewater rate design.

Concerns about adequate funding for municipal assets of all types led to provincial legislation in 2017 that requires municipalities to prepare asset management plans.

In 2018, provincial regulations phasing in municipal asset management requirements came into effect. That year, Regional Council approved the Region's first Corporate Asset Management Plan, which formalized asset management practices across departments. The plan documented the state of infrastructure, including asset inventory, average asset life, asset condition and replacement values, for both core and non-core assets. In line with provincial requirements, it provided more detail on core infrastructure, including water and wastewater assets. Compliance with requirements came several years ahead of provincial deadlines. The Region continues to improve asset management, not only to meet provincial regulations, but to optimize practices for the benefit of its residents, businesses and local municipalities. The Corporate Asset Management Plan documents the state of the Region's infrastructure, including asset inventory, average asset life, asset condition and replacement values for all major assets. This information gives the Region an indication of the timing and magnitude of funding needed for future rehabilitation and replacements.

The plan includes a commitment to update estimated replacement values through the annual budget process. As of the fourth quarter of 2020, the figure for replacement of water and wastewater assets was \$7.7 billion.



The Region gathers information on residents' attitudes to water and wastewater, including rates, at regular intervals. This plan drew on the results of a 2020 survey carried out for the update of the Region's Long Term Water Conservation Strategy and a 2021 survey on water rates, pricing and related issues.

How the work was carried out

In developing the initial Financial Sustainability Plan, the Finance and Environmental Services departments worked together to capture operational business needs, refine forecasts and align the proposed rate structure with corporate priorities. They also reviewed literature on water and wastewater financing policies and practices in use elsewhere, including other municipalities, to identify best practices in planning and forecasting.

For this update, a staff team drawn from the same departments assessed the user rate financial model and developed new proposals based on outcomes from 2016 to early 2021, and revisited the literature, including looking at new approaches to measuring affordability. Community and Health Services also provided valuable insights and advice on equity and affordability.

The financial modelling work for both the original plan and this update focused on projecting all costs involved in meeting demand for services and the revenues needed to cover these costs.

The Region introduced the "Water Is" campaign in 2013 to educate and inform the broader public about the cost and complexity of providing clean, safe drinking water, the importance of conservation, and the value of water and wastewater systems.

The Region gathers information on residents' attitudes to water and wastewater, including rates, at regular intervals. This plan drew on the results of a 2021 survey that captured changes in residents' attitudes towards water and its cost since 2015. The survey also gauged their confidence in York Region's water infrastructure and the safety of their drinking water. Results of a 2020 survey, carried out for the update of the Region's Long-Term Water Conservation Strategy, also proved useful. In addition, more general information was drawn from community opinion surveys in 2020 and 2021.

Engagement with local municipal partners

Ongoing engagement with the local municipalities, who form the core customer base as well as acting as partners in service delivery, was key in developing this update, as it was in developing the 2015 Plan.

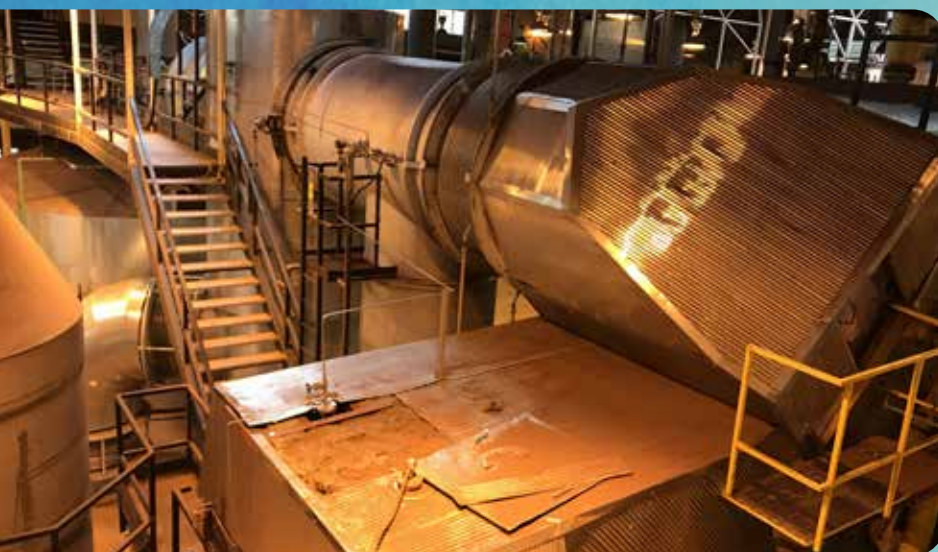
The Region reached out to senior public works and financial staff within each local municipality to provide them with updates on the rate study, gather their feedback on potential rate structures and coordinate timing of key rate decisions for 2022 and beyond.

Outreach included a short discussion paper and questionnaire, presentations and follow-up virtual meetings in August and September 2020.

Feedback from local municipal partners is key to understanding local concerns and views on potential rate structure changes, affordability of rates, projected flows and costs of rehabilitating and replacing major infrastructure.

The balance of this document explains how the Region developed and updated its approach to ensuring a financially sustainable rate structure and provides results to date. It sets out options for future rate increases and adjustments to reserve policies, and identifies the 2022 to 2027 Financial Sustainability Plan ultimately selected by Regional Council.

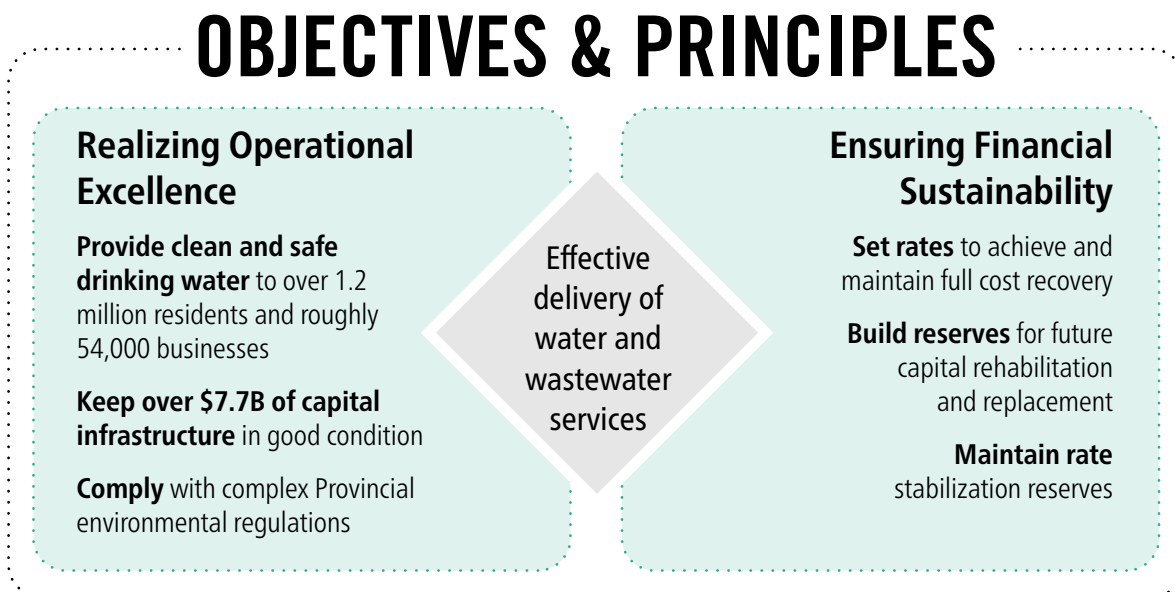
Feedback from local municipal partners is key to understanding local concerns and views on potential rate structure changes, affordability of rates, projected flows and costs of rehabilitating and replacing major infrastructure.



BACKGROUND

A safe, reliable and sustainable system

Rates and rate-setting are guided by goals and principles that recognize the importance of both a safe, reliable system and long-term financial sustainability:



Developing and updating the 2015 Financial Sustainability Plan

There are two major aspects to developing a financial plan for water and wastewater that ensures the full costs of providing the services are recovered through rates:

- Determining what “full costs” are over the long term
- Determining the rates that will yield revenues equal to those costs over the long term

Developing a full cost recovery financial plan is a complex exercise. It involves predicting future cash needs and

revenues and the timing of cash inflows and outflows. It requires an understanding of high-level organizational goals and must ensure rates follow well-thought-out principles. The plan must also be flexible to respond to actual outcomes.

As a result of these complexities, the Region recognizes the need to update the plan with relevant information and monitor results regularly. This has been reflected in refinements to the Financial Sustainability Plan outlined in this update.

Appendix B outlines in more detail each of the steps in developing the plan and explains adjustments made for this update.

The user rate financial model

The user rate financial model (also called “the rate model”) brings together all expected costs and projected consumption based on the demand forecast. The rate model then uses this information to determine annual rates that will ensure revenues cover costs.

The size and condition of the water and wastewater network are major factors driving costs. The discussion of costs therefore starts by looking at assets the Region already owns and future infrastructure mapped out in the Water and Wastewater Master Plan.

This is followed by a discussion of operating costs, including reserve contributions, and how they are expected to reflect capital plans and other drivers.

Revenues reflect both consumption and annual rates. Discussion of these factors is followed by considerations and principles in setting rates, including affordability.

Capital investments drive operating costs

Water and wastewater capital comprises built facilities and equipment such as treatment plants and pumping stations, and linear assets such as watermains and sewers. The Region’s capital plans include both providing new assets to serve growth and renewing existing assets.

New water and wastewater assets to service growth are largely covered by development charges and do not directly impact the water rates. It is expected new users, as they connect to the system, will largely support the cost of operating these new assets through water and wastewater rates.

“At a minimum, [water and wastewater] plans should consider... operating, maintenance, and administration costs; research and development expenditures; existing and future capital costs; historical underinvestment; and outstanding debt obligations. When possible, asset-management plans should also consider social costs (i.e., the costs borne by society), such as the cost of protecting the natural assets that are the ultimate source of our water.”

**Only the Pipes Should be Hidden:
Best Practices for Pricing and
Improving Municipal Water and
Wastewater Services**

*Canada’s Ecofiscal Commission,
September 2017*

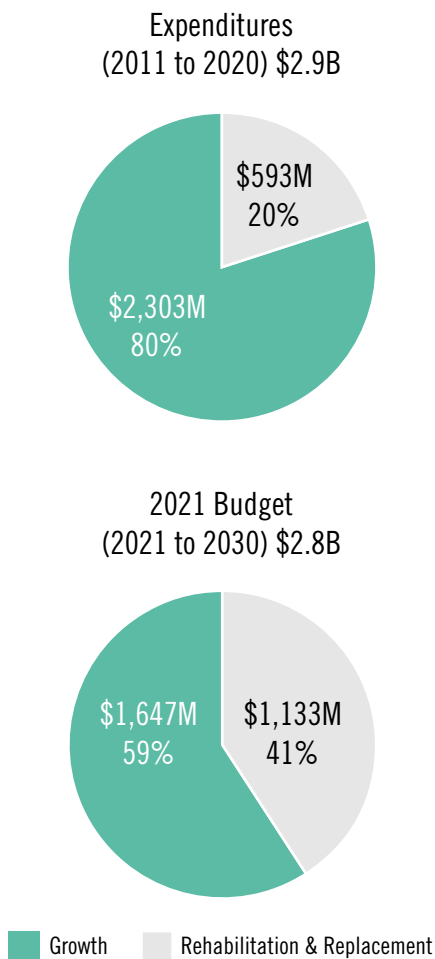


At present, the Region's assets are relatively young. For example, the average age of its watermains, at 19 years, was the lowest among all municipalities reported in the Municipal Benchmarking Network of Canada 2019 Performance Measurement Report. In many large cities, the average age was decades older.

As the asset portfolio ages, however, the focus of spending is shifting gradually toward rehabilitation and replacement, as well as the increasing maintenance and repair needs of the existing asset portfolio over the coming decades.

The charts below show how the portion of the capital plan related to water and wastewater renewal needs has increased in recent years:

Shift In Water And Wastewater Capital Needs



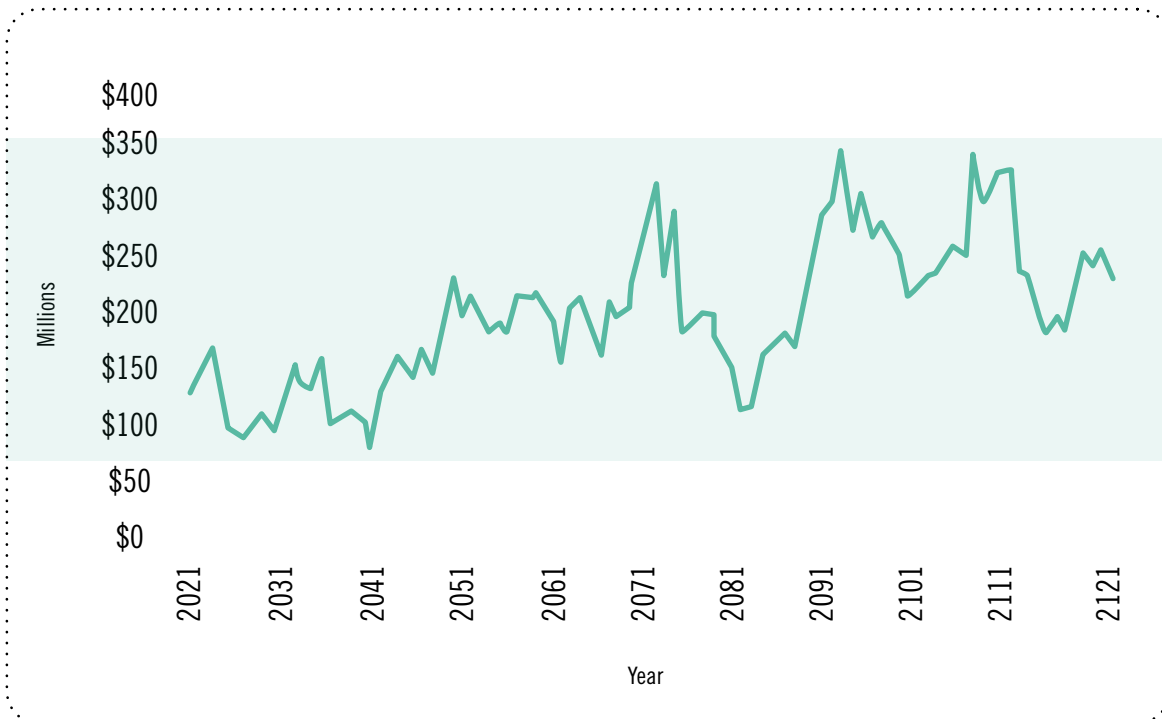
Ten-year rehabilitation and replacement needs are expected to be \$1.2 billion, on average, in each of the next two decades. Current estimates are that needs beyond 2040 will total about \$2.0 billion on average over each of the following three decades. These estimates are before inflation, which means the current-dollar cost of needs when they fall due will be higher.

Unlike revenues, which grow fairly steadily, rehabilitation and replacement costs fluctuate considerably from year to year. The graph below shows estimated needs for asset rehabilitation and replacement (collectively described as asset renewal) over the next 100 years. The 100-year time frame was chosen because, given the long life of most major water and wastewater assets, it covers at least one expected replacement.



100-Year Estimates Of Annual Rehabilitation And Replacement Needs For Water And Wastewater Assets (2021 Regional Budget)

Note: Dollar amounts are in real terms (i.e., before inflation)



Covering renewal costs year by year would require major annual swings in rates. Contributions to asset management reserves are therefore made from user rate revenue to ensure funding is in place for these investments when needed. This is in line with the Regional fiscal strategy, as discussed below.

Major renewal work in the current 10-year capital plan includes:

- **York Durham Sewage System rehabilitation:** this work will include inspections, condition assessments and, as required, rehabilitation or replacement of components of the existing York Durham Sewage System
- **Duffin Creek incinerators:** incinerators 1 and 2 at the plant will be replaced and auxiliary services will be upgraded

The Region's current 10-year capital plan also includes major growth-related projects, the largest of which is to address forecast population growth in the Region's north. These have an impact on the revenue needed over the forecast period because as they enter service, they will both add to annual operating costs and increase asset management needs.

Fiscal strategy supports use of reserves, reduced debt reliance

The Regional fiscal strategy is the foundation of long-term financial sustainability for York Region. The strategy's principles include using asset management reserves to smooth timing differences between cash inflows from revenues and planned spending on asset management projects.

The fiscal strategy also reflects the Region’s commitment to reduce reliance on debt. By law, Ontario municipalities may issue debt only for capital, and the amount of debt issued is limited by provincial statutes. Because of its rapid growth, the Region was granted a higher repayment limit called the “Growth Cost Supplement.”

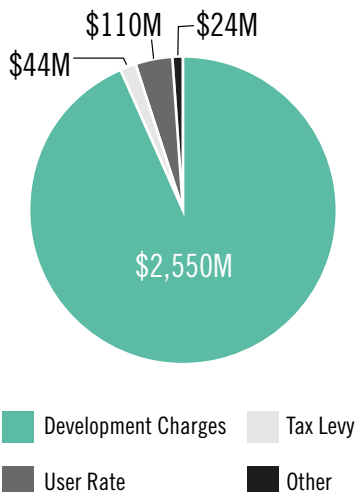
Largely as a result of building infrastructure to serve actual and expected population growth, the Region’s debt increased from \$498 million to \$2.5 billion between 2004 and 2014. The bulk of it was issued to finance water and wastewater projects.

Citing the Region’s large growth-related capital spending requirements and a high debt burden, S&P Global Ratings lowered York Region’s credit rating from AAA to AA+ in 2014. Lower-rated borrowers typically pay higher interest rates on the debt they issue.

From its initial adoption by Regional Council in 2013, the Regional fiscal strategy has helped reduce reliance on debt by rescheduling some capital projects and building reserves.

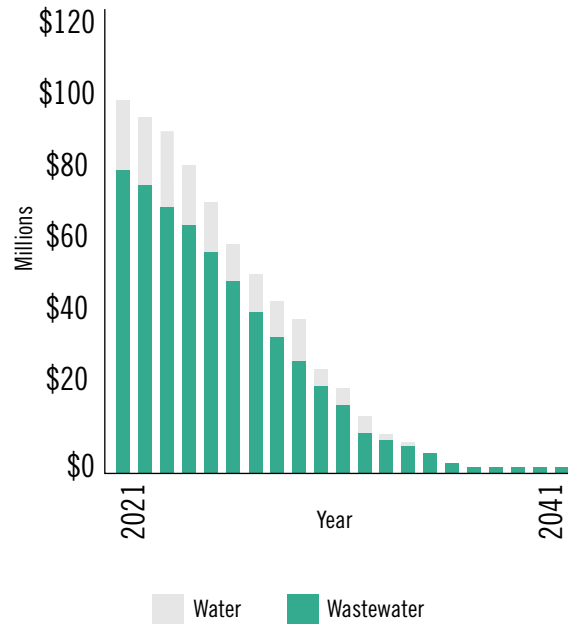
It has also limited new borrowings to those supported by development charges, as opposed to user rates or the tax levy. As the graph below shows, total Regional debt was \$2.7 billion at the end of 2020. Of the small share not supported by development charges, \$110 million in debt is being repaid from user rate revenues (these borrowings are also called “user-rate debt”).

2020 Net Outstanding Debt (\$2.7B)



In line with the fiscal strategy, the 2015 rate structure was designed to eliminate new user-rate debt starting in 2016. As the graph below shows, user-rate debt will continue to decline until it is fully paid off by 2040:

Outstanding User Rate Debt Projection



Eliminating user rate debt will provide room for the Region to borrow as needed for important new projects to service growth.

As a steward of one of the Region’s largest asset portfolios, Environmental Services is committed to aligning its Financial Sustainability Plan with the Regional fiscal strategy. Elements of its capital plans were deferred in 2014 and subsequent years to meet more stringent limits on the Region’s 10-year capital plan in line with the fiscal strategy. Capital planning will continue to take into account the need to effectively manage debt and phase projects in line with available funding, and the Region continues to look at ways to better align new infrastructure investment with the pace and location of growth.

Another key aspect of the Regional fiscal strategy is ensuring fairness over time to those who fund the Region’s activities (a concept also known as intergenerational equity). Details of how this applies to water and wastewater rates are provided in the section that follows.

Asset management contributions are the largest budget item

The forecast of operating costs began with a review of the main operating expenses in the water and wastewater budget. This table shows the share of each major item in the 2021 Regional budget, excluding growth-related debt servicing costs funded by development charges:

Components Of 2021 User Rate Budget

Water and wastewater combined	
Contributions to asset management reserves	50%
Purchased services*	25%
Salaries and benefits	15%
Other (net of fees and charges)**	10%
Total Operating	100%

* Water purchased from Toronto and Peel, and wastewater services purchased from Peel and through co-ownership of the Duffin Creek plant with Durham Region

**General expenses, occupancy and repair and maintenance costs, minor capital, financing costs, professional contracted services, program-specific expenses (less purchased services), fees and charges, stabilization reserve contributions, and allocations and recoveries

Contributions to asset management reserves

The amount of funding in asset management reserves reflects both the annual contributions made from user rate revenues, the draws used for asset management projects and investment earnings.

While revenues are relatively steady, the draws for projects can vary considerably. This and other factors make determining the annual level of contributions to asset management reserves a complex exercise.

The Region first looks at when major renewal investments will be needed over the next 100 years and what the expected costs will be (which also involves developing a long-term estimate of inflation). This provides an outlook for required annual draws from asset management reserves by year. As noted earlier, significant needs related to the York Durham Sewage System have already been incorporated in the current 10-year capital plan.

To determine annual contributions to the reserves, a population growth forecast is needed. This is because, in line with the principle of intergenerational equity, contributions for current and future customers are equalized over time.

Also for purposes of intergenerational equity, annual contributions reflect user-rate debt servicing costs until remaining debt is eliminated. The forecast also includes long-term estimates of rates of return on invested reserve contributions.

Day-to-day operating expenses

Purchased services represent the largest day-to-day operating item in the water and wastewater budget. This item includes the water services provided under agreements with the Region of Peel and the City of Toronto, a wastewater service agreement with Peel and the co-ownership agreement with Durham Region for the Duffin Creek plant. The forecast of these items is based on details of the agreements, including the treatment of asset renewal costs, historic experience and the flow forecast.

The model assumes that most other costs, including salaries and occupancy, will increase in step with the value of the asset base. An adjustment in the current model is the assumption that increases in these items will occur the year before the addition to the asset base is commissioned.

All of the above increases are expressed in real terms. The model then adds roughly 2% a year to account for inflation, representing the rate of increase in the Consumer Price Index.

Contributions to rate stabilization reserves

The review of reserves carried out for this update concluded that uniform combined contributions of \$800,000 a year would be sufficient to maintain required balances in the rate stabilization reserves. The section below titled "Reserves, rebalancing and reserve policy update" provides more details on reserve policies.

Regulatory requirements and delays add to costs and uncertainty

The Region works diligently to keep in step with regulatory changes, which are becoming increasingly stringent and adding to costs. For example:

- The *Lake Simcoe Protection Act, 2008* has had a major impact on the Region's water resource recovery facility in Keswick. In 2014, new membrane technology was installed that removes most of the phosphorus from treated wastewater. This technology has increased operating costs through higher energy use, a need for more intensive operator attention and careful ongoing monitoring and maintenance.
- Under the *Clean Water Act, 2006*, which formalized source water protection in Ontario, Regional staff provide formal conditions on development applications in vulnerable areas to safeguard drinking water. Staff also work cooperatively with land and business owners to mitigate risks. The current costs of source protection, including some activities the Region undertook before the program was provincially mandated, are \$1.2 million a year.
- Over the next four years, Environmental Services anticipates undertaking 200 water and wastewater growth-related and rehabilitation capital projects, each of which will entail environmental assessment, planning, engagement, detailed design, construction and commissioning. Rehabilitating an existing water or wastewater system is costly: for example, working on an in-use sewer line requires building a temporary or sometimes permanent bypass to avoid service disruption and address health and safety risks.

Impacts of new standards and delays in regulatory approval are difficult to capture in modelling. If they cause unexpected cost increases, the rate stabilization reserve is available to compensate in the short run. Longer-term impacts would have to be reflected in a future rate study.



Forecasting the demand

The cost side of the equation must be balanced by revenues to ensure full cost recovery.

This section provides an overview of the forecast model for water demand developed in 2015 and updated for this study, including a discussion of the main drivers. For financial sustainability in the future, rates must continue to be set so that they yield needed revenues, given the projected demand each year.

The forecast model combines two elements:

- A "base" forecast that applies winter demand to the entire year. The base component covers such uses as laundry, baths and showers, toilets and dishwashing, along with year-round business uses. It accounts for about 90% of demand.
- An added seasonal component that mainly reflects demand for water use in the warmer months, for example lawn and garden watering, swimming pool filling, water park and splash pad use, outdoor car washing, and building cooling. This component accounts for about 10% of demand.

The forecast model is based on three factors -- population growth, response to prices and average summer weather.

Population and price have an impact on year-round water use, while average summer weather underlies the seasonal component. All of them could be tracked historically with some precision against water demand, which was key to developing the model.

Other factors, such as use of more water-efficient fixtures, also drive demand. Analysis showed, however, that the gains from many water-efficient fixtures were adequately captured over the rate-setting time horizon through the relationships between population and consumption and between price and consumption. This is discussed in more detail below. Some factors, such as attitudes to conservation, are important but proved difficult to measure quantitatively for modelling purposes.

For this update, the Region looked at results from the model based on population growth and price and found a close match between forecast and actual results. Tracking actual against average weather proved useful for identifying sources of annual changes from forecast.

The balance of this section looks in more detail at outcomes since 2015 and implications for the model. It also discusses factors not incorporated at present that will continue to be monitored because they may have longer-term impacts on water demand.

Total Water Demand



Forecast outcomes

The table below shows how the model’s projections for financial planning purposes compare to actual flows from 2015 to 2020.

Performance of flow forecast model (2015 to 2020)

Year	Forecast (ML)	Actuals (ML)	Variance (%)
2015	123,449	122,383	-0.9%
2016	121,536	121,909	0.3%
2017	121,415	111,439	-8.2%
2018	121,291	115,688	-4.6%
2019	118,447	118,940	0.4%
2020	118,270	124,107	4.9%

*1 ML= 1 megalitre or 1,000,000 litres

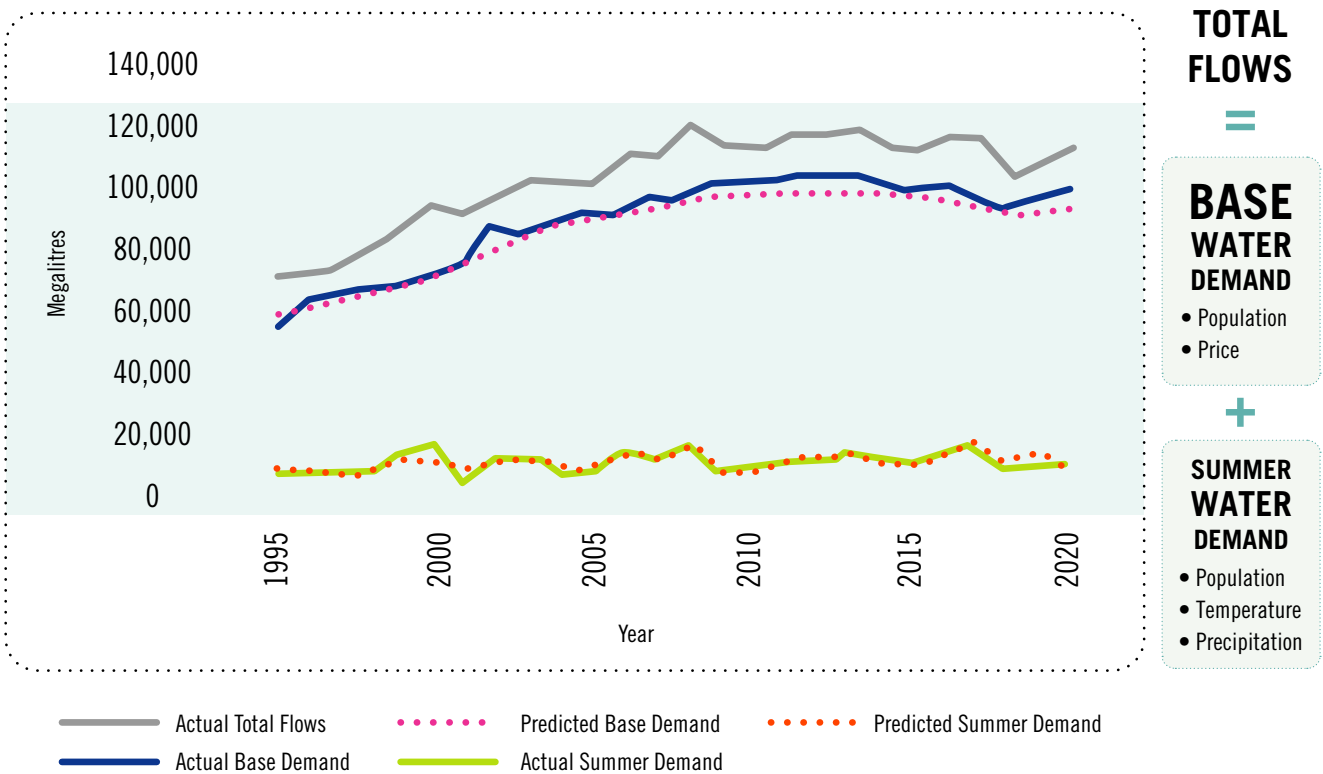
Results varied significantly from the forecast model in 2017 and 2018 mainly because of an infrastructure issue

that was corrected by replacing a large boundary meter. An adjustment to the model that was made to account for lower-than-expected population growth is discussed in more detail below.

The model is less accurate in predicting seasonal demand because the seasonal component is based on average summer weather (as measured by temperature and rainfall from May to October). Actual weather is inherently difficult to predict beyond the short term, which can lead to swings in seasonal consumption from the average. For example, seasonal consumption in 2016 — with a hot, dry summer — was more than 50% higher than that of wet, cool 2019. The unpredictability of year-to-year weather fluctuations was a key reason for creating a rate stabilization reserve for water and wastewater when the rate model was adopted in 2015.

Revenue changes arising from seasonal weather fluctuations are generally not a major concern because seasonal demand accounts for only about 10% of the total. In 2020, however, weather turned out to be a key factor in results for the year. The “Update and Outlook” section below provides more details.

Model Estimation Of Historic Water Flows



Population and consumption

The demand for water in the Region increases with population growth, but at a slower rate: historically, an increase of 1% in population results in an increase in water demand of slightly less than 0.8%.

This is because, as mentioned above, the relationship between population and consumption captures other trends that affect water consumption.

Over time, all residents are likely responding to continued messaging about conservation and to the availability of more water-efficient technology and equipment. In addition, population growth results in new housing, which tends to be more water-efficient because of building code changes requiring water-efficient fixtures and smaller (or no) yards.

As a result, demand for water per capita is falling in the Region and has been doing so for some time. The section below titled "Demand per-capita will likely continue to fall, but at a slower rate" discusses long-term trends in per-capita consumption in more detail.

In addition to setting out the relationship between population and consumption, the model incorporates a projection for population growth. Like any projection, population forecasts tend to become less accurate as they look further into the future.

The Region's population forecast when planning infrastructure must consider provincial targets set out in A Place to Grow, the current growth plan for Toronto and surrounding areas, which goes out to 2051. The forecast used in the 2015 model was also based on growth plan targets.

The Region has noted in its budgets and other documents that its population has been growing more slowly than projected in the growth plan for the past several years.

To avoid overestimating projected revenues in the short run, the water demand model underlying the annual budget used a lower provincial population forecast starting in 2018.

For this update, the population projection considers near-term realities in York Region as well as longer-term provincial targets.

The master plan for infrastructure will continue to reflect long-term growth plan targets both to align with provincial requirements and to provide greater certainty that adequate servicing will be in place when needed.

Response to prices is relatively small

Results of the Region's rate model suggest that price has a small but measurable impact on demand for base consumption, with a 1% increase in price (before inflation) resulting in an estimated 0.2% decrease in demand. This is consistent with earlier studies that suggested the same general response to price going back as far as 2001. It is also consistent with the experience of other Ontario municipalities.

In general, the less that an item costs in relation to household income and other expenses, the less consumers respond to changes in its price. As the graphic shows, water is typically the lowest utility cost for an average household in the Region, lower than telephone, electricity, gas or oil. Average Regional household income, at \$122,446 a year in 2015, is among the highest in Canada. These factors may explain much of the low response to price changes in most households.

That said, overall water demand reflects necessary uses, including drinking water, showers, toilets, laundry and so on, and these uses are difficult to curtail in the short run. The cumulative effect of the Region's rate increases over recent years, combined with messaging about conservation, may have prompted some residents to invest in water-saving fixtures. In this way, the relationship between price and consumption may embed other factors like availability of more water-efficient technology.

Households in the Region with low income may not have the option of reducing water use below the threshold set by necessary uses, or the ability to invest in water-saving technology. The possible impact on those households is discussed in more detail below in the section titled "Affordability."

In general, the less that an item costs in relation to household income and other expenses, the less consumers respond to changes in its price.

Comparison of Annual Average Household Utility Bills



Other factors with potential long-term impacts

The 2015 modelling and this update concluded that impacts of a range of factors that might affect consumption are adequately embedded in the forecast model through the relationships between population growth and consumption and between price and consumption.

As discussed below, however, the model might require adjustment if these relationships were to change over time.

Changes in capital stock

Changes to building codes and shifts in technology have been driving lower consumption of water for many years. In 1996, the Ontario Building Code changed to require lower-flow fixtures in new homes. Since then, more code changes and technological innovations — mainly the introduction of increasingly lower-flow toilets, washing machines,

showerheads and dishwashers — have further increased the water efficiency of homes and other buildings.

Impacts of these changes are significant. For example, it is estimated that if 13-litre-per-flush toilets had not been replaced with more efficient toilets, annual water consumption from residential toilet use would have been higher by 50%, or roughly 10,000 megalitres (ML), by 2015 (1 ML = 1,000,000 litres). This would have boosted total flows in the Region from the current level of roughly 120,000 ML to about 130,000 ML a year.

The Region's Long Term Water Conservation Strategy, which was updated in 2021, notes that there is a lower limit on water savings that can be achieved through appliance and building standards, codes, and market transformation, and these savings are expected to plateau over time.

Awareness of this limitation, as well as attention to new water-related technologies and their rate of adoption, is essential for future modelling exercises.

Demand by industry, commerce and institutions

In addition to residential customers, the Region's ultimate users of water and wastewater include industrial, commercial and institutional customers, which make up what is called the ICI sector.

For flow forecasting purposes, using population as the sole growth-related driver of demand has returned good results to date. Increases in ICI water use in the Region appear to closely track residential consumption growth, so that the split between residential and ICI consumption can be considered fairly constant over time. This assumption continues over the current forecast period.

As discussed below in "Results in 2020 and outlook for 2021," working from home during the pandemic shifted the usual consumption pattern between ICI and residential, but without a discernible impact on total water use. This may reflect the nature of consumption in the ICI sector, where use is split into several components: process water used for industrial purposes; water for landscaping and/or building cooling; and consumption that reflects having workers and/or customers on site, such as toilet flushing, hand-washing and kitchen use. Future analysis may confirm how each of these components contributed to the shift in consumption.

The Region has worked to improve the water efficiency of the ICI sector through its Long Term Water Conservation

Strategy, which provides a variety of programs, including audits and financial incentives.

Results of the Region's programs, as well as impacts of any lasting changes in ICI sector consumption patterns, will be taken into consideration as future rate modelling is carried out.

The Region has worked to improve the water efficiency of the ICI sector through its Long Term Water Conservation Strategy

Urban density and housing types

Over time, the Region's housing stock is shifting to more intense forms of development such as townhomes, which have lower outdoor watering needs, and multi-residential buildings with no individual yards. This trend, which helps to reduce per-capita consumption, is assumed to be captured in the relationship between population growth and total consumption.

One higher-intensity type of development that might offset this trend to some extent is a multi-residential unit which does not meter water use but instead embeds the cost in a condo fee or rent. Numerous surveys have shown that, all other things being equal, consumption is higher without metering.

The Region will continue to monitor trends in housing types and consumption to determine whether the impacts are significant enough to require refining the model.

Attitudes towards conservation

The impact of changing attitudes towards conservation — as opposed to pure price signals — is difficult to factor into a forecast. The experience of the Region, as measured through a 2020 water and wastewater survey, is while that a large majority of residents feel it is important to conserve water, close to 60% feel that they already conserve enough or as much as they can.



The survey also identified a slightly greater commitment to conserving water inside as opposed to outside the home, which is likely related to the finding that almost one-quarter of respondents cited the need for adequate water for gardening and maintaining lawns and landscaping.

As a 2018 article in *Municipal World* magazine notes, using data and analytics such as survey results can help tailor messages to specific segments of the population, which is more likely to achieve measurable changes in behaviour. The article highlights the Region's initiatives to reduce water use in the highest-consumption neighbourhoods through programs focusing mainly on innovative ways of keeping landscaping and gardens looking lush and verdant.

Updated survey results will continue to be used to help refine the forecast model. For example, if surveys signal greater awareness of the need for conservation and better understanding of how this can be accomplished, the modeling work might focus on how this affects base and/or seasonal demand.

Non-revenue water

As the term suggests, "non-revenue water" is water a utility supplies to its distribution system that does not generate revenue at the individual customer level. It includes water needed to fight fires and to flush out watermains to maintain water quality, as well as system leakage, storage tank overflows and unauthorized use. Non-revenue water also reflects customer meter inaccuracies that result in billings below actual consumption, and systematic data handling errors.

Like many municipalities, the Region and its local municipalities continually work towards reducing all sources of non-revenue water through distribution system optimization, asset management and metering programs. The Region and local municipalities are currently updating metrics to assess non-revenue water according to new industry best practices. Historical data from the Region's local municipalities, however, indicate a low level of distribution system leaks.

The modelling took into account the current share of non-revenue water in total flows and made no assumptions about future changes.

Climate change

Underlying year-to-year swings in seasonal consumption is a long-term trend of general decline in summer use. This is likely related to such factors as the shift in housing types towards smaller lots and multi-residential units and changes in attitudes.

A long-term factor that might work in the opposite direction is climate change, especially a warming trend.

Both the modelling done in 2015 and this update consider potential impacts of climate change on water demand. A changing climate could increase water demand in York Region in several ways: more drought, more extreme heat days and a longer growing season.

Climate change is also likely to increase operating and asset management costs, as weather is expected to become more extreme, requiring infrastructure to handle much heavier storm water flows than it was designed for. As a result, the overall cost impacts are likely to be equal to or even greater than the revenue impacts of higher demand.

A water and wastewater climate change study was completed in 2019 to identify opportunities to mitigate the impacts of climate change and to support actions through the master plan. In addition, the Energy Conservation and Demand Management Plan outlines actions for the Region to reduce greenhouse gas emissions.



Demand per-capita will likely continue to fall, but at a slower rate

For more than a decade, total demand for water as measured by volume has remained relatively flat in the Region. The population and hence the user base has grown, but this has been offset by decreases in demand per capita, reflecting several of the factors outlined above.

A key question is how long the consistent decline in per-capita use will continue:

- Once full cost pricing is realized, it is likely that rate increases will be smaller. Customers do not typically respond as strongly to a small price increase as they do to a larger one.
- Another factor is the extent to which further water savings can be realized through additional changes to the building code, provincial regulations and new technology.
- Given water's many necessary uses, there is a limit to how low consumption can fall. The Region's Long-Term Water Conservation Strategy has set 150 litres a day per resident as an aspirational goal. Projections based on current demand suggest per capita daily consumption will be between 155 and 164 litres by 2051, down from the current level of 184 to 194 litres, and not far above the 150-litre-a-day goal.

Based on these considerations, flows are expected to increase over the forecast horizon and beyond as per-capital use moderates and ultimately plateaus.

Guidance in setting rates and designing a rate structure

Once the full revenue need is known, the next step is deciding how rates will be designed. Providing water and wastewater is a natural monopoly: having one provider is the lowest-cost option. As a result, rate-setting needs to consider a balance between customers' interests and those of the supplier.

Much work has been done on this in regulated industries, such as gas and electricity distribution. As a result, rate-setting principles are well-established:

- **Rates should be efficient.** They should promote the best use of the service.
- **Rates should be effective.** They should yield the revenue needed by the service provider.
- **Rates should be fair to users and predictable.** They should apportion costs properly among users while avoiding undue discrimination and should not change unexpectedly.
- **Rate structures should be practical.** They should be simple, easy to understand and interpret, acceptable to the customer and feasible to apply.

Uniform rate per cubic metre will be maintained

York Region's 2015 Financial Sustainability Plan applied a uniform per-cubic-metre rate to water and wastewater. (Water and wastewater volumes are assumed to be equal, with a few exceptions such as homes that are connected to a municipal drinking water service but use septic systems for wastewater.)

This pricing approach struck a balance between two alternative rate structures that can be used for water and wastewater services:

- **Declining cost** per cubic metre with increasing customer consumption or a combination of **fixed and variable rates**. Either option better matches the needs of the service provider, who has high fixed costs, but concerns include unfairness to smaller consumers and failure to encourage conservation.
- **Increasing cost** per cubic metre with increasing customer consumption. This option encourages conservation and is fairer to small consumers but does not provide revenues that align with the water service's cost structure.

In its role as wholesale supplier to the local municipalities, which set the retail rates customers ultimately pay, the Region discussed options with water and finance officials in local municipalities for both the original modelling and this update. These discussions made it clear that changing the existing rate structure would require careful coordination to avoid administrative burden and customer confusion. Another key concern with a fixed/variable rate model is determining the fixed amount each municipality would pay. Given these concerns, the Region will continue to use the current rate structure.

Affordability

The affordability of water and wastewater rates took on greater concern as this update was being prepared, owing to the global COVID-19 pandemic that began in early 2020.

Response to the pandemic included closing or curtailing the hours of most workplaces. Where possible, employees shifted to working from home while others were laid off or had reduced hours.

In response to concerns about the pandemic's impact on residents, Regional Council voted to forego scheduled rate increases of 9.0% for the year starting April 1, 2020 and 2.9% for the following year.

As more information became available, a complex picture of the pandemic's economic impacts emerged.

For some of those whose work was curtailed, federal support programs may have more than offset lost income. Work done by Statistics Canada for the country as a whole found that over the first three quarters of 2020, disposable income for the lowest-income households increased 36.8%, more than for any other households. This was attributed to federal support programs exceeding losses in wages and salaries and self-employment income.

In addition, many of the Region's residents, especially in the financial and professional service sectors, were able to work through the pandemic, with reduced commuting and travel costs. There were fewer opportunities for travel, dining out, shopping and other discretionary activities for all households.

An April 2021 report by the Conference Board of Canada estimated that overall, disposable income in the Region rose by an average of 7.8% in 2020. The Conference Board also cited federal support programs as the major driver of income gains.

This underscores consistent advice and guidance on rate-setting: trying to address the unaffordability of rates for some consumers by giving all consumers a break on rates is not efficient. For water and wastewater services, impacts of setting rates too low can include shortfalls in revenue and over-consumption of water.

An April 2021 report by the Conference Board of Canada estimated that overall, disposable income in the Region rose by an average of 7.8% in 2020.

Work done for the original financial sustainability plan and this update looked at concerns around water and wastewater affordability. Rates are said to be affordable when households can pay them without sacrificing other essential goods and services.

The 2015 analysis found that water and wastewater bills in the Region appeared affordable overall, although it noted that some households might struggle to pay their bills. For the update, recent literature was reviewed and additional affordability measures identified.

Typical affordability benchmarks take a community approach, setting the benchmark as the share of income of a median household (that is, a household in the middle of the income distribution) going to water and wastewater.

In York Region, 2015 median household income as measured in the 2016 census was \$95,766, the second-highest in the Greater Toronto Area and among the highest in Canada. Staff estimate that the average bill in the Region is currently about 0.9% of the median household's total income. This is well within affordability limits defined by a range of authorities.

This approach, however, overlooks the concerns of households below the median, where the costs of other necessities make up a bigger share of income and where paying for the minimum essential volume of water might be difficult.

Analysis of households across the income distribution showed that by this measure, bills are affordable except for those with total income below around \$20,000, even after accounting for varying levels consumption with income. This is in line with 2015 findings.

However, this analysis may not fully account for other essential costs of living faced by York Region households, including rent and food. These costs reduce the income available to pay water and wastewater bills. Once they are included in the analysis, more households may struggle than suggested above.

One measure of households' essential costs is Statistics Canada's Market Basket Measure, which the federal government has designated Canada's official poverty line. For a four-person household in the Region in 2019, after-tax income of roughly \$50,000 or less fell below the poverty

line. These households may find it a challenge to cover basic needs, including water and wastewater.

Using data from the last census, staff estimate that around 23% of households in the Region fall below this threshold. The share is in line with other municipalities in Ontario, including Toronto, Peel, Hamilton and Ottawa.

This suggests total essential costs, not just water and wastewater bills, are creating the bulk of affordability concerns for the Region's households. The difficulty of finding affordable housing in the Region is certainly well-documented: as the Region's 2020 Housing Matters report noted, housing costs have outpaced income growth in the Region, creating challenges for many residents to afford housing and make ends meet.

There are potentially mitigating factors where water and wastewater costs are concerned. Households with low income are more likely to live in multi-residential buildings and to rent rather than own, and in these situations the costs are often included in shelter costs instead of being billed separately. Nonetheless, higher water rates might be felt through increases in the general shelter cost.

Integrating relief for households with low income is a best practice recommended by Canada's Ecofiscal Commission in its report on water pricing. As the report notes, "Ensuring that water remains affordable for low-income households is a key challenge. To some extent, these concerns can be addressed through a volumetric fee because households influence some control over their bill for water and wastewater by consuming less. But for many households, this relief may not be enough."

Rates are said to be affordable when households can pay them without sacrificing other essential goods and services.

One way to gain insight into whether and how water and wastewater bills trigger financial hardship is to look at requests for help with water bills and other shelter costs. The Region manages the following support programs for residents with low income who are at risk of losing their housing for financial reasons and meet eligibility criteria:

- The Housing Stability Program is for residents who are already receiving Ontario Works or Ontario Disability Support Program benefits.
- The Homelessness Prevention program is for residents who are not receiving these benefits.
- In response to the COVID-19 pandemic, a temporary York Region Arrears Benefits program helped Ontario Works and Ontario Disability Support recipients struggling with rental and utility arrears.

Except in certain situations, these programs provide residents with one-time assistance with costs and can be accessed once in a three-year period. (Details on these programs can be found on www.york.ca)

Between 2018 and 2020, the Region received an average of around 1,200 applications a year to the Housing Stability Program, of which 10.3% were for help paying off utility arrears. Across 2019 and 2020, the average for the Homelessness Prevention program was 240, of which 18% related to utility bills. While utility bills include water and wastewater, there is no way to determine how many residents needed help specifically for this.

In addition, water-specific supports are available in two of the Region's local municipalities for those who qualify for the Ontario Disability Support Program, Ontario Works or the federal Guaranteed Income Supplement. In Newmarket, an annual rebate is available to qualifying homeowners or tenants, while East Gwillimbury's program allows qualifying homeowners to defer a portion of their bill, with repayment required when the property is sold. Several other Canadian cities, including Toronto and Kingston, also offer specific water and wastewater relief as well as general help with accommodation costs.





UPDATE & OUTLOOK

The rate model has performed well

As noted, actual consumption of water has been close to the predictions of the forecast model for flows.

Between 2016 and 2020, as the graph below shows, this provided revenues in line with the full forecast model, which converts consumption into revenue using the appropriate rate for the year.

The Financial Sustainability Plan includes a provision for the Region to regularly monitor actual flows against forecast and report annually on results. As mentioned above, an adjustment to the flow forecast had to be made midway through the six-year plan to account for lower-than-expected population growth. This is partly responsible for total revenues coming in below the initial 2015 projections.

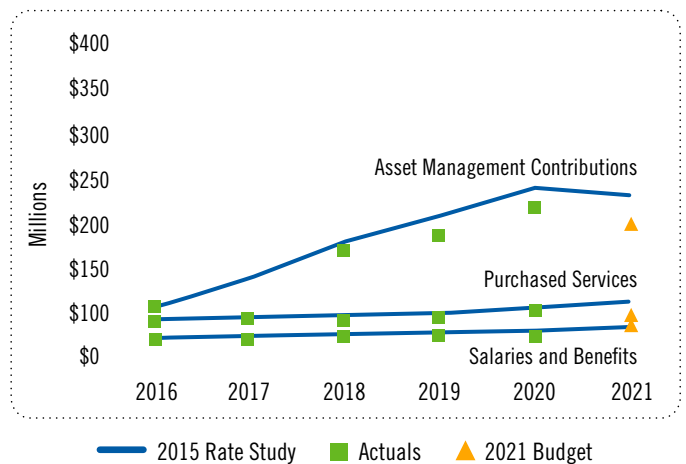
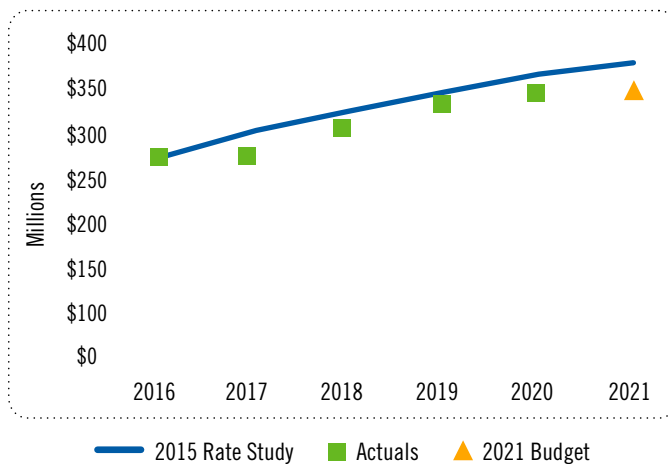
On the cost side, the forecast and actuals have generally tracked closely for the major cost items, as the graph below indicates.

The three cost categories in the graph above represent 90% of user-rate-funded expenses.

As the graph shows, operating costs have generally come in slightly below expectation. This is largely as a result of the department working continuously to find efficiencies in its operations. For example, repair and maintenance costs have come in under plan in part due to improved work management planning and procurement practices. In addition, contributions to asset management reserves were reduced in 2019 and 2020 in line with the downward revision in the population forecast discussed in the section above entitled "Population and Consumption."

Overall, net costs have run about 3% less than expected, resulting in surpluses in most years that were contributed to the rate stabilization reserve.

Comparison of forecast revenue in 2015 plan to actuals/budget



Results in 2020 and outlook for 2021

In 2020, as a result of the COVID-19 pandemic, the Region maintained 2019 rates instead of implementing a planned 9% rate increase on April 1, 2020 (the date that annual rate changes are normally implemented) because of concerns about the financial impacts of the pandemic on households and businesses.

The expected consumption in 2020 was 118,270 ML, based on the forecast for population growth, the planned 9% rate increase and average summer weather. Freezing the rate was expected to result in a revenue decline of \$25 million for 2020 and a further \$7.5 million for the first three months of 2021 from what was budgeted.

As it turned out, weather in the summer of 2020 was unusually hot and dry, which was a major factor in consumption that was 4.9% higher than forecast. As well, the consumption forecast was based on a rate increase of 9%, which would typically reduce usage slightly. Not going ahead with that increase also contributed to higher-than-forecast consumption. As a result of both factors, user-rate revenues were only \$9.1 million short of budget, which was covered by internal savings. This allowed for asset management reserve contributions of \$202.7 million, bringing the balance to \$549.7 million at the end of 2020 after draws for renewal projects.

There were questions about whether the shift to working from home might have contributed to the increase in consumption, but analysis of available data does not support that conclusion. The increase in aggregate flows, which drives the Region's revenue, tracked closely to what the model would predict based on the temperatures and rainfall between May and October of the year.

While total annual consumption does not appear to have been affected by working from home and temporary business closures, the split between residential and ICI consumption was affected. Compared to 2017-19 average volumes, ICI consumption fell by 24% and residential consumption rose by 9% in 2020.

In December 2020, Regional Council voted to maintain rates at 2019 levels for another year instead of implementing the planned 2.9% increase in the final year of the current rate structure. Again, in a year of average weather, this would give a shortfall of \$43.8 million against the original 2015

rate approval, in which rates would have been roughly 12% higher than they actually are for 2021.

The shortfall was budgeted to be covered by operating efficiencies and reducing planned contributions to the asset management reserves by \$28.24 million in 2021. This would put the reserves at 95% of full funding at the end of 2021, instead of the 100% level projected in the 2015 rate structure.

Closing the asset management gap with water and wastewater revenues in 2022 and beyond would have required significant annual rate increases, so a rebalancing of reserves is recommended instead. At the end of 2020, the combined balance in the rate stabilization reserves was \$73 million, which was higher than projected owing to the annual savings from plan discussed above. Transferring a total of \$28.24 million from rate stabilization reserves to asset management reserves would eliminate the shortfall while still providing adequate funding in the rate stabilization reserves. Details appear below in the section entitled "Reserves, rebalancing and reserve policy update."

Analysis of the 2015-2021 experience also led to a recommended adjustment in the reserve policy. The policy change and reserve rebalancing are discussed in more detail below.

Annual 2.9% increases would likely maintain full cost recovery

The 2015 study concluded that once the Region reached full cost recovery, a consistent annual rate increase of 2.9% would likely maintain that goal over the long term, an expectation which this update confirmed.

Offsetting the full impact of the annual increase is the continuing decline in per-capita water use across all customers. This means that, on average, lower consumption will reduce the average household water bill increase from 2.9% to 2.6%.

While the average bill is expected to increase by 2.6% on average, there is an expectation that costs related to current operations will only increase at an average annual rate of 2.1%. The additional 0.5% represents operating costs that relate to the continued expansion of the water and wastewater system that are not recouped from new customers. Because new customers generally consume less water per capita than existing ones -- owing to high density housing forms and

increasing water efficiency in newer housing -- the existing customer base absorbs a share of growth-related operating costs and this is reflected in the rate that all customers pay.

More residents understand the value of water

A telephone survey of residents carried out in 2020 as part of the update of the Region's Long Term Conservation Strategy underscored growing recognition of the need to conserve water. Almost 90% of those surveyed said it was important or very important to conserve water indoors, and the score for outdoor conservation was almost as high, at 78%.

This would appear to reflect a trend evident in earlier surveys. The earlier question was slightly different: respondents were asked how strongly they agreed with the statement "I am always careful to use water wisely." Between 2013 and 2015, the share of those agreeing strongly with the statement rose sharply, from 58% to 65%. This increasing awareness may underlie the almost-unanimous agreement in 2020 with the importance of water conservation.

The drivers of conservation attitudes also appear to be changing. In earlier surveys, when asked for possible reasons for conserving water, roughly half of respondents chose "to save money," with environmental and social/ethical reasons given less prominence. In the 2020 survey, however, only 35% of respondents cited saving money as the main driver of the need to conserve, even though rates had increased by 41% between 2015 and 2020. When asked for their top three reasons, about two-thirds chose non-financial reasons only: "it's the right thing to do," "to protect the environment" and "ensure water is available for future generations."

Another trend evident since the earlier surveys appears to be a much stronger commitment to conservation: in 2013, 14% of respondents said they made no effort to conserve water, with this share decreasing only slightly to 13% by 2015. In 2020, in contrast, only 2% said they do not try to conserve water.

A 2021 Regional survey looked at residents' attitudes toward pricing of water and wastewater services. About half of respondents felt that water rates were fair, roughly the same share as when the question was asked in a 2015 survey. This proportion is in line with findings from previous surveys on attitudes across Canada to the cost of services.

A telephone survey of residents carried out in 2020 as part of the update of the Region's Long Term Conservation Strategy underscored growing recognition of the need to conserve water. Almost 90% of those surveyed said it was important or very important to conserve water indoors, and the score for outdoor conservation was almost as high, at 78%.



PRINCIPLES & RECOMMENDATIONS

Key principles

In developing the proposed rate structure, York Region applied the following principles, which also provided the foundation for the 2015 Plan:

- Rates should be efficient, effective, predictable and fair to users now and over time.
- Affordability should be addressed through support for struggling customers, not a general subsidy to all users.
- Once full cost recovery pricing is achieved, rates should be as stable as possible.
- The rate structure should recognize and be able to manage both year-to-year and longer-term deviations from forecast.
- The rate structure should be transparent and any change in structure should be made in coordination with its local municipalities.

Based on these principles, the review of performance to date of the model and reserve policies and balances, and the outlook for factors that might change, the Region recommends a reserve rebalancing to compensate for the \$28.24 million asset management gap discussed in the previous section, updates to the reserve policies to reflect experience to date, and a proposed option for rates to run from April 1, 2022 to March 31, 2028.

Reserves, rebalancing and reserve policy update

The impacts of the COVID-19 pandemic are a reminder of the potential for major unexpected changes to disrupt plans.

The 2015 Plan introduced a rate stabilization reserve to help deal with impacts of an unexpected event in the year in which it occurs. For example, the rate stabilization reserve would have been used in 2020 if higher consumption and cost savings not fully offset the impacts of the rate freeze.

In addition, annual Council consideration of the planned rate increase for the coming year, as well as the annual Regional budget process, provides an opportunity to review the plan and adjust if necessary. To support Council deliberation, staff provide information on actual results compared to plan and an outlook for upcoming years.

This update also recognizes the role of innovation and greater operating efficiency in managing the water and wastewater budget.

As discussed above, operating costs have generally run slightly below forecast, mainly as a result of achieving greater efficiency. As well, the Region was able to use internal savings, instead of the rate stabilization reserve, to cover the smaller-than-expected revenue shortfall resulting from the rate freeze in 2020.

This suggests that ongoing efforts on both the innovation and efficiency fronts might help to keep rate increases at a reasonable level over time, and potentially to reduce costs when short-term relief from unexpected events is needed.

The impacts of the COVID-19 pandemic are a reminder of the potential for major unexpected changes to disrupt plans.

Using the experience from 2016 to 2020, this update therefore took a more nuanced approach to determining how best to build, maintain and use water and wastewater reserves.

Specifically, this update identified two distinct components to the rate stabilization reserve, reflecting the potential need to address both in-year and longer-term risks. It determined that the target level for the reserve should be between 10% and 15% of the annual user-rate budget and the balance should reflect both normal annual fluctuations and highly unpredictable events, as the graphic below shows.

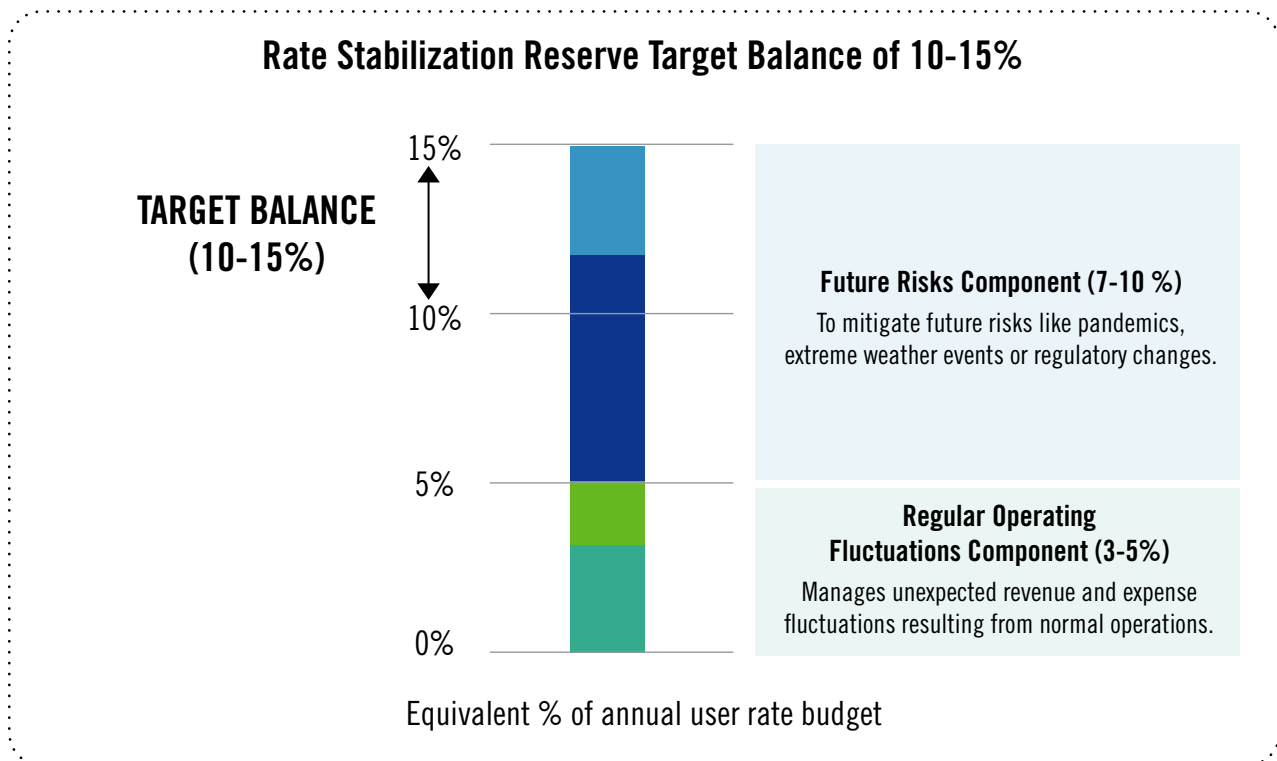
The review suggested that current reserve balances more than met this threshold and should be rebalanced for the start of 2022. This would be achieved by transfers of \$13.95

million from the water rate stabilization reserve to the water asset management reserve and \$14.29 million from the wastewater rate stabilization reserve to the wastewater asset management reserve, for a total of \$28.24 million.

The proposed transfers would eliminate the gap in the asset management reserves and ensure they were at the required level at the beginning of 2022. After the transfers, rate stabilization reserves would remain within their target range.

A medium-term concern is the possible need to increase asset management reserve contributions following the 2022 update to the corporate asset management plan. The experience to date has been that projected needs have grown as the Region has collected more detailed information about asset condition. In addition, construction

Target balance for rate stabilization reserve



costs are rising faster than general inflation. These risks will be monitored, and any resulting pressures would be addressed through subsequent rate approvals.

The funding model for the rate stabilization reserve would likely allow any unexpected pressure from this source to be managed within the proposed rate structure until the next rate study could incorporate the costs into future rates.

Recommended rate structure

This update confirmed that long-term uncertainty about operating costs, including asset management, calls for a degree of flexibility. While the rate stabilization reserve helps deal with most ongoing operating risk in the short term, defining full cost recovery as being reached when asset management reserves are within a small range of the target provides an additional cushion.

Given two years of rate deferrals, rates are below the level needed to cover costs in the medium term. Approval of the reserve transfers outlined above would address the gap in asset management reserves resulting from rate deferrals, but a small gap would remain in the operating budget. If not addressed, this gap would widen over time and trigger higher rate increases in future.

Analysis determined that annual rate increases of 3.3% for the next six years would close the gap and maintain full cost recovery.

An alternative would be a one-time rate increase of 4.9% in 2022, which would allow for expected annual increases of 2.9% starting April 1, 2023, to maintain full cost recovery.

Either option would achieve the following crucial goals:

- Covering day-to-day operating costs
- Making required asset management contributions based on current estimated needs
- Servicing existing user-rate debt and eliminating new debt issuance
- Following established rate-setting and rate-design principles
- Aligning with the Region's fiscal strategy

With either option, modelling suggests that annual increases of 2.9%, outlined in the 2015 study and confirmed by the 2021 study, should be sufficient to maintain full cost recovery beyond 2027.

The **3.3%-a-year increase to 2027** was recommended because it is based on uniform annual increases that are only slightly above the "steady state" of 2.9%.





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APPENDICES

Appendix A.

A provincial regulation, O. Reg. 453/07, requires a financial plan for every municipal water system to be approved by the municipal council and submitted to the Ministry of the Environment, Conservation and Parks and the Ministry of Municipal Affairs and Housing. Similar plans are encouraged, although not mandatory, for wastewater systems.

The financial plan must show, for at least the following six years, the proposed or projected:

- Financial position of the drinking water system, including total assets and liabilities
- Financial operations of the drinking water system, including expected revenues and expenses
- Cash flows related to such activities as issuing debt, selling or acquiring tangible capital assets, and investing

In addition, the regulation requires that all new systems be financially viable. Although the term is not defined, the wording and a separate guidance document from the ministry suggest this means they must recover their full costs. The guidance also encourages municipalities to introduce full cost pricing for existing systems.

York Region submitted its most recent six-year water financial plan, as approved by Regional Council, to the ministries in 2019. The plan was informed by the Council-approved 2019 operating budget, 2019-2028 capital plan and the 2015 user rate study.

While the water financial plan and this updated financial sustainability plan draw on the same research and analysis, they differ slightly in purpose and design.

The financial plan submitted to the ministries follows

the same basis of accounting as the Regional financial statements, which is called full accrual. A major difference is that under full accrual, the cost of assets is recorded annually over each asset's expected years of service using accounting methodology. In setting full cost recovery rates, asset management projections look at a 100-year time horizon and are based on condition reports, engineering estimates and other technical information.

Appendix B.

The steps involved in creating the 2015 water and wastewater user rate model are outlined below, along with an explanation of any adjustments made for this update.

Information on updates is italicized at the end of each section.

1. **Set out the goals of the water and wastewater service that affect its operational and financial direction. For York Region, these included:**

- Aligning with Vision 2051, the long-term plan for the Region, and the 2015-19 strategic plan
- Supporting two other corporate initiatives: asset management planning and the Regional fiscal strategy
- Meeting specific service levels and the needs of growth and intensification
- Supporting sustainable development
- Complying with current and expected regulations and operating standards
- Conserving and protecting water and other resources
- Operating and building as efficiently as possible, including reducing inflow and infiltration.

From this starting point, two major sets of projections were developed, as steps 2 and 3 below indicate. Although they are labelled separately, in practice they took place simultaneously. Along the way, staff collaborated closely to ensure each set of results reflected and incorporated the other.

The asset management work was largely carried out by technical experts in Environmental Services. Economic forecasting experts in the Finance department, with the support of water conservation experts in Environmental Services, created the forecast model for water demand and revenues.

This update ensured alignment with the Region's 2019-23 Strategic Plan. Environmental Services is now responsible for the flow forecast and rate model, with support from Finance on broader economic issues.

2. Identify the full costs involved in achieving the long-term goals, including the management of the required assets. For York Region, the costs that have an impact on user rates comprise:

- Capital: enhancements, upgrades, rehabilitation and replacement; funding for conservation authorities; and growth-related new assets and expansions funded by development charges. This plan focuses on the revenues generated by user rates and the costs they cover. Growth-related projects, although not funded upfront by user rates, have an impact on financing decisions, incremental operating costs and long-term asset management. For this reason, such projects and their expected funding sources are included in the modelling.
- Regulation: operator training and licensing, source water protection, environmental assessments, Environmental Compliance Approvals, Supervisory Control Data Acquisition (SCADA) monitoring and an Integrated Management System.
- Operations, maintenance and administration: labour costs, water purchases, sample collection and analysis (the Region collects and tests about 35,000 samples each year), chemicals, power, parts and repairs, and the supporting information technology, finance and accounting and human resource functions.

- Research and development: pilot projects and technical reviews to support continuous improvement in compliance and/or operating efficiency.
- Financing: interest expense and debt repayment.

3. An asset management plan is central to estimating full costs, because most spending will be on capital investments, repairs, rehabilitation and replacements. This involves:

- Developing an inventory of existing assets and their condition, which together provide an asset condition report
- Using the asset condition report to develop an asset management plan and forecast that
 - Covers a long enough time period to match the cycle of asset investment and replacement
 - Ensures the right spending at the right points to optimize asset condition, synchronize with growth-related capital projects and minimize life cycle costs
 - Brings together capital investments, operations and maintenance, and reflects such cost drivers as greater urbanization and increasingly stringent regulation.

Estimating full costs also depends on projecting the other costs outlined above — operations, financing, administration and so on. Because many of these costs are driven by demand, the size of the asset portfolio and the financing strategy, this step takes place as part of developing the full forecasting model (Step 4).

This update used new information and projected financial needs developed through the Region's Corporate Asset Management Plan, approved by Regional Council in 2018.

4. Develop projections of future demand:

This step looked at impacts on demand arising from such factors as population and business growth, new technologies, weather and climate expectations, building code changes, building densities, shifts in housing preferences, shifts in behaviour and changes in water rates.

The section entitled “Demand forecast model” in the body of this report provides more detail on how York Region developed its initial demand projections, and how this was updated through the current rate study.

5. Integrate the two previous steps with a projection of operating costs to create a full forecasting model that includes both revenues and full costs.

This included only revenues generated for water and wastewater services: that is, revenues from user rates, fees and charges and, for growth-related capital projects, development charges.

6. Identify any gaps between projected funds and projected costs, and when these occur over time. Looking at the timing of gaps is critical. Asset management costs can vary hugely from year to year, while user-rate revenues tend to be more stable, and managing this mismatch is a key element of the plan.

7. Decide on how to smooth those timing mismatches — building reserves, borrowing or both — while recognizing that all funds must ultimately come from user-rate revenues.

8. Develop principles for setting rates and designing a rate structure. As part of this step, the Region discussed possible rate structures with the local municipalities as its customers, sampled end users’ attitudes towards rates, looked at experience elsewhere and reviewed the literature.

9. Develop and test options for rates and a rate structure that would:

- Rely ultimately on user rates to match projected cash inflows to funding needs over time;
- Align with the Region’s fiscal strategy; and
- Be consistent with the principles underlying rates and rate structure design.

With the update, this step resulted in the recommended options outlined in this plan.

10. Once an option is chosen, the final step is to review revenues, costs, cash flows and other results each year, and adjust the plan as needed.

- This step recognizes the challenge of predicting future behaviour and other drivers of outcome. In particular, as rates rise, users may cut back on consumption. The exact response over time will depend on many factors, however, and some of these are impossible to model with certainty at present. As well, weather — a major factor in demand for water and hence revenues — is impossible to forecast in any detail beyond a few days. New technologies and further changes in the Ontario Building Code may also reduce water consumption.
- These inherent uncertainties underline that moving to full cost recovery will require close monitoring and the flexibility to respond to actual outcomes.

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1-866-665-6752 | September 2021

Regional Council Decision - Alternate 2051 Forecast and Land Needs Assessment Scenarios in Response to Consultation

On September 16, 2021 Regional Council made the following decision:

That Council refer the staff report dated September 3, 2021 from the Commissioner of Corporate Services and the Chief Planner containing the following recommendations to a special meeting of Council on October 21, 2021:

1. Council direct staff to proceed with a phased 50-55% intensification scenario in the updated Regional Official Plan, specifically 50% intensification annually to 2041 and 55% intensification annually from 2041 to 2051.
2. The Regional Clerk forward this report to the local municipalities, the Ministry of Municipal Affairs and Housing and to the Region's Members of Provincial Parliament.

The original staff report is attached for your information.

There were also several motions noted in the [minutes](#) which were referred to the special meeting of Council on October 21, 2021.

Please contact Paul Bottomley, Manager of Policy, Research, and Forecasting at 1-877-464-9675 ext. 71530 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

Regional Council
Planning and Economic Development
September 16, 2021

Report of the Commissioner of Corporate Services and Chief Planner

Alternate 2051 Forecast and Land Needs Assessment Scenarios in Response to Consultation

1. Recommendations

1. Council direct staff to proceed with a phased 50-55% intensification scenario in the updated Regional Official Plan, specifically 50% intensification annually to 2041 and 55% intensification annually from 2041 to 2051.
2. The Regional Clerk forward this report to the local municipalities, the Ministry of Municipal Affairs and Housing and to the Region's Members of Provincial Parliament.

2. Summary

In [March 2021](#), Regional Council was presented with a preliminary 2051 land needs assessment and a distribution of the 2051 York Region forecast to the nine local municipalities. The forecast was prepared using the Growth Plan minimum 50% intensification target and a designated greenfield area density target of [60 residents and jobs per hectare](#). Since March, consultation has occurred with local municipalities, stakeholders, and the public. A key outcome from the consultation was the need to consider different land need scenarios based on alternative intensification and density target assumptions.

This report is to summarize input received through consultation, present an overview of alternate scenarios, and recommend a growth scenario for inclusion in the draft Regional Official Plan.

Key Points:

- Input received from local municipalities, Planning Advisory Committee (PAC), Building Industry and Land Development (BILD), other stakeholders and the public have prompted consideration of five alternative forecast scenarios:
 1. Modifications to the proposed March 2021 50% intensification target and 60 residents and jobs per hectare designated greenfield area density target scenario
 2. Phased 50-55% intensification target scenario
 3. 55% intensification target scenario

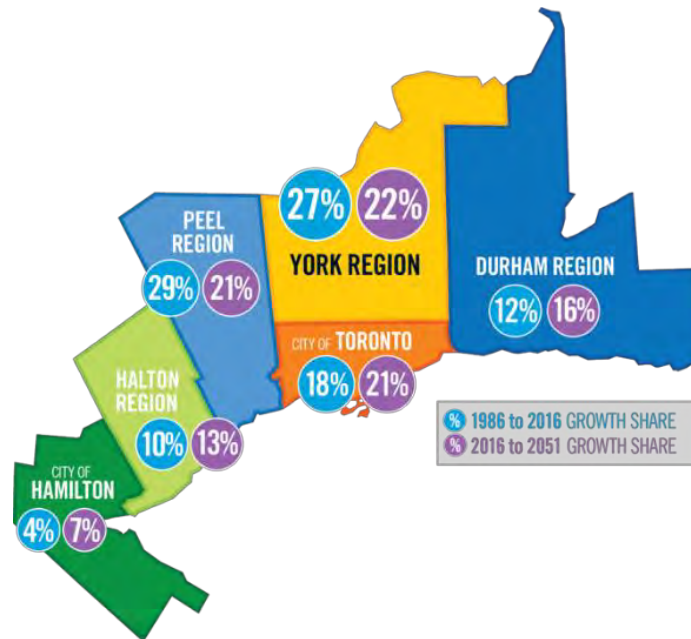
4. 60% intensification target scenario
 5. Designated greenfield area density target of 50 residents and jobs per hectare scenario
- Growth scenarios considered were limited to those that conform with Provincial legislation which constrain where and how the Region can grow, including prohibiting urban expansion within the Protected Countryside of the Greenbelt and Oak Ridges Moraine Plan areas
 - Municipalities across the Greater Golden Horseshoe are considering intensification and designated greenfield area density targets that exceed Growth Plan minimums
 - Striking the right balance to address stakeholder comments, in the context of good planning and market realities is important
 - Scenarios exceeding a 55% intensification target or that assume a designated greenfield area density of 50 residents and jobs per hectare are not recommended as they are not reflective of what the market is likely to deliver
 - A phased 50-55% intensification scenario is recommended as an achievable growth scenario that best addresses stakeholder feedback

3. Background

York Region is required to plan for Provincial Growth Plan forecasts for a population of 2.02 million and 990,000 jobs for York Region by 2051

The Growth Plan provides long-term direction to municipalities to plan for and manage growth, including where and how to grow as well as population and employment forecasts for upper- and single-tier municipalities. York Region is forecast to grow to a population of 2.02 million and 990,000 jobs by 2051. This represents growth of approximately 800,000 people and 345,000 jobs between 2021 and 2051, the highest of any Greater Toronto and Hamilton Area (GTHA) municipality, as shown in Figure 1.

Figure 1
Distribution of Historical and Forecast Growth by GTHA Municipality



Municipalities in the Greater Golden Horseshoe, including York Region, are required to use Provincial forecasts and policies in the Growth Plan predicated on protecting the Greenbelt and the natural environment and building complete communities that are financially sustainable and well integrated with infrastructure investment as the basis for land use planning and managing growth. The Growth Plan sets minimum targets of 50% intensification and 50 residents and jobs per hectare in the designated greenfield area, respectively. As minimums, higher targets are reasonable based on the urbanizing context and market realities in each municipality. The Regional Forecast presented to Council in March 2021 assumed an intensification rate of 50% and a designated greenfield area density of 60 residents and jobs per hectare. This was based on past reporting and direction by Council through commenting on Provincial changes to the Growth Plan and MCR.

Municipalities are required to use the standardized Provincial Land Needs Assessment methodology to determine land needs to 2051. The methodology defines components, such as achieving the Growth Plan minimum intensification target, that must be assessed on a Region wide basis when determining the quantity of land needed to accommodate forecasted growth, including the need for any urban expansion.

A preliminary 2051 Forecast and Land Needs Assessment was received by Council for the purposes of consultation and engagement in March 2021

In March 2021, Regional Council was presented with a [Proposed 2051 Forecast and Land Needs Assessment](#) based on the 50% intensification and designated greenfield area density of 60 residents and jobs per hectare targets. The report included proposed population and employment forecasts to 2051 for all nine municipalities as well as proposed mapping of the 3,400 hectares of urban expansion, or 80% of the Region's remaining Whitebelt lands,

required to accommodate provincially directed growth. Included in this figure was 2,300 hectares of Community Land primarily for residential uses and 1,100 hectares of Employment Land. Through receipt of the report, Regional Council directed staff to consult on the proposed forecasts and land needs assessment results. Part of the consultation process included a request for local municipal Council endorsed comments on the proposed forecasts by July 15, 2021.

4. Analysis

Eight local municipalities provided Council-endorsed positions on proposed forecasts

Between April and June 2021, Regional staff attended seven local municipal Council meetings to present the proposed 2051 forecast and land needs assessment. Staff provided an overview of the results of applying the provincially mandated Land Needs Assessment Methodology at a Regional scale as well as a detailed summary of the assumptions informing proposed growth by local municipality. Through these and subsequent Council sessions, eight of nine local municipal Council endorsed comments on the draft forecast. Markham staff comments were presented to Council but were referred back to staff for supplemental analysis. A summary of local municipal Council positions is presented in Table 1 below while Attachment 1 provides more detailed comments.

Table 1
Summary of local municipal comments on draft forecast

Local Municipality	General Direction
Aurora, Georgina	Support forecasts as proposed
King, Richmond Hill, Vaughan	Forecasts likely to be met or exceeded
Markham ¹ , Newmarket, Whitchurch-Stouffville	Request for higher growth / intensification
East Gwillimbury	Request for entirety of Town's Whitebelt
Markham ¹	Request for less Whitebelt expansion
King	Request for redistribution of Whitebelt growth to Township's villages

¹ Markham comments reflect staff recommendations, referred back to staff for further consideration

In addition to comments on population and employment forecasts, several local municipalities also noted the importance of key transportation and servicing infrastructure projects that would be required to support growth to 2051.

Input from local municipal Councils, York Region Planning Advisory Committee, BILD, agriculture community, and the public has prompted staff to consider alternate forecast scenarios

In addition to comments received from local municipalities, input on the proposed forecasts has also been received from stakeholders. Comments from BILD request that the Region consider alternative growth scenarios in determining 2051 land needs. Specifically, a consultant technical submission proposed a growth scenario that included the entirety of the East Gwillimbury Whitebelt as urban expansion.

Input from the Planning Advisory Committee, and the agricultural community through the York Region Federation of Agriculture expressed concern with the quantum of agricultural land that would be lost because of proposed urban expansion to 2051 under the 50% scenario. The York Region Federation of Agriculture also expressed concern about the impact on local food supply for current and future York Region residents, particularly considering the recent COVID-19 pandemic.

Through the Region's housing and growth management consultation campaign, input was received from the public regarding potential impacts of proposed growth on climate change, housing supply and affordability as well as on the agricultural system. During the campaign that ran between June 28 and July 30, 2021, 186 people participated in an online survey and over 90 people attended a Public Open House on July 27, 2021. More detailed comments are included in Attachment 1.

The breadth of comments received from local municipal Councils and other stakeholders prompted staff to recommend adjustments to the March 2021 50% intensification scenario as well as assess four additional growth scenarios.

Municipalities across the Greater Golden Horseshoe are considering intensification and designated greenfield area density targets that exceed Growth Plan minimums

Municipalities across the Greater Golden Horseshoe (GGH), including York Region, are required to use the standardized Provincial Land Needs Assessment methodology to update their Regional Official Plan forecasts to 2051. As municipalities advance through their Municipal Comprehensive Review processes, many have, or are considering the results of, increased intensification and designated greenfield area density targets. Table 2 summarizes the range of scenarios being considered by municipalities across the GGH, where available.

Table 2
Summary of intensification and density targets being considered by municipalities in the Greater Golden Horseshoe

Municipality	Intensification (% annually in built up area)	Density (residents and jobs per hectare)
Peel	55%	65
Halton	50%-54%	65
Durham	Not available	Not available
Hamilton	50%-no urban expansion	65-77
Waterloo	55%-60%	60-65
York	50%-60%	50-60

Source: Regional Planning Commissioners of Ontario

As shown in Table 2, several municipalities are considering intensification targets higher than the minimum 50% target in the Growth Plan. All municipalities are applying density targets at or above 60 residents and jobs per hectare, exceeding the Growth Plan minimum of 50. This is consistent with the assumption used in the Region's March 2021 proposed forecast following a report to Regional Council in [June 2020](#) indicating that recently built or under construction communities in York Region were achieving an average 62 residents and jobs per hectare. Table 2 confirms that in a number of communities across the GTHA and beyond, communities are being planned at greater than 60 people and jobs per hectare.

Intensification and density targets in other municipalities are informative when recommending a forecast to 2051 for York Region. Apart from the City of Toronto, York Region is the only municipality in the GGH with access to an existing and additional future subway. As evidenced by the recent opening of the Spadina Subway Extension in Vaughan, subway stations are catalysts for intensification and major office development. When planning for growth to 2051, consideration should be given to the risk of the Province prioritizing transit in municipalities who may be planning for higher rates of intensification and/or designated greenfield area densities.

Five alternate growth scenarios, including a modified March 2021 50% intensification scenario, were assessed at a Regional scale in response to consultation

In response to input from stakeholders and the interjurisdictional scan in Table 2, five alternate growth scenarios were prepared and assessed. For the purposes of this report, Scenarios 1 and 2, being the modified 50% scenario and the recommended phased 50-55% scenario, were broken down to the local municipal level while scenarios 3-5 were assessed

from a Regional planning perspective and were prepared by adjusting either the Region-wide intensification rate or the designated greenfield area density assumption in response to comments received.

1. **A modified March 2021 50% intensification and 60 residents and jobs per hectare designated greenfield area density scenario** – this scenario was prepared in response to comments received from local municipalities on the proposed March 2021 scenario. Proposed changes continue to support Regional objectives of supporting and encouraging investment in rapid transit infrastructure and growth management principles of aligning growth and infrastructure. The following highlights the most significant changes in this scenario with further details by local municipality provided in Attachment 2:
 - Additional growth allocated to Newmarket and Whitchurch-Stouffville
 - Revisions to urban expansion mapping to shift approximately 100 Ha (and an estimated 8,000 people) of urban expansion growth from Markham to East Gwillimbury to increase the intensification rate in Markham and provide some additional growth in East Gwillimbury in a manner that would not require the second expansion of the Upper York Water Reclamation Centre
 - Minor revisions to population growth in all other municipalities
2. **Phased 50-55% intensification scenario** – a scenario that considers 50% intensification to 2041 and 55% between 2041 and 2051. Developed in response to requests from the Planning Advisory Committee and a number of local municipal Councils requesting higher growth through intensification, observed increases in secondary plan targets and planning applications in intensification areas as noted in the 2021 Capacity Assignment Update report, as well as comments from the York Region Federation of Agriculture and the public expressing concerns over the loss of Prime Agricultural lands. This scenario represents the most modest shift towards higher density structure types of the three higher intensification scenarios considered. Relative to the March 2021 scenario, this scenario results in a reduction in urban expansion in Markham (and increase in Markham's intensification rate) and a net urban expansion reduction overall while also accommodating a slight increase in urban expansion lands within the Town of East Gwillimbury in response to their request for additional urban expansion lands.
3. **55% intensification scenario** – a more significant intensification scenario developed in response to the requests noted above.
4. **60% intensification** – Compared to the phased 50-55% and 55% scenarios above, it represents the most significant shift of the three higher intensification scenarios which contemplate requests from a number of local municipal Councils requesting higher growth through intensification.
5. **Designated greenfield area density of 50 residents and jobs per hectare in urban expansion areas combined with 50% intensification** - developed in

response to a submission from East Gwillimbury landowners recommending this lower designated greenfield area density rate and to support the Town's request to incorporate the entirety of the Whitebelt lands by 2051.

Alternate intensification and density target scenarios determine the amount of new community land needed, number of intensification units, and the forecast housing mix

Table 3 summarizes key outcomes of each alternative growth scenario with respect to community urban expansion land needs, structure type mix, and assumed apartment units per year, providing context to assess the feasibility of each growth scenario.

Table 3
Results of alternate growth scenarios

Scenario	Community Land Needs	Structure Type Mix (ground-related/apartments)	Apartments per year (units/buildings)
1. 50% intensification (March 2021 and as modified)	2,300 Ha	58% / 42%	4,000 / 20
2. Phased 50-55% intensification	2,050 Ha	56% / 44%	4,100 / 21
3. 55% intensification	1,500 Ha	54% / 46%	4,300 / 22
4. 60% intensification	700 Ha	51% / 49%	4,700 / 24
5. 50 residents and jobs per hectare and 50% intensification	2,700 Ha	59% / 41%	3,800 / 19

Note – Scenarios 1-4 prepared using a designated greenfield area density of 60 residents and jobs per hectare.
Source: York Region Planning and Economic Development Branch

While the Region will re-evaluate the distribution of employment land requirements in conjunction with Council's direction on a growth scenario, there is not expected to be significant differences in the amount of employment lands needed between the different scenarios. Under any intensification scenario, the demand for employment area employment is anticipated to remain similar and it will be important for the Region to provide a broad range of choice for existing and long-term future employment land use needs.

The recommended growth scenario achieves the right balance to address stakeholder comments and Growth Plan objectives

The results in Table 3 have been considered in the context of comments received from local municipalities, the public, and other stakeholders as well as the principles for growth management in the Growth Plan, the Regional Official Plan and objectives introduced in the

[March 2021](#) report. Striking the appropriate balance between stakeholder input and broader growth management objectives summarized below is fundamental to staff's recommendation of a preferred growth scenario:

- The market feasibility of each growth scenario in the context of recently built communities, units under application in the development pipeline, the overall shift required in the Region's housing mix, and considerations relating to housing affordability
- Alignment with the provision of infrastructure within the 2051 planning horizon and the ability to pay for infrastructure required to support growth in a financially sustainable manner (including transit infrastructure that will require support from other levels of government)
- Ability for each growth scenario to address local municipal Council requests for higher intensification and balance requests from some local municipalities for more and less Whitebelt growth
- Requests from the agricultural community and the public to consider impacts of growth on Prime Agricultural lands, climate change, etc.

Scenarios address local municipal Council positions to varying degrees

Table 4 compares the five new alternate scenarios with comments received through the consultation process. The table considers how each scenario addresses feedback received from local municipal Councils as well as other stakeholders on the preliminary March 2021 50% intensification and 60 residents and jobs per hectare density scenario.

Table 4
Addressing stakeholder consultations under alternate scenarios

Comment on March 2021 scenario	Scenario 1: Modified 50%	Scenario 2: Phased 50- 55%	Scenario 3: 55% Intensification	Scenario 4: 60% Intensification	Scenario 5: 50 res&jobs/ha Density
More Whitebelt expansion in East Gwillimbury	✓	✓	X	X	✓✓✓✓
Less Whitebelt expansion in Markham	✓	✓✓	✓✓✓	✓✓✓✓	X
Shift Whitebelt Growth to Villages in King	X	X	X	X	X
Higher growth in Newmarket	✓	✓✓	✓✓✓	✓✓✓✓	✓
More intensification in King, Markham, Richmond Hill, Vaughan and Whitchurch Stouffville	X	✓	✓✓	✓✓✓	X
Strive toward minimum of 60% intensification in Markham	X	✓	✓✓	✓✓✓✓	X
Less impact on Prime Agricultural lands	X	✓	✓✓	✓✓✓✓	X

Source: York Region Planning and Economic Development Branch

Note: Scenarios 3, 4 and 5 not forecasted to Local Municipal level to quantify outcome

Rating scale: X = Not Addressed, Slightly Addressed = ✓, Slightly-Moderately Addressed = ✓✓, Moderately Addressed = ✓✓✓, Fully Addressed = ✓✓✓✓

As illustrated in Table 4, each growth scenario addresses stakeholder comments to varying degrees, as indicated by the number of check marks. A higher number of check marks does not mean a more preferable scenario, but rather the degree to which the comment has been addressed. While a modified 50% intensification growth scenario allows for several

comments from local Councils to be addressed, it does not provide as much flexibility as higher intensification scenarios to address comments from municipalities desiring higher intensification and less urban expansion. Scenarios including and exceeding 55% intensification would not provide capacity for additional Whitebelt growth in East Gwillimbury. While higher intensification scenarios may not provide municipalities with their desired intensification rates, it is important to note that the Region's assigned intensification targets can be treated as minimums and local municipalities can plan for higher targets through local Official Plans.

Provincial policy prohibits Urban Expansion into the Protected Countryside of the Greenbelt and Oak Ridges Moraine Plan Areas

Several submissions have been received requesting urban designation and/or urban expansion on lands within the Protected Countryside of the Greenbelt and Oak Ridges Moraine Conservation Plan Areas. This includes previous requests from the Town of Whitchurch-Stouffville and the City of Richmond Hill. As shown in Attachment 1, the Town of Whitchurch-Stouffville has reiterated this request through their Council endorsed comments on the proposed forecast. As outlined in a report regarding potential employment lands along 400 series highways within Greenbelt Plan Area, received by Council [October 2020](#), Provincial Plan policies prohibit the approval of urban designations within the Protected Countryside. As a result, allocation of population or employment growth to these areas has not been considered in any of the scenarios assessed in support of this report.

A scenario at or above 55% intensification is not recommended as it is likely to require too significant a shift toward higher density structure types

Scenarios at or above 55% intensification require less community land urban expansion compared to the proposed March 2021 50% scenario. The 55% intensification scenario results in a need for 1,500 hectares of additional community land, while the 60% intensification scenario requires 700 hectares of urban expansion land for community land purposes. While a higher intensification scenario is desirable to support transit investment and would address desires for higher intensification targets from a number of municipalities, a forecast scenario at or above 55% intensification would require a significant, and potentially unachievable shift toward high density structure types. Specifically, the number of larger sized families forecasted to occupy higher density structure types rather than traditional ground-related product is likely to exceed what the market can currently support. This results in a potentially unrealistic forecasted mix and distribution of growth over the 30-year horizon – particularly in the short term – which presents more risk to the Region from an infrastructure alignment and financial sustainability perspective. Investment in infrastructure is dependent on the forecast assumptions.

A growth scenario premised on a designated greenfield area density target of 50 residents and jobs per hectare does not reflect what the York Region market is delivering

A growth scenario that is predicated on a designated greenfield area density of 50 residents and jobs per hectare is not appropriate for York Region. Forecasted designated greenfield

area density must reflect what the market is likely to deliver as it has implications on infrastructure timing and delivery, determining pipe size, planning for new roads and road improvements, and estimating future transit ridership. It also has impacts on how the Region calculates development charge rates and estimating development charge revenue. As illustrated in the June 2020 [Planning for Density in New Communities](#) report, recently built or under construction communities across York Region are delivering an average density of 62 residents and jobs per hectare. Since the York Region market is delivering over 60 residents and jobs per hectare in existing greenfield areas, planning for the minimum 50 density in the Growth Plan would leave the Region exposed to risk as it does not support infrastructure or financial planning in line with market reality. If planned growth and densities do not match market realities, development charge rates may not achieve effective cost recovery.

As noted in Table 2 above, 50 residents and jobs per hectare would also be lower than what is generally being realized and contemplated in other GGH municipalities. Not only does this suggest that the market is capable of delivering far greater than a 50 people/jobs per hectare density in new community areas but planning to a density target lower than other GTHA municipalities could impact funding decisions by the Province for future transit projects.

A key consideration throughout the Municipal Comprehensive Review has been to ensure that growth proceeds in a manner that is aligned with infrastructure and is financially sustainable. A growth scenario that assumes 50 residents and jobs per hectare in urban expansion areas would require the entire Whitebelt in the Town of East Gwillimbury and would challenge the Region's ability to achieve this principle and therefore carries significant risk. As noted above, given that the market is currently delivering over 60 residents and jobs per hectare in greenfield communities throughout the Region, assuming growth across the entirety of East Gwillimbury's Whitebelt lands would require the second of two expansions beyond the initial construction of the Upper York Water Reclamation Centre plant facility. A second expansion project with its own Environmental Assessment approval cannot be anticipated within the 2051 planning horizon. Uncertainty surrounding the timing of the initial construction of the Water Reclamation Centre is a risk given the announcement by the Province to develop a Task Force to determine an appropriate recommendation for the project under Bill 306. Based on current information available, initial construction of the Water Reclamation Centre is not expected until 2029 at the earliest, with the first expansion anticipated for 2041 or beyond. A second expansion, required to support full build out of the East Gwillimbury Whitebelt, is not anticipated to occur before 2051.

The modified 50% scenario includes shifting some urban expansion from Markham to East Gwillimbury, while maintaining March intensification and density target assumptions

The modified 50% scenario provides additional growth to Newmarket and Whitchurch-Stouffville and shifts approximately 100 Ha (and an estimated 8,000 people) relative to the March 2021 scenario of urban expansion growth from Markham to East Gwillimbury in order to increase the intensification rate in Markham and provide some additional growth in East Gwillimbury in a manner that would not require the second expansion of the Upper York Water Reclamation Centre. This scenario also includes minor revisions to population growth in the remaining municipalities.

Regional staff have been engaged in discussions with Town of East Gwillimbury staff to explore alternative financing options for the Upper York Water Reclamation Centre. While staff support opportunities to advance development opportunities in the Town's Whitebelt lands, there is continued concern that infrastructure required to address the entire Whitebelt in the Town will not be delivered in time to support full buildout of these lands within the 2051 planning horizon. A fundamental consideration of a preferred growth scenario is that the second expansion of the Upper York Water Reclamation Centre, currently planned beyond 2051, is not required for designating land within the planning horizon.

Furthermore, this scenario would result in there being a fragmented piece of Whitebelt land east of the Little Rouge corridor in Markham.

A phased 50-55% intensification scenario is recommended as it best supports stakeholder feedback and continues to provide balanced growth

Following an assessment of the alternative scenarios, as summarized in Table 4, the phased 50-55% intensification scenario provides for an appropriate balance between addressing stakeholder comments, market realities and conforming to the Growth Plan. A phased 50-55% growth scenario provides additional flexibility with respect to intensification and reduces the overall quantum of prime agriculture lands proposed for urban expansion. It also strikes a balance between reducing urban expansion in Markham and some additional urban expansion in East Gwillimbury relative to the March 2021 50% intensification and 60 residents and per hectare jobs scenario. This scenario balances a number of Regional objectives:

- Provides increased flexibility to address comments from local municipal and other stakeholders requesting higher growth and/or intensification targets
- Maximizes the growth potential associated with the initial construction and first expansion of the Upper York Water Reclamation Centre under current Environmental Assessment assumptions and proposes 275 hectares of East Gwillimbury Whitebelt expansion, an addition of approximately 100 hectares when compared with the preliminary March 2021 scenario
- Reduces the overall quantum of Whitebelt land required and therefore preservation of more agricultural lands
- Demonstrates to the Province that the Region is committed to supporting intensification and is a key location in the GTHA for additional transit investment
- Reflects what the market is currently delivering and what is proposed in the development pipeline and secondary plans with respect to both designated greenfield area density as well as high density development in the built-up area
- Provides more opportunity for a gradual and reasonable shift toward families locating in townhomes and apartments that are more affordable

- Considers changing demographics and an aging population which is likely to increase demand for higher density structure types as well as result in a number of low-density units “turning over” to younger, larger families
- Aligns with infrastructure planning and Development Charges By-law work undertaken to date
- Aligns with higher rates of intensification and designated greenfield area density target assumptions in other GGH municipalities
- A summary of impacts at the local municipal scale is further shown in Attachment 2

A phased in 55% intensification scenario would continue to be achievable from an intensification perspective and may be more likely to provide additional opportunities for affordable housing types through increased demand for medium and high-density structures that are traditionally more affordable. That said, more detailed Regional plans and programs are required to help address affordability challenges.

Allocation of growth based on recommended phased 50-55% scenario can be accommodated without major shifts in infrastructure and financial planning undertaken to date

The Municipal Comprehensive Review is being undertaken in a comprehensive and collaborative way to ensure alignment of land use, infrastructure, and financial planning. In this regard the ROP update is being coordinated with Infrastructure Master Plan updates and the Development Charges bylaw update, with considerable work having been undertaken to date. The preliminary forecast presented in March 2021 included assessment of infrastructure required to service growth, and how it could be phased to maintain financial sustainability.

Based on preliminary analysis, the recommended phased 50-55% intensification scenario can be accommodated within the infrastructure program being proposed in updated master plans. Given that several MCRs, Master Plan, and DC Bylaw updates will be undertaken between now and 2051, there will be opportunities to monitor and adjust growth projections as necessary at multiple stages in the planning horizon. Identifying the remaining Whitebelt lands as “Future Urban” beyond 2051 in either scenario also acknowledges the reality of the future long-term function of these lands and allows for comprehensive planning in advance of subsequent municipal comprehensive reviews.

As a result of no major shifts in infrastructure being required, Regional Council direction to proceed with the recommended phased 50-55% growth scenario means that local municipal forecasts, presented in Attachment 2, can be included in the draft Regional Official Plan anticipated for Council consideration this year. The 55% and 60% intensification growth scenarios and the full build out of East Gwillimbury lands available for urban expansion under a 50 residents and jobs per hectare scenario would necessitate a significant redistribution of population growth across the Region which would require further analysis and consultation with local municipalities. This and further evaluation of infrastructure needed to support

growth and financial implications would be required, requiring modifications to the current MCR, Master Plan, and DC Bylaw update work plans.

Population and employment growth beyond the existing and planned infrastructure capacity in Nobleton is not proposed

The scenarios considered, including the recommended phased 50-55% intensification scenario, do not address comments from both King staff and a technical consultant submission on behalf of Nobleton landowners to consider additional growth in Nobleton instead of growth in the King Whitebelt lands. As indicated by the Region in March, preliminary estimates indicate that expanding the water and wastewater capacity in Nobleton beyond the 10,800 people currently contemplated in an ongoing Environmental Assessment range from \$100 to \$200 million and therefore would not be financially sustainable given the amount of additional growth that could be realized. While discussions between York Region and Township staff, as well as landowners are ongoing, the current MCR has assumed a maximum population of 10,800 people in Nobleton.

Final mapping of urban expansion lands to be determined through further consultation with local municipal staff

Both the modified 50% and recommended phased 50-55% intensification scenarios propose adjustments to the geography of urban expansion lands as presented in [Attachment 4 of the March 2021 scenario](#). The modified 50% scenario proposes to remove approximately 100 hectares of urban expansion land in east Markham, as shown in Attachment 3, and add it to the 180 hectares of urban expansion initially proposed in East Gwillimbury for a total of 275 hectares of Community Land expansion.

Similarly, the phased 50-55% scenario proposes to remove all of the Whitebelt lands east of the Little Rouge corridor from Markham and include a total of 275 hectares of urban expansion in East Gwillimbury under the phased 50-55% scenario (as shown in Attachment 3). If this scenario is endorsed by Regional Council, the geographic distribution of these lands would be determined in consultation with the Town.

Direction from Council to proceed with the recommended phased 50-55% scenario will require further discussions with Town of East Gwillimbury staff to determine the most appropriate urban expansion lands.

Comments on employment and community land designation boundaries were also received through the consultation

Input from stakeholders on the preliminary March 2021 growth scenario was also received on proposed employment designations in the Region's available Whitebelt lands. Through a local municipally led consultation process, concern was expressed in Markham with the proposed employment mapping adjacent to the existing hamlet of Almira. To address these concerns, Regional staff are proposing to revise the boundary of urban expansion employment land mapping in Markham as shown in Attachment 3 to provide more community lands around the Almira hamlet.

Through Markham's consultation process, concern was also raised about proposed residential uses east of the Little Rouge corridor. It was suggested that noise from the potential future Pickering Airport may prevent residential development on these lands. The Whitebelt lands proposed to be excluded from the urban boundary expansion east of the Little Rouge corridor, in the modified 50% and recommended phased 50-55% intensification scenarios will be identified as Future Urban Area. Decisions surrounding the most appropriate use of these lands can occur through subsequent municipal comprehensive reviews once a firm decision on the airport has been made, and regulations updated.

Concerns were also identified by Vaughan Council about the delineation of employment lands adjacent to the potential GTA-West Highway, given that a decision on the proposed highway is not expected by the Province until after the completion of the Municipal Comprehensive Review. Regional staff will continue to work with Vaughan staff on the appropriate use of these lands through the next Municipal Comprehensive Review.

5. Financial

While no major shifts in financial planning work is anticipated with the recommended phased 50-55% scenario, the March 2021 proposed forecast has been used to inform the update of the Regional development charges bylaw. The current bylaw is set to expire June 16, 2022 and a new development charges bylaw must come into effect on, or before, June 17, 2022 for the Region to continue collecting development charges. Council's direction to proceed with a growth scenario other than the modified 50% scenario or the recommended phased 50-55% scenario would have implications on key inputs to the Development Charges Background Study including the development forecast and infrastructure capital costs that will be reflected in the proposed DC rates.

Although it is difficult to assume the actual rate of growth over time with certainty, the recommended phased 50-55% forecast scenario is most achievable without compromising financial sustainability. It supports alignment of the growth forecast with infrastructure delivery to best match the actual rate and type of built form with the forecast, and more likely alignment between anticipated and actual development charges revenues.

Work associated with updated population and employment forecasts is included within the approved Planning and Economic Development budget.

6. Local Impact

The Region's forecast and land needs assessment to 2051 have direct implications on local municipalities. A key component of the MCR involves distributing updated population and employment forecasts to local municipalities considering assumptions for the level of intensification and amount of urban expansion needed in the Region to plan for provincially assigned population and employment growth. Local municipalities are key stakeholders in their forecast assignments and planning for future communities in growth areas.

Local municipal staff are working alongside the Region to update local official plans to reflect the policies in the Regional Official Plan generated through the Regional MCR once approved. Under the Planning Act, local municipal official plans are required to be updated to conform to the Regional Official Plan within one year of it coming into effect.

7. Conclusion

Consultation on the proposed 50% intensification scenario received by Regional Council in March 2021 resulted in Council positions and comments from local municipalities, as well as comments from the public, Planning Advisory Committee, BILD, York Region Federation of Agriculture, and other stakeholders. Comments ranged significantly from requests for higher growth and intensification to desires to include additional Whitebelt lands in the Town of East Gwillimbury. In response to these comments, the Region considered the results of five additional growth scenarios at a Regional scale through varying the key intensification and designated greenfield area density inputs. Through an assessment of alternate growth scenarios, a growth scenario exceeding 55% intensification or one which considered a lower designated greenfield area density are not likely to be realistic outlooks for York Region to 2051. In addition to not being aligned with what the market is currently delivering, or expected to deliver, these scenarios are likely to carry more financial risk.

A phased 50-55% intensification growth scenario is recommended as the most appropriate outlook for York Region to 2051. The phased 50-55% scenario strikes an appropriate balance, responds to feedback from all stakeholders to varying degrees, conforms to applicable Provincial plans, and is expected to be achievable. It also maximizes the capacity of the initial construction and first expansion of the Upper York Water Reclamation Centre under current Environmental Assessment assumptions. Allocation of growth for the recommended phased 50-55% intensification growth scenario can be accommodated without major shifts in infrastructure and financial planning undertaken to date.

Regional Council direction to proceed with the recommended phased 50-55% intensification scenario can be included in the draft Regional Official Plan currently targeted for November 2021.

For more information on this report, please contact Paul Bottomley, Manager of Policy, Research, and Forecasting at 1-877-464-9675 ext. 71530. Accessible formats or communication supports are available upon request.



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Chief Administrative Officer

September 3, 2021
Attachments (3)
13178613

Summary of Comments on York Region Land Needs Assessment and Growth Forecast

This Attachment, on a site-specific basis, provides a summary of comments, recommendations, and local municipal Council positions.

Table 1- Summary of comments on York Region 2051 Proposed Forecast as presented to Regional Council in March 2021

Commentor	Date	Summary of Key Points
Local Municipalities		
Aurora	<u>July 6, 2021</u>	<ul style="list-style-type: none"> • The Region's 2051 growth forecasts for Aurora were peer reviewed by the Town's Official Plan study consultant and were found to be reasonable and realistic targets • The proposed intensification target within the Town's Built-Up Area and the required residential units is appropriate given that growth will shift to the Built-Up Area given that Aurora's Designated Greenfield Area is expected to be built out by 2051 • The Region's population targets are less than past growth trends in Aurora and reflect an analysis of market demand • The density target and unit potential on the designated greenfield area as outlined by the Region reflects the actual potential on those lands • At the end of Q2 2021, servicing allocation balances are approximately 5,726 persons or 1,903 units, representing a five-year supply
East Gwillimbury	<u>July 28, 2020</u>	<ul style="list-style-type: none"> • Inclusion of all Whitebelt lands within East Gwillimbury as 'Urban Area' for urban development through the ongoing MCR to facilitate appropriate comprehensive planning (Council endorsed recommendation on <u>December 3, 2019</u>) <ul style="list-style-type: none"> ○ Will ensure coordinated infrastructure planning ○ Helps pay for servicing of new local employment uses ○ Allows for ensuring adequate housing supply and to build complete communities ○ Land supply will be brought to market in a phased manner • Flexibility for the Town to comprehensively manage the long-term land supply over the entire 2051 planning horizon, to properly respond to the market and to ensure a competitive development environment • East Gwillimbury is well positioned to accommodate employment growth and additional population through a variety of housing types in northern York Region

Commentor	Date	Summary of Key Points
Georgina	<u>June 3, 2021</u>	<ul style="list-style-type: none"> • The Town of Georgina supports the Official Plan Municipal Comprehensive Review proposed 2051 forecast for the Town of: <ul style="list-style-type: none"> ○ Population - 71,900 persons ○ Employment - 21,900 jobs subject to adjustments to the assumed Employment Land Employment density and the incorporation of assumptions adding appropriate levels of “Major Office Employment” • That York Region be requested to place the expansion of the Keswick Water Resource Recovery Facility on the 10-year Capital Projects Plan in the earliest possible timeframe as the expansion is critical to meeting the population and employment targets for the Town in the York Regional Official Plan Municipal Comprehensive Review • That Council reiterate its request to York Region to include the expansion of the Sutton Water Resource Recovery Facility in the Region’s 10-year Capital Projects Plan in the earliest possible timeframe as the expansion is critical to meeting the population and employment targets for the Town in the York Regional Official Plan Municipal Comprehensive Review
King	<u>June 28, 2021</u>	<ul style="list-style-type: none"> • Based on recent development interest and activity in the Township, the forecasted population of 49,600 appears to be easily achievable over the 2051-time horizon. With ongoing residential development applications and interest in the Villages of King City and Nobleton, achieving and surpassing the 2051 proposed forecasted population is very much likely • Planning for population growth in the Township’s Whitebelt represents a fundamental divergence in how growth is currently being planned in the Township. Planning staff find it appropriate and preferable to continue to plan for population growth within the Township’s Village Boundaries, as opposed to expanding community uses onto the Whitebelt lands • Staff note that while it is preferable to accommodate population growth within the existing Villages, the opportunity to provide for some additional employment growth in proximity to Highway 400 should be explored further with York Region in accordance with the Township’s Official Plan policy noted above • Planning for the Village of Nobleton should have a longer-term vision than the capacity of existing/planned infrastructure

Commentor	Date	Summary of Key Points
<p>Markham (note: not endorsed by Council – referred back to Markham staff)</p>	<p><u>July 12, 2021</u></p>	<ul style="list-style-type: none"> • Support development of a forecast scenario by York Region based on higher Region-wide and Markham intensification rates which: <ul style="list-style-type: none"> ○ Result in a reduction in the amount of urban expansion (Whitebelt) lands in Markham needed to accommodate growth ○ Reflect achievable volumes of high-density development in Markham’s intensification areas over the 35-year planning horizon ○ Consider loss of prime agricultural lands and impacts on greenhouse gas emissions • That the proposed employment area expansion lands be reconfigured to exclude the Almira hamlet • In addition, Markham Council requests: <ul style="list-style-type: none"> ○ That lands east of Almira be designated as Community areas ○ Lands on the east of the Rouge corridor not be considered for urban expansion • Consider impacts of a 60%, 65% and 70% intensification scenario and further consider impact of loss of employment land adjacent to Almira
<p>Newmarket</p>	<p><u>June 14, 2021</u></p>	<ul style="list-style-type: none"> • Town of Newmarket is likely to exceed York Region’s forecasted population and employment growth • Regional staff should carefully reconsider the population and employment growth assigned to Newmarket and ensure that growth is aligned with Newmarket’s needs • Concern with the annual population growth rate of 0.7% • Town of Newmarket will likely Exceed the Proposed Intensification target of 8,700 Units between 2016 and 2051 • Planning staff estimate that approximately 10,600 new residential units could be built within the Regional Centre, MTSAs and Regional Corridors between 2021 and 2051, subject to servicing capacity availability • Town of Newmarket will meet or exceed the Proposed Designated Greenfield Area density target of 40 residents and jobs per hectare
<p>Richmond Hill</p>	<p><u>June 23, 2021</u></p>	<ul style="list-style-type: none"> • City Staff are in support of the emerging policy directions respecting the Region’s growth forecast, intensification, and land needs assessment work as it relates to Richmond Hill • Intensification target is likely to be met or exceeded • DGA target of 70 achievable in context of secondary plans for North Leslie and West Gormley

Commentor	Date	Summary of Key Points
Vaughan	June 22, 2021	<ul style="list-style-type: none"> • Vaughan’s experience with growth over the last ten years shows that forecasted growth has the potential to be exceeded, and the city must be prepared to plan for this density • The final amount of land designated as Community and Employment will be affected by the fate of the GTA West. The proposed forecast shows Whitebelt lands adjacent to the proposed GTA West alignment as employment lands. If the GTA West does not move forward, it is uncertain what the total amount of community and employment lands in Vaughan’s Whitebelt would be • Growth management in Vaughan will need to respond to key regional challenges over the next 30 years such as housing affordability • The amount of potential growth that is directed at Vaughan creates a risk that many parts of the City will become underserved for parks, schools, and infrastructure • In consideration of this significant growth - and the need to attract young families to maintain growth, which is connected to affordability - it is imperative that York Region and the City examine effective policy for encouraging family-sized units and amenities in the urban area
Whitchurch-Stouffville	July 20, 2021	<ul style="list-style-type: none"> • The Region’s minimum draft Growth Forecasts for the Town are fairly conservative. The growth allocation ‘minimums’ need to be highlighted more prominently as some communities are likely to grow at a faster rate than others • Additional growth should be considered in the Town’s intensification areas such as the Gateway/ Western Approach, Lincolnville GO MTSA, Stouffville GO MTSA, etc. • The residential growth forecast allocation for the Town over the 2021 to 2041 period of 350 units per year is significantly lower than the recent housing development trends, while the residential growth within the Whitebelt lands for the 2041-2051 period is overstated • Staff are in support of the assumptions regarding persons per unit and dwelling type • The Region’s employment growth outlook to 2051 is generally appropriate for the Town. However, the amount and location of designated and serviceable employment land remains a significant issue for the Town • Past Council positions on Town’s Employment lands include adjustments to the Greenbelt Area along Highway 404 corridor and addition of lands to the settlement area • Staff recommend that the lands abutting the Gormley Secondary Plan area to the south be considered for settlement area expansion and designated as Employment Area through the Region’s ongoing MCR

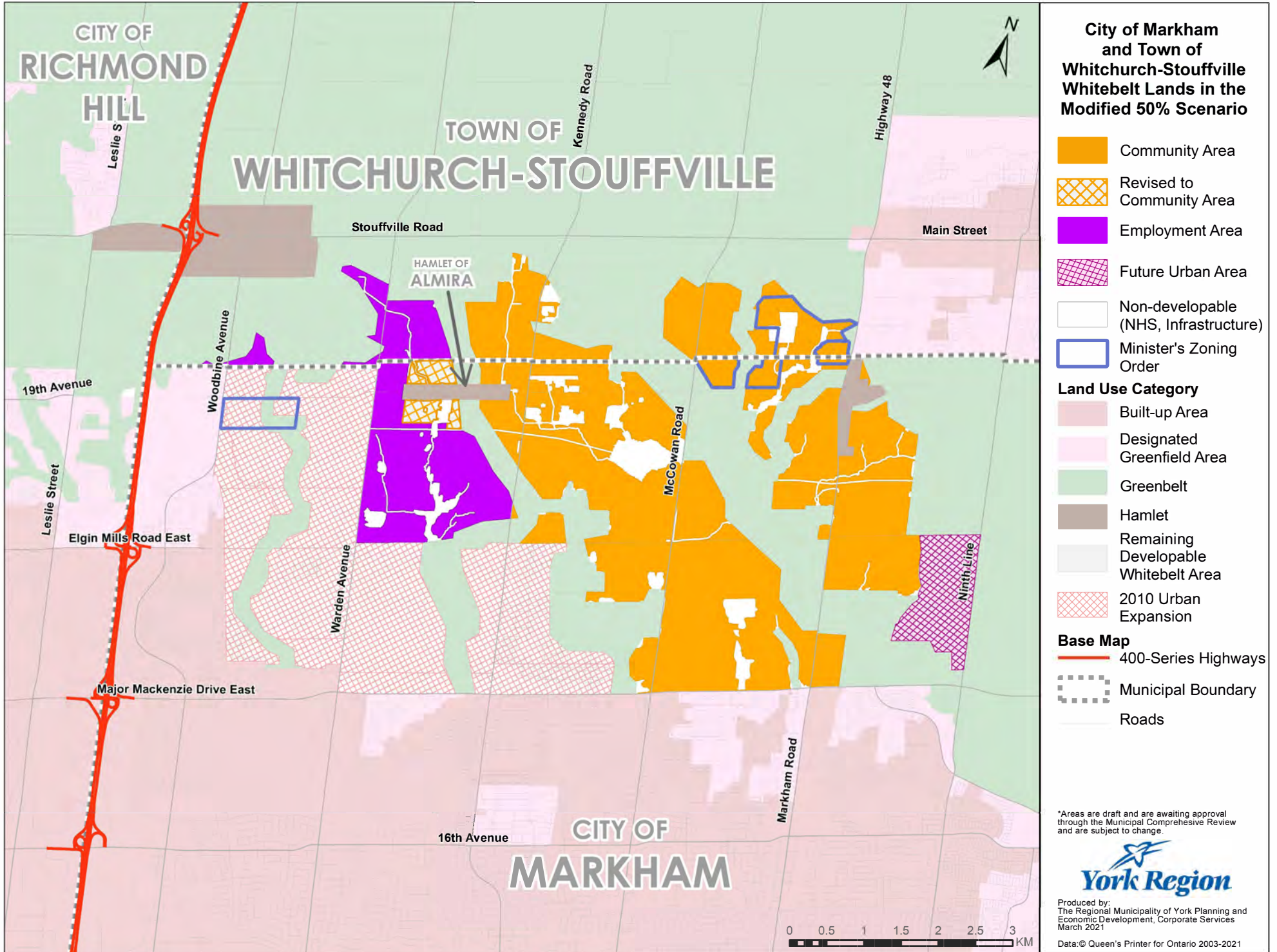
Commentor	Date	Summary of Key Points
		<ul style="list-style-type: none"> Town staff recommend that Strategic Employment lands be identified for employment growth beyond 2051
Other Stakeholders		
York Region Federation of Agriculture	June 10, 2021	<ul style="list-style-type: none"> Correspondence was sent to the Region in response to redesignation of Agricultural lands to Urban Areas proposed in Policy Directions Report III presented to Council on June 10, 2021 Through this letter, York Region Federation of Agriculture questions a complete and detailed analysis of the Agricultural redesignation displayed on draft Map 1A Concerns about loss of the Agricultural lands in the Whitebelt areas (3,400 ac) proposed for urban development by 2051 through the Land Needs Assessment report on March 18, 2021, which impacts local food production The York Region Federation of Agriculture continues to take the position that to protect, support and promote agriculture, the designation of prime agricultural areas in the Greenbelt needs to remain
York Region Planning Advisory Committee Meeting	May 19, 2021	<ul style="list-style-type: none"> Concerns raised about the amount of whitebelt land being proposed given the number of applications currently within the built-up area and the development potential through secondary plans in Regional Centres and Major Transit Station Areas Request for staff to consider different intensification scenarios
York Region Agricultural and Agri-food Advisory Committee Meeting	May 26, 2021	<ul style="list-style-type: none"> Concerns about amount of whitebelt land being proposed in 2051 forecast Concerns about food security if continue to develop agricultural lands – a risk intensified by the COVID 19 pandemic
Consultant Technical Submission on behalf of East Gwillimbury landowners	June 11, 2021	<ul style="list-style-type: none"> Proposed forecasts do not adequately address market demand More weight should be placed on Council resolution in East Gwillimbury to include the entirety of the Town's whitebelt as urban expansion to 2051 Regional staff should consider different scenarios Further choice for employment should be provided

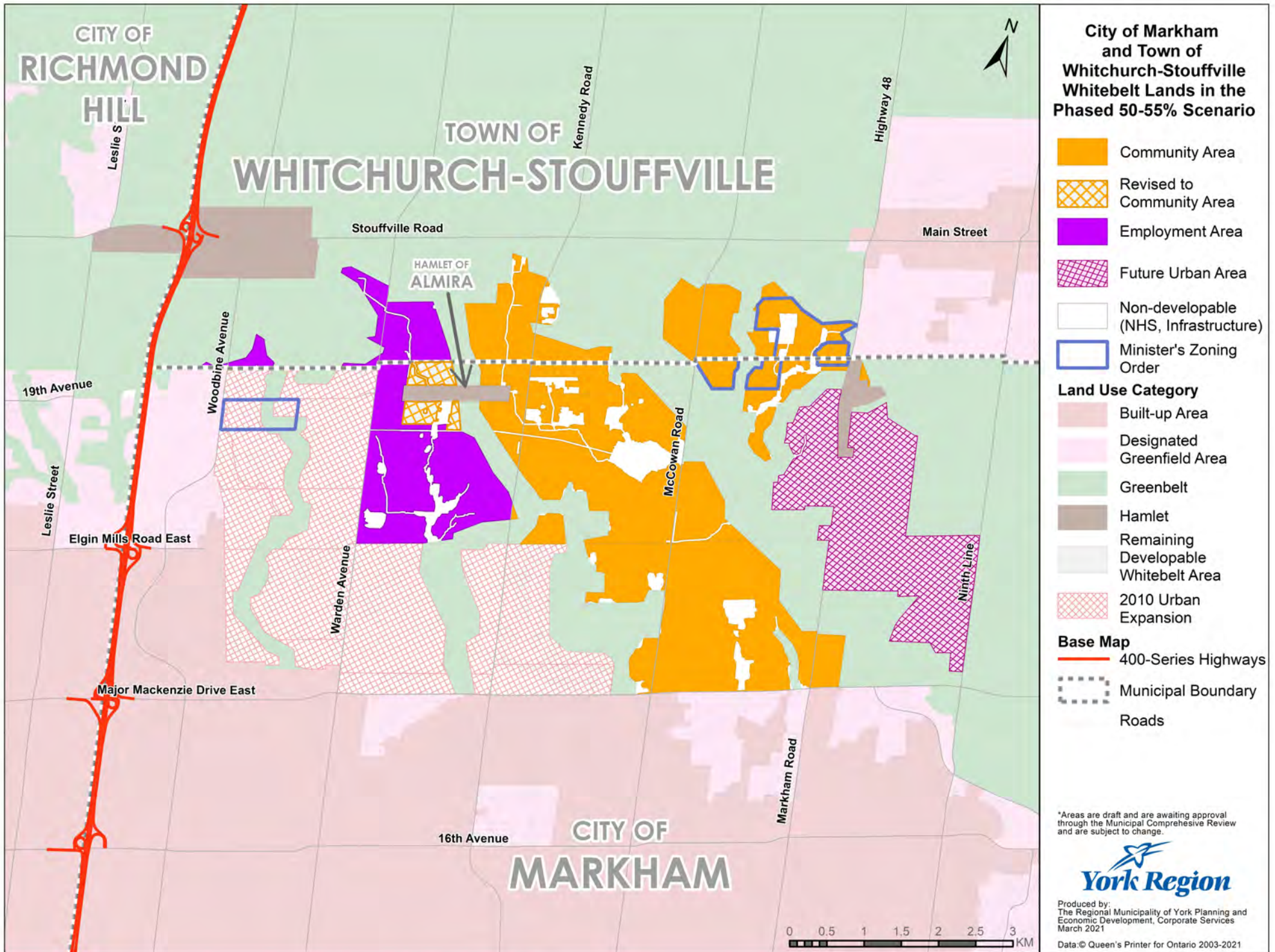
Commentor	Date	Summary of Key Points
Consultant Technical Submission on behalf of Nobleton Landowners Group	August 12, 2021	<ul style="list-style-type: none"> • The location of additional Community Lands should be within the Village boundaries, not in the Whitebelt, with the serviceability explored further at the direction of the Township • Nobleton represents the next logical location for urban expansion within King • The Region's cost estimates for servicing upgrades in Nobleton are overstated – based on a consultant's estimate, regional cost for water and wastewater upgrades would range from \$50.3 - \$82.8 million rather than the \$100 - \$200 as indicated in the Region's LNA. • The Regional LNA proposes to allocate 21,000 residents to King City by 2051 - it is unclear if King City has sufficient land supply to accommodate the additional growth beyond the Village's current 2031 forecast of 15,500 residents • The Region's increase in PPU assumptions, especially in high density units, could lead to an undersupply of housing in the Region
Public Consultation	June 28, 2021 – July 30, 2021	<ul style="list-style-type: none"> • The York Region Growth Management and Housing Affordability Survey was created to gather feedback from stakeholders. This Survey was available online and included 10 questions on housing and growth management. A summary of survey results from 186 participants is as follows: <ul style="list-style-type: none"> ○ Majority of respondents were York Region residents ○ Approximately 82% of the participants are living in ground-related housing types (i.e. single and semi-detached, townhouse) ○ Most respondents would like to live in the Region for the next 10 years ○ The preferred type of housing for participants in 10 years is Legacy Single-Family houses on large lots followed by New Single-Family houses on small lots ○ Parks, Public Elementary Schools, and Grocery Stores are the most important amenities for the respondents to be able to access within 15 minutes by foot ○ Most important amenities to access within 15 minutes by bike or transit are Employment Opportunities, Shopping Centres, and Community Centres ○ Participants believe that Low-income Households followed by Young Families (with or without children) are under-served or not currently served by the existing housing supply ○ To meet the housing needs of under-served households, participants believe more New small lot single family, mid-rise, and townhouse options are required ○ More than 60% of participants think that the right balance for population growth in the Region is to plan for half of the growth in existing areas through intensification and half to occur in new communities

Commentor	Date	Summary of Key Points
		<ul style="list-style-type: none"><li data-bbox="676 240 1871 407">• In addition, an online Public Information Centre (PIC) session for Growth Management and Housing Affordability was held on July 28, 2021 to reach stakeholders – over 90 people attended and over 40 questions were asked and answered by Regional staff. Input was received on a number of topics including potential impacts of proposed growth on climate change, housing supply and affordability as well as on the agricultural system

**Local Municipal Impacts of
Modified 50% and Recommended Phased 55% intensification scenarios**

Municipality	March 2021 50% Scenario			Modified 50% Scenario			Recommended Phased 55% Scenario		
	2051 Population	Intensification Units (%)	Urban Expansion (hectares)	2051 Population	Intensification Units (%)	Urban Expansion (hectares)	2051 Population	Intensification Units (%)	Urban Expansion (hectares)
Aurora	84,900	4,600 (45%)		84,500	4,400 (45%)		84,700	4,500 (45%)	
East Gwillimbury	105,100	800 (3%)	180	113,700	700 (2%)	275	112,800	700 (2%)	275
Georgina	71,900	2,500 (28%)		70,000	2,600 (31%)		70,100	2,700 (32%)	
King	49,600	2,800 (35%)	70	49,900	2,900 (36%)	70	50,000	3,000 (37%)	70
Markham	619,200	50,300 (52%)	1,270	608,600	49,400 (55%)	1175	602,200	51,000 (56%)	925
Newmarket	110,700	8,700 (86%)		114,900	10,800 (89%)		115,900	11,100 (89%)	
Richmond Hill	317,000	33,100 (77%)		316,800	32,800 (77%)		319,600	33,600 (77%)	
Vaughan	568,700	49,100 (56%)	500	567,400	48,000 (55%)	500	570,400	49,900 (57%)	500
Whitchurch-Stouffville	92,900	3,600 (21%)	280	94,200	3,900 (23%)	280	94,300	4,100 (24%)	280
York Region	2,020,000	155,500 (50%)	2,300	2,020,000	155,500 (50%)	2,300	2,020,000	160,600 (52%)	2,050





City of Markham and Town of Whitchurch-Stouffville Whitebelt Lands in the Phased 50-55% Scenario

- Community Area
- Revised to Community Area
- Employment Area
- Future Urban Area
- Non-developable (NHS, Infrastructure)
- Minister's Zoning Order

Land Use Category

- Built-up Area
- Designated Greenfield Area
- Greenbelt
- Hamlet
- Remaining Developable Whitebelt Area
- 2010 Urban Expansion

Base Map

- 400-Series Highways
- Municipal Boundary
- Roads

*Areas are draft and are awaiting approval through the Municipal Comprehensive Review and are subject to change.



Produced by:
The Regional Municipality of York Planning and Economic Development, Corporate Services
March 2021

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Corporate Services

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

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Toll Free: 1.800.714.7497

September 28, 2021

To:

Premier Doug Ford – doug.fordco@pc.ola.org

Ontario Minister of Health Christine Elliott – christine.elliott@pc.ola.org

Ontario Association of Optometrists – oaoinfo@optom.on.ca

Support Resolution from the Council of Trent Lakes passed September 7th re OHIP Eye Care

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on September 27, 2021 considered the aforementioned topic and subsequent to discussion, the following was resolved:

“That Chatham-Kent Council support the resolution from Trent Lakes:

Whereas routine eye care is critical in early detection of eye diseases like glaucoma, cataracts, and macular degeneration, and the health of eyes is critical to overall health and quality of life; and

Whereas conditions that may be detected with an annual eye exam include Diabetes mellitus, Glaucoma, Cataract, Retinal disease, Amblyopia (lazy eye), Visual field defects (loss of part of the usual field of vision), Corneal disease, Strabismus (crosses eyes), Recurrent uveitis (an inflammation of the uvea, the middle layer of the eye that consists of the iris, ciliary body and choroid), Optic pathway disease; and

Whereas payments from OHIP have only increased 9% over the last 30 years, which has not come close to matching inflation of costs (which include rent, staff, utilities, equipment, taxes and supplies); and

Whereas the lack of funding makes it difficult to invest in modern technology, and newer technology means earlier detection of eye disease; and

Whereas the Provincial government’s refusal to formally negotiate with Optometrists for more than 30 years has forced the Optometrists to absorb approximately 173 Million dollars annually in the cost to deliver eye care to Ontarians; and

Whereas the 2021 Ontario Budget did not address OHIP-insured eye care, Ontario Optometrists took action and voted to withdraw OHIP services starting September 1, 2021, unless the government agrees to legally-binding negotiations to fund these services at least to the cost of delivery; and

Whereas this job action will jeopardize good eyecare for those who need the care of an optometrist the most and will have the greatest impact on the most vulnerable groups. Children, who's lifetime ability to learn and develop depends on good vision and to the elderly, who are at the greatest risk for vision-threatening ocular diseases;

Now Therefore, be it resolved that the Municipality of Chatham-Kent requests that the Provincial government recognize the value that access to quality eye care brings to all Ontarians and act now to protect it; and further

That the Provincial government address the OHIP-insured eye care immediately and enter into legally-binding negotiations with Ontario Optometrists to fund these services at least to the cost of delivery, prior to any job action taking place; and further

That a copy of this resolution be forwarded to Premier Ford, Ontario Minister of Health Christine Elliot, to the Ontario Association of Optometrists, and to all municipalities in Ontario."

If you have any questions or comments, please contact Judy Smith at judys@chatham-kent.ca

Sincerely,



Judy Smith, CMO
Director Municipal Governance
Clerk /Freedom of Information Coordinator

C
Local MP & MPP
Ontario Municipalities



Corporate Services

Municipal Governance

315 King Street West, P.O. Box 640

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September 28, 2021

Honourable Doug Ford, Premier of Ontario
Honourable Doug Downey, Attorney General

**Support Resolution from the Council of Sarnia passed September 13th re
Renovictions**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on September 27, 2021 considered the aforementioned topic and subsequent to discussion, the following was resolved:

“That Chatham-Kent Council support the resolution from the City of Sarnia requesting that the Government of Ontario take additional and meaningful steps to address the ever increasing problem of “Renovictions” in The Province of Ontario. Citizens and communities are hurt by these unscrupulous practices which can and does directly impact the affordable housing crisis, as well as inflict damage (both financially and mentally) particularly on our most vulnerable citizens; and

That this correspondence be sent to other Municipalities in Ontario for their consideration and possible endorsement.”

If you have any questions or comments, please contact Judy Smith at judys@chatham-kent.ca

Sincerely,

Judy Smith, CMO
Director Municipal Governance
Clerk /Freedom of Information Coordinator

C
Local MP & MPP
Ontario Municipalities



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September 30, 2021

Delivered by email
paul.calandra@pc.ola.org

Provincial Parliament
 37 Sandiford Drive, Suite 400
 Stouffville, ON L4A 3Z2

RE: Report No. PW-014-21 Vision Zero - Traffic Calming Strategy

Please be advised the above-noted matter was placed before Council at its meeting held on September 21, 2021 and the following resolution was passed:

- 1) That Council endorse in principle the Vision Zero program and associated Traffic Calming Strategy as outlined in this report and Attachment 1; and
- 2) That Council direct staff to implement a communications strategy for the Vision Zero initiative that will engage, inform and focus residents on Whitchurch-Stouffville's mission and pursuit to achieve zero fatalities or serious injuries on our roadways; and
- 3) That Council direct staff to continue to seek input from the Road Watch Staff Working Group for the ongoing development and implementation of the Vision Zero program and associated traffic calming initiatives; and
- 4) That Council direct staff to include a budget of approximately \$345,000 in the draft 2022 Capital Budget for Council consideration, to implement traffic calming initiatives, including:
 - Roundabout traffic calming initiatives, including signage indicating vehicle right-of-way, pavement marking improvements and raised pedestrian crossings as required.
 - Installation of additional traffic delineators in school and park areas, as well as areas of particular speeding concern, as determined in collaboration with York Regional Police and Town residents.
 - Purchase and long-term placement of radar speed signs on collector roads.
 - Pilot the use of video analytics and accident prediction technology at a high-risk intersection to explore the technology's usefulness in providing the data required to create intersection improvement plans that reduce the risk of injury from traffic accidents at Town intersections.
 - Construct sidewalks and/or multi-use paths within existing boulevards based on Master Plan findings to provide for safe active transportation and the benefits of 'Complete Streets'.
 - Pilot the use of temporary transverse rumble strips.
 - Add shared route bike lanes to narrow roads, slow vehicles and promote active transportation as indicated in the Master Plan.

-
- Conduct a speed limit review and reduce speed limits as deemed appropriate.
 - Complete traffic studies as required to determine the appropriateness of various forms of traffic calming.
 - Undertake various education initiatives, including publishing articles in On the Road.

5) That Council direct staff to update the Town's Engineering Standards, Official Plan, and Transportation Master Plan with appropriate Vision Zero, Complete Street, and traffic calming design requirements to ensure that all future developments are designed with a central focus on traffic and pedestrian safety; and

6) That Council direct Staff to inform York Region of Council's desire to implement delineators on Aurora Road at Ballantrae Public School and Ballantrae Community Centre; and

7) That Council direct Staff to come back with memo on potential locations for traffic delineators on Hoover Park between Park Drive and Tenth Line; and

8) That Council direct staff to lobby the Provincial Government to make legislative and regulatory amendments to allow municipalities to administer Automated Speed Enforcement programs through the Administrative Monetary Penalty system, and that this resolution be shared with York Region, the local municipalities within York Region, the Honourable MPP Paul Calandra, the Minister of the Attorney General and the Minister of Transportation Ontario.

Please find attached a copy of Staff Report No. PW-014-21 Vision Zero - Traffic Calming Strategy.

If you have any questions, please contact Brian Kavanagh, Director, Public Works at brian.kavanagh@townofws.ca or 905-640-1910 x2464.

Yours truly,



Kristina Soolepp, Council Coordinator
(905) 642-4130

Attachment

cc. Minister of the Attorney General
Minister of Transportation Ontario
York Region
York Region municipalities

Town of Whitchurch-Stouffville Council Report**Item 1**

Subject: Vision Zero - Traffic Calming Strategy

Staff Report No. PW-014-21

Department: Public Works

Date: September 21, 2021

Recommendation:

- 1) That Council endorse in principle the Vision Zero program and associated Traffic Calming Strategy as outlined in this report and Attachment 1; and
- 2) That Council direct staff to implement a communications strategy for the Vision Zero initiative that will engage, inform and focus residents on Whitchurch-Stouffville's mission and pursuit to achieve zero fatalities or serious injuries on our roadways; and
- 3) That Council direct staff to continue to seek input from the Road Watch Working Group for the ongoing development and implementation of the Vision Zero program and associated traffic calming initiatives; and
- 4) That Council direct staff to include a budget of approximately \$345,000 in the draft 2022 Capital Budget for Council consideration, to implement traffic calming initiatives, including:
 - Roundabout traffic calming initiatives, including signage indicating vehicle right-of-way, pavement marking improvements and raised pedestrian crossings as required.
 - Installation of additional traffic delineators in school and park areas, as well as areas of particular speeding concern, as determined in collaboration with York Regional Police and Town residents.
 - Purchase and long-term placement of radar speed signs on collector roads.
 - Pilot the use of video analytics and accident prediction technology at a high-risk intersection to explore the technology's usefulness in providing the data required to create intersection improvement plans that reduce the risk of injury from traffic accidents at Town intersections.
 - Construct sidewalks and/or multi-use paths within existing boulevards based on Master Plan findings to provide for safe active transportation and the benefits of 'Complete Streets'.

- **Pilot the use of temporary transverse rumble strips.**
 - **Add shared route bike lanes to narrow roads, slow vehicles and promote active transportation as indicated in the Master Plan.**
 - **Conduct a speed limit review and reduce speed limits as deemed appropriate.**
 - **Complete traffic studies as required to determine the appropriateness of various forms of traffic calming.**
 - **Undertake various education initiatives, including publishing articles in On the Road.**
- 5) That Council direct staff to update the Town's Engineering Standards, Official Plan, and Transportation Master Plan with appropriate Vision Zero, Complete Street, and traffic calming design requirements to ensure that all future developments are designed with a central focus on traffic and pedestrian safety; and**
- 6) That Council direct staff to lobby the Provincial Government to make legislative and regulatory amendments to allow municipalities to administer Automated Speed Enforcement programs through the Administrative Monetary Penalty system, and that this resolution be shared with York Region, the local municipalities within York Region, the Honourable MPP Paul Calandra, the Minister of the Attorney General and the Minister of Transportation Ontario.**

1. Purpose:

The purpose of this report is to seek Council's endorsement of the Vision Zero program and associated Traffic Calming Strategy, and Council's direction to include appropriate funding in the draft 2022 Capital Budget to address various traffic calming initiatives that seek to minimize the risk of traffic collisions and related injuries in Whitchurch-Stouffville.

2. Executive Summary:

Enhancing roadway safety is critical to the health and well-being of the residents of Whitchurch-Stouffville, as well as to others who travel on our roads. A Road Watch Working Group has been established, serving as a collaborative effort with Town staff, Council representation, York Regional Police and community volunteers to consult on various initiatives to help raise awareness of the Road Watch program and make the Town a safer place to live, work and play with respect to public roads and responsible driving.

This report introduces the concept of Vision Zero and recommends that it be adopted by Council in an effort to eliminate all fatalities and serious injuries caused by motor vehicle crashes in Whitchurch-Stouffville. The Vision Zero program includes the Town's first Traffic Calming Strategy, the purpose of which is to incorporate best practices in traffic calming with local context to provide a more appropriate, efficient, flexible and systematic

framework through which to address traffic safety issues relating to excessive speeding, careless driving, and collision frequency.

The Traffic Calming Strategy includes numerous initiatives planned for implementation or review in 2022 and recommends that traffic calming, complete streets and Vision Zero be made integral to the Town's development process.

3. Background:

The following motion was carried at the June 1, 2021 Council meeting:

“WHEREAS the speed of vehicles in our neighbourhoods continue to be a concern for residents, Council and law enforcement; and

WHEREAS a speeding vehicle took the lives of two young children in City of Vaughan on May 16, 2021; and

WHEREAS due to the size of our municipality, enforcement resources are limited; and

WHEREAS our current grid road network has unintentionally contributed to traffic safety concerns, and traffic calming measures such as mini-roundabouts, automated speed enforcement, radar speed signs, bike lanes, increased signage, bump-outs, traffic delineators, medians, and education are all within the Town's authority to enact.

NOW THEREFORE BE IT RESOLVED THAT Council direct staff to develop a Traffic Calming Strategy for the Town of Whitchurch-Stouffville that will include but is not limited to the measures above for “high-incident” roads, as identified by York Regional Police, and develop a budget for implementing those measures for consideration during the 2022 budget deliberations; and

THAT Council direct Development Staff to consider traffic calming designs in future subdivision designs.”

This report addresses the above resolution with the presentation of a traffic calming strategy, as part of a broader Vision Zero framework, and includes provisions for existing neighbourhoods and future developments.

4. Analysis and Options:

4.1 Road Watch Working Group

Whitchurch-Stouffville's Road Watch Working Group was established through a Council-endorsed Terms of Reference, with the first group meeting held in September 2020.

The Road Watch Working Group serves as one of the Town's primary tools used to engage residents, manage road safety, calm traffic and work proactively with York Regional Police for the betterment of the community. The group's efforts are intended to minimize the risk of traffic collisions and related fatalities in Whitchurch-Stouffville.

The Road Watch Working Group has made significant progress toward this goal. Successes to date include:

- Monthly educational articles published in *On the Road* magazine
- Shared personal impact stories and statistics related to traffic accidents and driving infractions to highlight the importance of traffic safety
- Education campaigns focused around YRP's seasonal focus areas (e.g. back to school, winter driving, pedestrian and bicycle safety, etc.)
- Collaboration with YRP for analysis of safety related data in order to understand trends and locations of concern
- Planning for the implementation of traffic calming initiatives

The mandate of the Road Watch Working Group is very well aligned with the global movement known as Vision Zero. The Vision Zero concept is discussed in the following sections.

4.2 Vision Zero

Vision Zero is a global movement transforming the way we use, interact and travel on our roads. **It has a simple and clear goal: ZERO fatalities or serious injuries on roadways.** Vision Zero is an engaging and open program, which embraces the community and supports local prosperity by striving towards a safe, reliable road network. The underlying foundations of the Vision Zero, as applied to Whitchurch-Stouffville, include the following vision and mission statements:

Vision: Establish a culture of personal responsibility where motor vehicle fatalities and serious injuries are recognized as preventable and not tolerated in Whitchurch-Stouffville.

Mission: Eliminate fatalities and serious injuries caused by motor vehicle crashes in Whitchurch-Stouffville.

Vision Zero encourages active modes of transportation by addressing road safety for vulnerable road users of all ages and abilities – reducing the Town's contribution to climate change and encouraging a healthy lifestyle.

4.2.1 The Five E's of Vision Zero

Vision Zero can be achieved by addressing road safety holistically through five main elements, commonly referred to as the five E's:

- Evaluation
- Engagement
- Education
- Enforcement
- Engineering

These elements need to be implemented in a coordinated and strategic manner to achieve improvements to road safety and to strive towards the goal of zero fatalities and severe injuries on Town roads. The following is a summary of each of the 5 E's.

Evaluation

The evaluation component includes identifying the root causes behind traffic related injuries and fatalities while focusing on methods of collecting, sharing, maintaining, and improving data collection. This evidence-based approach to safety allows for the strategic deployment of effective countermeasures in addressing fatalities and injuries within the transportation network. Enhancing the availability of traffic and collision data is essential to define appropriate programs for use in Engineering, Enforcement, Engagement and Education.

Engagement

The Vision Zero program should inspire residents to become part of the solution on this journey towards zero fatalities and injuries. It should engage residents of all ages and support engineering and enforcement initiatives. Staff will work with Corporate Communications to prepare and implement a communications strategy for the Vision Zero initiative that will engage, inform and focus residents on the Town's mission and pursuit to achieve zero fatalities or serious injuries on our roadways

Education

Vision Zero includes an educational component that will be developed and refreshed annually in collaboration with Town staff, residents, YRP, the Road Watch Working Group, and other stakeholders. Education programs will focus on seasonal issues, trending topics and those issues identified through network screening and enforcement statistics. Education campaigns will continue to re-enforce messages that have been communicated to ensure continued education for residents, however the education plan must also be flexible to undertake campaigns that are unexpected education opportunities and address unexpected challenges in terms of road safety.

Enforcement

Considering that human error is the main cause of collisions, efficient and effective law enforcement is necessary to improve roadway safety. The collaborative, data driven

Vision Zero process, also employed by York Regional Police, results in the efficient allocation of limited law enforcement resources for maximized effectiveness.

While redesigning roadways is one aspect of achieving results, traffic enforcement is also required to reduce inappropriate driving behaviours. Offences such as distracted driving, speeding, failing to yield to pedestrians, failing to stop on a signal and improper turns all expose vulnerable users to potential catastrophic consequences.

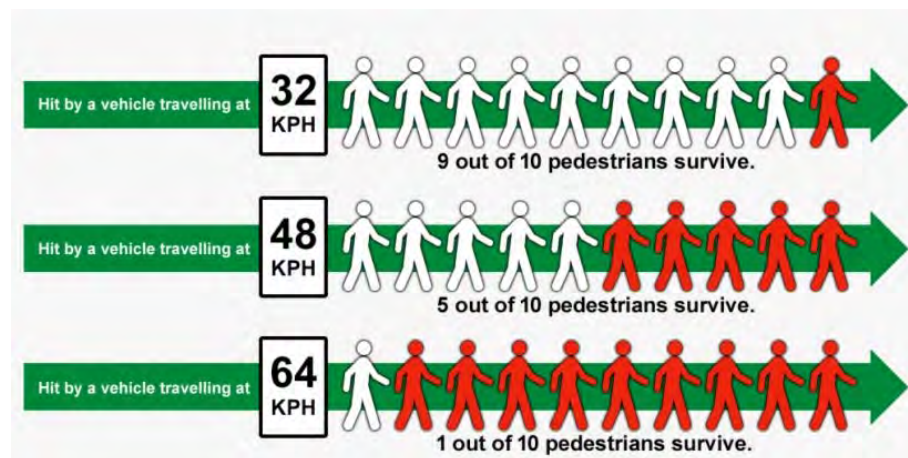
Engineering

The Vision Zero approach to safety is to design and operate roads to minimize the impacts of the mistakes made by road users. Considering the increasing trend in active transportation, proactive design approaches, including a review of speed limits, are required to ensure the safe accommodation of all road users. Consistent monitoring of the road network using safety and traffic data will allow for the incorporation of strategic engineering countermeasures in street design, traffic engineering, transportation planning and land use to prevent collisions involving injuries and fatalities.

4.2.2 Key Themes of Vision Zero

Safe Speeds

Driving at an appropriate speed reduces the likelihood of a collision, reduces the severity of injuries if a collision does occur, and provides a safety buffer by giving motorists enough time to stop in an emergency. The following graphic illustrates the importance of speed in case of an accident:



Safe Vehicles

Safer vehicle designs are outside the responsibility of the municipality, but advances have been implemented by the automotive industry over the last number of decades. Inflatable seat belts, centre air bags, crash avoidance systems, forward-collision warning, traffic sign recognition, adaptive headlights, lane-departure systems, intelligent speed assistance, fatigue-monitoring and pedestrian detection are all examples of new technologies that will increase the safety of vehicles.

Safe Roads

Safe roads play an important role in making Vision Zero successful. The design of a road can help manage a driver's speed, guide a motorist to do the right thing, reduce collisions and allow for human error. Transportation engineers design roads with tools like stop controls, signage and other traffic calming measures to help reduce collisions or other roadway incidents.

Safe Drivers

Driver error is commonly a contributing factor in collisions. Educating drivers and enforcing the rules of the road are critical to reducing injuries and deaths, and achieving the goals of Vision Zero.

4.3 Pedestrian and Cyclist Collision Statistics

The following table outlines the amount of pedestrian and cyclist collisions in each York Region municipality, relative to each municipality's population, over a 10-year period.

Municipality	Pedestrian Collisions	Cyclist Collisions
Aurora	0.6	0.8
East Gwillimbury	1.0	1.5
Georgina	0.8	1.2
King	0.5	1.0
Markham	1.0	1.1
Newmarket	1.4	1.1
Richmond Hill	1.0	0.9
Vaughan	1.1	1.0
Whitchurch-Stouffville	0.25	0.5

As indicated in the table, Whitchurch-Stouffville has the lowest per capita pedestrian and cyclist collisions in York Region. The 0.25 pedestrian collision statistic for Whitchurch-Stouffville indicates that although the Town represents about 4% of York Region's population, the Town only has about 1% of the Region's pedestrian collisions. Similarly, the Town has about 2% of the cyclist collisions in the Region. This is a good starting point as the Town implements Vision Zero and its first Traffic Calming Strategy.

4.4 The Need for a Traffic Calming Strategy

Traffic calming becomes necessary when the amount of vehicular traffic, speed levels, and/or observed driver behaviour does not correspond with the type of road, the context of the surrounding areas, or the activities of other road users. The purpose of the Town's Traffic Calming Strategy is to incorporate best practices in traffic calming with local context to provide a more appropriate, efficient, flexible and systematic framework through which to address traffic safety issues relating to excessive speeding, traffic infiltration, and collision frequency.

Although introduction of traffic calming measures can mitigate the negative effects of vehicle use, they can also have potentially negative effects on other modes of transportation, operations and maintenance activities conducted by the road authority, and emergency vehicle response times. As such, the Town's traffic calming strategy must be carefully considered and implemented to:

- support the decision-making process from the moment that a traffic related issue is identified to implementation of the selected measure
- inform residents about the different elements composing the traffic calming toolbox and process
- promote a fair allocation of resources through an incremental implementation of required traffic calming measures

The Town's first Traffic Calming Strategy is included as Attachment 1. It outlines the purpose and objectives of the strategy, the Town's key risk groups and the hazards they face, and most importantly, the interventions that can be made and the process to be followed to improve road safety. The Traffic Calming Strategy also includes a detailed description of initiatives that form a 'toolbox' from which various traffic calming improvements can be selected for implementation.

4.5 Traffic Calming Work Completed to Date

Road safety is top of mind for Town residents. As such, numerous traffic calming measures have been implemented over the past few years. These include:

- Installation of traffic delineators
- Implementation and expansion of Community Safety Zones
- Installation of speed humps and speed bumps in Memorial Park
- Installation and rotation of radar speed boards
- Decreased speed limits on various road segments
- Partnering with YRP for targeted speed enforcement
- Formation of a Road Watch Working Group
- Pavement marking improvements such as improved crossings
- Signage additions and improvements
- Signalization of intersections
- Completion of an Active Transportation Servicing Plan, and implementation of select sidewalk and pathway projects

These measures have improved the safety of Town roadways, however it is recognized that there is a need and an opportunity to do more.

4.6 Resident Input

Traffic calming measures have a direct impact on neighbourhoods and the residents living in them. As such, an integral part of the process includes resident communication and feedback. Good community involvement leads to solutions to specific local traffic issues.

Based on input from residents, concerns are widespread. Problem areas include collector roads, such as Millard Street, Hoover Park Drive and Reeves Way Boulevard, and local roads such as Richard Daley Drive, Elm Road and Manitoba Street. Rural roads such as St. John's Sideroad and Bethesda Road are also cited.

Numerous suggestions have been provided by residents, the majority of which have been incorporated into the Traffic Calming Strategy included as Attachment 1. The most commonly requested traffic calming measure is the provision of mid-road traffic delineators. The delineators have proven to be effective in school areas and parks, and there is strong resident interest in expanding their use. Additional suggestions include the following:

- Rumble strips
- Photo radar units, including decoy units
- Electronic speed limit signs
- Pedestrian only roads on weekends
- More bike lanes
- Traffic circles to break-up straightaways
- Use of road pylons
- Community Safety Zones
- Educate drivers on the harm of speeding
- Encourage active transportation and busing to Town events
- Art installations as a form of traffic calming

4.7 2022 Initiatives

Recommendations included in the Traffic Calming Strategy that are planned for implementation in 2022 are summarized as follows.

Roundabout Improvements

Staff recommendations include the provision of signage that clearly indicates that vehicles have the right-of-way at roundabouts. Additional recommendations include:

- Refresh the yield line pavement markings and extend the centre and edge line markings to the entries at all existing roundabouts.
- Install one-way signage on the centre island of the Creekland Avenue / West Lawn Crescent roundabout to prevent vehicles from mounting the centre median (to be completed in 2021 to address a safety concern).
- Install a raised crosswalk at the south leg entry at the Reeves Way Boulevard & Richard Underhill Avenue roundabout.
- Widening of select splitter islands and/or installation of entry curb extensions, pending speed reduction results of pavement marking improvements

Crosswalk Pavement Markings

Add ladder-style pavement markings to high risk pedestrian crossings.

Accident Prediction Technology

Staff recommend that a pilot project be implemented using video analytics and accident prediction technology at a high-risk intersection to explore the technology's usefulness in providing the data required to create intersection improvement plans that reduce the risk of injury from traffic accidents at Town intersections.

Complete Street Improvements

Staff recommend that the Town's Engineering Standards, Official Plan and Transportation Master Plan be updated with appropriate complete street, Vision Zero and traffic calming design considerations to ensure that future developments are designed with a central focus on road safety.

For existing neighbourhoods, staff will continue to address the addition of sidewalks and multi-use paths, as guided by the Town's Active Transportation Servicing Plan.

Automated Speed Enforcement

Effective use of Automated Speed Enforcement is limited by legislation that mandates the application of the Provincial Offence Act as opposed to an administrative monetary penalty system. Staff will lobby the Provincial Government to make legislative and regulatory amendments to allow municipalities to administer Automated Speed Enforcement programs through the Administrative Monetary Penalty system.

York Region has begun a two-year automated speed enforcement pilot project to determine the capacity of provincial courts to process the infractions, as well as a trial for the technology being used. Town staff will report to Council when results of the pilot are available.

Rumble Strips

Staff recommend that a pilot project be implemented to test the effectiveness of temporary transverse rumble strips.

Annual Speed Limit Review

Staff recommend that annual reviews of speed limits be conducted, and speed limits be reduced where appropriate.

Traffic Delineators

A traffic delineator policy was implemented in 2019 that specified their use in school zones and park areas. Based on their effectiveness and community acceptance, requests for the installation of additional traffic delineators have increased and benefits are seen beyond school zones and park areas. Staff recommend that the policy be broadened to include additional areas beyond schools and parks, as determined by staff in collaboration with York Regional Police and Town residents.

Radar Speed Signs

Staff recommend that additional radar speed signs be purchased for long term installation on rural roads, and collector roads such as Reeves Way Boulevard, Millard Street, Tenth Line and Baker Hill Boulevard.

Shared route bike lanes

Add shared route bike lanes, including on Stouffer Street south of Main Street.

Traffic Studies

Complete various stop sign warrant reviews, and speed and volume studies as needed to support traffic safety reviews.

Education Initiatives

Undertake various education and resident engagement initiatives, including articles published in On the Road.

5. Financial Implications:

Implementing a Vision Zero program and the associated traffic calming strategy is a significant undertaking. It will take time, resources, commitment and funding. The following table outlines the recommended initiatives and their respective approximate costing recommended to be included as part of the 2022 draft capital budget for Council consideration.

Initiative	2022 Capital Budget
Roundabout improvements	\$295,000
Accident prediction technology	\$12,500
Rumble strip pilot	\$7,500
Traffic delineators	\$10,000
Radar speed signs	\$15,000
Education initiatives	\$5,000
Shared route bike treatment	*
Sidewalk and multi-use path construction	*
Traffic studies	*
TOTAL	\$345,000

* to be funded from annual Public Works accounts

6. Alignment with Strategic Plan:

1. Asset Planning, Maintenance and Development

Successful stewardship of the infrastructure and facilities required to support a growing community and vibrant economy.

- Address / plan for maintenance of existing assets & infrastructure; Create new infrastructure

7. Attachments:

1. Traffic Calming Strategy

8. Related Reports:

None

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Whitchurch-Stouffville Traffic Calming Strategy

1. Traffic Calming Defined

Traffic calming involves implementing safety measures or programs to reduce speed and encourage safe driving behaviour for the benefit of all road users.

A successful traffic calming program is one which will alter the street in such a way that motorists will drive slower, exercise caution, and bring the street back closer to its intended use while limiting the negative effects on emergency response agencies and operational costs.

2. Purpose of the Traffic Calming Strategy

The purpose of the Town's Traffic Calming Strategy is to incorporate best practices in traffic calming with local context to provide a more appropriate, efficient, flexible and systematic framework through which to address traffic safety issues relating to excessive speeding, traffic infiltration, and collision frequency and severity.

3. Objectives of the Traffic Calming Strategy

Traffic calming refers to measures aimed at improving safety for all road users by reducing speed and encourage safe driving. Main objectives of traffic calming measures are to:

- Reduce the speed of traffic
- Reduce collision severity and frequency
- Improve safety for drivers
- Enhance safety of pedestrians and cyclists
- Increase the quality of rural and urban life

4. Key Risk Groups

The Town's Traffic Calming Strategy relies on an understanding of local conditions and key risk groups. The following key risk groups have been identified based on emerging trends, research and analysis:

Whitchurch-Stouffville Traffic Calming Strategy

Risk Group	Definition
Young/Novice Drivers	Drivers who are under the age of 25 or have less than 2 years driving experience.
Medically at Risk Drivers	Drivers with physical or cognitive impairments which affect a person's ability to operate vehicles safely.
Vulnerable Road Users	Pedestrians, motorcyclists, cyclists and persons in personal mobilized devices (e.g., motorized wheelchairs and scooters).
Commercial Drivers	Drivers of heavy commercial vehicles (e.g., vehicles over 4,586 kg or passenger transportation).
High Risk Drivers	Repeat offenders with a pattern of illegal driving behaviours (e.g., recurring incidences of alcohol/drug impaired driving, traffic violations, collision involvement, or suspended/prohibited drivers).
General Population	Road users who benefit from strategies, interventions, regulations, and legislation introduced to make roads, vehicles and road users safer.

Whitchurch-Stouffville Traffic Calming Strategy

5. Key Contributing Factors

To protect the key risk groups, an understanding of the factors that contribute to collisions is required. The key contributing factors are defined as follows:

Contributing Factor	Definition
Distracted Driving	Distracted driving occurs when a driver's attention is diverted from the driving task by secondary activities (e.g., eating, talking to passengers, talking or texting on electronic communication devices (ECDs) such as cell phones and smart phones).
Alcohol Impaired Driving	Physical or cognitive impairment of a road user which is caused by the consumption of alcohol.
Drug Impaired Driving	Physical or cognitive impairment of a road user which is caused by the consumption of psychotropic drugs (e.g., cannabis, prescription drugs, narcotics, etc.).
Fatigue Impaired Drivers	Fatigue is a general state caused by lack of sleep, time of day, time on task, or task monotony which diminishes the ability to drive by altering alertness and vigilance.
Speed and Aggressive Drivers	Includes driving at speeds beyond posted legal limits or driving too fast for road conditions and driver behaviours which are deemed illegal or outside socially acceptable norms which put other road users at risk (e.g., tailgating, improper passing, failure to signal, etc.).
Unrestrained Occupants	Includes factors pertaining to proper restraint use by all road users (e.g., seat belts, child safety seats, booster seats).
Environmental Factors	Includes factors that may affect the likelihood or severity of crash occurrence (e.g. weather conditions, wildlife on road).
Road Infrastructure	Includes factors that may affect the likelihood or severity of crash occurrence (e.g., roadway configuration, road construction, road surface condition, road and roadside design, lighting and signage).
Vehicle Factors	Includes factors related to vehicle design (e.g., crash avoidance, crashworthiness), maintenance, recalls, aftermarket vehicle equipment, commercial vehicles, unusual vehicles, automated vehicles, new and emerging vehicle technologies.

Whitchurch-Stouffville Traffic Calming Strategy

6. Road Safety Interventions

For each risk group and contributing factor, there may be more than one intervention for promoting safer road users, safer infrastructure and safer vehicles. A combination of interventions could result in even greater improvements to safety. Traffic calming interventions are categorized as follows:

Intervention Type	Definition
Policy/Legislation/Regulation	Includes evidence-based jurisdictional policies, laws, and regulations intended to improve road user behaviour and the safety of the road infrastructure and vehicles.
Education/Training	Includes activities that provide knowledge and/or test the capacity of a person to demonstrate appropriate behaviour with respect to road safety (e.g., proactive and remedial education, driver training, child restraint training).
Communication/Awareness	Includes any activities that contribute to increased awareness and knowledge of key road safety issues by the general public or target audience that may lead to safer road user behaviour. (e.g., ad campaigns, social media, etc.).
Enforcement	Includes activities carried out by enforcement agencies in order to apprehend offenders and to raise the perceived likelihood of being apprehended (e.g., enhanced Check Stops, Selective Traffic Enforcement Programs (STEP), intelligence-based enforcement, automated enforcement, commercial vehicle inspections).
Information/Data/Research	Includes capturing and compiling complete, uniform and timely data (e.g., crash, trauma, exposure) to expedite the identification of emerging trends/issues for the further development of evidence-based road safety interventions. This also includes the evaluation of road safety measures and the monitoring of road safety indicators over time.
Technology	Includes using technology and innovation to improve the safety of the driver (e.g., installment of alcohol ignition interlock, speed and red light cameras); vehicle (e.g., electronic stability control, side curtains and airbags) and infrastructure. (e.g., Intelligent Transportation Systems, roundabouts).

7. Traffic Calming Process

7.1 Initiation of Review Process

The traffic calming review process will typically be initiated by resident request or proactively by Town staff. Residents with traffic related concerns will be asked to submit

Whitchurch-Stouffville Traffic Calming Strategy

details of their concern using a standard form that will be developed by staff, made available on the Town web-site, and communicated to residents as part of a detailed communication plan. Appropriate information will be gathered through this process in order to proceed with detailed analysis, including a review against several screening criteria.

7.2 Site specific Screening Criteria

Staff will review the location to determine if the roadway meets the criteria for implementing traffic calming measures.

The screening process sets requirements that should be met for a location to be eligible for traffic calming measures such as horizontal deflection, vertical deflection, roadway narrowing, pavement markings, traffic delineators, or enforcement. The screening criteria will also help identify whether a more complex issue exists that may need to be addressed using a different approach. Screening criteria include:

Grade: if the grade of the roadway is equal to or greater than the maximum threshold of 8%, safety considerations dictate that the location will not be considered for implementation of traffic calming measures.

Block Length: if the distance between consecutive controlled intersections along the requested route is shorter than 100 meters, the location will not be considered a high priority for implementation of traffic calming measures.

Speed: if the 85th percentile speed is 15km/h over the posted speed limit, the location will be considered a high priority for implementation of traffic calming measures. 85th Percentile is the speed that 85% of vehicles are observed to travel below that speed.

Daily Traffic Volume: if the average daily traffic (ADT) along the roadway section is less than 750 ADT for local roads, and 1500 ADT for collector roads the location will not be considered a high priority for implementation of traffic calming measures.

Collision Data: Staff will review available collision data to be provided by YRP and consider this information in a context of relativity to similar roads throughout Town. Above-average collision history will form part of the data used to prioritize traffic calming projects.

7.3 Traffic Study

As part of the review, Town staff will determine if a traffic study is required in order to determine the appropriateness of various forms of traffic calming. Traffic studies will typically include a volume and speed study to determine 85th percentile speed, daily volumes, and peak hour volumes present at the location under review. This data can be used to determine the nature and severity of the speeding concern.

Whitchurch-Stouffville Traffic Calming Strategy

7.4 Implementation and Monitoring

Based on the information gathered and analysis completed as part of the previous steps, staff will select appropriate measure(s) from the Traffic Calming Toolbox detailed in Section 8 of this report.

Once the traffic calming plan has been warranted and prioritized against other opportunities, the project will be put forward in priority sequence to proceed with implementation. Larger projects will be added to draft capital and/or operating budgets for Council consideration.

Following implementation of the traffic calming measures, staff will monitor their effectiveness, refine the installation if required, and remove measures no longer serving their intended purpose.

8. Traffic Calming Toolbox

The Traffic Calming Toolbox has been developed based on industry best practices, lessons learned in Whitchurch-Stouffville, and the content and recommendations of TAC's Canadian Guide to Traffic Calming. The toolbox has been customized to address the Town's context-sensitive approach to traffic calming.

Town Staff will continue to obtain the input of the Road Watch Working Group, Fire and Emergency Services and Public Works Operations when evaluating the need for traffic calming and use sound engineering judgment when selecting a traffic calming measure.

8.1 Pedestrian Crossover

Pedestrian crossovers are a relatively new way for pedestrians to easily and safely cross the road. By law, drivers and cyclists must stop and yield to pedestrians intending to cross the road while waiting for them to completely reach the other side before driving ahead. An example of a pedestrian crossover, similar to that which is planned to be installed at the intersection of Ninth Line and Elm Road in 2022, is pictured below.



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Pedestrian crossovers have special ladder-style stripes that mark the crosswalk and marked yield bars showing where drivers must stop. Some crossovers have flashing lights that are activated by pedestrian push buttons. Signs are also present telling drivers to stop for pedestrians.

If there is a push button, pedestrians push the button and cross when all vehicles (including cyclists) have come to a complete stop. If a push button is not present, pedestrians are advised to make eye contact with motorists before stepping into the crossover. Motorists must come to a complete stop when signals are flashing or when pedestrians are within the crossover. Drivers must not proceed until the signals have stopped flashing or until pedestrians are no longer in the crossover.

8.2 Crosswalk Pavement Markings

Crosswalk pavement markings serve to highlight pedestrian crossing conditions and vulnerable users at priority locations. Crosswalk treatments should consider all types of pedestrians' and pedestrian abilities. Knowledge about neighbourhood characteristics (i.e. traffic volume and speeds, pedestrian volume, pedestrian age and ability, school zone, commercial district etc.) as well as pedestrian-vehicle crash data would likely influence the type of treatments introduced to make crosswalk locations safer.

The road or street locations and widths being considered for crosswalk treatments (e.g. mid-block, local streets or intersection of primary/secondary arterials, dual or multilane) and the types of crashes to be mitigated also influence the type of treatments introduced.

A common example is the ladder stripe crosswalk which has lines painted within the pedestrian crosswalk parallel to the driver's direction of travel. The white bands are typically 60 cm wide and spaced 60 cm apart. Ladder stripe crosswalks increase drivers' visibility of crosswalks during daylight and at night.

There have been several studies related to the effectiveness of ladder stripe crosswalks in the improvement of crosswalk visibility. Based on this, the Town will use ladder stripe crosswalks as a means to improve pedestrian safety. An example of crosswalk pavement markings is pictured below.



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8.3 Innovation and Technology

Decommissioned decoy police vehicles

York Regional Police use decommissioned police vehicles with no one inside, parked at various places in the municipality, as decoys to slow drivers down. Motorists will typically slow down when they see a cruiser as they will assume there is an officer inside doing speed enforcement.

The Town has an opportunity to partner with York Regional Police in the selection of locations for the decommissioned cruisers.

Video Analytics

The use of network screening is a process for reviewing a transportation road network to identify and rank sites from the most likely to the least likely to benefit from a safety improvement. High-crash locations relating to speed and aggressive driving can be identified in order to introduce infrastructure and/or enforcement strategies where needed.

Targeted intersection improvements may be achieved by means of countermeasures that focus on access management, advanced technology, improved lighting, intersection geometry modifications, intersection traffic control, speed management, and signs.

Staff recommend that a pilot project be implemented for the use of video analytics, risk assessment and accident prediction technology at a high-risk intersection to explore the technology's usefulness in providing the data required to create intersection improvement plans that reduce the risk of injury from traffic accidents at Town intersections.

8.4 Roundabout improvements

A roundabout is the safest type of intersection for motorists. According to the Insurance Institute for Highway Safety (IIHS) in the United States, when an intersection controlled by stop signs or traffic signals is replaced by a roundabout, on average the total number of collisions is reduced by 35%, and the number of injury collisions is reduced by 76%. This is the primary reason why municipalities and provincial agencies such as the Ministry of Transportation Ontario (MTO) are now constructing roundabouts.

The safety of a roundabout comes from low traffic speeds, fewer conflict points, and the elimination of high-speed T-bone and head-on collisions. Roundabouts have other advantages as well:

- Higher traffic capacities and shorter delays for same number of lanes (or, fewer lanes to achieve similar capacity)
- Shorter vehicle queues, which can lessen the potential to block nearby driveways and intersections
- Efficient operation during power failures

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- Gateway or transition between high-speed rural and low-speed urban areas
- Streetscaping opportunities
- Lower motor vehicle noise, fuel consumption and emissions through more uniform speeds with less starting and stopping and less idling
- Generally lower life cycle costs

Staff reported to Council on July 20, 2021 with recommendations to improve the safety of Town roundabouts. Council raised concerns regarding a recommendation to provide right-of-way to pedestrians, and the report was subsequently deferred for inclusion as part of the Traffic Calming Strategy.

Staff have revised the recommendations to include the provision of signage that clearly indicates that vehicles have the right-of-way at roundabouts. The remaining recommendations remain unchanged and focus on reducing vehicle entry speeds:

- Refresh the yield line pavement markings and extend the centre and edge line markings to the entries at all existing roundabouts.
- Install one-way signage on the centre island of the Creekland Avenue / West Lawn Crescent roundabout to prevent vehicles from mounting the centre median
- Install a raised crosswalk at the south leg entry at the Reeves Way Boulevard & Richard Underhill Avenue roundabout.
- Widening of select splitter islands and/or installation of entry curb extensions, pending speed reduction results of pavement marking improvements

The following photograph shows recommended improvements to roundabout pavement markings.

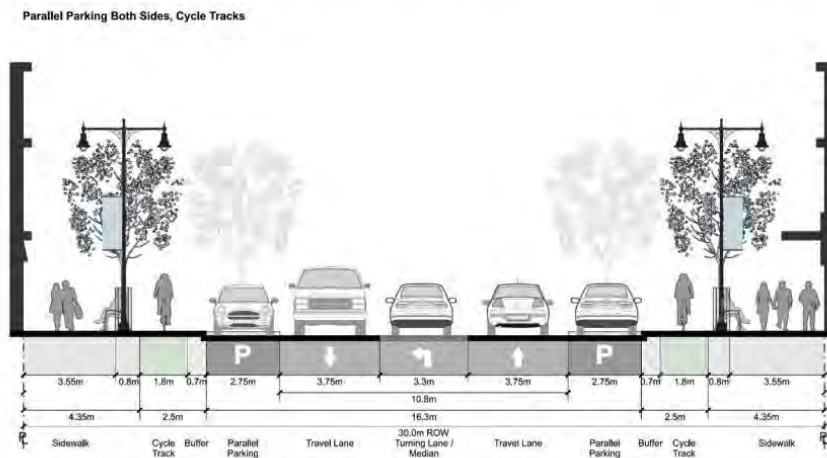


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8.5 Complete Streets

The National Complete Streets Coalition defines a complete street as “a street that works for motorists, bus riders, cyclists and pedestrians, including those with disabilities.” A complete street is one that takes into account each mode of transport and uses a variety of policies, bylaws and infrastructure to make a street fully multi-modal. The following diagram displays a sample section of a complete street.

Complete Street - Cross Section



By adopting complete streets policies, municipalities stand to gain many benefits. Viewing the road network holistically enables communities to reduce infrastructure costs by designing a transportation network that suits all users at the outset, rather than retrofitting to include pedestrian, cycling or transit amenities later. There are also safety and social benefits realized by lowering traffic speeds, expanding mobility options, improving air quality, increasing opportunities for physical fitness, and designing more attractive communities.

Ideally, Complete Streets are achieved proactively through the development process. It is important to incorporate speed control as a design objective in road design guidelines for new developments. Wide and straight roadways tend to encourage speeding. The design within the right-of-way such as landscaping, active transportation facilities, accessibility treatments, and horizontal and vertical deflections are elements that can be considered and included. The goals are to use these designs as passive speed control devices and to set the expectation for safety from the beginning. Speed control measures should be described as part of the development application.

Staff recommend that the Town’s Engineering Standards, Official Plan and Transportation Master Plan be updated with appropriate complete street, Vision Zero and traffic calming

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design considerations to ensure that future developments are designed with a central focus on road safety.

Existing roads that don't meet Complete Street standards can be modified over time to achieve certain benefits. Staff will continue to address the addition of sidewalks and multi-use paths in existing neighbourhoods, as guided by the Town's Active Transportation Servicing Plan.

8.6 Automated Speed Enforcement

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

If a vehicle exceeds the posted speed limit in an automated speed enforcement area, the automated speed enforcement system captures an image which is reviewed by a provincial offences officer. An image of the offence, license plate and ticket with an associated fine will be mailed within the next 30 days. As per the Safer School Zone Act, Automated Speed Enforcement can only be utilized in School Zones and Community Safety Zones. The following pictures depict standard signage and camera equipment utilized for automated speed enforcement.



York Region has begun a two-year automated speed enforcement pilot project to determine the capacity of provincial courts to process the infractions, as well as a trial for the technology being used. The goal of the pilot is to increase safety in school areas while also changing driver behaviour. One mobile automated speed enforcement unit is being rotated between 12 community safety zones spread through all nine local municipalities.

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In Whitchurch-Stouffville, the automated speed enforcement unit will be placed on Bloomington Road in the vicinity of Whitchurch-Highlands Public School.

Should local municipalities choose to use automated speed enforcement in the future, independent programs from the Region will need to be setup as agreements need to be executed with the jurisdictional ownership. Local municipalities do not have a mechanism to recover any costs at this time as all fees/revenue are collected by courts, including with the Region's program. This may change in the future if infraction notices are administered through Administrative Municipal Penalty (local municipal staff) versus Provincial Offence Act (courts). Staff recommend that the Town of Whitchurch-Stouffville lobby the Provincial Government to make legislative and regulatory amendments to allow municipalities to administer Automated Speed Enforcement programs through the Administrative Monetary Penalty system.

8.7 Red Light Cameras

The goal of red light camera enforcement programs is to improve driver and pedestrian safety by reducing the number of right angle collisions at intersections. The red light camera programs are expected to change driver behaviour and reduce the number and severity of these collisions. The following picture depicts standard red light camera signage and equipment.



Similar to Automated Speed Enforcement, red light camera infractions are administered through the Provincial Offence Courts, as opposed to an administrative penalty system.

8.8 Rumble Strips

Transvers rumble strips are particularly suitable for rural intersections controlled by stop signs, where noise and vibration concerns can be minimized. Rumble Strips can be installed along the travel lanes of a higher speed roadway that contains an isolated all-

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way stop controlled intersection. A motorist may grow accustomed to traveling at a certain speed and otherwise may not expect to stop; the purpose of the rumble strip is to alert the driver.

In semi-urban or urban areas, where development may be present adjacent to intersections, rumble strips may generate excessive noise that negatively impacts local residents. At such urban locations, a decision to install rumble strips should be based on careful assessment of site-specific conditions (i.e., an adequate buffer zone between buildings and the intersection). Typically, transverse rumble strips are not installed within 300 meters of a residence to avoid noise concerns.

Transportation noise has been associated with health effects such as sleep disturbance, annoyance, cardiovascular effects and hypertension. Thus, it is important to avoid unwanted sound and particularly to reduce the noise exposure from road traffic. About half of urban noise is generated by transportation.

An example of temporary transverse rumble strips is depicted below. Staff recommend that the use of temporary transverse rumble strips be piloted to determine their effectiveness.



8.9 Speed Limit Reduction

Higher speeds contribute to higher risk of serious injuries and fatalities by reducing driver reaction time, increasing the vehicle stopping distance, and inflicting more severe blunt force trauma on victims upon impact.

Speed limit reduction is considered a shorter-term initiative that can be implemented quickly, effectively and inexpensively. Signage is put in place to alert drivers to the new speed limit, as shown in the photograph below.

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Over the past several years, the Town has reduced speed limits in targeted areas in an effort to curb speeding and minimize traffic-related fatalities on Town roads. For example, speed limit reductions have been implemented on Ninth Line, on segments under both the Town's and Region's jurisdiction. Recently, staff reported to Council with recommended speed reductions for Aurora Road, which will be considered by York Region.

As part of the Town's Traffic Calming Strategy, staff will review speed limits annually, and report to Council with recommended changes.

8.10 Targeted Police Enforcement

Targeted police enforcement will make drivers more aware of the speed limit and force them to reduce their speed and comply with speed limits. In some instances, physical traffic calming initiatives may not be suitable, and Town staff will collaborate with York Regional Police to establish an enforcement presence.

8.11 On-Street Parking

Roads within residential areas are built wide enough to allow on street parking on at least one side of the road. The presence of parked cars on one or both sides of a road serves to narrow the road and decrease vehicular speeds. There have been studies done in North America which have shown the introduction of a No Parking zone increased the speed of traffic by 20%.

8.12 Speed Bumps and Speed Humps

Speed humps and speed bumps are vertical obstacles placed on traveled surfaces as traffic calming tools. The height of speed humps and speed bumps is similar; however, speed bumps are much narrower and thus have a shorter travel distance compared to

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speed humps. This results in speed bumps causing a more significant disruption to drivers, resulting in much lower speeds. The following photographs depict a speed hump (left) and speed bump (right).



Although the two measures are related, and have many of the same benefits, they are not interchangeable solutions: they're appropriate in different applications.

Speed bumps are more aggressive traffic calming options than speed humps, and so are useful in locations with low speeds where pedestrians and cars share space closely. As such, speed bumps were selected for implementation along the Leisure Centre driveway in 2019.

Speed bumps are not appropriate for public roads because they require vehicles to come to a near stop to pass over them, and can do damage to cars moving at regular speeds. Speed bumps placed on a traveled roadway with a 40 km/hr speed limit have also been found to increase the occurrence of rear-end vehicle collisions due to abrupt changes in speed.

Speed humps are typically placed on local streets where traffic needs to flow smoothly but excessive speed will endanger pedestrians. A road passing through a park is an appropriate application; as such, speed humps were installed along Burkholder Street, east of the Leisure Centre driveway in 2019.

Speed humps and speed bumps, by the nature of their intended purpose, have a negative impact on fire and emergency services response times. Each one can have an impact of about 30 additional seconds, which is significant when lives are at stake and is magnified when there are multiple units in place. An additional negative impact is the common occurrence of vehicle damage when a large emergency vehicle passes over a speed bump or hump, even at a relatively low speed. Injuries to drivers are also a significant consideration, and commonly occurring.

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Based on these factors, consideration of the installation of speed humps and speed bumps is based largely on a trade-off between pedestrian safety and emergency services response time.

8.13 Community Safety Zones

Community Safety Zone signs inform drivers they are entering a zone that the community has designated as an area where the safety of its children/citizens is paramount. Traffic related offences committed within the zone are subject to increased fines (many set fines are doubled such as speeding and traffic signal related offences) through a special designation under the Highway Traffic Act. Standard Community Safety Zone signage is depicted below.



School children are generally viewed as representing the youngest and most vulnerable road user group. In 2018, Council endorsed the implementation of Community Safety Zones on major Town roads adjacent to public schools. This focused application avoids overuse of the Community Safety Zone designation, which could otherwise become counter-productive to the goal of increased traffic and pedestrian safety.

The Town will continue to add Community Safety Zones on major Town roads as new public schools become operational.

8.14 Stop Signs

It is important to note that stop signs are not to be used for speed control. In accordance with the Ministry of Ontario (MTO) Traffic Manual Book 5 (Regulatory Signs) unwarranted stop signs increase vehicular speeds between stop signs and encourage rolling stops (stop signs only affect speeds within approximately 40 metres of the stop sign). An excessive number of stop signs, particularly those that are not warranted, encourage disrespect for stop control signs and other traffic control devices.

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When implementation of all-way stop control is being considered, staff will complete a traffic study to determine whether or not all-way stop control is warranted.

8.15 Traffic Delineators

Traffic delineators are flexible in-road traffic calming signs that are installed in the centre of the road, between opposing traffic lanes and designed to withstand impacts from, and avert damage to, vehicles if struck by collapsing and rebounding. The signs can have a narrowing effect on the lane or roadway which can give drivers the perception of the need to slow down.



The Town implemented a traffic delineator pilot project in 2019, consisting of the installation of delineators in four school zone locations. Staff monitoring of the traffic delineators indicated lower vehicular speeds in their vicinity. Resident feedback obtained through a survey indicated 85% of respondents felt the delineators had a positive effect on reducing traffic speed, and 74% of respondents were in favour of their continued use.

A traffic delineator policy was implemented later in 2019 to manage their use. The traffic delineator policy specifies their use in school zones and park areas. Based on their effectiveness and community acceptance, demand for the installation of additional traffic delineators has increased and benefits are seen beyond school zones and park areas. Staff recommend that the policy be broadened to include additional areas beyond schools and parks, as determined by staff in collaboration with York Regional Police and Town residents.

8.16 Radar Speed Signs

Radar speed display signs are portable or permanent radar activated signs that instantaneously display approaching speeds for individual vehicles. They can also be programmed to flash when motorists are exceeding the speed assigned within the sign.

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The signs can be solar powered to reduce environmental impact. These devices create a sense of being monitored to the driver and provide an instant notification when the speed limit is being exceeded. A sample radar speed sign is depicted below.



Staff recommend that additional radar speed signs be purchased for long term installation on rural roads, and collector roads such as Reeves Way Boulevard, Millard Street, Tenth Line and Baker Hill Boulevard.

8.17 Lane Narrowing Through Pavement Markings

This measure narrows the travel lanes to a minimum width of 3.0 metres through the use of pavement markings (centreline and edge lines). Reduced lane widths provide a feeling of constraint and should cause drivers to reduce their travel speed. Any remaining road width would be designated as shoulder. The photograph below shows a road narrowed by edge line placement, which also increases the width of the paved shoulder.



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8.18 Curb Extension

Also known as 'bumpouts', curb extensions are horizontal extensions of a curb into a road, resulting in a narrower road section. These may be used to provide high visibility of pedestrians, shorter walking distances to cross the road, and to slow motorists down.

Curb extensions must be utilized carefully to avoid drainage problems, the interruption of bike lanes and loss of on-street parking.

Staff will incorporate curb extensions mainly during design and construction of new subdivisions, as well as during road reconstruction, including downtown Main Street. The following photo illustrates the use of curb extensions to facilitate a pedestrian crossing.



8.19 Forgiving Roadsides

Collisions between vehicles leaving the road and unforgiving roadside objects such as trees, poles, road signs, and street furniture contribute significantly to the severity of traffic accidents. The concept of a 'forgiving roadside' was established and countermeasures were identified to help errant vehicles avoid crashes with potential hazards on the roadside, as well as minimise crash consequences when they occur.

Treatments that render roads more forgiving and reduce the severity of run-off-road collisions may include clear zone areas adjacent to the roadway, breakaway devices (i.e. breakaway utility poles, and barrier treatments).

Clear zone widening involves clearing an area adjacent to the roadway of hazards (such as trees) to allow space for errant vehicles to either manoeuvre back onto the roadway or lessen the likelihood or severity of a collision. The common criteria used for determining the dimensions of clear zones include the posted speed limit, side slope, curve radius, and traffic volume.

Guardrail barriers with energy absorbing end treatments absorb much of the force of a crash and can reduce the severity of crashes. Slotted rail terminals, sliding extruder terminals, buried end terminals, and attenuated end terminals are common treatments

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that meet safety criteria for barriers. The following photo illustrates a guardrail barrier with end treatment, installed along a sloped roadside.



A recent example of the implementation of guardrail barriers with end treatments is the installation on the north side of Lakeshore Road, completed as part of the shoreline stabilization project. Staff will continue to consider clear zones and guardrail barriers as part of future road reconstruction, shoreline stabilization, new development, and other opportunities as appropriate.



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October 1, 2021

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

Dear Premier:

RE: KINGSVILLE COUNCIL SUPPORT OF SAVE EYE CARE IN ONTARIO

At its Regular Meeting held Monday, September 27, 2021 Council of the Town of Kingsville passed a Resolution in support of Save Eye Care in Ontario as follows:

"580-2021

Moved By Councillor Laura Lucier

Seconded By Councillor Thomas Neufeld

Whereas routine eye care is critical in early detection of eye diseases like glaucoma, cataracts, and macular degeneration, and the health of eyes is critical to overall health and quality of life; and

Whereas conditions that may be detected with an annual eye exam include Diabetes mellitus, Glaucoma, Cataract, Retinal disease, Amblyopia (lazy eye), Visual field defects (loss of part of the usual field of vision), Corneal disease, Strabismus (crosses eyes), Recurrent uveitis (an inflammation of the uvea, the middle layer of the eye that consists of the iris, ciliary body and choroid), Optic pathway disease; and

Whereas payments from OHIP have only increased 9% over the last 30 years, which has not come close to matching inflation of costs (which include rent, staff, utilities, equipment, taxes and supplies); and

Whereas the lack of funding makes it difficult to invest in modern technology, and newer technology means earlier detection of eye disease; and

Whereas the Provincial government's refusal to formally negotiate with Optometrists for more than 30 years has forced the Optometrists to absorb approximately 173 Million dollars annually in the cost to deliver eye care to Ontarians; and

Whereas the 2021 Ontario Budget did not address OHIP-insured eye care, Ontario Optometrists took action and voted to withdraw OHIP services starting September 1, 2021, unless the government agrees to legally-binding negotiations to fund these services at least to the cost of delivery; and

Whereas this job action will jeopardize good eyecare for those who need the care of an optometrist the most and will have the greatest impact on the most vulnerable groups. Children, who's lifetime ability to learn and develop depends on good vision and to the elderly, who are at the greatest risk for vision-threatening ocular diseases.

Now Therefore Be It Resolved that The Corporation of the Town of Kingsville requests that the Provincial government recognize the value that access to quality eye care brings to all Ontarians and act now to protect it; and further

That the Provincial government address the OHIP-insured eye care immediately and enter into legally-binding negotiations with Ontario Optometrists to fund these services at least to the cost of delivery, prior to any job action taking place; and further

That a copy of this resolution be forwarded to Premier Ford, Ontario Minister of Health Christine Elliot, MPP Taras Natyshak, to the Ontario Association of Optometrists, and to all municipalities in Ontario.

CARRIED"

Yours very truly,



Sandra Kitchen, Acting Clerk
Legislative Services Department
skitchen@kingsville.ca

Enclosure

cc: Honourable Christine Elliott, Ontario Minister of Health
Taras Natyshak, MPP, Essex
Chris Lewis, MP, Essex
Ontario Association of Optometrists
All Ontario Municipalities



Andrew Walkom
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: awalkom@newmarket.ca
Tel: 905-953-5300 ext. 2208
Fax: 905-953-5100

September 24, 2021

Sent to: rwilson@newmarket.ca

Dear Rob Wilson:

RE: Proclamation Request – September 30, 2021 - National Day for Truth and Reconciliation

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim September 30, 2021 as National Day for Truth and Reconciliation. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in orange on September 30, 2021 to recognize National Day for Truth and Reconciliation. Please note that the lighting will occur from sunset until 11:00 PM.

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

Yours sincerely,

Andrew Walkom

Legislative Coordinator



Jaclyn Grossi
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: jgrossi@newmarket.ca
Tel: 905-953-5300 ext. 2207
Fax: 905-953-5100

September 20, 2021

Sent to: cwackett@newmarket.ca

Dear Cindy Wackett:

RE: Proclamation Request – October - Toastmasters Month

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim the month of October as Toastmasters Month. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

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

Yours sincerely,

A handwritten signature in black ink that reads "JGrossi".

Jaclyn Grossi

Legislative Coordinator



Jaclyn Grossi
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
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Tel: 905-953-5300 ext. 2207
Fax: 905-953-5100

September 20, 2021

Sent to: ilaing@cyfs.ca

Dear Chief Ian Laing

RE: Proclamation Request – October 3 - 9– Fire Prevention Week

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim October 3- 9 as Fire Prevention Week. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

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

Yours sincerely,

Jaclyn Grossi

Legislative Coordinator



Jaclyn Grossi
Legislative Coordinator
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P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: jgrossi@newmarket.ca
Tel: 905-953-5300 ext. 2207
Fax: 905-953-5100

October 1, 2021

Sent to: bshaw@newmarketpl.ca

Dear Ben Shaw:

RE: Proclamation Request – October 17-23 - Ontario Public Library Week

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim October 17-23 as Ontario Public Library Week. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in red on October 19, 2021 to recognize Ontario Public Library Week. Please note that the lighting will occur from sunset until 11:00 PM.

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

Yours sincerely,

A handwritten signature in black ink that reads "JGrossi".

Jaclyn Grossi

Legislative Coordinator



October 1, 2021

Sent to: bshaw@newmarketpl.ca

Dear Ben Shaw:

RE: Proclamation Request – October 17-23 – Ontario Public Library Week

On behalf of the Town of Newmarket Council I am pleased to recognize October 17-23, 2021 as Ontario Public Library Week.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in red on October 19, 2021 from sunset until 11:00 PM.

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

Yours sincerely,

John Taylor
Mayor



Jaclyn Grossi
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
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Fax: 905-953-5100

September 20, 2021

Sent to: [REDACTED]

Dear Michelle DeFacendis:

RE: Lighting Request – October 28 - Shine a Teal Light on Food Allergy

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in teal on October 28th to recognize Shine a Teal Light on Food Allergy. Please note that the lighting will occur from sunset until 11:00 PM. Your lighting request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

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

Yours sincerely,

Jaclyn Grossi

Legislative Coordinator



Jaclyn Grossi
Legislative Coordinator
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Fax: 905-953-5100

September 20, 2021

Sent to: [REDACTED]

Dear Stephanie Koenig:

RE: Proclamation Request – November 30 – Stomach Cancer Awareness Day

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim November 30 as Stomach Cancer Awareness Day. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in blue on November 30, 2021 to recognize Stomach Cancer Awareness Day. Please note that the lighting will occur from sunset until 11:00 PM.

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

Yours sincerely,

A handwritten signature in black ink that reads "JGrossi".

Jaclyn Grossi

Legislative Coordinator