



Town of Newmarket Council Information Package

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Date: November 6, 2020

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November 3, 2020

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Municipality of St.-Charles

November 3, 2020

Proclamation, Lighting Requests and Community Flag Raising

There were no requests for this period.

Information Reports

The following information reports were distributed during this period:

- INFO-2020-35: Community Services - Customer Services
Department Q3 Results
Customer Services
Distribution Date: October 27, 2020



Municipality of Tweed (via e-mail)
255 Metcalf St.
Tweed ON K0K 3J0

October 8, 2020

Re: Support of Resolution from the Municipality of Tweed – Cannabis Production Facilities, the Cannabis Act, and Health Canada Guidelines

Please be advised that on September 30th 2020 the Town of Plympton-Wyoming Council passed the following motion to support the Municipality of Tweed's motion (attached) regarding Cannabis Production Facilities, the Cannabis Act, and Health Canada Guidelines that was passed on August 25th 2020:

Motion #12 – Moved by Netty McEwen, Seconded by Tim Wilkins that Council support the correspondence item 'o' from the Municipality of Tweed regarding Cannabis Production.

Motion Carried.

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at ekwarciak@plympton-wyoming.ca.

Sincerely,

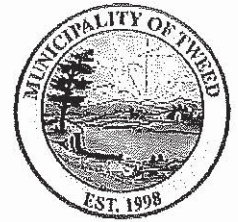
Erin Kwarciak

Clerk

Town of Plympton-Wyoming

Cc: (all sent via e-mail)
Municipality of Tweed
Prime Minister of Canada
Health Canada
Premier of Ontario
Minister of Municipal Affairs and Housing
Ontario Provincial Police
AMO
All municipalities within the Province of Ontario

Municipality of Tweed Council Meeting



Resolution No.

343.

Title:

County of Hastings and County of Lennox & Addington

Date:

Tuesday, August 25, 2020

Moved by

J. Flieler

Seconded by

J. Palmateer

WHEREAS the Government of Canada passed the *Cannabis Act S.C. 2018, c. 16* legislation legalizing properties to grow a maximum of 4 plants without a licence; and

WHEREAS Health Canada issues licences for medicinal cannabis production that are specific to set properties without municipal consultation and regardless of land use zoning by-laws; and

WHEREAS pharmaceutical companies and industries are required to follow strict regulations and governing legislation to produce medicinal products including *Narcotic Control Regulations C.R.C., c 1041* and *Controlled Drugs and Substances Act (Police Enforcement) Regulations SOR/9-234*; and

WHEREAS Municipalities are authorized under the *Planning Act, R.S.O. 1990, C. P 13* to pass a comprehensive zoning by-law that is in compliance with the appropriate County Official Plan which must be in compliance with the Provincial Policy Statement, Under *The Planning Act, 2020*; and

WHEREAS the Provincial Policy Statement, Official Plan and Zoning By-Law in effect for each area is designed to secure the long-term safety and best use of the land, water and other natural resources found in that area's natural landscape; and

WHEREAS the Municipality of Tweed has passed *Comprehensive Zoning By-Law 2012-30* and further amended it by the *Cannabis Production By-Law 2018-42*, limiting cannabis production facilities to rural industrial zoned lands with required setbacks from residential zoned properties; and

WHEREAS the Municipality of Tweed has not been consulted by Health Canada prior to the issuance of licences for properties not in compliance with the Municipal zoning by-laws for a cannabis production facility; and

WHEREAS the Province needs to amend legislation to establish a new Provincial Offence Act fine regime that creates an offence(s) when unlicensed cannabis operations break planning and environmental regulations, ignore Building Code requirements and build without a permit at a fine of at least \$100,000 per offence;

NOW THEREFORE BE IT RESOLVED THAT the Municipality of Tweed requests that immediate action be taken by all levels of government for medical cannabis licencing to follow similar regulations and guidelines as all other pharmaceutical industries;

AND FURTHER, that the Association of Municipalities of Ontario advocate with the Federation of Canadian Municipalities for advocacy to the Government of Canada for similar regulations and guidelines for medical cannabis licencing in alignment with other pharmaceutical industries;

AND FURTHER, that the distribution of medical cannabis be controlled through pharmacies in consistency of all other medications;

AND FURTHER, that Health Canada withhold licencing until the potential licence holder can provide evidence of acceptable zoning of the intended property in question;

AND FURTHER, that licenced locations be disclosed in advance to the municipalities hosting the licenced locations; and

AND FURTHER, that this resolution be circulated to the Prime Minister of Canada, Health Canada, the Premier of the Province of Ontario, the Minister of Municipal Affairs and Housing, the Ontario Provincial Police, the Association of Municipalities of Ontario, and all upper, lower and single tier municipalities within the Province of Ontario.

Carried

Defeated by a Tie

Defeated

Jo Anne Albert

Mayor



T 705-635-2272
 TF 1-877-566-0005
 F 705-635-2132

TOWNSHIP OF LAKE OF BAYS
 1012 Dwight Beach Rd
 Dwight, ON P0A 1H0

October 9, 2020

Via Email

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

Dear Honourable Premier Doug Ford:

RE: Reform to the Municipal Insurance Policy

On behalf of the Council of the Corporation of the Township of Lake of Bays, please be advised that Council would like to express their concern and request a reform to the Municipal Insurance Policy.

As outlined in the Association of Municipalities of Ontario (AMO) report entitled, "[Towards a Reasonable Balance: Addressing Growing Municipal Liability and Insurance Costs](#)", dated October 1, 2019, joint and several liability creates a higher insurance cost for municipalities. Local municipalities within Muskoka have experienced a 20% increase in municipal liability for 2019 and are expecting at least 20% increase for 2020.

Throughout the Township of Lake of Bays, the area of concern is the Errors and Omissions for building code claims. There is a much higher value of newly built cottages/seasonal residences within Lake of Bays and it is populated by a commanding number of ratepayers who possess the financial means to sue and will endure the protracted legal process. The Township has a lower than average number of building claims, however a higher than average payout.

Please consider an amendment to Bill 124 to make it a requirement that the building contractor name be disclosed and that the contractor must provide proof of insurance, thus providing greater accountability and responsibility and ensuring that municipalities will not bear the burden alone.

...2



T 705-635-2272
TF 1-877-566-0005
F 705-635-2132

TOWNSHIP OF LAKE OF BAYS
1012 Dwight Beach Rd
Dwight, ON POA 1H0

Page 2

Kindly review and consider the recommendations as outlined in the above-noted AMO report. Should you have any questions or concerns, please do not hesitate to contact the Municipal Office at 705-635-2272.

Sincerely,

Carrie Sykes, *Dipl. M.A., CMO, AOMC,*
Director of Corporate Services/Clerk.

CS/cw

Copy to: MP, Scott Aitchison
MPP, Norm Miller
Association of Municipalities of Ontario
Municipalities in Ontario

La version française suit.

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél. : 416 585-7000



234-2020-3404

October 14, 2020

Director of Legislative Services/Town Clerk Lisa Lyons
Town of Newmarket

Director of Legislative Services/Town Clerk Lyons:

On June 16, 2020, our government consulted on Proposed Amendment 1 to **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (A Place to Grow)**. As part of the COVID-19 economic recovery efforts, the proposed changes included updates to the population and employment forecasts and related policy changes; a change to the Plan horizon year; a change to address Major Transit Station Areas within Provincially Significant Employment Zones (PSEZ); and other policy revisions that support our government's objectives to increase housing supply, create more jobs, attract business investments and better align infrastructure. Our government also consulted on a new Land Needs Assessment methodology concurrently. Both consultation periods closed on July 31, 2020.

As a result of our recent consultation, our government has amended **A Place to Grow** and released a new market-based Land Needs Assessment methodology. The Environmental Registry of Ontario decision notices can be found at:

- Amendment 1 to **A Place to Grow: Growth Plan for the Greater Golden Horseshoe**: [019-1680](#)
- Land Needs Assessment Methodology for **A Place to Grow: Growth Plan for the Greater Golden Horseshoe**: [019-1679](#)

An office consolidation version of Amendment 1 to **A Place to Grow** can be found [here](#) and the new market-based approach to Land Needs Assessment Methodology can be found [here](#).

These changes will help municipalities anticipate and plan for growth, as well as support economic recovery from the COVID-19 outbreak. The amendments work together to provide more flexibility to your municipality as you do your long-term planning to address demographic, employment, market demand, and housing affordability trends in

the Greater Golden Horseshoe. As well, following feedback received from Indigenous partners, environmental and agricultural stakeholders, we are no longer moving forward on new mineral aggregate operation policies.

These changes will come into effect today, August 28, 2020. The date by which upper and single-tier municipalities must update their official plans to conform with the policies in **A Place to Grow** will remain July 1, 2022. For lower-tier municipalities, the deadline for conformity with this Plan will continue to be one year after the relevant upper-tier conformity amendment takes effect.

Should you or your staff have any questions about **A Place to Grow** or any of these changes, please feel free to contact the Ontario Growth Secretariat at growthplanning@ontario.ca.

Thank you for your ongoing commitment to strengthening the quality of life and the economic growth of your community and the province of Ontario.

Sincerely,

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

Steve Clark
Minister

CORPORATION
de la Cité de / of the City of
Clarence-Rockland



October 22, 2020

The Honourable Rod Phillips
Ministry of Finance
Frost Building South
7th Floor
7 Queen's Park Cres.
Toronto, Ontario M7A 1Y7
rod.phillips@pc.ola.org

The Honourable Doug Downey
Ministry of the Attorney General
11th Floor
720 Bay St.
Toronto, ON M7A 2S9
doug.downey@pc.ola.org

Subject : Cannabis retail stores

Dear Ministers,

On behalf of the City of Clarence-Rockland, I am hereby requesting that the regulations governing the establishment of cannabis retail stores be amended in order to instruct the Alcohol and Gaming Commission to consider over-concentration as an evaluation criterion, and provide added weight to the comments of a municipality concerning matters in the public interest when considering the application of new stores.

Please find attached a certified true copy of Resolution #2020-191 adopted by the Council of the City of Clarence-Rockland on October 19, 2020, requesting a modification to the regulations governing the establishment of cannabis retail stores.

We trust that this request will be given serious consideration.

Sincerely,

Guy Desjardins
Signé avec ConsignO Cloud (22/10/2020)
Vérifiez avec ConsignO ou Adobe Reader.



Guy Desjardins, Mayor

CC: All Ontario Municipalities

Encl.



CORPORATION OF THE CITY OF
CLARENCE-ROCKLAND
REGULAR MEETING

RESOLUTION

Resolution: 2020-191
Title: Member's resolution presented by Councillor Mario Zanth and seconded by Councillor Samuel Cardarelli regarding cannabis stores
Date: October 19, 2020

Moved by Mario Zanth
Seconded by Samuel Cardarelli

WHEREAS as the regulator for private cannabis retail in Ontario, the Alcohol and Gaming Commission of Ontario (AGCO) has the authority to license, regulate and enforce the sale of recreational cannabis in privately run stores in Ontario; and

WHEREAS on December 17, 2018, Council agreed to 'opt-in' to the Provincial direction to allow Cannabis Retail to occur in the City of Clarence-Rockland; and

WHEREAS Council considers a matter of public interest to include a 150 metre distance separation from other Licensed Cannabis Stores, as the Board of Health has noted concerns that excessive clustering and geographic concentration of cannabis retail outlets may encourage undesirable health outcomes, and Economic Development and Planning are concerned that over-concentration may cause undesirable impacts on the economic diversity of a retail streetscape including the distortion of lease rates, economic speculation, and the removal of opportunity for other commercial businesses; and

WHEREAS cannabis retail is a new and unproven market, and no studies or precedent exists to determine the number or distribution of stores that can reasonably be supported by the local economy, and it is therefore prudent to establish the means by which the AGCO, with input from a municipality, can regulate over-concentration as the cannabis retail market evolves; therefore

BE IT RESOLVED THAT Council directs the Mayor, on behalf of City Council, to write the Honourable Rod Phillips, Minister of Finance of Ontario, and the Honourable Doug Downey, Attorney General of Ontario, requesting the Ministry to modify the regulations governing the establishment of cannabis retail stores to instruct the Alcohol and Gaming Commission to consider over-concentration as an evaluation criteria, and provide added weight to the comments of a municipality concerning matters in the public

interest when considering the application of new stores; and

BE IT RESOLVED THAT a copy of this resolution be forwarded to the other municipalities in Ontario.

CARRIED

Maryse St-Pierre
Deputy Clerk



RÉSOLUTION

Résolution: 2020-191
Titre: Résolution de membre présentée par le conseiller Mario Zanth et appuyée par le conseiller Samuel Cardarelli concernant les commerces de vente de cannabis
Date: le 19 octobre 2020

Proposée par Mario Zanth
Appuyée par Samuel Cardarelli

ATTENDU QU'en tant qu'organisme de réglementation de vente privée de cannabis en Ontario, la Commission des alcools et des jeux de l'Ontario (CAJO) a le pouvoir d'octroyer des licences, de réglementer et de faire respecter la vente de cannabis à des fins récréatives dans les magasins privés de l'Ontario

ATTENDU QUE le 17 décembre 2018, le Conseil a accepté de se conformer à la directive provinciale afin de permettre la vente au détail de cannabis dans la Cité de Clarence-Rockland ; et

ATTENDU QUE le Conseil considère qu'il est d'intérêt public d'inclure une distance de 150 mètres de séparation par rapport aux autres magasins de cannabis agréés, étant donné que le Conseil de la santé a pris note des préoccupations selon lesquelles le regroupement et la concentration géographique excessifs des points de vente de cannabis au détail peuvent encourager des résultats indésirables pour la santé, et que le ministère du développement économique et de la planification craint qu'une concentration excessive ne provoque des effets indésirables sur la diversité économique d'un paysage de rue de vente au détail, notamment la distorsion des taux de location, la spéculation économique et la suppression de possibilités pour d'autres entreprises commerciales

ATTENDU QUE la vente au détail de cannabis est un marché nouveau et non éprouvé, et qu'il n'existe aucune étude ni aucun précédent pour déterminer le nombre ou la répartition des magasins qui peuvent raisonnablement être soutenus par l'économie locale, et qu'il est donc prudent d'établir les moyens par lesquels l'AGCO, avec l'aide d'une municipalité, peut réguler la surconcentration au fur et à mesure de l'évolution du marché de la vente au détail de cannabis; par conséquent

QU'IL SOIT RÉSOLU QUE le conseil municipal demande au maire, au nom du conseil municipal,

d'écrire à l'honorable Rod Phillips, ministre des Finances de l'Ontario, et à l'honorable Doug Downey, procureur général de l'Ontario, pour demander au ministère de modifier les règlements régissant l'établissement de magasins de vente au détail de cannabis afin de donner instruction à la Commission des alcools et des jeux de considérer la surconcentration comme un critère d'évaluation, et de donner plus de poids aux commentaires d'une municipalité concernant les questions d'intérêt public lorsqu'elle examine la demande de nouveaux magasins; et

QU'IL SOIT RÉSOLU QU'une copie de cette résolution soit acheminée aux autres municipalités de l'Ontario.

ADOPTÉE

Maryse St-Pierre
Greffière adjointe

On October 22, 2020 Regional Council made the following decision:

1. The Regional Clerk circulates this report to the Clerks of the local municipalities and the Minister of the Environment, Conservation and Parks.

The original staff report is attached for your information.

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

Regards,

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

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
October 8, 2020

Report of the Commissioner of Environmental Services

2019 Annual Waste Management Report

1. Recommendation

The Regional Clerk circulates this report to the Clerks of the local municipalities and the Minister of the Environment, Conservation and Parks.

2. Summary

This report provides Council with a copy of the 2019 Annual Waste Management Report (Attachment 1) which summarizes the Region's waste reduction and diversion initiatives and provides an update on implementation of the SM4RT Living Integrated Waste Management Master Plan (SM4RT Living Plan). The report is part of the Region's enhanced approach to tracking, measuring and reporting on the performance of its waste management system. As a result of the work completed on the SM4RT Living Plan 5-year Review and Update, this new approach combines two previous annual reports:

- Annual Solid Waste Diversion Memo provided information on total material collected, processed and diverted
- Balanced Scorecard summarized progress toward goals set out in the SM4RT Living Plan

The new combined report will be submitted prior to the November 3rd deadline each year to the Ministry of the Environment, Conservation and Parks to satisfy the Durham York Energy Centre Environmental Assessment condition for diversion reporting.

Key Points:

- The Region and its local municipal partners achieved 94% diversion from landfill in 2019, exceeding the Official Plan goal of 90% waste diversion from landfill. This includes all tonnes collected through local municipal curbside programs, waste depot diversion programs and tonnes managed through energy-from-waste
- With the move to producer responsibility for the blue box program, reporting of waste generation rates now focuses on two key streams in curbside collection (organics and garbage)

- Organics and garbage generation rates have remained steady over the past five years
- York Region continues to prepare for full transition of the Blue Box Program to producer responsibility
- Although this is the 2019 report, COVID-19 impacts are introduced here as the pandemic has impacted the Region's waste management system and trends might look different in the 2020 report

3. Background

New reporting approach will help the Region measure progress efficiently and inform strategic decisions

As approved by Council in [April 2020](#), the updated SM4RT Living Plan establishes an aspirational vision and long-term targets to move towards a world without waste. The Plan identifies the following three objectives with relevant key actions:

- Successfully navigate legislative changes
- Use resources and infrastructure more strategically to achieve SM4RT Living
- Inspire people across the Region to embrace SM4RT Living and advance the circular economy

One outcome of the update is a streamlined approach to reporting which is achieved by combining the SM4RT Living Balanced Scorecard Report and Annual Solid Waste Diversion Memo. The 2019 Annual Waste Management Report (Attachment 1) provides an update on waste generation trends as it relates to new targets approved in the review and update, and meets reporting requirements to satisfy the Durham York Energy Centre Environmental Assessment condition for diversion reporting.

Waste generation rate is now focused on organics and garbage streams only

The waste generation rate has been the key metric used to measure progress toward the SM4RT Living waste reduction target of 289 kg/capita by 2031. This rate was previously calculated based on all of the material managed through local and Regional waste programs, including waste depots. Having a single metric that included many diverse sources of material made it challenging to interpret trends and inform decision-making. With the move to full producer responsibility, York Region will focus on two key streams (organics and garbage) that will continue to be municipally managed and which represent a significant portion of the net operating budget for waste management. These streams align with priority actions in the Plan, including food waste reduction, reuse and repair and minimizing single-use items. New targets were identified for these streams:

- Green bin generation rate: 71 kilograms per resident by 2031, a 15% reduction from the baseline of 84 kilograms in 2014

- Garbage generation rate: 66 kilograms per resident by 2031, a 20% reduction from the baseline of 82 kilograms in 2014

Blue Box generation will still be tracked at the York Region level however no target has been set due to the expected shift to full producer responsibility for that stream by the end of 2025.

4. Analysis

New and ongoing SM4RT Living Plan actions underway

Since the SM4RT Living five-year update was approved in April, work on priority ongoing and new actions continues despite challenges created by the pandemic.

- Collaborating with community partners such as York Region Food Network, Longos and York Farm Fresh to share tips on reducing food waste while cooking more at home
- Working on eligibility requirements and selection criteria for the Circular Economy Initiatives Fund with program launch anticipated in 2021
- Developing procurement documents for contracted source separated organics processing with the projected release in Q1 2021

Continue to exceed the Regional Official Plan target with 94% diversion from landfill in 2019

Together, York Region and its local municipal partners achieved 94% diversion from landfill in 2019 continuing to exceed the Official Plan goal of 90% waste diversion from landfill. The Region's diversion from landfill rate includes all tonnes collected through local municipal curbside programs, waste depot diversion programs and tonnes managed through energy-from-waste.

York Region leads large urban municipalities in the Resource Productivity and Recovery Authority (RPR) diversion ranking

This provincial diversion rate reported by the RPR differs from the York Region diversion from landfill rate (referred to above), as energy-from-waste is not provincially recognized as diversion. York Region and its local municipal partners continue to be leaders in Ontario in sustainable waste management. Since 2012, York Region has ranked first in the large urban municipal diversion category, verified through the RPR Annual Datacall. In 2018 (the latest year for which we have verified data) York Region continued this leadership with the highest verified diversion rate of 67.5% in the large urban municipal diversion category (Table 1). York Region's reported 2019 diversion rate of 66% has been submitted to the RPR for verification. As outlined later in this report, the decreasing diversion rate is a result of increasing contamination in the blue box stream.

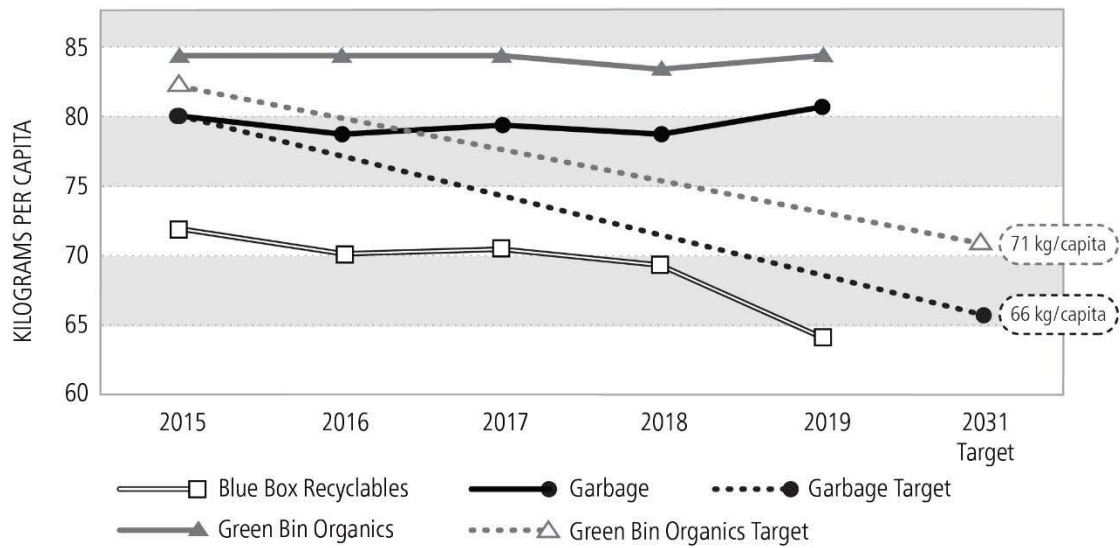
Table 1**2018 Large Urban Municipal Verified Diversion Rankings**

Rank	Municipality	Diversion Rate
1	<i>Regional Municipality of York</i>	67.5%
2	<i>Regional Municipality of Halton</i>	55.4%
3	<i>City of Toronto</i>	50.7%
4	<i>Regional Municipality of Peel</i>	50.3%
5	<i>City of London</i>	44.1%
6	<i>City of Hamilton</i>	35.9%

Five year trends show that green bin generation rates are steady but blue box contamination is impacting the garbage generation rate

As shown in Figure 1, green bin generation rates demonstrate a steady trend in the Region. Further analysis of green bin generation rates shown in Attachment 1 (pages 6 – 7) reveals a downward trend in some cities and towns which can be attributed to efforts to reduce avoidable food waste. Although the garbage generation rate is demonstrating a similar trend, it is showing a slight increase in 2019. This was the result of efforts to control contamination from inbound blue box loads. In April 2019, measures were put in place at the Earl Turcott Waste Management Centre in the City of Markham to address growing contamination issues in the blue box stream. Approximately 1,880 tonnes of contaminant material was removed from single family and multi-residential blue box loads received from the southern three local municipalities and placed directly into the garbage. The redirected material is equivalent to a 1.6 kg/capita increase in the Region’s overall garbage generation rate.

Figure 1
Waste Generation Rate from 2015 - 2019



Two-stream waste collection for multi-residential units is also affecting Vaughan's garbage generation rate

In 2019, the six northern municipalities had a garbage generation rate that was lower than their 2015 rate while the southern three municipalities all recorded an increase in their garbage generation rates (consistent with the Region's rate). The City of Vaughan had the most notable increase of all the municipalities. Between 2015 and 2018, Vaughan's garbage generation rate was consistent, hovering between 87 kg/capita (2015) and 88 kg/capita (2018). In 2019, the generation rate increased significantly to 94 kg/capita. Some of this was due to blue box contamination reduction measures as mentioned previously, however, even if these measures were not implemented, Vaughan's garbage rate would be 92 kg/capita, a large increase when compared to the Cities of Markham and Richmond Hill.

In 2019, eight multi-residential buildings with a total of 2,539 units were added to Vaughan's two-stream multi-residential collection program and this may have contributed to this increase. Waste generation rates are based on total population so the population of these buildings was counted in past waste generation rates however the tonnage they produced was not being collected by Vaughan and processed by York Region. As these buildings were added to the system, they added to the tonnage managed but did not increase the population, resulting in an increase in the per capita waste generation rate. These buildings do not receive organics collection, so the impact on the garbage generation rate is amplified as it includes both organics and garbage.

York Region makes program changes to align with Ontario's move to extended producer responsibility

The evolving recycling landscape in Ontario impacted operations in some areas of the Region's waste management system in 2019. In January 2019, the Used Tire Collection Program transitioned to full producer responsibility. York Region partnered with the Regions of Peel and Halton on a co-operative agreement to jointly procure the services of Evolve Recycling for the pick-up, transportation, processing and recycling of tires collected at the Region's depots. Joint procurement helped reduce costs and leverage total tonnages of tires collected by the three Regions. This contract was initially for a 12-month term with allowances for four additional one-year extensions.

There was a 51% increase in tonnage of tires collected at the Region's depots in 2019. This increase can be attributed to changes the depots have made due to the new Regulation. Previously, the depots collected a maximum of four tires per day from residential customers only. Under the new regulation, they accept up to ten tires per day per customer from both residential and small business customers.

Single-use batteries fully transitioned to producer responsibility in June 30, 2020. Staff have been actively involved in consultations on the development of the regulation and program plans for the transitioned battery program. As the program rolls out, the Region will continue to monitor and report on program impacts.

York Region has remained flexible in its response to COVID-19 system impacts

During the COVID-19 pandemic, staff continue to demonstrate flexibility and innovation as the Region continues to serve and engage its residents. In addition to service level changes, staff leveraged relationships with community partners to share waste reduction messaging and continued to explore new ways to stay connected with residents. It is important to note, while garbage and green bin generation reported for 2019 is encouraging, impacts from COVID-19 will undoubtedly influence trends moving forward.

A significant waste impact relating to COVID-19 is higher than typical tonnages at the curb. Between January and July 2020, garbage and green bin tonnage increased by 10% and 11% respectively over the same period last year with most of the increase happening at the onset of the state of emergency between March and July. Increases, mainly due to population growth, between 2018 and 2019 were 5% for garbage and 1.5% for green bin. COVID-19 related increases are more than double and likely result from more people cooking, working and studying at home during the pandemic. This trend is also seen in the blue box stream, where tonnages increased by 1% between January and July 2020. When compared with the same period in 2019 this is significant growth compared to the 4.5% reduction in tonnage in the previous year.

The full magnitude and duration of this impact is unclear at this time and will be monitored closely by both Regional and local municipal staff. The Region has been conducting audits and is developing a survey to understand the long-term impacts of COVID-19. Results of these initiatives will be shared with Regional Council in the Annual Waste Management Report in 2021.

5. Financial

The Region's waste services provide great value to residents for less than \$1 per day

The cost for delivering all waste management services in York Region, including the SM4RT Living Plan, curbside collection, processing, depot operations and education services is approximately \$300/household per year or less than \$1 per day. This is substantially less than comparable utilities such as energy and natural gas therefore demonstrating great value to residents.

The SM4RT Living Plan also recommends capital investments to improve the efficiency and sustainability of the integrated waste management system. In 2019, a total of \$1.4 million was invested in capital upgrades at the Materials Recovery Facility to reduce contamination within the mixed paper bales, allowing more material to be recovered and marketed. The long term capital outlook includes funding to support expanded processing capacity for organics and residual waste that maximizes resources and energy recovery and reduces greenhouse gas emissions.

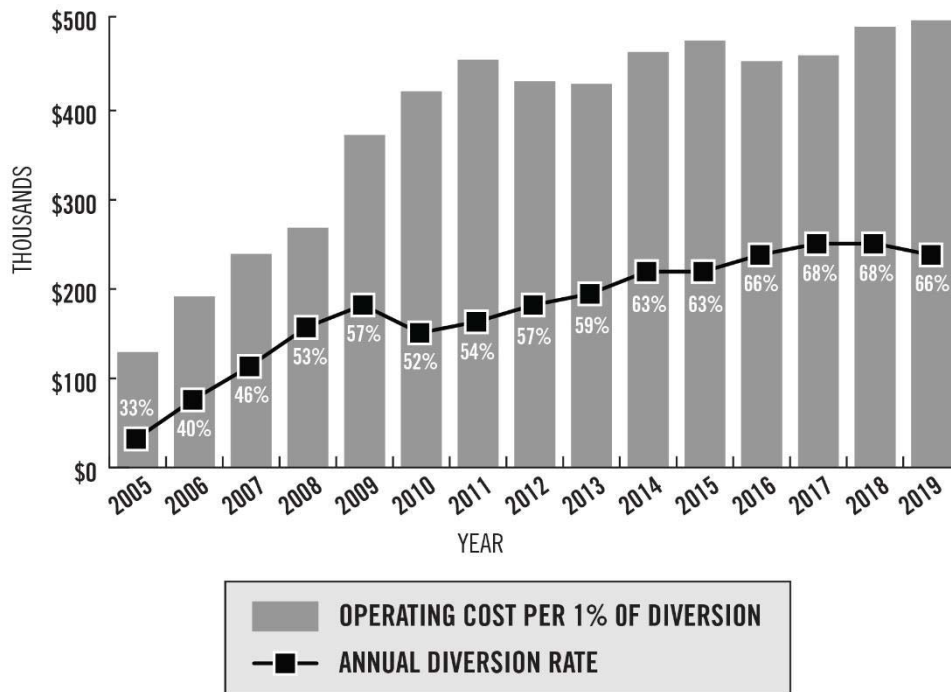
Council's environmental leadership emphasizes waste reduction and reuse as well as maximizes current diversion programs

A key reason the Region emphasizes waste reduction and reuse is the growing cost and complexity of waste diversion. Staff will continue to drive diversion programs to maximize the Region's diversion standing in the province. Due to various end market challenges and restrictions, it has become increasingly difficult to divert recyclables. While the green bin program is well established in the Region, it is also costly to manage given the magnitude of the tonnes and the cost per tonne to process. Council's environmental leadership combines cost-effective diversion with waste prevention to leverage and extend the life of waste management infrastructure and also to reduce operating costs.

Figure 2 shows that over the past 14 years with increased diversion performance we have become a leader in waste management; along the way the cost of increasing the diversion rate by one percentage point has gone from \$129,000 to \$494,000.

This underscores the need to focus on reduction and reuse in addition to maximizing current diversion programs to strive for economic sustainability over the long term. Reducing the tonnage of waste that must be processed is the best way to ensure cost-effectiveness in the Region's waste management system.

Figure 2
Cost per percent of diversion



York Region continues to invest in contamination reduction measures in the Blue Box Program

Increasing blue box contamination and stricter quality requirements of overseas end markets are driving up Blue Box Program costs and risk. As reported to Council [in June](#), the Region and its local municipalities have indicated a preference to transition to full producer responsibility in 2025. Until then, the Region and its local municipal partners will continue efforts to reduce contamination in the blue box stream. In addition to the capital investment mentioned above, more staff were hired to remove and reject contaminated recyclables.

In the 2019 Potential Service Adjustment report to Council, the Region committed to working with local municipalities, particularly the southern cities, to consistently implement curbside enforcement to help reduce contamination rates. It was estimated that such efforts could help the Region realize savings of approximately \$600,000 annually. As outlined below, efforts are underway however it is unclear whether the Region will achieve these savings as COVID-19 has led to PPE related waste in the blue box and a pause in staff screening of blue box recyclables at the Earl Turcott Waste Management Facility due to safety concerns.

Financial Impacts of COVID-19 still unknown

The increased waste tonnage during the state of emergency that was declared in York Region during the COVID-19 pandemic has impacted the waste management budget in 2020. As of the end of July, the impact of COVID-19 to blue box, garbage and green bin tonnage is approximately \$1 million on net operating costs. The COVID-19 impact by the end of 2020 is estimated to be \$2.1 million. Waste depot programs and implementation of some of the SM4RT Living programs have also been impacted. It is uncertain how tonnage and blue box contamination will change as schools and workplaces reopen and mandatory mask policies take effect. COVID-19 pressures will continue to be identified throughout the 2021 budget process with staff continuing to monitor the situation and assess the associated financial impacts.

6. Local Impact

Continued combined efforts between the Region and local municipalities is key to reducing Blue Box contamination

In 2019, York Region continued to collaborate with its local municipal partners to manage blue box contamination. A targeted effort was made to ensure clear and consistent messaging across cities and towns regarding top contaminants of the blue box stream. Local municipalities worked with the Region to share this message through their communication channels such as social media, roadside signs and Recycle Coach.

A significant focus in 2019 was to increase curbside enforcement and education. The Town of Newmarket led a campaign in which it conducted random spot checks of blue bins at the curb and provided homeowners with door hangers congratulating them on recycling correctly or providing reminders on materials that should not be placed in the blue box. Several other local municipalities are looking at similar tactics.

In 2020, COVID-19 related waste such as masks and gloves began appearing in the Blue Box. Local municipalities continue to work with their collection contracts to sticker and leave behind blue boxes with visible contamination. York Region is sharing data from contamination audits to guide messaging and track impacts. The Region is working with its local municipalities on an ongoing strategy to address contamination from COVID-19 related changes and broader ongoing contamination concerns.

Regional staff continue to engage local municipal partners requesting a boosted effort, particularly in the southern three municipalities where blue box contamination is highest; these communication efforts are focused on garnering more support and alignment of efforts in curbside enforcement. More information will be shared in the 2020 Annual Waste Management Report in Q2 2021.

Collaboration with local municipal and community partners continues to drive reduction and reuse programs

The Region remains committed to educating and motivating residents to make informed decisions about waste reduction and reuse. Through collaboration with municipal and community partners, expansion of successful programs continues. The Town of Newmarket officially launched a municipal textile program in 2019 with bins at three municipal facilities to help collect and divert textiles from the garbage stream. Textile collection bins were added at the McCleary Court and Elgin Mills Community Environmental Centres (CECs) and the Georgina Transfer Station, making textile diversion easily accessible across all of York Region. The 2019 Annual Waste Management Report (Attachment 1- pages 24 - 25) showcases program efforts across the Region, including the opening of the first Lendery in Markham Public Library, new partnerships to support food waste reduction, a highly successful backyard composter sale and a growing number of Repair Cafés hosted by libraries across the Region.

All waste events and programs requiring in-person interactions have been on hold since March 2020 due to social distancing guidelines instituted to prevent the spread of COVID-19. With restrictions being lifted, staff are working with local municipal and community partners to safely restart programs such as Curbside Giveaway days, the Lendery and Repair cafes as these programs play an important role in reducing tonnes entering the system.

7. Conclusion

York Region 2019 results show progress toward SM4RT Living targets

Performance of the Region's integrated waste management system in 2019 reveals that York Region remains a leader in the field. Based on diversion rates as well as the commitment to waste reduction and reuse efforts, the Region and its local municipal partners are well placed to move towards its visionary goal of a world with no waste. COVID-19 has had some impacts on 2020 tonnages and may impact waste generation trends in the short to medium term; results will be shared with Council in 2021.

New reporting parameters outlined in the updated SM4RT Living Plan will result in a more efficient reporting process with more meaningful and useful data for Council, the Ministry of Environment, Conservation and Parks, local municipal partners, residents and stakeholders. Shifting how the Region reports on waste generation rates will make it easier to monitor progress towards the new green bin and garbage generation targets. Generation rates have already recorded a stable or downward trend in most local municipalities and this is encouraging as the Region moves towards its 2031 targets.

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

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

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

September 19, 2020
Attachments (1)
eDocs#11052403

2019 ANNUAL WASTE MANAGEMENT REPORT



**PARTNERSHIPS
DRIVING**
REDUCTION
REUSE
RECYCLING
RECOVERY

The Regional Municipality of York

Waste Facilities

- 1 Public Yard Waste Drop-off
- 2 Regional Household Hazardous Waste Depot
- 3 Regional Recycling Depot
- 4 Transfer Station
- 5 Local Municipal Recycling Depot
- 6 Community Environmental Centre
- 7 Waste Management Centre (not open to public)

WASTE DEPOT HOURS

- 1 **Bloomington Yard Waste Depot**
April 1 to November 30
Monday to Saturday: 7:30 a.m. to 5 p.m.
Sunday: Closed

December 1 to March 31
Monday to Friday: 8 a.m. to 4 p.m.
Saturday and Sunday: Closed

- 4 **Earl Turcott Transfer Station**
Monday: 8 a.m. to 7 p.m.
Tuesday to Friday: Closed
Saturday: 8 a.m. – 5 p.m. (Year Round)
Sunday: 10 a.m. – 3 p.m. (Closed December – April)

- 2 **East Gwillimbury Household Hazardous Waste and Recycling Depot**

- 3 Monday: 8:30 a.m. to 4:30 p.m.
Tuesday and Wednesday: Closed
Thursday to Saturday: 8:30 a.m. to 4:30 p.m.
Sunday: 8:30 a.m. to 3:30 p.m.

- 2 **Elgin Mills and McCleary Court Community Environmental Centres**

- 6 Monday and Tuesday: Closed
Wednesday to Saturday: 8:30 a.m. to 4:30 p.m.
Sunday: 8:30 a.m. to 3:30 p.m.

- 1 **Georgina Transfer Station, Household Hazardous Waste and Recycling Depot**

- 2 Monday to Saturday: 8 a.m. to 5 p.m.
Sunday: Closed
- 4 HHW Depot Open Tuesday and Saturday

- 2 **Markham Household Hazardous Waste Depot**

- Monday: 8:30 a.m. to 4:30 p.m.
Tuesday and Wednesday: Closed
Thursday to Saturday: 8:30 a.m. to 4:30 p.m.
Sunday: 8:30 a.m. to 3:30 p.m.

- 5 **Markham Unionville Depot**

- Monday: 10 a.m. to 6 p.m.
Tuesday: 12 p.m. to 8 p.m.
Wednesday: Closed
Thursday: 12 p.m. to 8 p.m.
Saturday: 8 a.m. to 4 p.m.
Sunday: Closed

- 5 **Markham Village Depot**

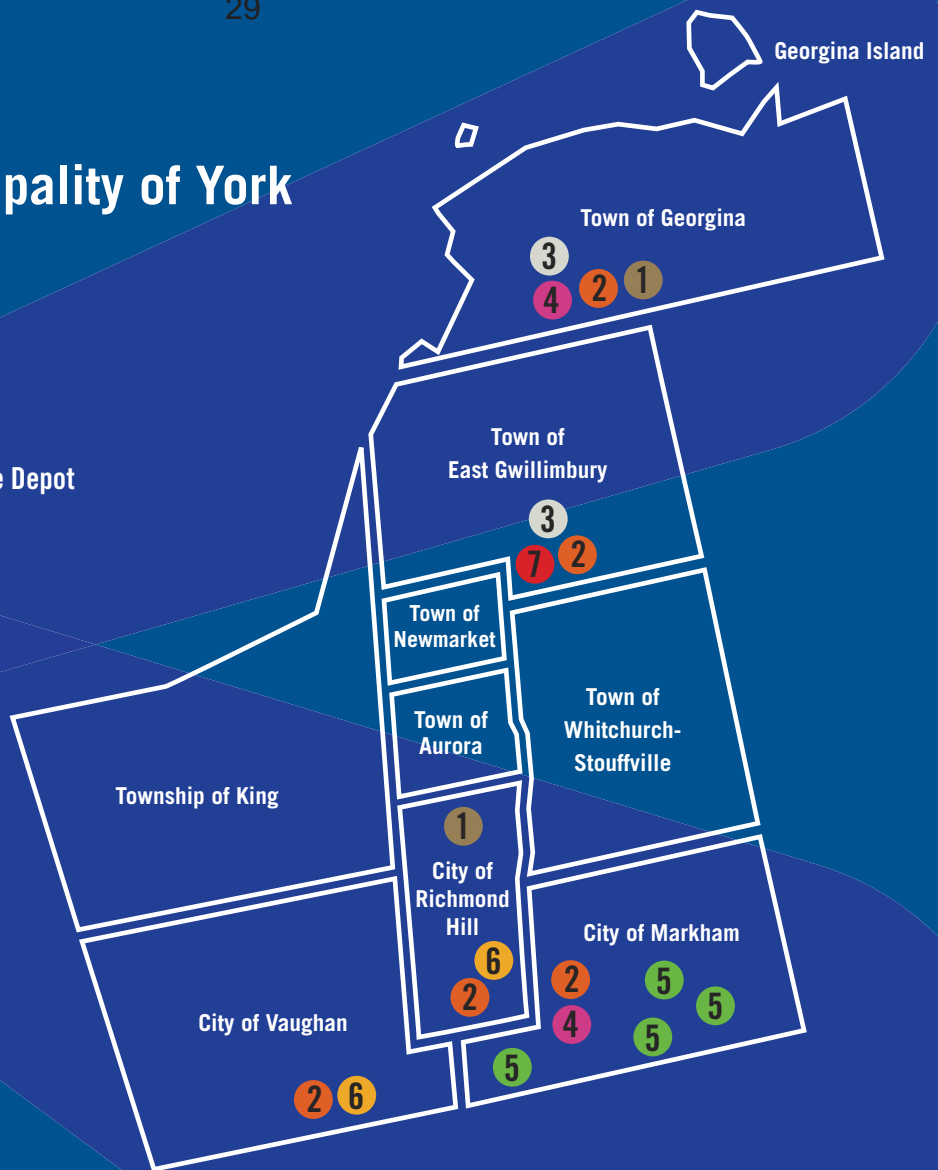
- Monday: 8 a.m. to 4 p.m.
Tuesday: Closed
Wednesday: 8 a.m. to 4 p.m.
Thursday: 12 p.m. to 8 p.m.
Friday: 8 a.m. to 4 p.m.
Saturday: 8 a.m. to 4 p.m.
Sunday: Closed

- 5 **Milliken Mills Depot**

- Saturday: 9 a.m. to 3 p.m.

- 5 **Thornhill Depot**

- Monday: Closed
Tuesday: 12 p.m. to 8 p.m.
Wednesday: 8 a.m. to 4 p.m.
Thursday: 12 p.m. to 8 p.m.
Friday: Closed
Saturday: 8 a.m. to 4 p.m.
Sunday: 9 a.m. to 3 p.m.



INTRODUCTION

The Regional Municipality of York's 2019 Annual Waste Management Report summarizes York Region's integrated waste management system and reports on progress of the Region's SM4RT Living Integrated Waste Management Master Plan (SM4RT Living Plan).

Over the past few years, York Region has provided two annual reports for waste management performance:

1. The Annual Solid Waste Diversion Report which provided information about the amount of overall material collected, processed and diverted
2. The Balanced Scorecard which summarized progress toward goals set out in the SM4RT Living Plan

These two reports will now be combined and shared with York Regional Council and submitted annually to the Ministry of the Environment, Conservation and Parks to satisfy the Durham York Energy Centre Environmental Assessment condition for diversion reporting.

York Region consists of nine local cities and towns and provides a variety of programs and services to almost 1.2 million residents and 54,000 businesses with 650,000 employees.

York Region, in partnership with its local cities and towns, continues to implement innovative waste reduction, diversion and disposal programs to meet the needs of our growing communities. Waste management services are delivered to residents through a two-tier structure where local cities and towns manage curbside waste collection and York Region processes and disposes of waste.

As reported in 2019, the Region has achieved the highest diversion rate for a large urban municipality in the Resource Recovery and Productivity Authority data call every year since 2012. Starting in 2016, the Region has surpassed the Regional Official Plan target with over 90% of waste diverted from landfill.

In 2019, the Region consulted with various stakeholders to review and update the SM4RT Living Plan. The Plan was first developed in 2013 and included an update cycle once every five years to check progress, evaluate successes and consider key learnings to enhance future approaches. During the

update process, experiences of local municipal partners along with global scans of current waste challenges and innovations helped shape objectives for the next five years. The updated Plan was approved by York Regional Council in April 2020 with the following key objectives:

- Successfully navigate legislative changes
- Use resources and infrastructure more strategically to achieve SM4RT Living
- Inspire people across the Region to embrace SM4RT Living and advance the circular economy

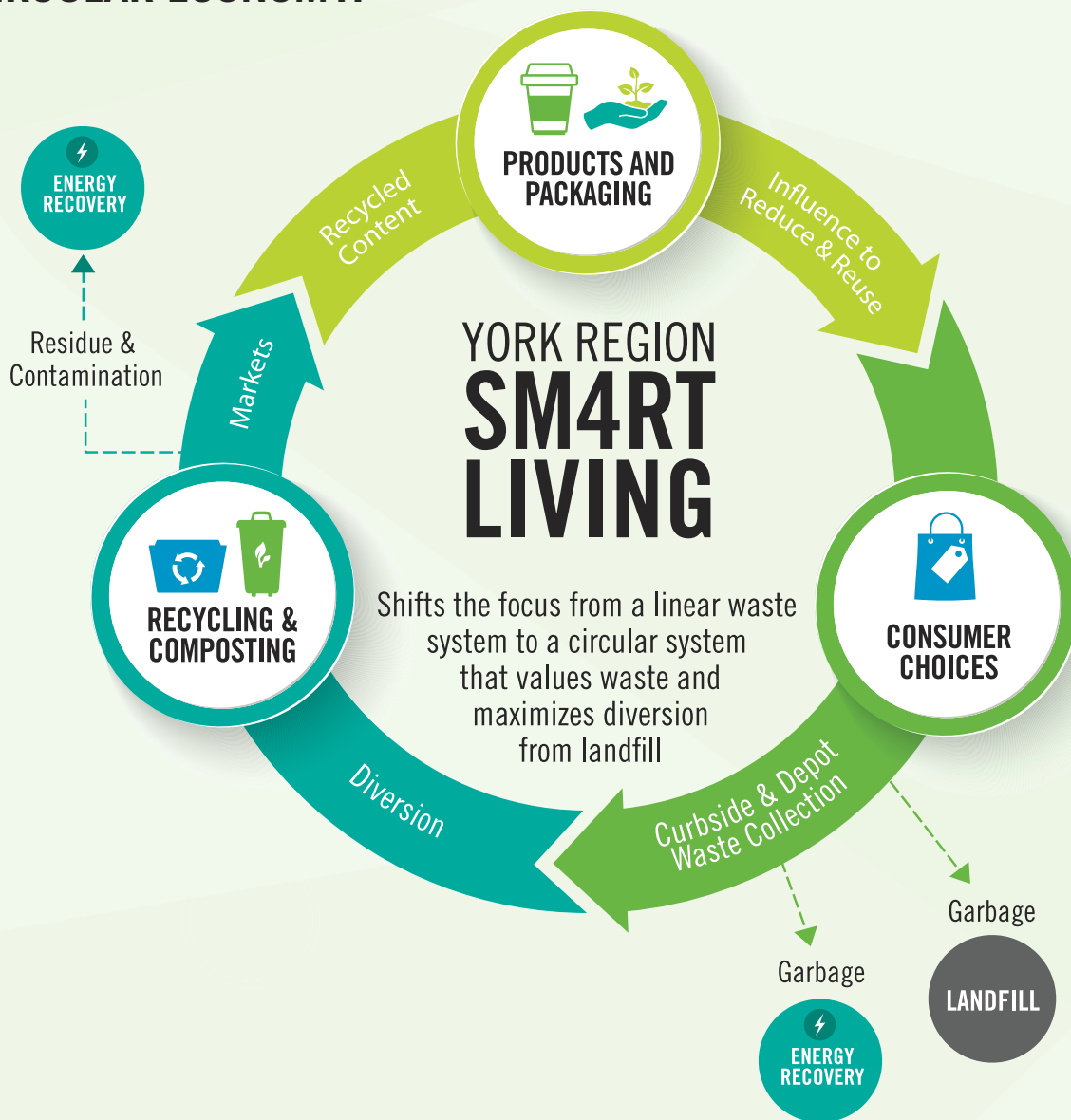
These newly developed objectives and accompanying priorities will help guide the Region through an evolving waste management landscape in Ontario; most notably, the upcoming transition of Ontario's Blue Box Program to full producer responsibility. The Plan emphasizes collaborative decision-making, compliance with changing legislation, continuous improvement of the waste management system, commitment to partnerships and support for community-led action. These key actions are important for the Region's success as it continues to improve the integrated waste management system's sustainability.

York Region, in partnership with its local municipalities, continues to implement innovative waste reduction, diversion and disposal programs to meet the needs of our growing communities.

LINEAR ECONOMY:



CIRCULAR ECONOMY:



THE SM4RT LIVING PLAN

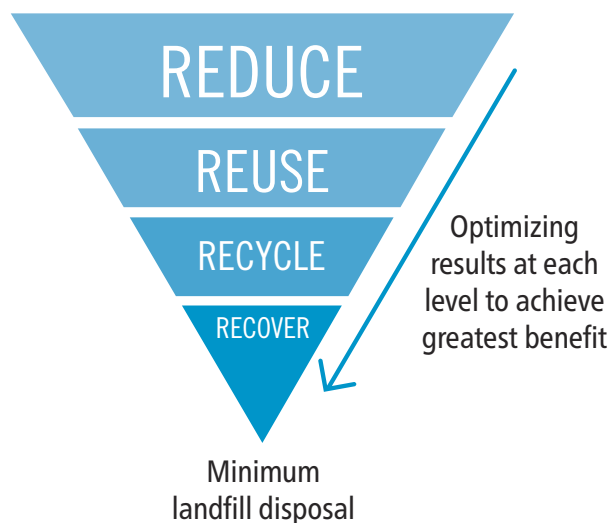
Moving Toward a World with No Waste

York Region's SM4RT Living Integrated Waste Management Master Plan (SM4RT Living Plan) outlines strategies to achieve a visionary goal of a world where nothing goes to waste. With the emphasis on expanding the focus of policy and programming from diversion to waste reduction, the SM4RT Living Plan commits to '4Rs':

1. Reduce the amount of waste generated in York Region
2. Reuse items instead of discarding them
3. Recycle as many materials as possible into new products
4. Recover energy-from-waste that cannot be managed in other ways

With the mission of leading the way through partnering, innovating and inspiring change, the SM4RT Living Plan combines successful diversion programs with efforts to prevent waste. The SM4RT Living Plan is moving York Region away from the traditional linear model of waste management to a more sustainable circular economy approach.

Additionally, the SM4RT Living Plan prioritizes the need to support future growth efficiently by maximizing the value of current infrastructure. The cost for delivering all waste management programs and services in York Region, including SM4RT Living initiatives, curbside collection, processing, depot operations and education services is about \$300 per household per year. This represents great value provided to residents for less than \$1 per day, substantially less than comparable utilities such as energy and natural gas.



The cost for delivering all waste management programs and services in York Region, including SM4RT Living initiatives, curbside collection, processing, depot operations and education services is about \$300 per household per year.



Building on Success: SM4RT Living Plan Objectives and Actions

As approved by Regional Council in April 2020, the updated SM4RT Living Plan outlines a revised visionary goal and a mission to guide the Region towards its long-term targets. The priorities included in the Plan are organized into three objectives and several key actions which are summarized in the table that follows. These key actions will be monitored and results will be reported to Council on an annual basis beginning in 2021.

VISIONARY GOAL:

A world in which nothing goes to waste.

MISSION:

The local municipalities and the Region lead the way through partnering, innovating and inspiring change.



The SM4RT Living Plan: Objectives and Actions

Objective 1	2020	2021	2022	2023	2024
<p>Successfully navigate legislative changes</p> <p>This is about responding flexibly and using legislative changes to continually improve SM4RT Living.</p>	Region and local municipalities leverage existing framework for collaborative decision-making to navigate legislative changes				
	Region and local municipalities ensure compliance with changing legislation (e.g., Food and Organics Waste Policy Statement and Resource Recovery and Circular Economy Act), including reviewing Official Plan and bylaws				
	Local municipalities and Region together explore legal mechanisms to ensure producers manage their waste as required in the Region				
	During the transition to full producer responsibility, Region and local municipal partners continue to monitor and address blue box contamination and Region ensures the Materials Recovery Facility performs as needed				
Objective 2	2020	2021	2022	2023	2024
<p>Use resources and infrastructure more strategically to achieve SM4RT Living</p> <p>This is about focusing efforts, innovating and improving coordination to create a more seamless, cost-effective system and do more with available resources.</p>	The Region and local municipalities leverage technology to improve data collection, analysis and information sharing from facilities and operations, in support of greater efficiency and more strategic decisions				
	Region and local municipalities maintain leadership in waste diversion by researching and sharing best practices, approaches and technologies, particularly for multi-residential buildings	Local municipalities take the lead in testing and applying new approaches and sharing lessons learned			
	Local municipalities include standards for waste diversion and material storage and collection in the approval process for new multi-residential developments				
	The Region contracts for anaerobic processing capacity to diversify its portfolio and inform future investment decisions				
	Region and local municipalities work towards consistent messaging and education to reduce food waste, including promoting backyard composting to help manage SSO pressures and costs				
	Local municipalities and Region apply best practices and tools to work towards consistency in waste collection services, messaging, enforcement and performance monitoring				
	Region works with other Ontario municipalities to standardize record-keeping and data reporting across the province to provide consistent evidence for advocacy positions				
	Region secures long-term contracts to recover energy from residual materials				
	Objective 3	2020	2021	2022	2023
<p>Inspire people across the Region to embrace SM4RT Living and advance the circular economy</p> <p>This is about the value of partners and pioneers in igniting the uptake of SM4RT Living and the circular economy across our communities.</p>	Region and local municipalities celebrate and encourage grassroots community initiatives that align with the SM4RT Living philosophy				
	Region improves support for partnerships, including establishing a \$100,000 Circular Economy grant program that would help community partners, new social enterprises and businesses advance SM4RT Living Plan goals				
	Region identifies and promotes how SM4RT Living connects to broader Regional initiatives around healthy communities and social well-being and builds linkages where appropriate				
	Through strategic partnerships, the Region and local municipalities support opportunities for residents to repair, share, reuse and repurpose items				
	Region and local municipalities work to implement an "Ask First" voluntary program across the Region to reduce single-use items, and show leadership by reducing consumption at their own facilities	Region and local municipalities assess results of "Ask First" program, review federal and provincial policies if available, and determine if a mandatory approach is needed			
	Region and local municipalities advocate for provincial and/or federal policies and legislation that advance the circular economy				
	Region researches, consults and shares findings to build understanding of the circular economy in York Region and how it connects to SM4RT Living	Region encourages residents, not-for-profit groups, businesses and others in York Region to move to the circular economy			

WASTE GENERATION

DID YOU KNOW?



The COVID-19 pandemic will impact waste generation rates in 2020.

Tonnages collected for curbside garbage, blue box and green bin all showed a higher than typical increase during the COVID-19-impacted period compared to tonnages collected in 2019.

This is expected to impact curbside waste generation rates for 2020.

Waste Generation At-A-Glance

Waste generation rate is a tonnage per person measurement (kg/capita) used to track progress toward the SM4RT Living Plan waste reduction targets. The original SM4RT Living Plan included an overall waste generation target of 289 kg/capita by 2031 based on all waste managed through the York Region system. This included curbside garbage, green bin, blue box, yard waste and depot programs, materials collected through local municipalities' special events and programs as well as non-residential sources such as business improvement areas (BIAs) and municipal facilities.

With the move to producer responsibility for the Blue Box Program, the SM4RT Living Plan update recommends reporting focus shifts toward two key streams of collected curbside waste – green bin organics and garbage – which will remain as mandated municipal responsibilities. New targets were identified for these streams. Yard waste generation rate is not included as this waste stream is the most unpredictable, with yard waste tonnage greatly influenced by weather, not York Region's program efforts.

SM4RT Living initiatives will continue to drive long-term behaviour change to help reduce waste generation and move the Region closer to its targets. Annual reporting will include an overall green bin and garbage generation rate for the Region and an individual rate for each local city and town as shown on the next few pages.

NEW TARGETS



GREEN BIN

The new target is 71 kilograms per capita by 2031, down 15% from the baseline of 84 kilograms in 2014.



GARBAGE

The new target is 66 kilograms per capita by 2031, a 20% reduction from the baseline of 82 kilograms in 2014.

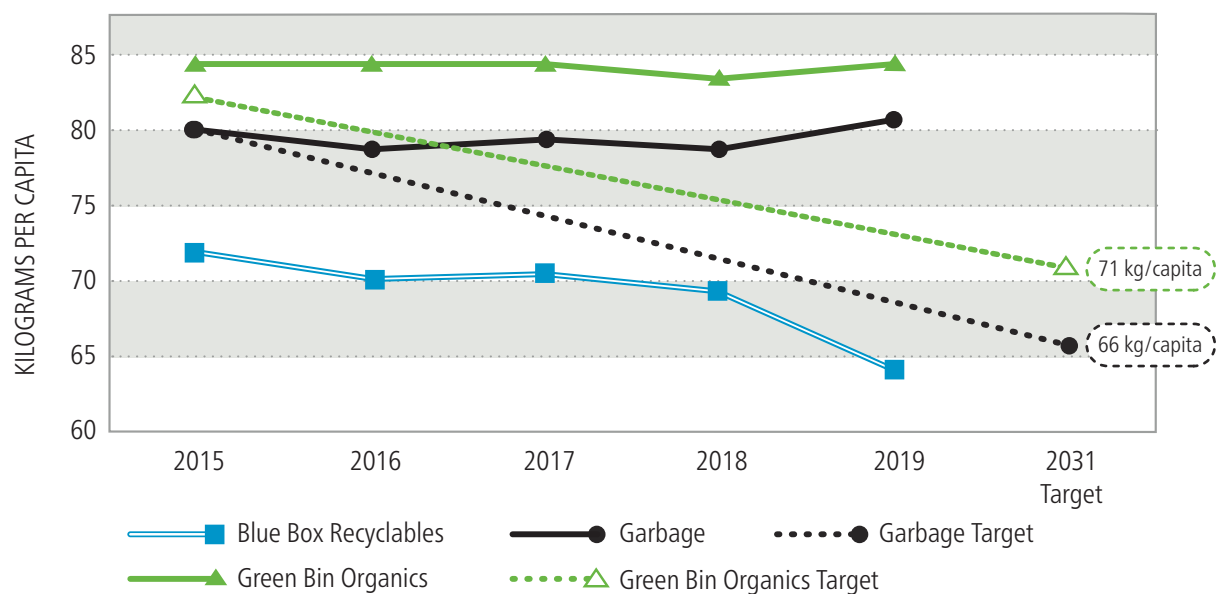


Region's Green Bin and Garbage Generation Rates Remain Steady

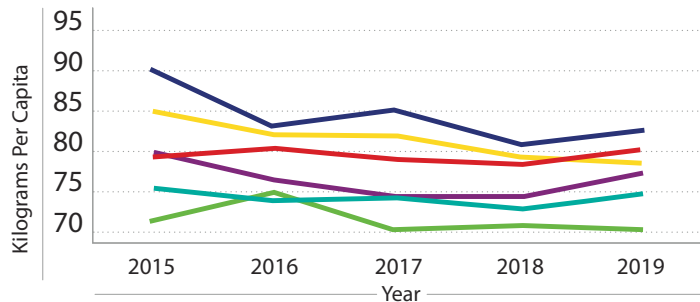
In York Region, green bin and garbage generation rates have been steady over the past five years. The garbage generation rate increased slightly, with a rate of 78 kilograms per person in 2018 and 81 kilograms per person in 2019. This increase was mainly due to removal of contaminant materials in the recycling stream. In 2019, a process was implemented at the Earl Turcott Waste Management Centre in the City of Markham to assess incoming blue box loads and redirect those with heavy contamination directly to energy-from-waste instead of processing. Consequently, the curbside blue box generation rate saw a more significant downward trend in 2019 compared to past years, moving from 69 kilograms per person in 2018 to 64 kilograms per person.

SM4RT Living initiatives will continue to drive long-term behaviour change to help reduce waste generation and move the Region closer to its targets.

York Region Residential Curbside Waste Generation Rate (kg/capita)

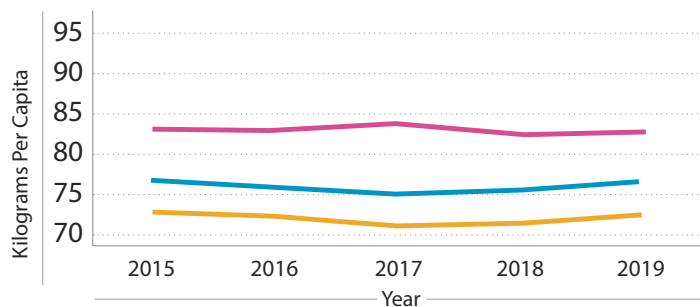


Northern Towns' Green Bin Waste Generation Rate (kg/capita)



Local Town or City	2015	2016	2017	2018	2019
Aurora	79	80	78	77	80
East Gwillimbury	80	76	74	74	77
Georgina	72	75	70	71	71
King	90	83	85	81	83
Newmarket	76	74	74	73	75
Whitchurch-Stouffville	85	82	82	79	77

Southern Cities' Green Bin Waste Generation Rate (kg/capita)



Local Town or City	2015	2016	2017	2018	2019
Markham	91	91	92	91	91
Richmond Hill	81	81	80	80	81
Vaughan	85	84	83	84	85

The green bin generation rate has typically been higher among the southern cities than it has been for the northern towns. The five-year trend analysis reveals the southern three cities had little or no change from their 2015 green bin generation rates. The green bin generation rate for all northern towns trended downward in 2019 when compared to the generation rate they recorded in 2015, with the exception of one town. A similar pattern is observed for the garbage generation rate, where the southern cities have generally remained more stable while the northern towns have experienced more peaks and valleys throughout the years. Two of the three southern cities have experienced an increase in their 2019 garbage generation rate when compared to their 2015 rate. In 2019, the northern towns had a garbage generation rate that was lower than their 2015 rate.

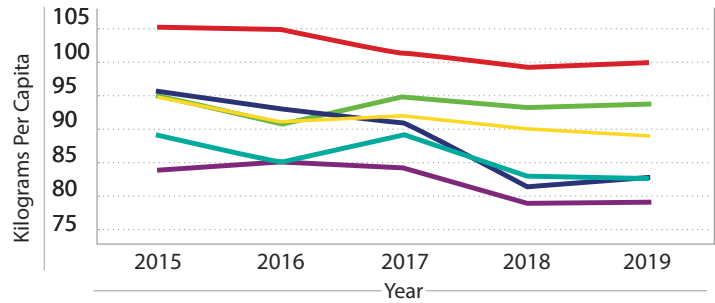
The steady or downward trend (from 2015 to 2019) in both streams for most cities and towns suggests promotion and education work being done by the Region and local towns and cities is impacting residents and knowledge gained is actually being translated into meaningful behaviours. A review of audit data reveals improper sorting of waste is impacting generation rates for some municipalities. Based on this data, there is an opportunity to reduce waste generation in all municipalities by reducing the amount of avoidable food waste. Additionally, in some municipalities, residents in multi-residential buildings do not have access to green bin collection and this could also impact the garbage generation rate of the municipality.



Promotion and education work is having an impact on residents and knowledge gained is being translated into meaningful behaviours.

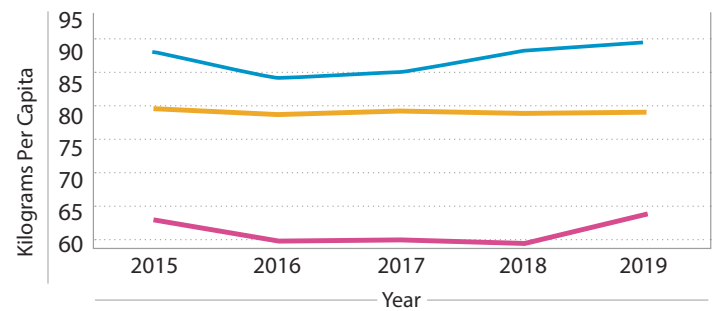


Northern Towns' Residual Waste (Garbage) Generation Rate (kg/capita)



Local Town or City	2015	2016	2017	2018	2019
Aurora	105	105	101	99	100
East Gwillimbury	84	85	84	78	77
Georgina	95	91	95	93	94
King	96	93	91	82	83
Newmarket	88	85	88	83	83
Whitchurch-Stouffville	95	91	92	90	89

Southern Cities' Residual Waste (Garbage) Generation Rate (kg/capita)



Local Town or City	2015	2016	2017	2018	2019
Markham	63	60	60	59	64
Richmond Hill	80	77	78	77	78
Vaughan	87	84	85	88	94

NOTE: Increase in Markham primarily due to contaminant materials that were pulled from the blue box stream and moved to the garbage stream.

PARTNERSHIPS FOR SUCCESS



Collaboration Drives Innovative Approaches to Reduction, Reuse and Diversion

York Region and its nine local cities and towns collaborate to provide integrated waste management services and programs focusing on reduction, reuse and recycling initiatives. Together, we deliver innovative programming to our communities including repair cafés, curbside giveaway days, battery, electronic waste and textile diversion programs and regular curbside collection.

Various community partners also work with the Region on innovative programs that combine waste prevention efforts with community building. These partnerships drive policy and program changes, deliver progress on the SM4RT Living Plan, share information and develop metrics to measure success.



Collaboration is a key theme of York Region's SM4RT Living Plan.



Waste Reduction and Collection Programs Provided by Local Cities and Towns

COLLECTION TYPE	WASTE TYPE	Aurora	East Gwillimbury	Georgina	King	Markham	Newmarket	Richmond Hill	Vaughan	Whitchurch-Stouffville
Curbside Collection	Garbage	•	•	•	•	•	•	•	•	•
	Recycling	•	•	•	•	•	•	•	•	•
	Green Bin	•	•	•	•	•	•	•	•	•
	Leaf and Yard Waste	•	•	•	•	•	•	•	•	•
	White Goods	•	•	•	•	•	•	•	•	•
	Bulky Items	•	•	•	•	•	•	•	•	•
Special Programs	Textile Diversion	•			•	•	•	•	•	•
	Education and Outreach	•	•	•	•	•	•	•	•	•
Multi-Residential Collection	Garbage	•		•		•	•	•	•	•
	Recycling	•		•		•	•	•	•	•
	Green Bin			•		•		•		
	Electronic Waste	•				•				
	Batteries	•				•				
School Collection	Recycling	•				•				
	Green Bin	•				•				
Municipal Facilities	Recycling	•	•	•	•	•	•	•	•	•
	Green Bin	•	•	•		•	•	•	•	
	Batteries	•			•	•	•	•	•	
Public Spaces (parks, BIAs, etc.)	Garbage	•	•	•	•	•	•	•	•	•
	Recycling	•	•			•	•	•	•	•
	Green Bin						•			








"The Earth is what we all have in common."
— Wendell Berry

DIVERSION ACHIEVEMENTS

York Region Remains a Leader in Ontario with Verified Diversion Rate of 68% in 2018

York Region, in partnership with our local cities and towns, submits waste management program data to the Resource Productivity and Recovery Authority (the Authority) through the annual Datacall. The information is used to determine blue box costs and allocate funding from producers to assist with the cost of operating the Blue Box Program. The Datacall produces a ranking of municipal diversion rates across the province. York Region continues to be a leader with the highest verified diversion rate of 68% in 2018 in the large urban category.

Resource Productivity and Recovery Authority Annual Waste Diversion

2015	1st for Large Urban Municipalities		63%
2016	1st Overall in the Province		66%
2017	1st for Large Urban Municipalities		68%
2018	1st for Large Urban Municipalities		68%*
2019	Pending Verification		66%**

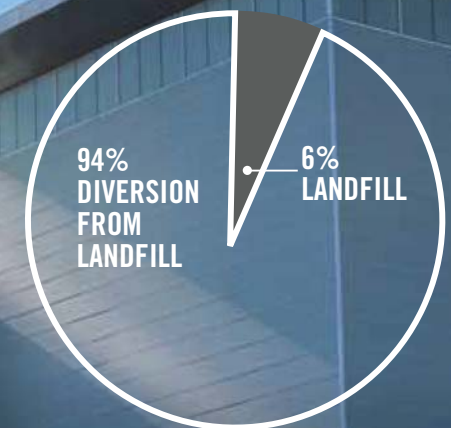
All values are rounded. The Authority does not recognize energy-from-waste as diversion. *Updated to reflect finalized 2018 RPRA diversion rate.

**2019 diversion rate impacted by high contamination in the blue box stream. The 2019 diversion data presented is pending verification by the Authority at the time of printing.

TONNES COLLECTED					
Material	2015	2016	2017	2018	2019
Residual Waste	128,148	130,400	134,249	124,319	129,144
Organics	96,593	97,044	97,877	99,065	100,874
Blue Box	85,335	84,468	85,298	83,526	78,243
Leaf and Yard Waste	44,370	37,407	39,477	42,287	42,814
Other Diversion - Depots	5,944	6,196	5,061	2,580	2,659
Household Hazardous Waste	1,305	1,268	1,256	1,219	1,297
Electronics	1,554	1,460	1,344	1,124	1,117

York Region continues to exceed the Regional Official Plan goal of 90% waste diversion from landfill.

In 2019, York Region achieved 94% waste diversion from landfill, which includes all tonnes collected through curbside and depot diversion programs and tonnes managed through energy-from-waste.





BLUE BOX RECYCLING

DID YOU KNOW?



In August 2019, the Ministry of the Environment, Conservation and Parks announced the Blue Box program would transition starting January 1, 2023 and ending December 31, 2025.

Municipalities led by Association of Municipalities of Ontario are self-nominating their preferred transition timing through Council resolutions. This process will help inform the transition mechanism in the regulations. York Region and its local municipalities have identified 2025 as its preferred transition timing.

Focus on Tackling Contamination and Managing Impacts of End Market Challenges

In 2019, 78,243 tonnes of blue box recyclables was collected, accounting for 22% of the total material collected in York Region. There were increased levels of contamination in the blue box stream, which resulted in a decline in York Region's marketable blue box tonnes from 2018 to 2019.

Changing composition of products and packaging creates confusion for residents and challenges for municipal programs. Newer, lighter-weight packaging such as drink pouches and coffee cups often mix two or more materials; they have no viable end markets and can end up contaminating bales of other materials during sorting.

Bagged recyclables and organics are two major sources of contamination in the blue box stream. York Region continues to emphasize promotion and education efforts along with enforcement at the curb, as such efforts are necessary to re-establish diversion success and realize cost efficiencies.

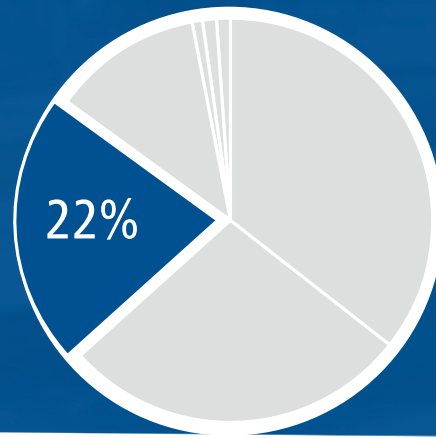
In addition to contamination, more stringent end market restrictions continue to pose a challenge. A total of 4,311 tonnes of collected mixed paper that could have been shipped under previous market criteria could not be marketed in 2019 due to contamination from a high level of food waste and was instead managed through contracts with privately owned energy-from-waste facilities.

Between 2015 and 2017, around 60% of the blue box tonnage was marketed in overseas markets, with a large portion attributed to

paper bales. However, with stricter quality requirements imposed by overseas paper markets and increased levels of contamination received at York Region's Material Recovery Facility (MRF) in the Town of East Gwillimbury, it became more challenging to find paper end markets. To address this issue, the Region invested \$6.9M in capital upgrades in 2018 to reduce contamination within paper bales, which reduced the total tonnage of paper sent to end markets. Coupled with a decline in paper received at the MRF, there were fewer blue box tonnes marketed in general. For these reasons, only 31% of the blue box tonnage was managed overseas in 2019, while the remaining materials like plastics, metal cans, glass, and cardboard were sent to North American destinations for processing.

There was a significant reduction in tonnages of paper marketed by the Region in 2019 due to contamination. The Region and local cities and towns remain committed to improving the current system and have collaborated on a working group addressing blue box challenges. Eight additional staff were hired at the MRF in 2019 to remove contaminants to improve overall quality. In addition, the Region completed a \$1.4M capital upgrade in late 2019 to reduce contamination within the mixed paper bales and is now able to market all mixed paper bales as of mid-January 2020.



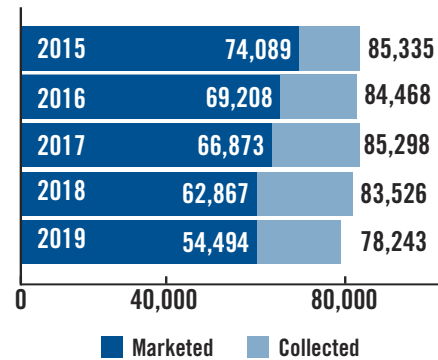


Preparing for a New Blue Box Program

The Ontario Ministry of the Environment, Conservation and Parks is moving ahead with a new provincial framework that makes producers fully responsible for the Blue Box Program. In 2019, the Ontario Government announced the timeline for transition of the program. Operations and costs for blue box materials will move from municipalities to producers beginning in January 2023 with all transfers expected to be complete by the end of 2025.

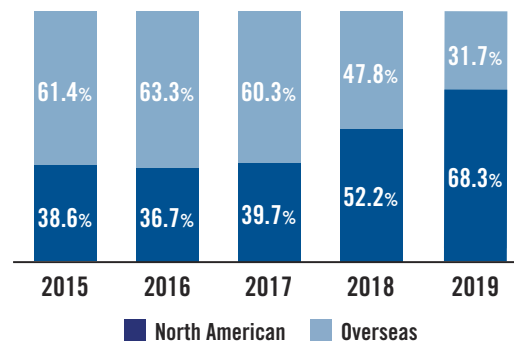
During transition, an important role for the Region, and its local cities and towns, will be ensuring the shift is seamless for residents. Collaboration at the local and Regional levels will help identify potential impacts of transition for the Region's integrated waste management system and prepare York Regional Council to make informed decisions as the process moves forward. During the lead up to transition, the Region and local cities and towns will continue to manage the current system, working to significantly reduce contamination in the blue box. As the process continues, York Region will remain engaged through the Association of Municipalities of Ontario and the Municipal Resource Recovery and Research Collaborative (Municipal 3Rs Collaborative), actively participate in consultations and continue to align current and future programs with the shift to full producer responsibility.

Blue Box Tonnes Collected and Marketed

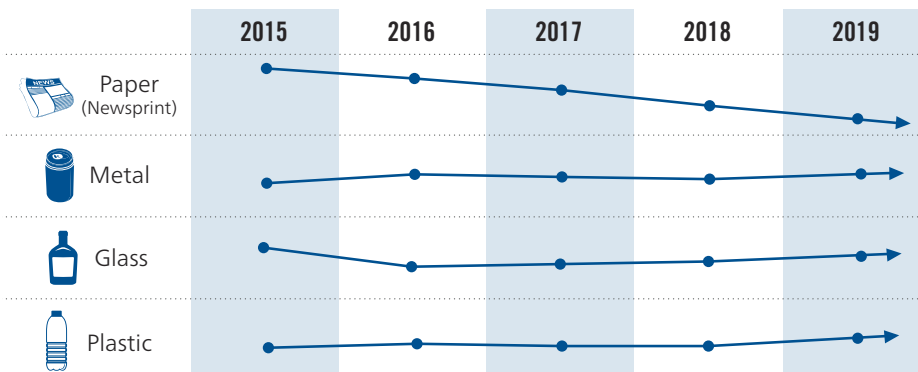


Note: 2019 Blue Box Residue Rate - 23% of collected blue box material was rejected during processing. This excludes the 4,311 tonnes of mixed paper recovered but not marketed due to contamination from leakage of organic material in collection trucks.

End Market of York Region Blue Box Material

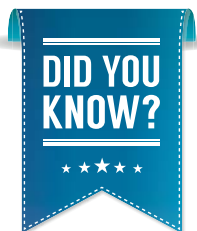
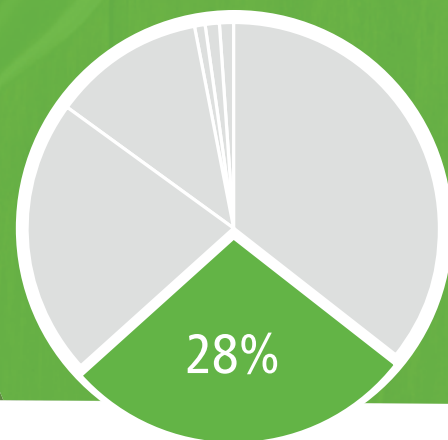


Trend of Marketed Blue Box Tonnes





ORGANIC WASTE



Two main types of technology are used to process diverted organic waste:

Aerobic Processing

In aerobic processing, organic material decomposes in the presence of oxygen, releasing carbon dioxide and leaving behind a dark, crumbly, soil-like substance that may be directly applied to farm fields. Modern processing typically occurs indoors and the air is treated to reduce odours before release to the environment.

Anaerobic Digestion

Anaerobic digestion takes place in a contained vessel under carefully controlled conditions. It excludes oxygen from the decomposition process and produces biogas, largely made up of methane, that can be harvested for fuel and leaves a mix of solid and liquid material called "digestate" that is rich in nutrients and has value as soil conditioner or fertilizer.

Region's Approach to Organics Processing Will Help Reduce Greenhouse Gas Emissions

York Region continues to be a leader in food waste reduction in Ontario. In 2019, we continued to promote York Region's Good Food program by working with partners such as grocery stores, farmers markets and local chefs to raise awareness and take action to reduce food waste. In 2019, 6,411 people were engaged at 67 Good Food outreach events. The Region also continues to collaborate with other municipalities and public health agencies through the Ontario Food Collaborative which supports efforts to reduce food waste and increase food literacy across the province.

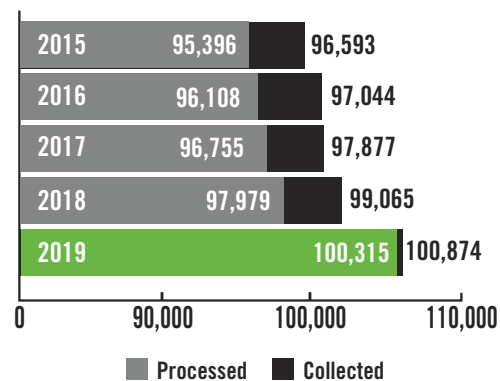
The municipal curbside green bin collection program is critical for keeping food and other organic waste out of landfill. The Region has one of the most inclusive green bin programs in the Province of Ontario. In York Region, organic waste represents 28% of the total waste collected. York Region residents generated 100,874 tonnes of green bin organics in 2019, with 100,315 tonnes being shipped to contracted facilities in Ontario for processing.

The Region distributed 1,246 backyard composters to residents in 2019. By starting to compost at home using these composters, families will divert an estimated 126 tonnes of organics from the curb each year.

York Region has secured reliable organic waste processing capacity until 2027. The Region's long-term plan favours anaerobic over aerobic composting, which is expected to reduce the Region's greenhouse gas emissions by roughly 15,000 tonnes per year.

The Region will issue a request for proposals in early 2021 to provide anaerobic digestion capacity for processing the Region's organics at privately owned facilities. The request for proposals will include transportation and anaerobic digestion processing for a period of 20 years, currently projected to commence as early as 2024.

Source Separated Organics Tonnes Collected and Processed

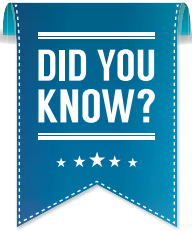
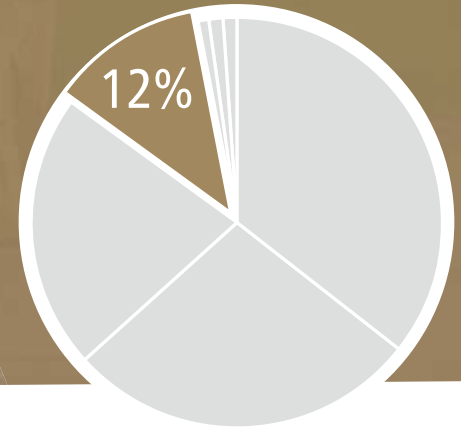


Organic Waste Processing Facility Contracts

Facility	Current Term Expiry Date	Extension Term Expiry Date
Cornerstone Renewables (Elmira and Leamington, ON)	June 30, 2022	N/A
GFL Environmental (Moose Creek, ON)	June 30, 2020	June 2027
Convertus (Formerly Renewi) (London, ON)	June 30, 2022	June 2027



LEAF & YARD WASTE



Residents may drop off yard waste materials at two facilities in York Region – the Georgina Transfer Station and the Miller Waste Bloomington Yard Waste Facility. Yard waste is turned into nutrient-rich compost.

Community members are encouraged to reduce leaf and yard waste by utilizing a backyard composter.

Each composter can divert approximately 100 kg of organic waste per year.

Flexible Long-Term Processing Contracts Offer Stability to This Unpredictable Waste Stream

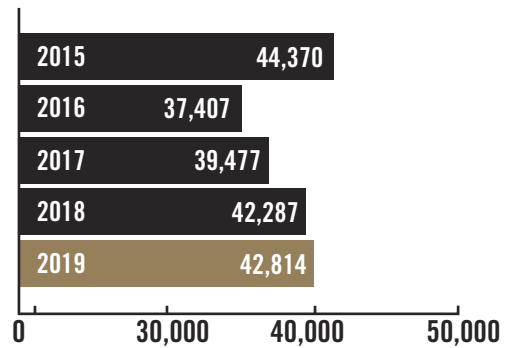
Leaf and yard waste is the most unpredictable waste stream as the tonnages collected are directly affected by weather and may also be impacted by invasive species infestations. During storms or wet conditions, the Region experiences more leaf and yard waste than during dry or drought conditions. Extreme weather events like ice storms, wind storms or seasonal changes can also affect the amount of leaf and yard waste generated making it difficult to predict collection capacity and timing.

York Region’s local cities and towns offer residents seasonal curbside leaf and yard waste collection programs every other week from spring to fall. Some of them have also added extra yard waste collections in the fall to account for trees losing their leaves very late in the season. Residents can also drop off leaf and yard waste at the Bloomington Yard Waste Facility in the City of Richmond Hill and the Georgina Transfer Station in the Town of Georgina. One of York Region’s waste contractors, Miller Waste, composts all yard waste collected in York Region at their Bloomington Facility. In 2019, York Region residents generated 42,814 tonnes of leaf and yard waste, representing 12% of total waste collected.

The Region has secured long-term leaf and yard waste processing capacity to accommodate annual tonnage fluctuations and unanticipated weather events. In 2015, the Region entered into a 10-year agreement with Miller Waste to process leaf and yard waste collected by local municipal partners

and at the Region’s Georgina Transfer Station with no annual maximum tonnage specified. The contract can be extended by mutual agreement for five years until October 2030, after which a further extension may be negotiated. Before the current contract expires, the Region will review and evaluate available options and present a preferred option to York Regional Council for approval.

Leaf and Yard Waste Tonnes Collected





WASTE DEPOT COLLECTION

DID YOU KNOW?



In 2019, residents recycled approximately 20,851 litres of cooking oil at York Region's waste depots.

Depots Increase Access to Diversion Programs

York Region's five public drop-off depots provide convenient outlets for residents and small businesses to drop off a variety of waste materials. In 2019, York Region collected 2,659 tonnes of divertible materials through depot collection. Divertible materials include: cooking oil, concrete, drywall, electronic waste, polystyrene foam, refrigerated appliances, scrap metal, shredded paper, textiles, tires and wood.

In January 2018, some key service level changes and operational enhancements were implemented at the York Region Community Environmental Centres (CEC) and the Georgina Transfer Station including modified hours of operation to provide residents with more convenient access to disposal services.

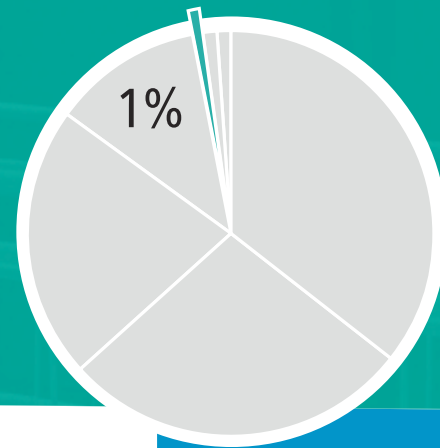
Additionally, the Region introduced weighing scales and weight-based fees for residual waste, concrete, drywall and wood. The fee changes brought fees in line with neighbouring municipalities and significantly improved cost recovery on high cost divertible material. With the introduction of scales and weight-based fees, these locations are now able to monitor the total number of visitors whereas prior to 2018 only paid transactions were tracked.

Based on customer use patterns and staff observations, it is evident residential users are adapting to new fees as they continue to use the CECs and the Georgina Transfer Station. Compared to 2018 visits, there was a 21% increase in the number of visits to Elgin Mills CEC while visits to McCleary Court remained almost the same.

Adding textile collection in 2019 could also drive more visitors to the sites in the future.

In January 2019, the Used Tire Collection Program transitioned to full producer responsibility under the Resource Recovery and Circular Economy Act, 2016. Under this new approach, producers are not required to compensate municipal depots for collecting used tires if they can achieve the regulated capture targets through private collection points. There are approximately 200 private tire collection points in York Region; however, there was still a notable spike in tonnage of tires collected at the Region's depots in 2019. A total of 291 tonnes of tires were collected, which is a 51% increase when compared to the tonnes collected in 2018. The increase in tonnage of tires collected was seen at all three facilities that accept tires, but most significantly at the Georgina Transfer Station. This increase can be attributed to the new regulation, which mandates collection points must accept up to 10 tires per day per customer, from both residential and small business customers, compared to the previous program with a limit of 4 tires per day accepted from residents only.

In 2019, York Region collected 2,659 tonnes of divertible materials through depot collection.



York Region has partnered with the Regions of Peel and Halton on a co-operative agreement to jointly procure the services of Evolve Recycling for the pick-up, transportation, processing and recycling of tires collected at the Region's depots. The joint procurement helped reduce cost and leverage total tonnages of tires collected by the three municipalities to get the most favourable bid. The contract was initially for a 12-month term with allowances for four additional one-year extensions.

Total Tonnes of All Materials Collected at Community Environmental Centres (CEC) and Georgina Transfer Station

TOTAL TONNES COLLECTED					
Location	2015	2016	2017	2018	2019
Elgin Mills CEC	16,148	21,301	19,708	9,057	10,470
McCleary Court CEC	9,830	10,080	12,356	7,055	7,020
Georgina Transfer Station	16,383	16,876	16,333	15,020	14,484
Total Tonnages	42,361	48,257	48,397	31,132	31,975

The recycling landscape in Ontario is changing

Producers of the following items are becoming fully responsible for collecting and managing their products and packaging after consumers have finished using them:

- Batteries
- Blue Box
- Electronic waste
- Household hazardous waste
- Used tires

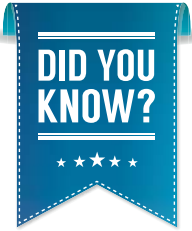
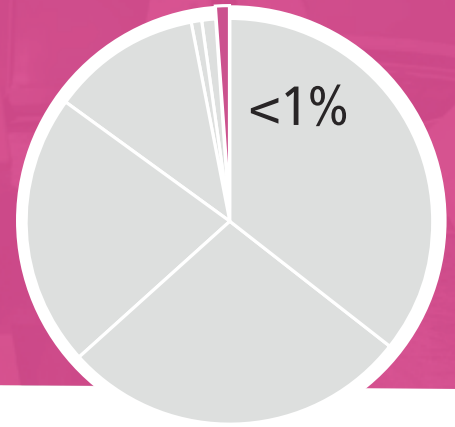
The Resource Productivity and Recovery Authority is responsible for oversight and enforcement.

Used tires were the first material to move to this new model on January 1, 2019, with single-use batteries following in July 2020. Waste electronics will transition in January 2021, hazardous or special waste in July 2021 and blue box by the end of 2025.

Divertible materials include:
 cooking oil, concrete, drywall,
 electronic waste, polystyrene foam,
 refrigerated appliances, scrap
 metal, shredded paper, textiles,
 tires and wood.



ELECTRONIC WASTE



Electronic waste (e-waste) includes electronic equipment that is no longer wanted or has reached its end-of-life. E-waste piles up in our homes and in our landfills.

E-waste is hazardous material and over time can leak toxic elements, like mercury and lead, which can be harmful to the environment and to humans.

Bringing electronics to a local waste depot ensures proper recycling at safely managed sites to control any hazards.

Recycling also allows reliable resources found in electronics – recyclable plastics and even gold – to be reclaimed.

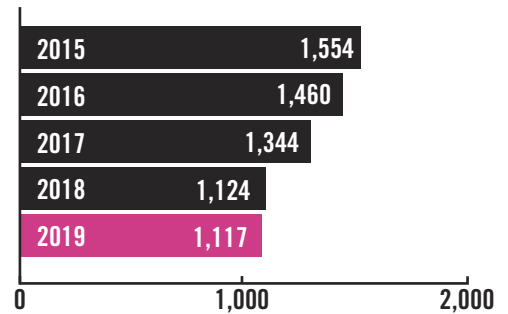
Electronic Waste Program to Transition to Full Producer Responsibility by End of 2020

End-of-life electronics such as computers, printers, televisions and smartphones are managed by the Ontario Electronic Stewardship (OES) under the Waste Electrical and Electronic Equipment (WEEE) program. The program includes the collection, processing, recycling and disposal of electronic waste material and is funded by brand owners and first importers of these products. Collected electronic waste is sent for recycling to recover valuable raw materials through environmentally responsible de-manufacturing of waste electronics.

In 2018, the Minister of the Environment, Conservation and Parks directed OES to prepare for the end of the WEEE program to enable transition of electronic waste to full producer responsibility. OES submitted its windup plan to the Resource Productivity and Recovery Authority (RPPRA) in December 2018 and consultations were held in the first quarter of 2019 before the plan was approved in August 2019. The WEEE program is expected to end on December 31, 2020. The program will continue operating during the transition period and York Region staff will remain involved in consultations throughout the windup process.

York Region provides residents with a network of drop-off facilities for electronic waste including Georgina Transfer Station, East Gwillimbury Household Hazardous Waste (HHW) and Recycling Depot, Markham HHW Depot and McCleary Court and Elgin Mills Community Environmental Centres (CEC). Regional depots collected 1,117 tonnes of electronic waste in 2019.

Waste Electrical and Electronic Equipment Tonnes Collected

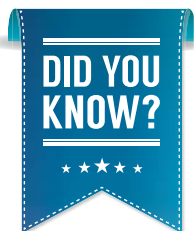
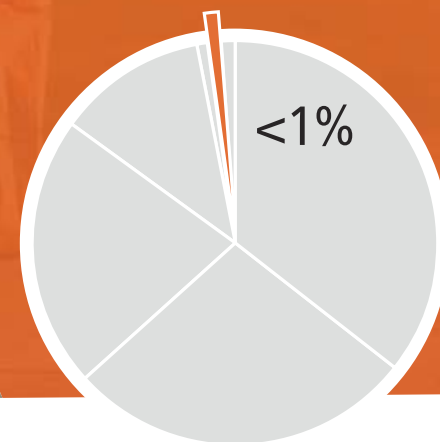


Bringing electronics to a local waste depot ensures proper recycling at safely managed sites to control any hazards.



HAZARDOUS WASTE

50



Batteries that are improperly disposed of are the number one source of fires at our CECs and Waste Management Centre. Batteries can ignite other wastes in collection trucks and waste facilities, creating a serious safety risk. Always take batteries to a Household Hazardous Waste Depot or participating retailer that offers battery collection.

Battery Program Now Under Full Producer Responsibility

The Municipal Hazardous or Special Waste (MHSW) program is operated by Stewardship Ontario (SO) and allows residents to safely dispose household products that require special handling. Collection, processing and disposal of such material is funded by brand owners and first importers of these products and will continue to operate under the Waste Diversion Transition Act until the MHSW program is transitioned to full producer responsibility.

The collection program for single-use batteries transitioned to full producer responsibility on June 30, 2020 to coincide with the process of transitioning the Waste Electrical and Electronic Equipment program. All other designated materials will be fully transitioned on June 30, 2021. York Region continues to monitor regulatory changes and will remain engaged during transition.

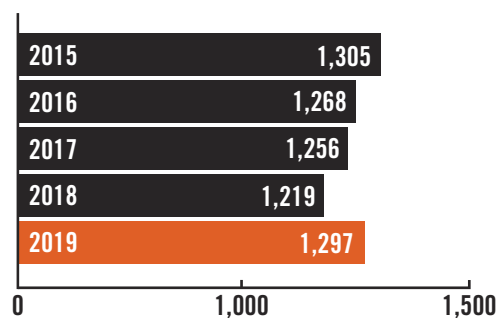
A new batteries regulation came into effect on July 1, 2020, following the transition of the battery recycling program in June. Battery producers are now individually accountable and financially responsible for collecting and reusing, refurbishing or recycling their batteries when consumers discard them. The new regulation includes both single-use and rechargeable batteries that weigh five kilograms or less and are not embedded in products. Batteries are collected at all Regional Depots and each site can accept up to 15 kilograms of batteries per day from any person.

Residents can drop off Household Hazardous Waste (HHW) at all five York Region public waste depots. Materials are recycled or treated and disposed of in an environmentally

responsible manner through specialized contract services. A new HHW Depot was introduced at the Elgin Mills Community Environmental Centre (CEC) in July 2018, making 2019 the first full year offering HHW service at that location. Additionally, York Region made service level changes in 2018 to better cater to customer needs, adjusting depot hours to ensure at least one HHW depot is open each day of the week. The total tonnages collected under the MHSW program at Elgin Mills CEC more than doubled in a one-year period, with 99 tonnes collected in 2018 and 211 tonnes collected in 2019.

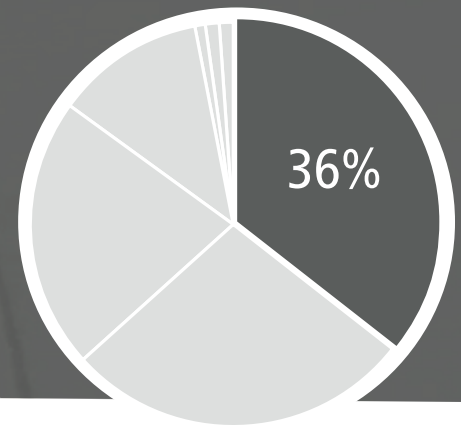
York Region collected 1,297 tonnes of HHW materials at Regional public drop-off depots in 2019. Many retailers also offer take-back programs for some HHW materials. Municipal depots and retail take-back locations ensure materials are safely managed to end-of-life and divert harmful substances from landfill, waterways and forests. Many HHW items contain materials that can be recovered, refined and reused in manufacturing new products, reducing the need for virgin resources.

Household Hazardous Waste Tonnes Collected





RESIDUAL WASTE



DID YOU KNOW?



In 2019, costs for residual waste was budgeted at \$105 per tonne. This included costs for administration as well as hauling, transferring and processing residual waste.

Each York Region resident generates an average of 81 kg of household garbage each year.

Every day actions such as choosing reusable items over single-use plastics, sharing, repairing and donating household goods instead of buying new and fully participating in diversion programs will help reduce our waste footprint in York Region.

Energy Recovery Helps to Achieve SM4RT Living Visionary Goal

In line with the SM4RT Living visionary goal of a world where nothing goes to waste, York Region prioritizes reduction, reuse and recycling diversion efforts, while any remaining residual waste is managed primarily through energy-from-waste recovery. Energy-from-waste captures energy content of residual waste, lowers greenhouse gas emissions, recovers metals and reduces the volume of waste going to landfill by 90%.

In 2019, the Region managed 151,510 tonnes of residual waste, which includes tonnes collected at the curb and drop-off depots as well as unmarketable recovered recyclables and residues from the blue box program. Residual waste accounts for 36% of the total waste collected in York Region – a 5% increase largely due to higher levels of contamination in the blue box stream and the incineration of contaminated mixed paper bales. The Region shipped 127,858 tonnes of residual waste for energy recovery: 58,069 tonnes to Covanta Niagara in New York, 38,023 tonnes to Emerald Energy from Waste in Brampton, Ontario and the remaining 31,765 tonnes to the Durham York Energy Centre (DYEC) in Clarington, Ontario.

York Region achieved 94% diversion from landfill in 2019, exceeding the 90% target established in the Regional Official Plan. This was achieved through successful diversion programs and commitment to sustainable waste management programs.

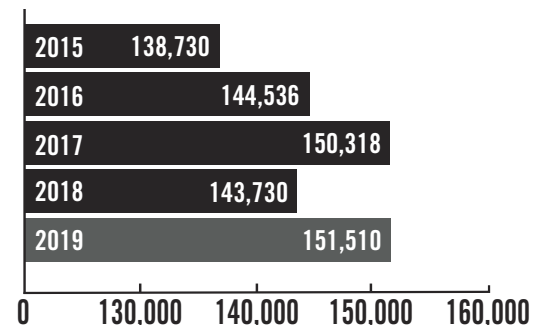
Residual Waste Shipments

Destination	Tonnes
Energy-From-Waste	127,858
Landfill	22,900
Year-End Carry Over*	753
Total Residual Waste	151,510

Note: *Change in transfer station inventory January 1, 2019 and December 31, 2019.

Material sent for energy recovery includes blue box residue and residual waste collected curbside and at waste depots. Landfill disposal remains a last resort for managing Regional waste materials, once all other diversion options have been exhausted. Bulky items like mattresses and sofas are most likely to be sent to landfills as they can block the feed chute and ash discharger in energy-from-waste facilities, making them unsuitable for energy recovery. In 2019, York Region sent 22,900 tonnes of residual waste to Walker South Landfill in Thorold, Ontario and Twin Creeks Landfill in Watford, Ontario.

Residual Waste Collected Including Blue Box Residue Tonnes





“Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it is the only thing that ever has.”

—Margaret Mead

COMMUNITY ENGAGEMENT

Promotion and Education Drive Community Participation in Waste Reduction, Reuse and Diversion

York Region actively promotes waste reduction, reuse and diversion through engaging public communication and education programs in collaboration with community partners. Local cities and towns also provide education and information through their initiatives including annual waste collection calendars distributed to their residents. York Region is committed to continued collaboration with our local cities and towns, recognizing the importance of consistent messaging to minimize public confusion, educate and motivate residents to become waste ambassadors.

A key program expansion in 2019 was the launch of the Lendery, a library of things from which residents can borrow infrequently used items instead of purchasing them. The Lendery was first launched at Markham Public Library's Milliken Mills branch in July 2019 and has since opened a second location at the Newmarket Public Library in February 2020.

In 2019, York Region's waste communication and education campaigns included



BLUE BOX SOCIAL MEDIA

30+ TOTAL POSTS ON ALL PLATFORMS

FACEBOOK:

Reach **54,338**
Engagement **4,820**
Shares **118**
Comments **135**

TWITTER:

Retweets **19**
Likes **32**



67

OUTREACH EVENTS

6,411

RESIDENTS ENGAGED



385

PARTICIPANTS

267

ITEMS FIXED



York Region is committed to continued collaboration with our local cities and towns, recognizing the importance of consistent messaging to educate and motivate residents to become waste ambassadors.



TEXTILES

188 MUNICIPAL COLLECTION BINS

2,003 TONNES OF TEXTILES COLLECTED

40

EVENTS

MOST COMMON ITEM:
FURNITURE



CURBSIDE GIVEAWAY
#YRCURBALERT

MULTI-RESIDENTIAL




PROMOTION AND EDUCATION MATERIALS DELIVERED TO

5,700

UNITS

COMPOSTING



1,246 COMPOSTERS SOLD

126 TONNES OF ORGANICS DIVERTED



2 PRESENTATIONS

24 STUDENTS ENGAGED

THE

LENDERY

A LIBRARY OF THINGS

139 ACTIVE USERS

71 LENDERY ITEMS

311 CHECK-OUTS



SUMMARY



York Region Remains a Leader in Waste Management Now and Into the Future

York Region residents are part of an extensive integrated waste management system delivered with our local cities and towns. Together with community partners, new and innovative programming is being implemented through the updated SM4RT Living Plan showcasing York Region's leadership in sustainable waste management and inspiring change through the 4Rs - Reduce, Reuse, Recycle and Recover.

York Region continues to rank first among its peers for highest diversion rate in the large urban category year after year. York Regional and local Councils have made waste reduction and diversion a priority and continue to advocate to federal and provincial governments on waste management issues.



Regional and local Councils have made waste reduction and diversion a priority and continue to advocate to provincial and federal governments on waste management issues.

127,858
TONNES
RESIDUAL WASTE
SENT TO ENERGY-FROM-
WASTE FACILITIES

+

100,315
TONNES
ORGANIC
WASTE
PROCESSED

+

54,494
TONNES
BLUE BOX &
RECYCLING
MARKETED

42,814
TONNES
LEAF &
YARD WASTE
COMPOSTED

+

2,659
TONNES
DEPOT
DIVERSION
RECYCLED

+

1,297
TONNES
HOUSEHOLD
HAZARDOUS
WASTE
PROPERLY DISPOSED

+

1,117
TONNES
ELECTRONIC
WASTE
RECYCLED

=

94% DIVERSION FROM LANDFILL

THANK YOU TO OUR PARTNERS:



On October 22, 2020 Regional Council made the following decision:

1. The Regional Clerk forward this report to the local municipalities and the applicable conservation authorities

The original staff report is attached for your information.

Please contact Brian Titherington, Director, Transportation Infrastructure Planning at 1-877-464-9675 ext. 75901 if you have any questions with respect to this matter.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Transportation Services
October 8, 2020

Report of the Commissioner of Transportation Services

Partnership Programs Municipal Streetscape and Pedestrian and Cycling Annual Update

1. Recommendation

1. The Regional Clerk forward this report to the local municipalities and the applicable conservation authorities.

2. Summary

This report updates Council on the projects approved for funding as part of the 2020 Capital Budget and provides highlights on the Municipal Streetscape Partnership Program (Municipal Streetscape Program) and Pedestrian and Cycling Partnership Program (Pedestrian Cycling Program).

Key Points:

- The Municipal Streetscape Program and Pedestrian Cycling Program benefit local municipalities and other Regional stakeholders by assisting in advancing locally-initiated projects through cost-sharing of infrastructure that supports walking, cycling, safe and vibrant communities.
- The Commissioner of Transportation Services has delegated authority to award projects funded through the Council-approved policy.
- Successful applications must meet the criteria outlined in the respective policies and highlight how the projects will help contribute to Regional objectives.
- The Towns of Aurora and Newmarket and the City of Vaughan received funding as part of the 2020 budget.
- Funding is allocated annually with \$1,000,000 to the Municipal Streetscape Program and \$500,000 to the Pedestrian Cycling Program.

3. Background

The Municipal Streetscape Program and Pedestrian Cycling Program provide cost-sharing funding to locally-initiated infrastructure projects

The Region commits \$1,000,000 annually to the Municipal Streetscape Program and \$500,000 to the Pedestrian Cycling Program. Both programs are funded through the annual Capital Budget.

The programs offer cost-sharing to locally-initiated infrastructure projects that aim to enhance the streetscape of our Regional corridors and contribute to the enhancement of the Region's pedestrian and cycling network that best meet the needs of the local community.

Since the program launch in 2006/2007, 32 projects have been provided funding through the Municipal Streetscape Program with a Regional contribution of \$9,902,151, and 42 projects through the Pedestrian Cycling Program with a Regional contribution of \$6,975,650.

In 2019, funding through the Municipal Streetscape Program and Pedestrian Cycling Program was provided to projects in the Towns of Aurora, King, Newmarket and City of Vaughan

The Municipal Streetscape Program awarded a total of \$168,601 to the Town of Newmarket for the Bathurst Street and Davis Drive project and the Town of Aurora for the Yonge Street and St. John's Sideroad gateway project.

The Pedestrian Cycling Program awarded a total of \$500,000 to Phase 1 of the Town of Newmarket Bathurst Street and Davis Drive project, the Township of King Multi-Use Path construction on King Road, and City of Vaughan Multi-Use Path construction on McNaughton Road.

The Commissioner of Transportation Services has delegated authority to approve successful applications and allocate funding

Applications for funding under the Programs are vetted through the Streetscaping and Pedestrian Cycling Review Committee, which recommends projects to be considered based on the eligibility criteria outlined in the Municipal Streetscape Program and Pedestrian Cycling Program policies.

The Commissioner has final approval to allocate funding on all partnership program projects and reports on the status of the programs annually.

4. Analysis

Applications for the Municipal Streetscape Program and Pedestrian Cycling Program must demonstrate the contribution and support of Regional objectives

In order to be considered for funding, successful applications must demonstrate how local projects align with broader Regional objectives.

Municipal Streetscape Program applications must showcase how streetscape enhancements connect major transportation infrastructure with the local community using accessible and pedestrian-friendly design, along with promoting active transportation connections.

Pedestrian Cycling Program applications must illustrate their contribution to Regional priorities by providing alternative transportation options that reduce single occupancy vehicle use, improve accessibility and mobility through infrastructure for pedestrians and cyclists, and enhance connections to major transportation infrastructure.

In 2019, two applications were approved for funding under the Municipal Streetscape Program and were included as part of the 2020 Capital Budget

In 2019, a total of two applications were submitted for Municipal Streetscape Program funding. Funding was granted to the Town of Aurora and the Town of Newmarket, as shown in Attachment 1.

The Town of Aurora was awarded \$144,332 for a gateway feature/paved plaza at the south-west corner of Yonge Street and St. John's Sideroad. This project provides a sense of entrance into the Town of Aurora, but, also serves as a destination and boardwalk linkage for pedestrians and cyclists using the multi-use path along St. John's Sideroad and the Tom Taylor Trail. The Town's proposal was to create a distinctive entrance for the Town of Aurora that would complement the boardwalk and education centre on the St. Andrew's College site.

The Town of Newmarket was awarded \$24,269 in funding for the Bathurst Street and Davis Drive gateway to enable completion of landscape works surrounding the sign feature. This gateway was based on the Yonge Street and Davis Drive Streetscape Master Plan vision. The landscaped gateway complements the Region's intersection improvement project by creating a distinct sense of entry into the Town of Newmarket, including pedestrians and cyclists using the multi-use path.

Table 1
Municipal Streetscape Program 2020 Allocation

Municipality/Regional Stakeholder	Total Project Costs	Total Regional Contribution
Town of Aurora	\$437,370	\$144,332
Town of Newmarket	48,539	24,269
Total		\$168,601

Two applications were approved for funding under the Pedestrian Cycling Program and were included as part of the 2020 budget

A total of three applications were submitted for funding for the 2019 Pedestrian Cycling Program application cycle. Funding was granted to two, the City of Vaughan and the Town of Newmarket, as shown in Attachment 1, as these best met Regional objectives.

The City of Vaughan received \$172,200 for Clark Avenue Bike Paths, a 4.5 kilometre stretch of paths on either side of Clark Avenue between Jason Street/David Lewis Drive and Yonge Street. These paths provide connections to the Bartley Smith Greenway, form part of the future Vaughan Super Trail and will connect to the future Yonge Subway Extension. This project was also provided \$1,138,237 through the Ontario Municipal Commuter Cycling Program received from the Province. This grant must be used by December 31, 2020.

The Town of Newmarket received \$327,800 for Phase 2 of the Bathurst Street and Davis Drive multi-use path. Phase 2 will build on existing active transportation connections at the intersection and connect to the north along the east side of Bathurst to the existing cycling facilities along Woodspring Avenue. The multi-use path will connect to transit stops and provide alternative transportation options to enhance pedestrian and cycling safety.

Table 2
Pedestrian Cycling Program 2020 Allocation

Municipality/Regional Stakeholder	Total Project Costs	Total Regional Contribution
City of Vaughan	\$6,000,000	\$172,200*
Town of Newmarket	655,576	327,800
Total		\$500,000

*Additional Regional contribution was provided through the Ontario Municipal Commuter Cycling Program funding.

The Programs continue to build critical infrastructure in communities to create vibrant and sustainable spaces

The Municipal Streetscape Program and Pedestrian Cycling Program allow local municipalities and Regional stakeholders, such as conservation authorities, to take advantage of cost-sharing opportunities for streetscape enhancements and new active transportation connections.

Collectively funding projects that meet local and Regional needs of the community allows seamless integration of projects into the larger Regional road network.

During the COVID-19 pandemic, increased use of the public road network through walking and cycling has elevated the importance of these investments in our Regional corridors to create active and vibrant streetscapes for all modes of transportation.

5. Financial

The Municipal Streetscape Program and Pedestrian Cycling Program are funded through 90% development charges and 10% tax levy. The programs are reviewed annually through the Region's budget process.

In years when total budget for the programs is not spent, funds are re-allocated to other growth-related roads projects within Transportation Services. Approved funding is to be spent within a three-year period, or applicants are required to reapply to ensure program funding is maximized and timely project implementation is achieved.

6. Local Impact

The Municipal Streetscape Program and Pedestrian Cycling Program allow for local and Regional objectives to be met by providing cost-sharing opportunities that contribute to streetscape and pedestrian and cycling network enhancements.

Both programs allow for infrastructure improvements in the Regional right-of-way that contribute to the local character of the community as well as Regional priorities.

Enhancing streetscape design and implementing a connected active transportation network promotes non-auto modes of transportation and reduces strain on the Regional road network during rush hours. Supporting the Region's objectives together, the Municipal Streetscape Program and Pedestrian Cycling Program contribute to the creation of attractive and sustainable communities.

7. Conclusion

In collaboration with our local municipalities and Regional stakeholders, the Municipal Streetscape Program and Pedestrian Cycling Program continue to enhance partnerships and make improvements to the Regional right-of-way through streetscaping enhancements and additional active transportation infrastructure dedicated to pedestrians and cyclists. Successful applications must meet the criteria included in the policies and showcase how the project will support Regional objectives.

The Commissioner of Transportation Services has delegated authority to award projects funded through the Council-approved policy.

A copy of this report will be forwarded to the local municipalities by the Regional Clerk.

For more information on this report, please contact Brian Titherington, Director, Transportation Infrastructure Planning at 1-877-464-9675 ext. 75901. Accessible formats or communication supports are available upon request.

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

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

September 18, 2020
Attachment (1)
10895110

2020 MSPP and PCPP Projects

MSPP Projects

Town of Aurora

Yonge Street and St.John's Sideroad Gateway Feature

Town of Newmarket

Bathurst Street and Davis Drive Gateway

PCPP Projects

Town of Newmarket

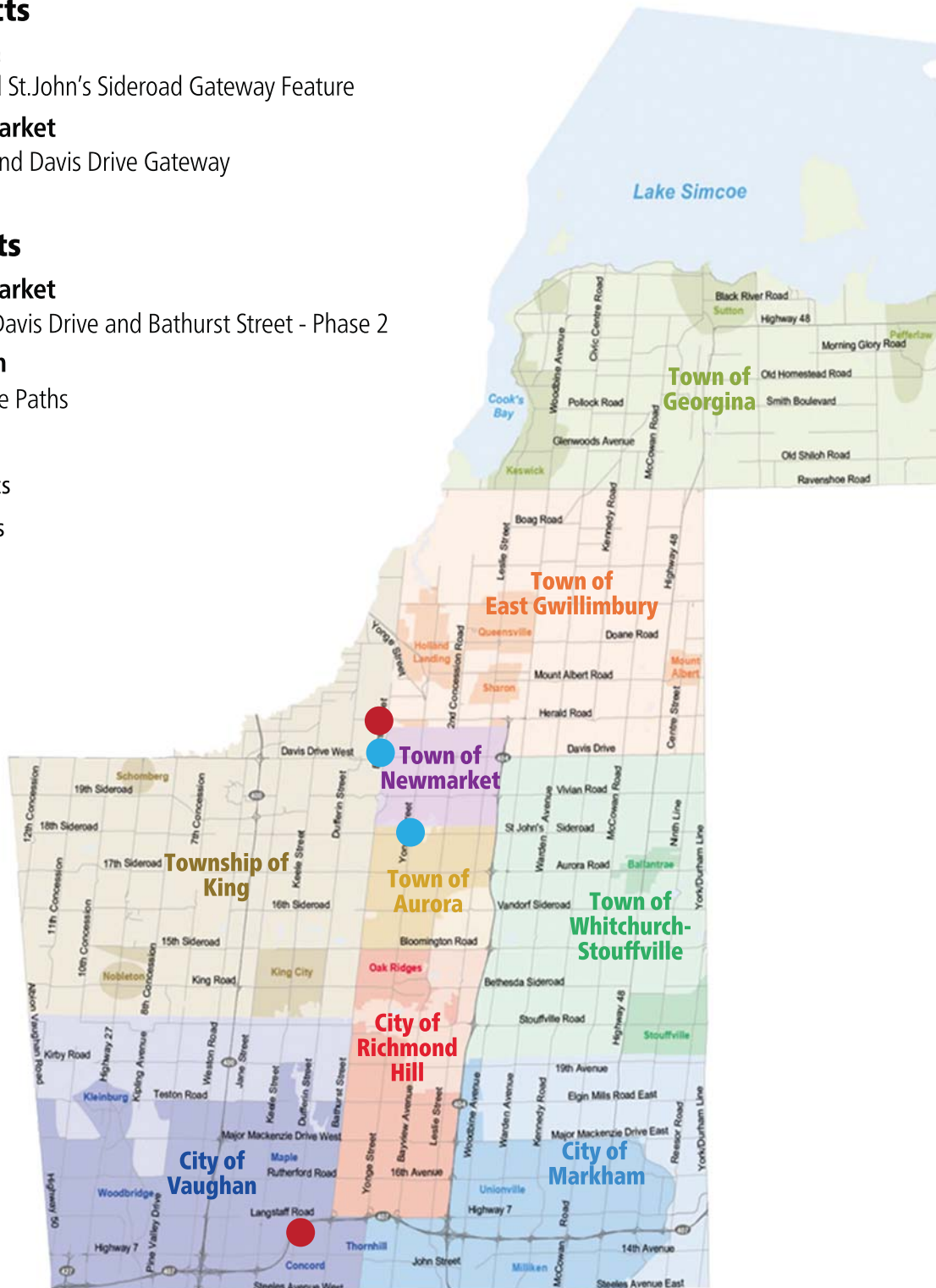
Multi-use path: Davis Drive and Bathurst Street - Phase 2

City of Vaughan

Clark Avenue Bike Paths

● MSPP Projects

● PCPP Projects



On October 22, 2020 Regional Council made the following decision:

1. Lane Designation Bylaw 2020-06, U-Turn Restrictions Bylaw 2018-06 and Turning Movement Restrictions Bylaw 2018-07 be amended to designate rapidway lanes for the exclusive use of bus rapid transit service and to designate bicycle lanes as outlined in this report.
2. The Regional Clerk circulate this report to Clerks of the local municipalities, York Region Rapid Transit Corporation 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 Petrunaro, 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
October 8, 2020

Report of the Commissioner of Transportation Services

Traffic Bylaw Amendments to Support Rapidways

1. Recommendations

1. Lane Designation Bylaw 2020-06, U-Turn Restrictions Bylaw 2018-06 and Turning Movement Restrictions Bylaw 2018-07 be amended to designate rapidway lanes for the exclusive use of bus rapid transit service and to designate bicycle lanes as outlined in this report.
2. The Regional Clerk circulate this report to Clerks of the local municipalities, York Region Rapid Transit Corporation and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaws.

2. Summary

This report seeks Council approval to amend the lane designation and turning movement bylaws to operate bus rapid transit service and designate bicycle lanes.

Key Points:

- Rapidway lanes need to be designated to allow exclusive use for bus rapid transit service in dedicated lanes to provide efficient service to travellers
- Amendments to turning movement bylaws are required to operate bus rapid transit service and address traffic operations
- Reserved bicycle lanes need to be designated for the exclusive use of bicycles to separate cyclists from motorists for safety

3. Background

Council approved construction of rapidways along Highway 7, Bathurst Street, Davis Drive and Yonge Street

Since 2015, completed rapidway sections along Highway 7, Bathurst Street, Davis Drive and Yonge Street have been approved and are in service as outlined in Attachment 1.

Yonge Street is the final budget-approved rapidway to be completed and in operation by the end of 2020

York Region Rapid Transit Corporation construction schedules indicate the section of bus rapid transit project on Yonge Street from Highway 7 to 19th Avenue/Gamble Road in the City of Richmond Hill is anticipated to be completed and in operation by the end of this year. Bylaw amendments are required to allow exclusive use for bus rapid transit service and designate bicycle lanes.

Council has authority to pass bylaws to designate lanes for the exclusive use of rapid transit, cycling and for traffic operations

The *Municipal Act, 2001* (Ontario) provides Council with the authority to designate lanes for the exclusive use of bus rapid transit service and for the exclusive use of bicycles to address traffic operations on Regional roads. Under this authority, Council has passed Lane Designation Bylaw 2020-06, U-Turn Restrictions Bylaw 2018-06 and Turning Movement Restrictions Bylaw 2018-07. Amending these bylaws will promote safe and efficient operation of the rapidways and are enforceable in accordance with the *Highway Traffic Act*.

4. Analysis

The Yonge Street rapidway needs to be designated to allow exclusive use for bus rapid transit service in dedicated lanes

Bus rapid transit service operates in exclusive dedicated lanes to provide efficient transit service to travellers. The intent of the designated lanes is to improve the person-moving capacity on Regional corridors by providing more reliable and frequent service. Amending the Lane Designation Bylaw will restrict the use of the rapidways to certain vehicle class types ensuring the rapidway is exclusively designated for bus rapid transit vehicles. Provisions for use by emergency service vehicles responding to calls as well as maintenance vehicles are included in the bylaw. The Yonge Street rapidway is the last remaining rapidway in the current provincial and Regional funding envelopes to be designated to allow exclusive use for bus rapid transit service in dedicated lanes. Council previously amended the Lane Designation Bylaw for all constructed operational rapidways.

Regional road sections scheduled for implementation of rapidway lane designation are outlined in Table 1. Yonge Street south of Elgin Mills Road is under the jurisdiction of the City of Richmond Hill. This section requires designation by the City.

Table 1
Regional Roads to be Designated for Rapidways

Portion of Highway	Limit	Vehicle Class	Times and Days
Yonge Street (Y.R. 1) Full rapidway located in the centre lane City of Richmond Hill	From 60 metres north of the north limit of Garden Avenue to the south limit of Major Mackenzie Drive East (Y.R. 25) (northbound direction), and from 50 metres south of the south limit of Major Mackenzie Drive West (Y.R. 25) to north limit of Garden Avenue (southbound direction)	Rapid Transit buses Emergency Service Vehicles Maintenance Vehicles	24 hours, 7 days a week, effective October 22, 2020
Yonge Street (Y.R. 1) Full rapidway located in the centre lane City of Richmond Hill	From the north limit of Elgin Mills Road East (Y.R. 49) to 222 metres north of the north limit of Gamble Road/19 th Avenue (Y.R. 29) (northbound direction), and 227 metres north of the north limit of Gamble Road/19 th Avenue (Y.R. 29) to the north limit of Elgin Mills Road West (Y.R. 49) (southbound direction)	Rapid Transit buses Emergency Service Vehicles Maintenance Vehicles	24 hours, 7 days a week, effective October 22, 2020

Turning movement amendments are required on the rapidways to address traffic operations

Due to property constraints, amendments to the turning movement bylaws are required to restrict motorists from making both northbound left turns and U-turns on Yonge Street at High Tech Road and southbound left turns and U-turns on Yonge Street at Hopkins Street. These turn restrictions will address traffic operations where left turn lanes are absent. The required restrictions are shown in Attachment 2.

As part of the initial design for Highway 7 (H2West) and Bruce Street, an eastbound exclusive left turn lane could not be constructed due to property constraints, resulting in the need for an eastbound left turn restriction. On November 7, 2019, Council approved an eastbound left turn restriction to prohibit motorists from turning left from the through lane, avoiding conflicts with transit in the rapidway. As the design evolved, the rapidway has been pushed east of the intersection which has created sufficient space for the construction of an eastbound left turn lane. The eastbound left turn restriction is no longer required.

Table 2 introduces four new turning restrictions and rescinds one, requiring amendments to turning movement bylaws.

Table 2
Required Turning Movement Amendments

Intersection	Restriction	Times or Days	Rationale
Yonge Street (Y.R. 1) at High Tech Road City of Richmond Hill	No left turn in northbound direction No U-turn in northbound direction	24 hours, 7 days a week	property constraints
Yonge Street (Y.R. 1) at Hopkins Street City of Richmond Hill	No left turn in southbound direction No left turn in southbound direction	24 hours, 7 days a week	property constraints
Highway 7 (Y.R. 7) at Bruce Street City of Vaughan	Rescind left turn restriction in eastbound direction	24 hours, 7 days a week	restriction no longer necessary

The rapidways support active transportation with designated bike lanes for the exclusive use of cyclists

The construction of on-street bike lanes supports a Region-wide active transportation network integrated with local municipal pedestrian and cycling infrastructure and transit (Figure 1). These lanes are reserved exclusively for the use of bicycles. The rapidways include bicycle lanes delineated from motor vehicle lanes by either pavement markings or physical separation. Amending the Lane Designation Bylaw will restrict the use of these bicycle lanes to the exclusive use of bicycles and improve safety and comfort for cyclists.

Figure 1
Cycling Lanes on Highway 7 at West Beaver Creek/Commerce Valley Drive



The sections of Regional roads to be designated as bicycle lanes are shown in Table 3.

Table 3
Designated Bicycle Lanes

Project	Portion of Highway	Limit	Vehicle Class	Times and Days
Y2.1	Yonge Street (Y.R. 1) Curbside lane City of Richmond Hill	From 141 metres south of Garden Avenue to Mackenzie Drive East (Y.R. 25) (northbound direction), and from Mackenzie Drive West (Y.R. 25) to 123 metres south of Garden Avenue (southbound direction)	Bicycles	24 hours, 7 days a week, effective October 22, 2020
Y2.2	Yonge Street (Y.R. 1) Adjacent to curbside lane City of Richmond Hill	From Elgin Mills Road East (Y.R. 49) to 170 metres north of Gamble Road/19 th Avenue (northbound direction), and from 70 metres north of Gamble Road/19 th Avenue to Elgin Mills Road West (Y.R. 49) (southbound direction)	Bicycles	24 hours, 7 days a week, effective October 22, 2020

Project	Portion of Highway	Limit	Vehicle Class	Times and Days
Y3.2	Yonge Street (Y.R. 1) Adjacent to curbside lane Town of Newmarket	From the north limit of Sawmill Valley Drive to Davis Drive (Y.R. 31) (northbound direction), and from 55 metres north of Davis Drive (Y.R. 31) to Savage Road North (southbound direction)	Bicycles	24 hours, 7 days a week, effective October 22, 2020
H3	Highway 7 (Y.R. 7) Curbside lane City of Markham and City of Richmond Hill	From west limit of Town Centre Boulevard/South Town Centre Boulevard to east limit of Chalmers Road/South Park Road (both eastbound and westbound directions)	Bicycles	24 hours, 7 days a week, effective October 22, 2020
H2VMC	Highway 7 (Y.R. 7) Curbside lane City of Vaughan	From Bowes Road/Baldwin Avenue to Edgeley Street/Interchange Way (westbound direction), and from Edgeley Street/Interchange Way to 45 metres east of Bowes Road/Baldwin Avenue (eastbound direction)	Bicycles	24 hours, 7 days a week, effective October 22, 2020
H2EW	Highway 7 (Y.R. 7) Curbside lane City of Vaughan	From Edgeley Street/Interchange Way to Commerce Street (both eastbound and westbound directions)	Bicycles	24 hours, 7 days a week, effective October 22, 2020
H2EW	Highway 7 (Y.R. 7) Adjacent to curbside lane City of Vaughan	From Commerce Street to Applewood Crescent (both eastbound and westbound directions)	Bicycles	24 hours, 7 days a week, effective October 22, 2020
H2EW	Highway 7 (Y.R. 7) Adjacent to curbside lane City of Vaughan	From Famous Avenue to Bruce Street (westbound direction), and from 75 metres east of Bruce Street to Famous Avenue (eastbound direction)	Bicycles	24 hours, 7 days a week, effective October 22, 2020

Project	Portion of Highway	Limit	Vehicle Class	Times and Days
H2EW	Centre Street (Y.R 71) Adjacent to curbside lane City of Vaughan	From Bathurst Street (Y.R. 38) to Dufferin Street (Y.R. 53) (both eastbound and westbound directions)	Bicycles	24 hours, 7 days a week, effective October 22, 2020
H2EW	Bathurst Street (Y.R. 38) Adjacent to curbside lane City of Vaughan	From Centre Street (Y.R. 71) to Flamingo Road/Worth Boulevard (both northbound and southbound directions)	Bicycles	24 hours, 7 days a week, effective October 22, 2020
H2EW	Bathurst Street (Y.R. 38) Curbside lane City of Richmond Hill	From Bathurst Street Connector Road to 135 metres north of Bathurst Street Connector Road (northbound direction), and 96 metres north of Bathurst Street Connector Road to Bathurst Street Connector Road (southbound direction)	Bicycles	24 hours, 7 days a week, effective October 22, 2020

5. Financial

There are no cost implications to amend the lane designation and turning movement bylaws. Costs to install the signage for implementation of the dedicated lanes and turn restrictions referenced are included in the approved York Region Rapid Transit Corporation project budget funded by Metrolinx.

6. Local Impact

Local municipal staff has been informed of the recommendations contained in this report. Travellers will be provided with multi-modal travel options and improved bus rapid transit service offering more sustainable transportation options, including a more connected and efficient transportation network.

7. Conclusion

As construction of the funded bus rapid transit project on Yonge Street in the City of Richmond Hill nears completion, it is necessary to implement lane designations to operate transit along the rapidway corridor. Amendments to turning movement bylaws are required to operate bus rapid transit service and address traffic operations. Reserved bicycle lanes need to be designated for the exclusive use of bicycles to separate cyclists from motorists for safety.

The Regional Solicitor is required to amend the schedules to the bylaws governing lane designations and turning movement restrictions. The Regional Clerk to notify the local municipalities, York Region Rapid Transit Corporation and York Regional Police of the amendments.

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

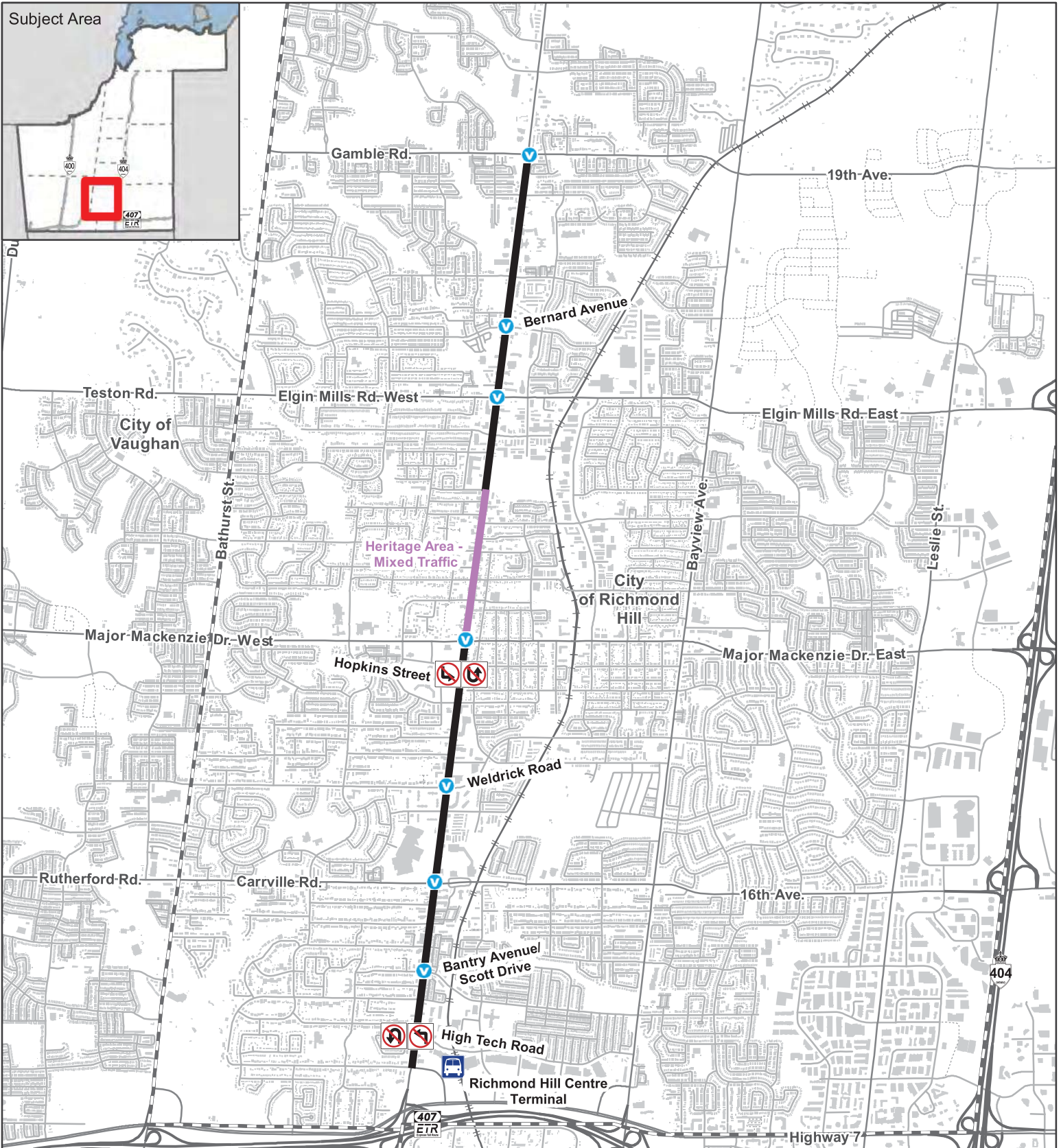
Recommended by: **Paul Jankowski**
Commissioner of Transportation Services

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

September 18, 2020
Attachments (2)
11040222

Table 1
Completed Rapidways

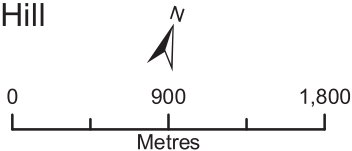
Rapidway	Portion of Highway	Status
H3 Rapidway City of Markham, City of Richmond Hill Clause 5, Report 13 - September 24, 2015	Highway 7 from Bayview Avenue to Warden Avenue	Opened January 2015
D1 Rapidway Town of Newmarket Clause 5, Report 13 - September 24, 2015	Davis Drive from Yonge Street to Roxborough Road/Patterson Street	Opened November 2015
H2VMC Rapidway City of Vaughan Clause 6, Report 6 - April 20, 2017	Highway 7 West from Edgeley Boulevard to Bowes Road/Baldwin Avenue	Opened December 2017
H2WE Rapidway City of Vaughan November 7, 2019	Highway 7 from Vaughan Metropolitan Centre to Bruce Street	Opened November 2019
H2WE Rapidway City of Richmond Hill, City of Vaughan November 7, 2019	Bathurst Street from Highway 7 to Centre Street, Centre Street from Bathurst Street to Highway 7	Opened January 2020
Y3.2 Rapidway Town of Newmarket November 7, 2019	Yonge Street from Savage Road/Sawmill Valley Drive to Davis Drive	Opened January 2020



Yonge Street Rapidway (Y2.1 & Y2.2)

Traffic Bylaw Amendments to Support Rapidways In the City of Richmond Hill

Produced by:
The Regional Municipality of York
Roads & Traffic Operations, Transportation Services
October 8, 2020
Data: Queen's Printer for Ontario 2003-2020
Imagery:
See York.ca for disclaimer information.



Legend

- Rapid Transit Lane Designation
- Vivastation
- Mixed Traffic Transit Service
- NO U-TURN
- NO LEFT-TURN

On October 22, 2020 Regional Council made the following decision:

1. **Council support continued monitoring of travel patterns as the Region continues in Stage 3 of re-opening and incorporate observations and findings into the 2021 budget.**
2. The Regional Clerk circulate this report to the Clerks of the local municipalities.

The original staff report is attached for your information.

Please contact Brian Titherington, Director Transportation Infrastructure and Planning at 1-877-464-9675 ext. 75901 if you have any questions with respect to this matter.

Regards,

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

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

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The Regional Municipality of York

Committee of the Whole
Transportation Services
October 8, 2020

Report of the Commissioner of Transportation Services

Update on Travel Patterns in York Region during COVID-19 Pandemic

1. Recommendations

1. Council support continued monitoring of travel patterns as the Region continues in Stage 3 of re-opening and incorporate observations and findings into the 2021 budget
2. The Regional Clerk circulate this report to the Clerks of the local municipalities.

2. Summary

This report summarizes observed travel patterns during summer 2020 as the Region followed provincial guidelines while maintaining public health measures to mitigate the spread of the COVID-19 virus. It further identifies direction to adapt levels of service for road and transit operations to meet observed demand and changing travel patterns as part of the 2021 budget.

Key Points:

- Daily traffic volumes on Regional roads have been gradually increasing since re-opening of businesses and services in early May, although travel during peak hours is still below pre-pandemic conditions.
- As a result of lower traffic volumes during peak hours, contractors have been permitted to close traffic lanes on Regional roads outside of typical off-peak hours. As traffic volumes increase, staff is monitoring the impacts of longer lane closures on the movement of travellers in areas of construction.
- The number of travellers using York Region Transit (YRT) services significantly decreased as a result of the COVID-19 pandemic. With the gradual re-opening of businesses, YRT Viva and Base routes are recovering more quickly than local routes. Base routes refer to services that are not Viva but run frequently on Regional roads, such as Major Mackenzie Drive and Keele Street. Local routes refer to services that operate less frequently providing connections within communities. Staff continues to monitor ridership trends and examine alternative service options including micro-transit.

- Staff continues to monitor and assess travel patterns through expanded data collection. Partnerships with the Ministry of Transportation Ontario and other Greater Toronto Area (GTA) municipalities will assist in the collection and assessment of region-wide travel data to better understand the long-term impacts of COVID-19 on travel patterns.

3. Background

During the initial months of the COVID-19 pandemic travel reduced significantly in York Region

In [June 2020](#), staff summarized the initial impacts on travel in the Region as a result of public health and physical distancing measures at the beginning of the COVID-19 pandemic.

4. Analysis

Travel across all transportation modes is gradually increasing with the Regional transition into Stage 3 of re-opening

York Region is now in Stage 3 of re-opening. Recent travel patterns reflect increased travel due to the gradual re-opening of nearly all businesses and public spaces compared to observations in June. A summary of road and transit travel changes compared to pre-COVID conditions is shown in Table 1.

Table 1
Travel Patterns Before and During Re-opening

Modes	Before COVID-19	Summer 2020	Change (%)
Roads:			
Commuters/day	600,000	510,000	-15
Traffic speed	44 km/h	48 km/h	10
Collisions/month	1,106	744	-33
Heavy trucks/day	29,000	29,000	0
YRT boardings/week:			
Viva	170,000	75,000	-56
Base	300,000	142,000	-53

Modes	Before COVID-19	Summer 2020	Change (%)
Local	66,200	16,500	-75
Mobility On-Request Paratransit	8,000	1,800	-78
Mobility On-Request Conventional	800	700	-13
Go Rail ridership/day	46,300	7,800	-83

Notes:

- YRT ridership compares weekly total boarding pre COVID-19 (August 2019) to weekly boarding during COVID-19 (August 2020) and are rounded. Percent change reflects actual (unrounded) ridership numbers.
- GO Rail ridership represents two-way travel (i.e. on and off) at GO rail stations in York Region

Road operations are planned to be maintained at pre-pandemic service levels as daily traffic volumes increase to pre-pandemic conditions

Since early May, typical weekday traffic volumes have increased in step with the gradual phases of reopening businesses in Ontario. Attachment 1 includes daily travel volume trends during the COVID-19 pandemic, a comparison of traffic volumes profiles by time of day before and during the pandemic and data on changes in travel delay and traffic speed.

In early September 2020, daily traffic volumes reached approximately 88% of September 2019 volumes; however, the pattern over the day has changed. Traffic volumes during peak hours are approximately 15 to 30% below pre-pandemic conditions, with the largest decreases being observed during the morning peak hour. Traffic volumes during midday hours are back to pre-pandemic levels.

Based on these observations, road operations service levels, which include winter maintenance, pothole repair and grass cutting, are planned to be maintained at comparable levels for 2021.

As traffic volumes increase, staff is monitoring the working hours for construction projects

With fewer vehicles travelling on Regional roads during the pandemic, temporary lane closure hours to allow for construction were extended beginning in March. The extended lane closure hours have provided more time to allow construction activities to advance and to support modified on-site practices to protect construction staff. Extended working hours have been used on approximately 40 to 50 projects across the Region.

As traffic volumes have been increasing, staff is assessing the need to impose limits on lane closures during peak hours on a project by project basis. This includes reviewing hourly

traffic volumes, impacts to traffic on parallel routes and whether there are essential service connections to hospitals, EMS stations and major transit corridors.

Transit ridership is down overall but Viva, base routes and Conventional Mobility On-Request services are recovering more quickly

With significant reduced passenger demands during COVID-19, transit service reductions on low-performing routes continue to be in effect to accommodate passenger demand. Service on Viva and base routes are largely maintained as they have the highest ridership and provide necessary connections to essential service providers and businesses. Several Viva and base routes have returned to pre-COVID-19 weekday frequency due to ongoing ridership increases. Base routes refers to services that are not Viva but run frequently on Regional roads such as Major Mackenzie Drive and Keele Street.

Mobility On-Request Conventional services are experiencing ridership close to pre-pandemic levels as customers continue using the service to make connections with Viva and base routes. Mobility On-Request Paratransit ridership is experiencing slower ridership increase as a result of day program cancellations and residents asked to stay home during the pandemic.

Weekly ridership trends on all YRT services are shown in Attachment 1.

Given the significantly reduced passenger demands on certain transit routes as a result of COVID-19, transit service levels are planned to continue to be aligned with reduced ridership demand for 2021.

YRT will continue working towards regaining ridership lost during the COVID-19 pandemic

Under the Safe Restart Agreement, the province, in partnership with the federal government, is providing up to \$2 billion in funding dedicated to public transit across Ontario. While not yet specified, part of the funding may be subject to meeting objectives that could include YRT's continued collaboration with peer GTHA transit agencies in working towards fare and service integration. YRT will continue to implement several strategies tailored to regaining ridership, including:

- **Monitor Route Performance** – Staff regularly monitor ridership at a route level and adjust service levels to accommodate demand. As the economy continues to reopen and ridership continues to increase, staff will continue to focus on routes that make connections to rapid transit, employment centres and key destinations.
- **Explore Micro-Transit Solutions** – In areas where conventional transit service is unavailable or ridership does not warrant a fixed route service, micro-transit services will be considered. The Region already has some micro-transit solutions in place through the Mobility On-Request service.

- Advocate for Fare and Service Integration – YRT continues to work closely with Metrolinx and GTHA peer agencies to implement PRESTO technology as a Regional fare payment solution and adopt strategies to reduce barriers to travel between York Region and area municipalities such as double fares and forced transfers.
- Higher Order Transit – Staff continues to support provincial initiatives to implement higher order transit services such as Yonge Subway North Extension, GO Expansion and the future-planned Highway 407 Transitway. These longer-term transit projects are expected to continue to be critical to meet the future travel demand of residents despite the near and potential long-term impacts of the pandemic.

The Region plans to collaborate with the Ministry of Transportation and other GTA municipalities to monitor and assess region-wide travel patterns

While travel patterns have changed in the Region as a result of COVID-19, it is unknown which changes are temporary, and which are likely to continue long-term as restrictions associated with the pandemic continue to ease. To better understand the long-term impacts on travel patterns, the University of Toronto is managing a survey on behalf of funding partners, including the Regions of York, Peel and Halton, City of Toronto, the Toronto Transit Commission, the Ministry of Transportation of Ontario and Metrolinx/GO Transit. The survey will collect information on how, why and where people travel and will provide insight to understand the impacts of COVID-19 on the travel demand and travel behaviour of residents and commuters within the GTA. The survey will collect travel related data in fall 2020 and spring 2021. Time series data will help to analyse mid to long-term trends including work from home, online shopping, mode shift, etc.

Long-term trends will be incorporated into the planning of the future transportation network as the Transportation Master Plan Update is currently underway.

5. Financial

COVID-19 has significant impacts on travel patterns in the Region. These impacts were observed and analyzed using various data collection programs the Region has in place to support traffic operations and transportation planning. The most significant transportation financial impact has been for transit operations.

In the midst of the COVID-19 pandemic, YRT revenue ridership has been gradually increasing as businesses and services re-open. Revenue ridership for the first two weeks of September is approximately 40% compared to September 2019. A slow and steady increase in ridership is anticipated for the rest of September with more students returning to school.

Staff continues to monitor and assess travel patterns, including traffic volumes, transit ridership, land use changes, work from home changes and status of stage opening (e.g. a second outbreak). Implications of these travel pattern trends for road and transit operations and capital construction will be included as part of the 2021 Budget.

6. Local Impact

Local municipal staff will be informed of the findings from the COVID-19 travel impacts data collection and surveys through standing transportation meetings and committees. Long-term trends will be incorporated into the Transportation Master Plan. Staff will engage local Councils and municipal staff throughout the Transportation Master Plan update process.

7. Conclusion

The COVID-19 pandemic has impacted travel patterns in York Region. Staff continues to monitor and assess travel patterns using a number of in-place data programs and adjust road and transit operations to meet traveller needs. Since the re-opening of businesses and services, daily traffic volumes have been gradually increasing, but the spread of traffic over the day has changed. As traffic volumes continue to increase, it is important to maintain levels of service for road operations and review whether extended working hours for construction projects should be continued.

YRT transit ridership has been gradually increasing on some routes as businesses and services re-open. YRT Viva, Base routes and Mobility On-Request Conventional services are realizing the greatest ridership uptake. YRT is implementing strategies to increase transit ridership and will continue to explore further options to grow ridership with the support of COVID-19 emergency funding provided by the Province.

Detailed travel behaviour data is needed to understand the long-term transportation impacts of COVID-19. York Region is collaborating with other GTA municipalities and agencies to conduct a series of surveys. Data from the surveys will help to understand travel patterns and behaviours to plan for mid to long-term transportation trends, including work from home, online shopping, mode shift and online versus in-class schooling. Identified long-term trends will be incorporated into planning of the future transportation network during the Transportation Master Plan Update, currently underway.

For more information on this report, please contact Brian Titherington, Director Transportation Infrastructure and Planning at 1-877-464-9675 ext. 75901. Accessible formats or communication supports are available upon request.

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

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

September 18, 2020
Attachment (1)
11266628

Update on Travel Patterns in York Region during COVID-19 Pandemic

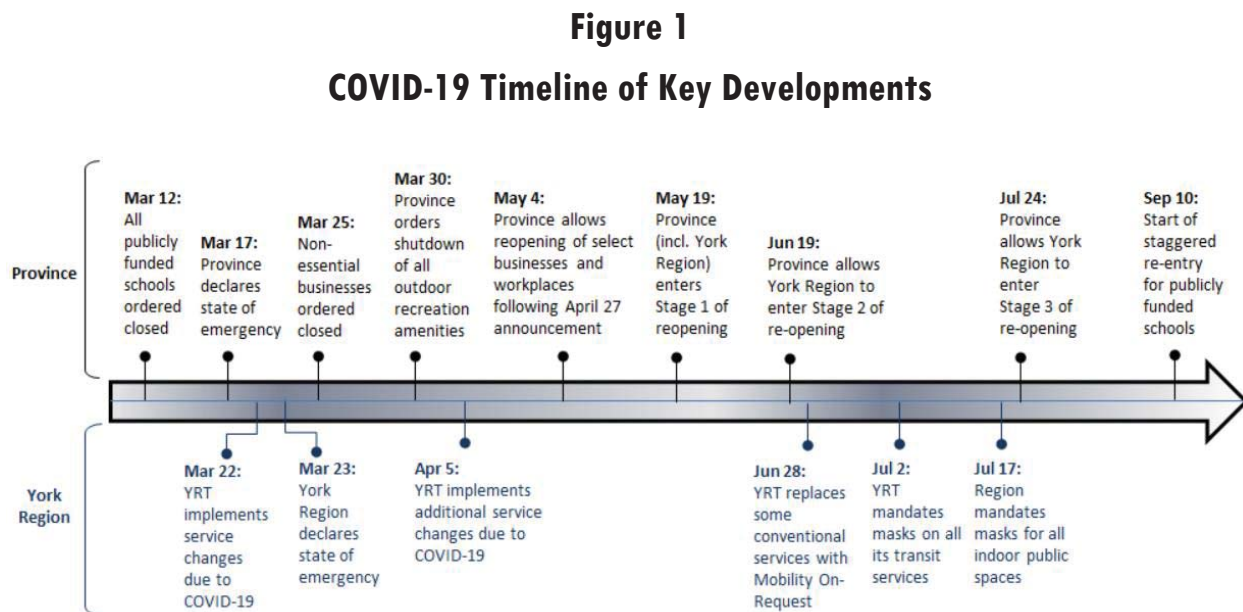
This provides an update on travel patterns observed in the Region during the COVID-19 pandemic further to the update to Council on [June 11, 2020](#).

1.0 Background

As physical distancing and health measures (the lockdown) were put into place at the beginning of the COVID-19 pandemic during late March and early April, daily traffic volumes on the Regional road network initially decreased by 50%. Similarly, transit ridership on York Region Transit services and GO Rail service reduced by 80% and 90% respectively. Truck traffic generally remained consistent during the lockdown.

2.0 COVID-19 Timeline of Key Developments

The timeline of measures implemented at the Provincial and Regional levels is summarized in Figure 1.



Effective July 2, 2020, transit travellers, including YRT/Viva riders, were required to wear a non-medical face mask or covering since transit agencies cannot guarantee physical distancing while using transit vehicles or facilities. On July 17, 2020, Council endorsed a recommendation from the York Region Medical Officer of Health instructing operators of indoor retail establishments and organizations to require their customers, employees and visitors wear a face mask or covering, subject to appropriate exemptions.

On July 24, 2020, York Region entered Stage 3 under the Province's re-opening framework. In Stage 3, nearly all businesses and public spaces were allowed to gradually re-open with public

health and workplace safety restrictions in place. Some higher-risk venues and activities remain closed until operations can be safely resumed.

3.0 Travel Patterns by Road

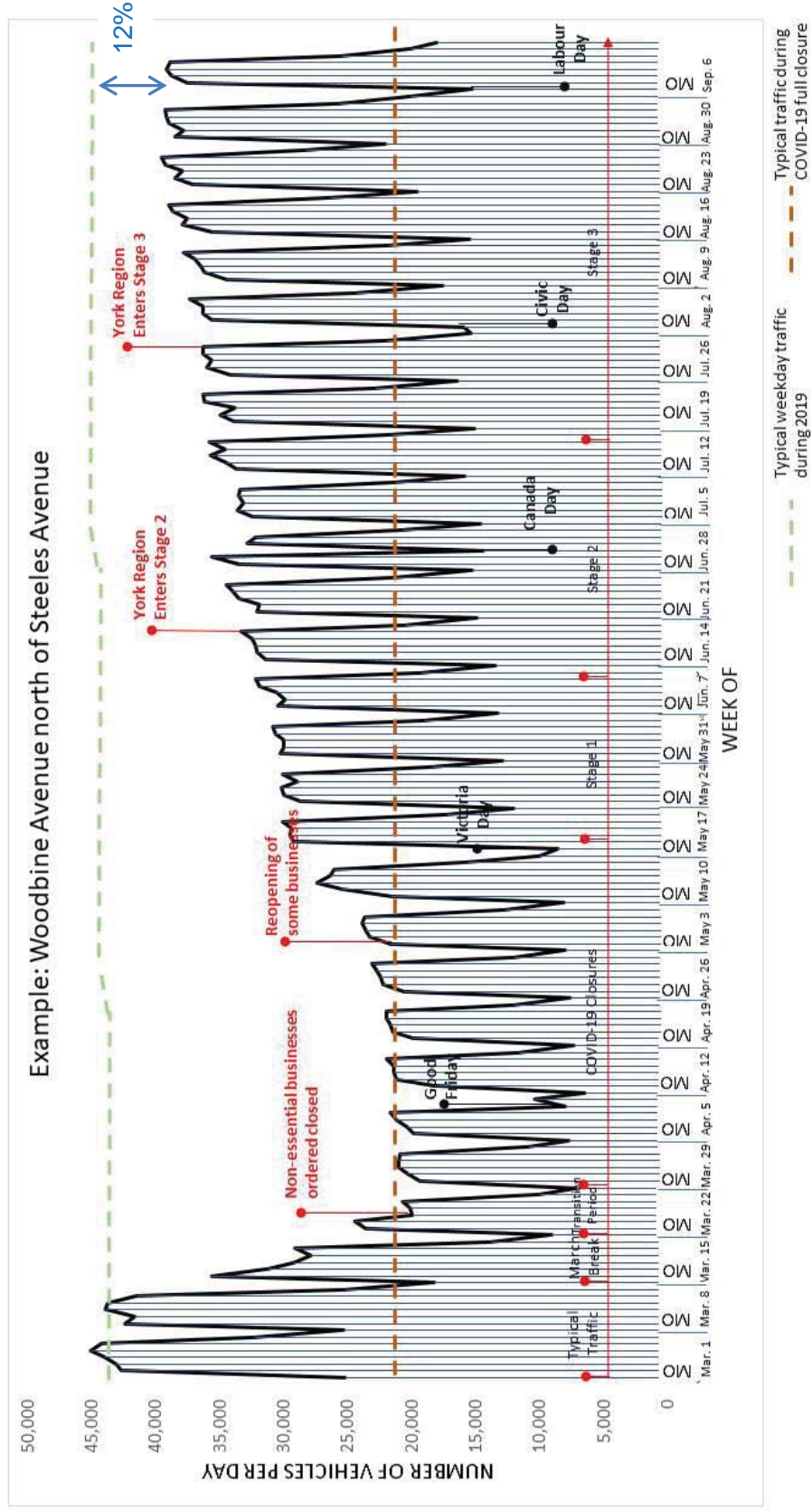
3.1 Daily Traffic Volumes

There are six permanent counting stations located across the Region monitoring daily traffic volumes. Figure 2 shows daily traffic volumes collected from early March to early September on Woodbine Avenue, north of Steeles Avenue, in the City of Markham. The other five counting stations have shown consistent traffic volume patterns.

Since early May, typical weekday traffic volumes have increased, in step with the gradual phases of reopening businesses in Ontario. In early September 2020, traffic volumes reached 88% of September 2019 volumes.

Based on research conducted by University of Toronto, approximately 70% of transit users in the GTA switched to private vehicles during the COVID-19 pandemic. While daily traffic volumes have been returning to normal, the additional traffic due to mode shift from transit may create extra pressure on the Regional road network. This trend is undesirable and needs to be monitored.

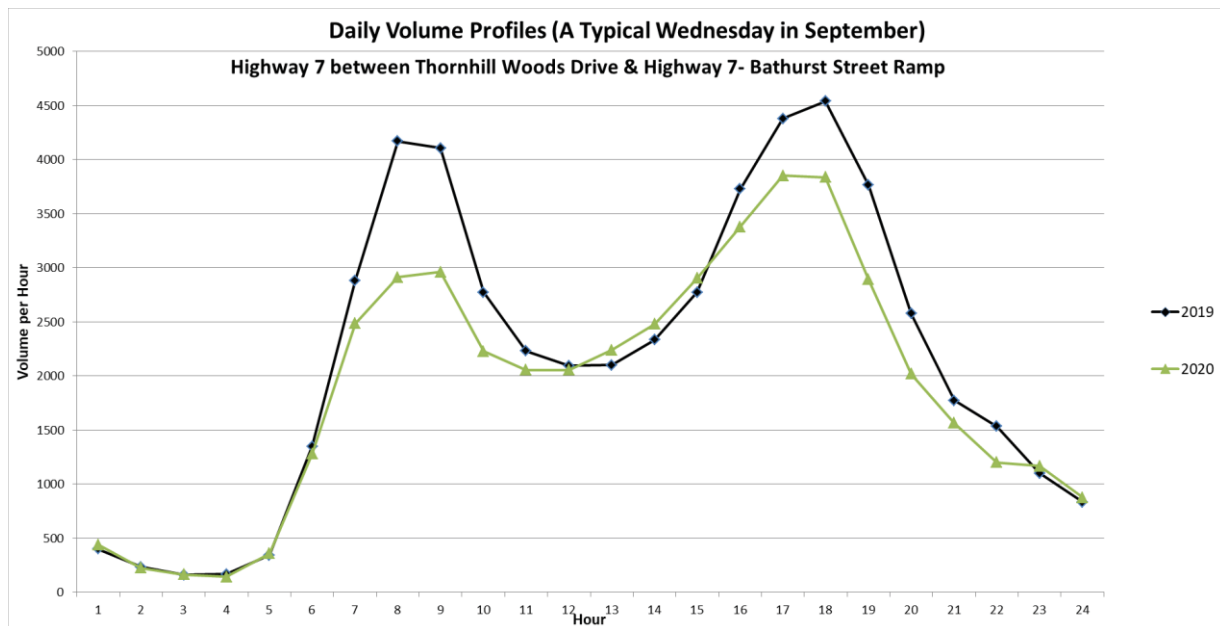
Figure 2
Daily Travel Volume Trend during COVID-19 Pandemic



3.2 Traffic Volumes by Time of Day

Figure 3 shows a comparison of traffic volume profiles by time of day between a typical weekday in September 2019 and September 2020 on Highway 7 from Thornhill Woods Drive to the Bathurst Street on-ramp. In September 2020, while traffic volumes during midday appear to be gradually increasing or even exceeding, travel during rush hours are still well below September 2019 levels. In particular, the morning rush hour volumes in September 2020 are almost 30% lower than in September 2019. This may be the result of large numbers of people working from home during the pandemic.

Figure 3
Volume Profile before vs. during COVID-19 Pandemic



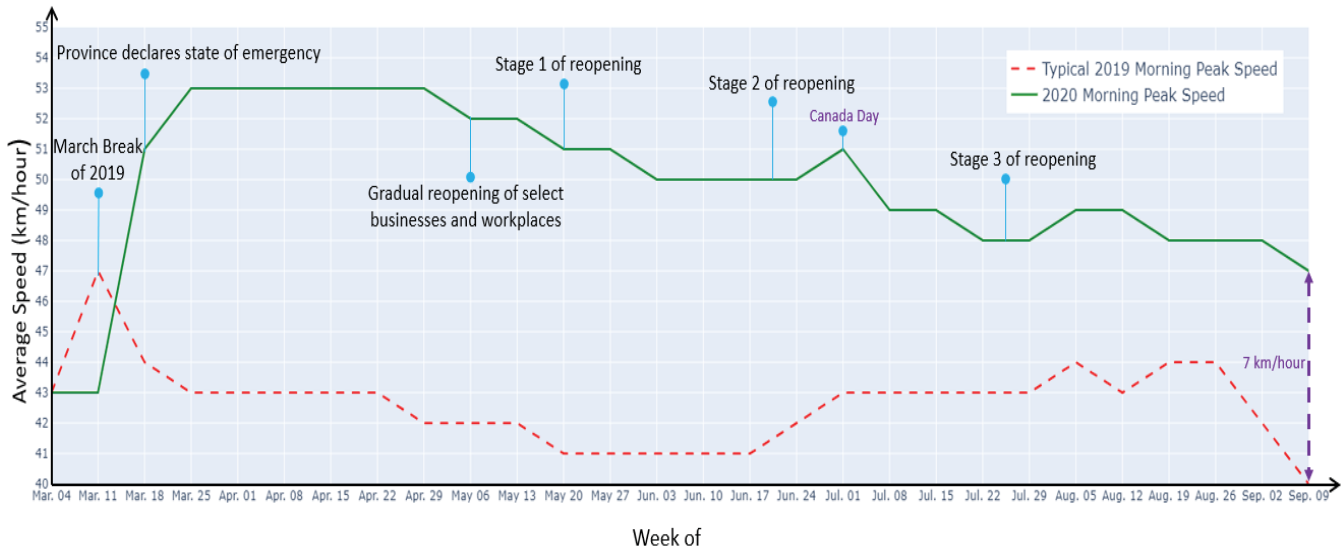
3.3 Average Vehicle Speed

With the Province gradually re-opening, traffic on Regional roads has increased and motorists have begun to experience delays. Based on data from Bluetooth sensors, travel delays during the week of September 9, 2020 have increased travel times by 20% during peak hours. However, delays are still less than the same time in 2019 when motorists would typically experience a 30% increase in travel times during peak hours due to travel delays.

As traffic volumes have changed during the pandemic, motorists have adjusted their vehicle speed. The Bluetooth sensor traffic speed figure (Figure 4) presents the average vehicle speed during the morning peak in the southern municipalities (Markham, Richmond Hill and Vaughan) from early March to early September 2020. The average vehicle speed prior to the pandemic was 43 km/h. Since the re-opening of businesses in early May, travel speed has been gradually decreasing with increased traffic volumes. In early September, the average vehicle speed

reached 47 km/h. The current speed is approximately 7 km/hr or 17% higher than the same time in 2019.

Figure 4
Morning Peak Speed Profile (Before vs. During COVID-19 Pandemic)

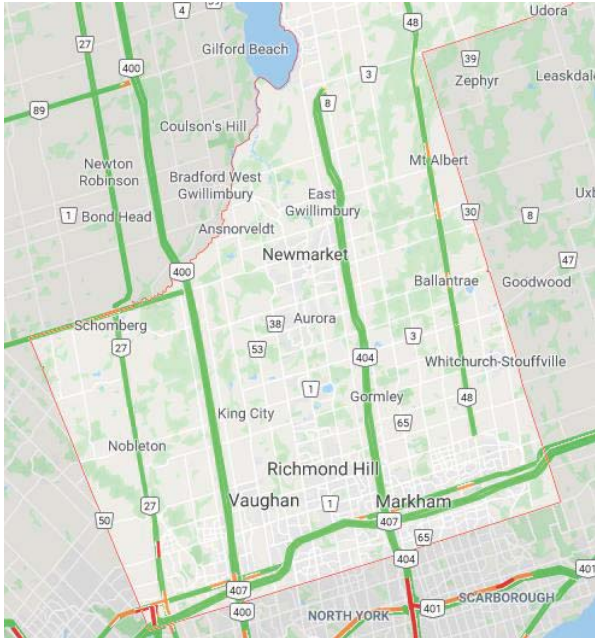


Note: Weekdays refer to Tuesday, Wednesday and Thursday of the week.

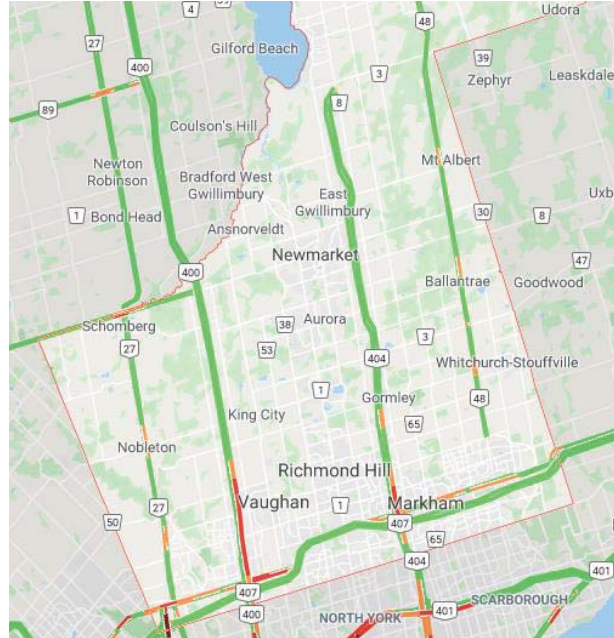
Comparison of vehicle speeds in August 2020 for travel on the highway network across the Region (Figure 5) shows the afternoon rush hour is getting busier than the morning rush hour. This may be attributed to morning rush hour traffic volumes being 30% lower than the pre-pandemic.

Figure 5
Highway Traffic Speed during Stage 3 of Reopening

Morning Peak Hour Traffic (August 25, 2020)



Afternoon Peak Hour Traffic (August 25, 2020)



3.4 Truck Traffic

An assessment of 15 Automatic Traffic Recorder locations across the Region in August 2020 indicates that as daily traffic volumes on Regional roads were returning to normal, daily heavy truck percentage returned to the normal level of 3%.

In addition, truck percentages at individual locations are consistent with observed 2019 daily percentages. This distribution indicates normal truck travel routings have resumed with the re-opening of business across the Region.

3.5 Traffic Collisions

York Regional Police provided traffic collision data between March and June for 2019 and 2020, as summarized in Table 1.

Table 1
Collisions Before and During the COVID-19 Pandemic

Total Collisions	2019	2020	Decrease
March	983	615	37%
April	929	345	63%
May	1,023	551	46%
June	1,106	744	33%

Generally, traffic collisions remain low in York Region during the COVID-19 pandemic compared to the same time last year. However, it has been observed traffic collisions have been increasing as a result of increased traffic volumes on Regional roads. In June 2020, there were 744 reported traffic collisions. This is approximately 33% lower than the same time last year.

While the overall number of collisions remains lower than pre-pandemic conditions, the incidence of dangerous stunt driving has been rising in the Region since the pandemic began. From March 1 to May 11, 2020, York Regional Police laid 306 charges for stunt driving for vehicles travelling in excess of 50 kilometres per hour over the speed limit, compared to 149 during the same period in 2019.

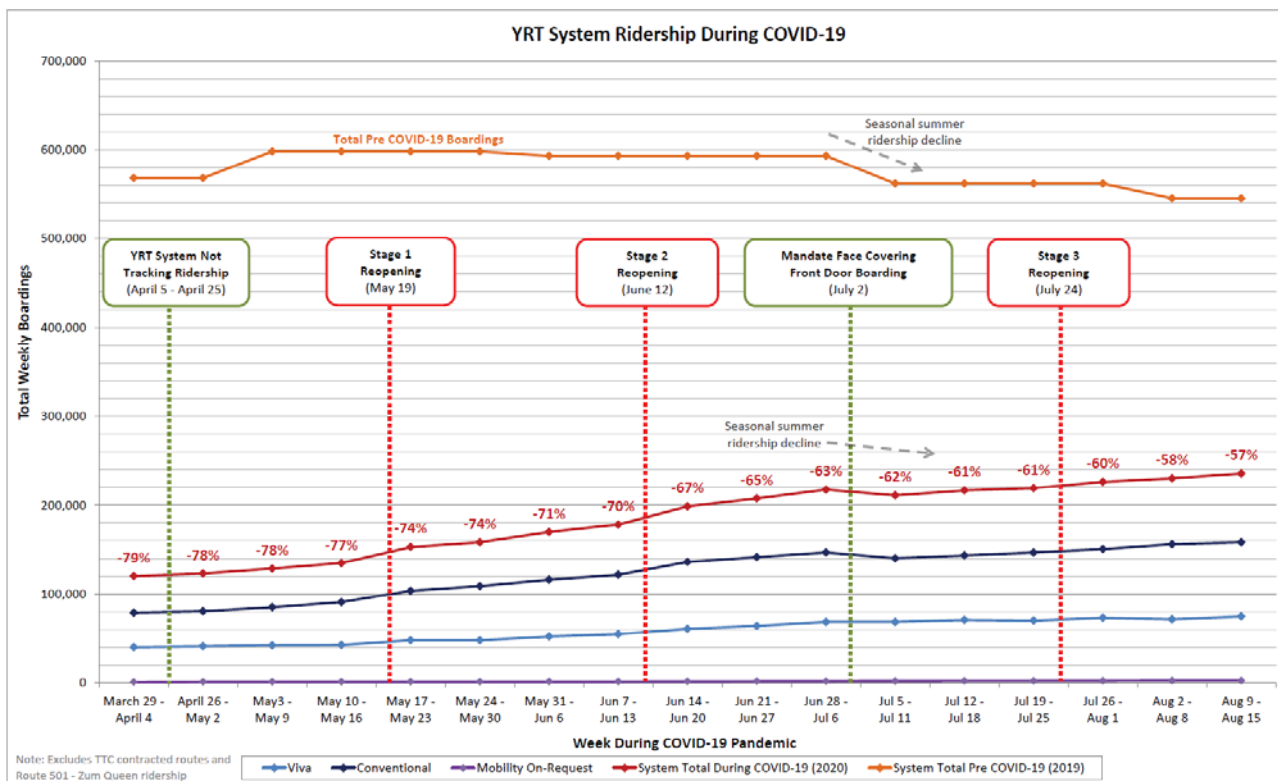
4.0 Travel Patterns by Transit

4.1 York Region Transit Ridership

The number of travellers using YRT services significantly decreased with the closure of all publicly-funded schools and non-essential businesses in March, 2020. Transit ridership decreased by approximately 80% across York Region. As a result, scheduled service changes were implemented to address decreased demand.

Since the phased reopening of the economy beginning May 19, 2020, YRT services have been experiencing a gradual ridership uptake. Weekly ridership trends on all YRT services are shown in Figure 6.

Figure 6
YRT/Viva Weekday Service - Ridership Impact of COVID-19



System ridership on all YRT services in August 2020 reached 43% of August 2019 ridership. Viva and base routes, which operate along key corridors within the Region at a higher frequency, gained the highest increase. Ridership on these routes has reached approximately 50% of last year’s level. Local routes, including GO Shuttles and Express buses, are still 75% down.

Mobility On-Request Paratransit ridership was down approximately 80% by mid-August 2020 as day programs were cancelled and residents were asked to stay home during the pandemic.

Due to decreased demand, Mobility On-Request Conventional services continue to be expanded during the COVID-19 pandemic with 10 additional conventional routes replaced by Mobility On-Request services due to decreased demand.

Most Community Bus routes were replaced with Mobility On-Request services with earlier start times to address earlier opening of essential services, such as grocery stores. Mobility On-Request Conventional ridership is currently experiencing an approximate 96% return in weekly ridership over August 2019 as customers continue using the service to make connections with YRT Viva and base routes.

4.2 GO Rail Ridership

During the COVID-19 pandemic, GO bus and rail ridership is 83% lower than the same time last year. To accommodate reduced passenger demand, all GO train lines in York Region continue to operate with reduced frequency (one train per hour for the peak direction during the peak periods). In addition, all trains are reduced to six coaches in response to reduced ridership.

5.0 Travel Patterns by Walking and Cycling

Increased use of the public road network during the COVID-19 pandemic has prompted municipalities to explore opportunities to re-allocate road space to encourage more walking and cycling at safe physical distances. While data is limited, the ability for pedestrians and cyclists to safely distance from others does not appear to be an issue along Regional corridors. Some local municipalities have considered initiatives on local roads to provide additional space for active transportation and to facilitate access to businesses. The City of Markham, as an example, has implemented various initiatives, such as the closure of Enterprise Boulevard from Andre De Grasse Street to Main Street Unionville on Sundays and statutory holidays for pedestrians and cyclists.

In response to the COVID-19 pandemic, through the Region's Smart Commute Program, in partnership with the Town of Newmarket and the Cities of Markham, Richmond Hill and Vaughan, a series of walking, cycling and teleworking webinars were offered to help guide the community through active travel and healthy living. The focus of the webinars was to provide commuters and residents with the tools to navigate the Region safely using sustainable modes of transportation with a goal of encouraging these travel choices in the future.

The Region continues to work with the local municipalities and regional stakeholders on sustainable mobility initiatives.

11510531



4800 SOUTH SERVICE RD
BEAMSVILLE, ON L0R 1B1

905-563-8205

October 27, 2020

Municipality of Tweed
(Sent via email)
clerk@tweed.ca

RE: SUPPORT RESOLUTION FROM THE MUNICIPALITY OF TWEED, CANNABIS PRODUCTION FACILITIES, THE CANNABIS ACT AND HEALTH CANADA GUIDELINES

Please be advised that Council for the Corporation of the Town of Lincoln at Special Council Meeting held on October 26, 2020, endorsed and passed the following motion in support of the Municipality of Tweed's motion (attached) regarding Cannabis Production Facilities, the Cannabis Act and Health Canada Guidelines that was passed on August 25, 2020.

Moved by: Councillor J.D. Pachereva; Seconded by: Councillor Paul MacPherson

THAT Council support the correspondence item as attached from the Municipality of Tweed regarding Cannabis Production.

CARRIED

Sincerely,

Julie Kirkelos
Town Clerk
jkirkelos@lincoln.ca

cc: Prime Minister of Canada
Health Canada
Premier of the Province of Ontario
Minister of Municipal Affairs and Housing
Ontario Provincial Police
Association of Municipalities of Ontario
All municipalities within the Province of Ontario

Municipality of Tweed Council Meeting



Resolution No. 343.
Title: County of Hastings and County of Lennox & Addington
Date: Tuesday, August 25, 2020

Moved by J. Flieler
Seconded by J. Palmateer

WHEREAS the Government of Canada passed the *Cannabis Act S.C. 2018, c. 16* legislation legalizing properties to grow a maximum of 4 plants without a licence; and

WHEREAS Health Canada issues licences for medicinal cannabis production that are specific to set properties without municipal consultation and regardless of land use zoning by-laws; and

WHEREAS pharmaceutical companies and industries are required to follow strict regulations and governing legislation to produce medicinal products including *Narcotic Control Regulations C.R.C., c 1041* and *Controlled Drugs and Substances Act (Police Enforcement) Regulations SOR/9-234*; and

WHEREAS Municipalities are authorized under the *Planning Act, R.S.O. 1990, C. P 13* to pass a comprehensive zoning by-law that is in compliance with the appropriate County Official Plan which must be in compliance with the Provincial Policy Statement, Under *The Planning Act, 2020*; and

WHEREAS the Provincial Policy Statement, Official Plan and Zoning By-Law in effect for each area is designed to secure the long-term safety and best use of the land, water and other natural resources found in that area's natural landscape; and

WHEREAS the Municipality of Tweed has passed *Comprehensive Zoning By-Law 2012-30* and further amended it by the *Cannabis Production By-Law 2018-42*, limiting cannabis production facilities to rural industrial zoned lands with required setbacks from residential zoned properties; and

WHEREAS the Municipality of Tweed has not been consulted by Health Canada prior to the issuance of licences for properties not in compliance with the Municipal zoning by-laws for a cannabis production facility; and

WHEREAS the Province needs to amend legislation to establish a new Provincial Offence Act fine regime that creates an offence(s) when unlicensed cannabis operations break planning and environmental regulations, ignore Building Code requirements and build without a permit at a fine of at least \$100,000 per offence;

NOW THEREFORE BE IT RESOLVED THAT the Municipality of Tweed requests that immediate action be taken by all levels of government for medical cannabis licencing to follow similar regulations and guidelines as all other pharmaceutical industries;

AND FURTHER, that the Association of Municipalities of Ontario advocate with the Federation of Canadian Municipalities for advocacy to the Government of Canada for similar regulations and guidelines for medical cannabis licencing in alignment with other pharmaceutical industries;

AND FURTHER, that the distribution of medical cannabis be controlled through pharmacies in consistency of all other medications;

AND FURTHER, that Health Canada withhold licencing until the potential licence holder can provide evidence of acceptable zoning of the intended property in question;

AND FURTHER, that licenced locations be disclosed in advance to the municipalities hosting the licenced locations; and

AND FURTHER, that this resolution be circulated to the Prime Minister of Canada, Health Canada, the Premier of the Province of Ontario, the Minister of Municipal Affairs and Housing, the Ontario Provincial Police, the Association of Municipalities of Ontario, and all upper, lower and single tier municipalities within the Province of Ontario.

Carried

Defeated by a Tie

Defeated

Jo Anne Albert

Mayor



City of Belleville

CORPORATE SERVICES DEPARTMENT
TELEPHONE 613-968-6481
FAX 613-967-3206

169 FRONT STREET
BELLEVILLE, ONTARIO
K8N 2Y8

October 28, 2020

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

Dear Premier Ford:

**RE: Accessibility for Ontarians with Disabilities Act – Web-site Support
New Business
10, Belleville City Council Meeting, October 26, 2020**

This is to advise you that at the Council Meeting of October 26, 2020, the following resolution was approved.

“WHEREAS Section 14(4) of O. Reg 191/11 under the Accessibility for Ontarians with Disabilities Act requires designated public sector organizations to conform to WCAG 2.0 Level AA by January 1, 2021; and

WHEREAS the City remains committed to the provision of accessible goods and services; and

WHEREAS the City provides accommodations to meet any stated accessibility need, where possible; and

WHEREAS the declared pandemic, COVID-19, has impacted the finances and other resources of the City; and

WHEREAS the Accessibility for Ontarians with Disabilities Act contemplates the need to consider technical or economic considerations in the implementation of Accessibility Standards;

10. New Business
Belleville City Council Meeting
October 26, 2020

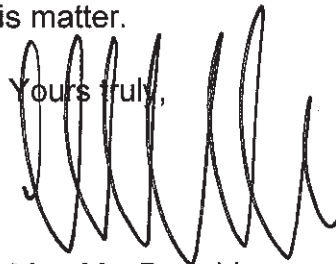
Page 2

BE IT THEREFORE RESOLVED THAT the Corporation of the City of Belleville requests that the Province of Ontario consider providing funding support and training resources to municipalities to meet these compliance standards; and

THAT this resolution be forwarded to the Premier of the Province of Ontario, Prince Edward-Hastings M.P.P., Todd Smith, Hastings – Lennox & Addington M.P.P., Daryl Kramp, the Association of Municipalities of Ontario and all municipalities within the Province of Ontario.”

Thank you for your attention to this matter.

Yours truly,



Matt MacDonald
Director of Corporate Services/City Clerk

MMacD/nh

Pc: AMO

Todd Smith, MPP Prince Edward-Hastings
Daryl Kramp, MPP Hastings – Lennox & Addington
Councillor Thompson, City of Belleville
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>

Honourable Doug Ford, Premier of Ontario,
Queen's Park Legislative Building
1 Queen's Park, Room 281
Toronto, ON M7A 1A1
premier@ontario.ca

October 28, 2020

Dear Honourable Doug Ford;

Please be advised the Council of the Township of Huron-Kinloss at its regular meeting held on October 19, 2020 passed the following resolution;

Re: Copy of Resolution #641

Motion No. 641

Moved by: Jeff Elliott Seconded by: Jim Hanna

THAT the Township of Huron-Kinloss hereby supports Wollaston Township in requesting that the Minister of Municipal Affairs and Housing review the Municipal Elections to play schemes in rural communities where non-residential electors are permitted to participate in elections and provide more clear guidelines to assist Municipal Clerks in defining the voters' list and to ensure there is a clear way to report election fraud and FURTHER directs staff to forward a copy of this resolution to the Right Honourable Doug Ford, Premier of Ontario, the Minister of Municipal Affairs and Housing , the Honourable Steve Clark and all Ontario Municipalities.

Carried

Sincerely,

Kelly Lush
Deputy Clerk

**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>

Honourable Doug Ford, Premier of Ontario,
Queen's Park Legislative Building
1 Queen's Park, Room 281
Toronto, ON M7A 1A1
premier@ontario.ca

October 28, 2020

Dear Honourable Doug Ford;

Please be advised the Council of the Township of Huron-Kinloss at its regular meeting held on October 19, 2020 passed the following resolution;

Re: Copy of Resolution #643

Motion No. 643

Moved by: Don Murray Seconded by: Lillian Abbott

THAT the Township of Huron-Kinloss hereby supports the Town of Amherstburg in recommending that Schedule 11 of Bill 108 be amended to remove the powers provided to the Local Planning Appeal Tribunal, retaining authority for hearing certain appeals by the Conservation Review Board; and, to return the authority for final decisions to municipal council's as the elected representative of the communities wherein the property and its features of cultural heritage value exist and FURTHER direct staff to forward a copy of the resolution to the Honourable Doug Ford, Premier of Ontario, the Honourable Lisa McLeod, Minister of Heritage, Sport, Tourism and Culture Industries and the Association of Municipalities of Ontario.

Carried

Sincerely,

Kelly Lush
Deputy Clerk

c.c Honourable Lisa McLeod, Minister of Heritage, Sport, Tourism and Culture Industries and the Association of Municipalities of Ontario.

On October 22, 2020 Regional Council made the following decision:

1. Council approve the following site-specific employment area conversion requests, which Local Municipal Councils either support or don't object to, as outlined in Attachments 4 and 5:
 - a. A1, A2, A3, A8
 - b. K2
 - c. M5, M6, M9, M13
 - d. N1, N2, N3
 - e. RH2, RH3, RH6, RH9, RH11
 - f. V1, V16, V17, V21, V28
 - g. WS1, WS2
2. Council approve site-specific employment area conversion requests RH1, RH10, V3, V4, V5, V6, V7, V11, V13, V15, V18, V22, V24, V25, V26 and V30 as outlined on Attachments 4 and 5.
3. Council refer site-specific employment area conversion requests M3, M4, M7, M8 and M11 as outlined on Attachments 4 and 5 to the City of Markham for a decision by April 2021.
4. Council not approve the following site-specific employment area conversion requests that are either not required to accommodate the proposed use and/or are not supported by Local Municipal Councils as outlined in Attachments 4 and 5:
 - a. A4, A5, A6, A7
 - b. G1, G2
 - c. K1, K3
 - d. M2, M12
 - e. RH4, RH5, RH7, RH8
 - f. V8, V9, V10, V12, V14, V19, V20, V23, V27, V29
5. Council not approve site-specific employment area conversion request M10 as outlined in Attachments 4 and 5.
6. Council endorse employment areas proposed for designation in the Regional Official Plan in Attachment 3, on the basis of Council's decision on site specific employment area conversion requests.
7. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing and the Clerks of the local municipalities.

A link to the original staff report is attached [here](#) for your information.

Please contact Paul Bottomley, Manager, 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, 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**

On October 22, 2020 Regional Council made the following decision:

1. Council reiterate its request to the Province to develop a process allowing municipalities to access site-specific strategically located employment lands for employment use only, if deemed necessary through a Municipal Comprehensive Review.
2. Council reiterate its request to the Province to consider the extension of Great Lake based servicing as an option to service settlement areas within the Greenbelt Plan and Oak Ridges Moraine Plan areas.
3. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing, and to the Clerks of the local municipalities

The original staff report is attached for your information.

Please contact Paul Bottomley, Manager, Policy, Research and Forecasting at 1-877-464-9675 ext. 71530 or Sandra Malcic, Director, Long Range Planning at ext. 75274 if you have any questions with respect to this matter.

Regards,

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

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

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

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
October 8, 2020

Report of the Commissioner of Corporate Services and Chief Planner

Potential For Employment Lands Along 400 Series Highways

1. Recommendations

1. Council reiterate its request to the Province to develop a process allowing municipalities to access strategically located employment lands, if deemed necessary through a Municipal Comprehensive Review.
2. Council reiterate its request to the Province to permit the extension of Great Lake based servicing as an option to service settlement areas within the Greenbelt Plan and Oak Ridges Moraine Plan areas.
3. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing, and to the Clerks of the local municipalities.

2. Summary

York Region Council passed a resolution at its meeting on April 30, 2020, directing staff to report back on the competitive benefits to the Region if employment uses were to be permitted on lands along 400 series highways currently located within the protected countryside of the provincial Greenbelt Plan.

Key Points:

- Generally, lands adjacent to 400 series Highways are well suited for employment purposes
- Much of these lands in York Region are protected by the provincial Greenbelt Plan for environmental and agricultural uses
- While the Regional Official Plan can identify future employment lands beyond the 2051 planning horizon, it is required to conform to provincial Plans
- The Province is the appropriate agency to balance economic and environmental objectives articulated in Provincial Plans
- The Province should develop a process to allow municipalities to access strategically located employment lands over the long term if deemed necessary through a Municipal Comprehensive Review

- Council has previously requested the Province permit Great Lakes based servicing as an option for servicing existing communities in the Oak Ridges Moraine Conservation Plan and Greenbelt Plan areas

3. Background

York Regional Council directed staff to report back on the competitive benefits of permitting new employment uses along 400 series highways

York Regional Council, in response to a number of local Council resolutions, requested that staff examine the competitive benefits of permitting new employment uses on lands in close proximity to 400 series highways that are currently not within the Region's urban boundary. (Please see Attachment 1) Currently, all such lands are within the provincially protected Greenbelt Plan, and amounts to approximately 33% of 400 series highway frontage in the Region.

York Region has repeatedly requested the Province to put a process in place to amend the Greenbelt Plan to accommodate employment growth along 400 series highways when deemed necessary

Prior to the approval of the Greenbelt Plan in 2005, York Region Council, at its meeting held on December 16, 2004, requested the Province, through [Report 11, Clause 7](#), to permit York Region the ability to initiate amendments to the Greenbelt Plan. Council Recommendation 2, comment #8 states:

“The Greenbelt Plan provides some means of effectively amending the Greenbelt Plan to permit strategically located employment lands in areas such as the 400 series highway corridor, for example the 404 corridor north of the Oak Ridges Moraine.”

During the latest coordinated review of the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan and Oak Ridges Moraine Conservation Plan, York Region Council, in a [2015 report](#), requested:

“The Province develop a process to allow municipalities to access strategically located employment lands, if deemed necessary through a Municipal Comprehensive Review.”

A number of local municipal Councils have advocated removing lands adjacent to 400 series highways from the Greenbelt Plan for employment uses

The Township of King, City of Richmond Hill, Town of Whitchurch-Stouffville, and Town of East Gwillimbury all have Council resolutions that advocate removing lands adjacent to either Highway 400 or Highway 404 from the Greenbelt Plan for employment uses. The respective resolutions can be summarized as follows:

- A September, 2016 resolution from the Township of King supports removing lands from the Greenbelt Plan for new employment lands along Highway 400, when required
- In November 2019 and February 2020 Richmond Hill Council resolved to support the expansion of their urban boundary in the vicinity of Highway 404 and the Gormley GO Train Station, by redesignating the Protected Countryside lands to Settlement
- In August 2019 and March 2020, the Town of Whitchurch-Stouffville Council resolved to support employment uses along the Highway 404 corridor and the expansion of the urban area around the Gormley and Bloomington GO Train Stations, by redesignating the Protected Countryside lands to Settlement
- In January 2013 and January 2019, the Town of East Gwillimbury Council resolved to support adding 600 acres east of Highway 404, between Davis Drive and Green Lane, for new employment lands

The Planning Act, Provincial Policy Statement and Growth Plan recognize the importance of planning for employment in promoting economic competitiveness and the protection of the natural environment

Section 2 of the *Planning Act* lists the protection of ecological systems, including natural areas, features and functions, the adequate provision of employment opportunities, and the protection of the financial and economic well-being of the Province and its municipalities as matters of provincial interest.

Section 1.3 of the Provincial Policy Statement states that: “*Planning authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment.”*

Policies 1.1.2 and 1.3.2.7 of the Provincial Policy Statement allow planning authorities to plan beyond 25 years for the long-term protection of employment areas, provided lands are not designated.

Section 2.0 of the Provincial Policy Statement states that: “*Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and*

cultural heritage and archaeological resources for their economic, environmental and social benefits.”

Section 2.2.5 of the Growth Plan for the Greater Golden Horseshoe states that economic development and competitiveness will be promoted by ensuring the availability of sufficient land, in appropriate locations, for a variety of employment uses to accommodate forecasted employment growth.

To balance urban growth with protecting the natural environment and agricultural areas, Section 4 of the Growth Plan contains policies that protect these lands, features and resources. The Growth Plan deems these as “*essential for the long-term quality of life, economic prosperity, environmental health, and ecological integrity of the region. They collectively provide essential ecosystem services, including water storage and filtration, cleaner air and habitats, and support pollinators, carbon storage, adaptation and resilience to climate change.*”

The Greenbelt Plan was put in place to contain urban growth and create a permanent protected zone around the Greater Golden Horseshoe

The Greenbelt Plan, together with the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan, identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and protect the ecological and hydrological integrity of the features, areas and functions. This is particularly true of the Oak Ridges Moraine which traverses central York Region.

The Greenbelt is a broad band of permanently protected land which:

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in southcentral Ontario will be organized;
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses; and
- Builds resilience to and mitigates climate change.

Provincial policies provide for a balanced approach to environmental protection and urban growth

The various provincial policy documents provide for a balance approach to growth management. There are policies that promote the preservation and enhancement of the natural environment and agricultural system, and policies that promote economic growth and vitality, and city building that efficiently utilizes existing and planned infrastructure in a sustainable manner.

4. Analysis

400 series highway corridors provide strategic locations for businesses and are critical to the local, Regional and provincial economies

The York Region economy is worth an estimated \$60.9-billion (CBOC, July, 2020), larger than any of the Atlantic Provinces. The Region's location in the Greater Toronto and Hamilton Area is strategic from a goods movement perspective. York Region is within a one day drive to the United States market with over 140 million people and a one hour flight to global markets such as New York, Philadelphia, Boston, Chicago and Detroit. It is located in close proximity to Toronto Pearson International Airport, is home to both the CP intermodal facility and the CN MacMillan rail yard, and has a strong network of 400 series highways which connect the Region to both the broader provincial and national markets as well as the United States border.

York Region is a top destination in the Toronto area and Canada for businesses across a number of industry clusters, many of which are visible from 400 series highways

Over 2,000 businesses in the Region rely on exporting as their primary source of revenue, collectively generating \$19 billion annually. The Region is attractive for international investment and home to major global research and development centres for some of the world's biggest companies. Many of these businesses rely on transportation access for goods movement. National and international head offices strategically situated on 400 series highways include: Aviva Insurance, Desjardins, Allstate, IBM, AMD, Celestica, GE Energy, Mazda Canada, BMW Group, and Honda. Extensive manufacturing storage and distribution facilities located in the Region include: the Royal Group, Gracious Living, VersaCold, Mars Wrigley Confectionery, UPS, FedEx, Costco Distribution, Sobey's Distribution, Home Depot Distribution, and a proposed Walmart Distribution centre.

There are a wide range of business sectors that have very specific land requirements in terms of size, configuration, transportation access and proximity to other related businesses. The characteristics of ideal employment lands, as well as the overall supply, are important considerations in planning for York Region's long-term employment needs. The Region has a limited supply of lands along 400 series corridors that provide visibility for businesses. The long-term vitality of the York Region economy demands high-profile, accessible locations for employment and in this regard the importance of the 400 series corridors to the economy is recognized by the Region, the local municipalities and the Province.

Proposed Amendment 1 to the Growth Plan anticipates York Region will attract the largest volume of job growth in the Greater Golden Horseshoe by 2051

Proposed Amendment 1 to the Growth Plan includes changes to the population and employment forecasts, the horizon year for planning, and other policies to increase housing supply, create jobs, attract business investment and better align growth with infrastructure.

The Amendment 1 reference forecast anticipates 2.1 million people and 990,000 jobs in York Region by 2051. These provincial forecasts express confidence in York Region's ability to accommodate the largest volume of job growth in the entire Greater Golden Horseshoe. York Region needs to provide for the creation of 340,000 jobs in keeping with these provincial forecasts and this level of growth requires strategic and comprehensive planning to ensure that there will be sufficient developable land in the right locations to accommodate this growth.

Staff will undertake detailed forecasting and land needs assessment now that the final Growth Plan amendments have been approved by the Province

Despite numerous provincial reviews and amendment to the Growth Plan, Staff continue to advance the Regional Official Plan update. On August 28, 2020, the province released the final Growth Plan amendment and revised Land Needs Assessment methodology for detailed forecasting and land budgeting to distribute the York Region population and employment forecast to the nine local municipalities. The final forecast numbers are will also be used to align infrastructure and complete financial planning.

Staff's detailed forecasting and land needs work will assess the demand and supply factors in the context of the region-wide employment market, while considering local municipal needs and aspirations. Staff are obligated to undertake this work in accordance with the existing provincial planning framework, including policies of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan which restrict new urban development. The draft forecast and land needs work by local municipality will be presented to Regional Council in Q1 of 2021.

The lands needs work will recognize that employment areas are vital to the Regional economy. As of 2019, 51 per cent of York Region jobs were located in employment areas, including 63 per cent of the Region's largest employers. Based on the Region's 2017 inventory and recent updates to employment area boundaries through the Municipal Comprehensive Review to reflect employment conversions, there are 2,400 ha of vacant employment land in the Region, and protection of these areas to 2051 and beyond will be critical to ensure that choice is available to prospective businesses.

Future demand for employment area development in York Region is anticipated to remain strong

Demand for employment areas is anticipated to remain strong and be driven by land extensive logistics and warehouse facilities as the role of e-Commerce continues to expand as well as increasing shares of service sector employment in small offices and multi-unit industrial buildings. Maintaining an appropriate supply of employment areas will be important for all types of industry to provide flexibility for employers in high quality locations over the long term.

Growth in e-Commerce has driven a surge in demand for distribution space on goods movement corridors and close to major urban centres. Manufacturing will continue to play an important role with fewer workers and more automation. Growth in employment areas will also be driven by increasing demand for large sites with superior transportation access and

evolving trends towards office uses in industrial flex space and older multi-unit industrial buildings. An appropriate land supply will be required for all types of industry to provide flexibility for employers over the long-term. The Region's strategically located employment areas, particularly along major highways and near intermodal facilities, will be important assets as these industries grow.

The Region has three key large scale employment nodes that play important distinct roles in the Regional economy

Among the Region's employment areas are three unique large scale nodes that play important distinct roles in the Regional economy. Each of these nodes is the centre of economic zones in the Region that provide for better live/work relationships in various parts of the Region. It is important that a healthy supply of vacant employment lands be made available in each of these nodes:

- Office/high tech area of Markham/Richmond Hill, which is one of only three major office nodes outside of Downtown Toronto,
- Manufacturing, transportation, distribution and logistics industrial node in central and west Vaughan, strategically located around the CP intermodal facility, the CN rail yard and a network of 400 series highways, and
- Emerging employment areas along the 404 north through Richmond Hill, Newmarket, East Gwillimbury and the Keswick area that provide attractive sites with significant vacant capacity to support employment growth moving forward.

The support for employment uses in Whitchurch-Stouffville, Richmond Hill and East Gwillimbury would provide for employment growth northward from the emerging employment areas along the 404, while Township of King's support for lands along the 400 complement the existing manufacturing, transportation, distribution and logistics industrial node in Central and West Vaughan to the south.

Planning to 2051 will consider opportunities for employment lands adjacent to the GTA West Corridor and Bradford By-pass 400 series highway expansions

The 2051 land needs assessment work will consider the new 400 series highway expansions: the GTA West Corridor and the Bradford By-pass. On August 7, 2020, the Province announced the preferred alignment of the GTA West Corridor. The east-west 400 series highway will run through northern Vaughan, generally north of Kirby Road and terminate at Highway 400.

The Bradford By-pass, connecting Highways 400 and 404, from Bradford West Gwillimbury to East Gwillimbury received provincial approval last August and is currently proceeding to engineering and detailed design. These new 400 series highways are prime locations for new employment lands.

The Provincial Policy Statement allows municipalities to plan beyond the Planning horizon for the long term protection of employment areas

As noted above, policies 1.1.2 and 1.3.2.7 of the Provincial Policy Statement allow planning authorities to plan beyond 25 years for the long-term protection of employment areas, provided lands are not designated.

From an urban growth and city building perspective employment is an appropriate land use for lands adjacent to 400 series highways, while protecting environmentally sensitive features. Since these lands are within the provincial Greenbelt Plan, they cannot be readily removed and developed with serviced urban uses without change to provincial Plans.

As the Provincial Policy Statement permits the identification of employment areas beyond the planning horizon and in order to protect these lands for long-term employment purposes, the Regional Official Plan could identify an overlay specifying that the future use of these lands are being protected for employment purposes. However, without a provincial change to the Greenbelt Plan, those lands could not be designated for urban uses.

The Region Official Plan must conform to provincial Plans and cannot change Greenbelt Plan boundaries or designations through the MCR

York Region staff will continue to advocate to the Province, in accordance with Regional Council direction, for access to new employment lands along 400 series highways, when they are required. With an expanded urban area, natural heritage and agricultural features and systems need to continue to be protected from development. The Province is the appropriate agency to balance economic and environmental objectives through future amendments to Provincial Plans to ensure core features and functions of the Greenbelt Plan and Oak Ridges Moraine Conservation Plan continue to be protected and the integrity of environmental policies is maintained.

Through the current MCR, the Regional Official Plan could identify these lands as appropriate for long term employment uses.

Lands adjacent to 400 series highways, in close proximity to urban areas and across the Greater Golden Horseshoe, are appropriate for long term provincial protection for employment uses. The Greater Golden Horseshoe's long term economic prosperity would benefit from this provincial leadership. Protection of these strategically located lands is not only important to York Region, but applies to the larger economic engine of southern Ontario. The Province should apply a consistent approach to protecting lands adjacent to 400 series highways for long-term employment purposes, where deemed necessary by municipalities. This approach would complement policies in both the PPS and Growth Plan that speak to promoting and enhancing the Province's economic competitiveness. As noted above, provincial direction is required to develop a process that allows municipalities to access these strategically located employment lands, if deemed necessary through a Municipal Comprehensive Review.

New 400 series highway employment areas will require the extension of urban services

Designating new employment lands, beyond the current urban boundary, will require the extension of new Regional water and wastewater infrastructure and improvements to Regional arterial roads to service these new areas. The cost associated with these major Regional infrastructure improvements and their perpetual maintenance costs will need to be evaluated. Further, depending on the process established by the Province, servicing policies of the Provincial Plans may need to be modified.

In the past Council has requested that Great Lakes based servicing be an option for servicing existing communities in the Oak Ridges Moraine Conservation Plan and Greenbelt Plan areas ([Recommendation #5, Attachment 2, Clause 4, Report 13, dated September 22, 2016](#)). A modification to provincial plans in this regard would provide additional options for the Region to consider if access to these lands is provided for employment purposes.

5. Financial

There are no funding sources and key budget implications associated with this report.

6. Local Impact

The Township of King, the Town of Whitchurch-Stouffville, and the Town of East Gwillimbury Councils have resolved to pursue new employment lands along their respective segments of Highway 400 or Highway 404. The City of Richmond Hill has resolved to pursue new employment and residential land uses along Highway 404 in the vicinity of the new Gormley GO Train Station.

The competitive benefits of new employment lands adjacent to 400 series highways may benefit a local municipality, but the associated cost of municipal infrastructure required to service these new lands, and the loss of Greenbelt Plan lands still needs to be carefully evaluated and considered.

7. Conclusion

Planning for employment has a wide range of market segments that have very specific land requirements in terms of size, configuration, transportation access and proximity to other related businesses. The unique characteristics of employment lands, as well as the overall supply, are important considerations in the planning for York Region's long-term employment needs.

The role of the 400 series highway corridors, and the limited supply of land with direct exposure to them, are especially critical in York Region's long-term planning, and form the basis of this report.

York Region will continue to advocate to the Province for the ability to remove lands from the Greenbelt Plan for employment uses, when deemed necessary, while protecting natural heritage features. The 400 series highway corridors are significant connective infrastructure that promote and enhance the provincial, regional and local municipal economies.

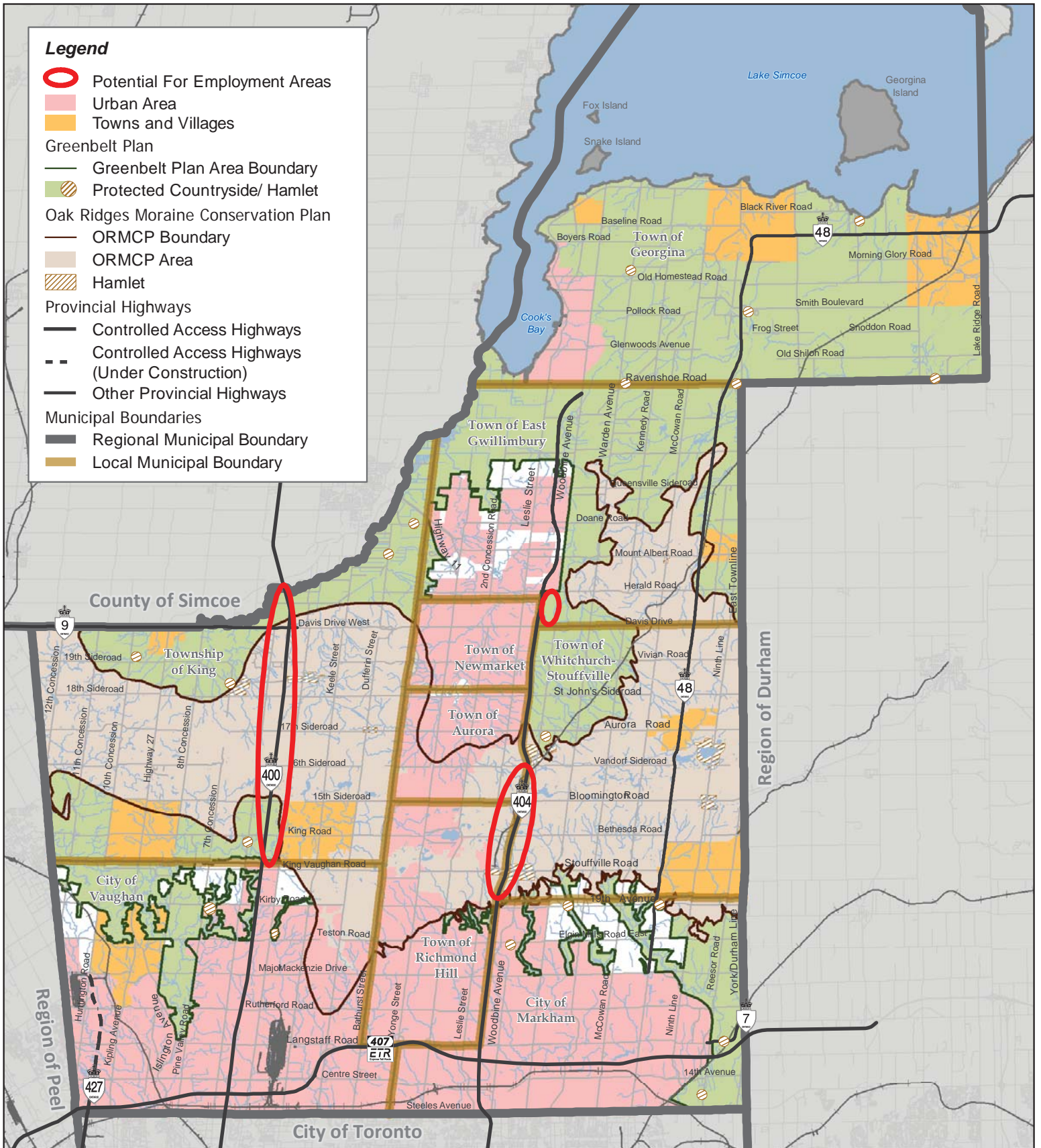
For more information on this report, please contact Paul Bottomley, Manager, Policy, Research and Forecasting at 1-877-464-9675 ext. 71530 or Sandra Malcic, Director, Long Range Planning at ext. 75274. Accessible formats or communication supports are available upon request.

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

Dino Basso
Commissioner of Corporate Services

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

September 25, 2020
Attachment (1)
#11187707

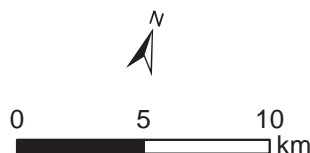


Legend

- Potential For Employment Areas
- Urban Area
- Towns and Villages
- Greenbelt Plan
 - Greenbelt Plan Area Boundary
 - Protected Countryside/ Hamlet
- Oak Ridges Moraine Conservation Plan
 - ORMCP Boundary
 - ORMCP Area
 - Hamlet
- Provincial Highways
 - Controlled Access Highways
 - Controlled Access Highways (Under Construction)
 - Other Provincial Highways
- Municipal Boundaries
 - Regional Municipal Boundary
 - Local Municipal Boundary

Potential For Employment Areas

September 2020



Produced by:
The Regional Municipality of York
Corporate Services Department,
Planning and Economic Development Branch
September 2020

Data: Queen's Printer for Ontario 2003-2020

On November 2, 2020 Regional Council made the following decision:

That Regional Council advocate to the Premier and Ontario's Chief Medical Officer of Health, to re-open businesses (Restaurants, Bars, Gyms, and Recreational Facilities) in York Region as soon as possible based on the following modified safe re-opening recommendations of Dr Kurji, York Region Medical Officer of Health:

All Businesses and Organizations

- Compliance with any advice, recommendations and instructions issued by the Office of the Chief Medical Officer of Health on screening for COVID-19
- Comprehensive COVID-19 plans in place
- Active screening of staff, maintaining logs for every scheduled shift, and communication with staff regarding COVID activity
- Having active ill staff policy in place
- Implementing natural ventilation (opening windows) or mechanical ventilation to increase the rate of air change and avoid recirculation of air indoors

Bar and Restaurants

- All staff are to wear medical masks at all times, including areas where the public does not have access, for both indoor and outdoor dining, following Ministry of Labour regulations
- All patrons are to wear face coverings or masks at all times, for both indoor and outdoor dining, other than for the purposes of eating or drinking
- Active screening for patrons: patrons entering the facility must have their name, contact information, date and time recorded, including dining, pick-up and take out
- Patrons are to maintain wearing face masks or coverings when interacting with servers and restaurant staff
- Use of scheduled reservations where possible to better control capacity
- Establishing time limits for attending a setting
- Reducing background noise by lowering background music to below the level of conversation
- Reducing hours of operations

Gyms and Recreational Facilities

- Province reintroduce the maximum capacity limit for gyms based on a ratio of the facility's square footage while adhering to physical distancing measures of at least 2 metres
- All patrons to wear face masks or covering unless engaged in vigorous physical activity
- No drop-ins; all visits must be scheduled to help ensure capacity is maintained at all times
- Active screening for patrons, screening and temperature checks
- All patrons entering the facility must have their names, contact information, date and time recorded
- Not to include more than 1 instructor per class
- Maintain cleaning schedule to ensure disinfectant of fitness equipment, exercise areas and spaces
- Change rooms open for the purpose of using the washroom and store outdoor clothing (boots, coats)
- For simultaneous classes, stagger times to ensure entry/exit points and outside areas are not crowded

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**



From the Office of the Clerk
The Corporation of the County of Prince Edward
332 Picton Main Street, Picton, ON K0K 2T0
T: 613.476.2148 x 1021 | F: 613.476.5727
clerks@pecounty.on.ca | www.thecounty.ca

November 3, 2020

Please be advised that during the Committee of the Whole meeting on October 29, 2020 the following motion was carried;

RESOLUTION NO. CW-407-2020

DATE: October 29, 2020
MOVED BY: Councillor MacNaughton
SECONDED BY: Councillor St-Jean

Resolution by Councillor MacNaughton regarding Bill 218, Supporting Ontario's Recovery and Municipal Elections Act, 2020 is proposing changes to the Municipal Elections Act of 1996

WHEREAS municipalities in Ontario are responsible for conducting the fair and democratic elections of local representatives; and

WHEREAS Government of Ontario, with Bill 218, Supporting Ontario's Recovery and Municipal Elections Act, 2020 is proposing changes to the Municipal Elections Act of 1996

- to prohibit the use of ranked ballots in future Municipal Elections, and
- extend nomination day from the end of July to the second Friday in September; and

WHEREAS each municipal election is governed by the Municipal Elections Act which was amended in 2016 to include the option to allow Municipalities to utilize ranked ballots for their elections and shorter nomination periods; and

WHEREAS London, Ontario ran the first ranked ballot election in 2018 and several other municipalities since have approved bylaws to adopt the practice, or are in the process of doing so including our regional neighbours in Kingston via a referendum return of 63%; and



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WHEREAS the operation, finance and regulatory compliance of elections is fully undertaken by municipalities themselves; and,

WHEREAS local governments are best poised to understand the representational needs and challenges of the body politic they represent, and when looking at alternative voting methods to ensure more people vote safely, it becomes more difficult to implement these alternatives with the proposed shorter period between Nomination day and the October 24, 2022 Election day;

NOW THEREFORE BE IT RESOLVED THAT Corporation of the County of Prince Edward Council send a letter to the Ministry of Municipal Affairs and Housing urging that the Government of Ontario continues to respect Ontario municipalities' ability to apply sound representative principles in their execution of elections;

AND THAT the Corporation of the County of Prince Edward Council recommends that the Government of Ontario supports the freedom of municipalities to run democratic elections within the existing framework the Act currently offers;

AND THAT this resolution be circulated to all Ontario Municipalities, AMO and AMCTO.

CARRIED

Catalina Blumenberg, **Clerk**





La Corporation de la Municipalité de / The Corporation of the Municipality of
ST. CHARLES

C.P. / Box 70, 2 King Street East St.-Charles ON
Tel: 705-867-2032 Fax: 705-867-5789

P0M 2W0
www.stcharlesontario.ca

MOVED BY: Councillor Monica Loftus

SECONDED BY: Councillor Richard Lemieux

RESOLUTION NO. 2020-179

WHEREAS Council for the Corporation of the Municipality of St.-Charles wishes to support Resolution Number CX93-20 from Grey County;

AND WHEREAS the Corporation of the Municipality of St.-Charles recognized that the need for reliable access to affordable broadband is required for education and business purposes to ensure continuity and success;

AND WHEREAS reliable broadband will continue to play an essential role in economic and social recovery across Ontario post-pandemic;

AND WHEREAS not all residents of the Municipality of St.-Charles are within a connectivity coverage area and that rural areas often receive inadequate or disproportionately low levels of service;

AND WHEREAS while it is important for the Provincial Government to look at both the number of people and the number of businesses that can be serviced by broadband expansion, it is essential, that the Province provide broadband service to areas that have a small number of people, yet cover a vast geographical area;

AND WHEREAS the need for broadband infrastructure improvement is immediate;

BE IT RESOLVED THAT the Corporation of the Municipality of St.-Charles representing our residents and business owners alike, call to action Premier Ford; the Minister of Environment, Conservation and Parks, the Honourable Jeff Yurek to champion the implementation of broadband in the under-serviced areas of the Municipality of St.-Charles..

CARRIED

I, Tammy Godden, Clerk of the Municipality of St.-Charles, do certify the foregoing to be a true copy of Resolution No. 2020-179 passed in a Regular Meeting