



Electronic General Committee Meeting

Agenda

Meeting No. 6
May 4, 2020, 9:30 AM
Live streamed

Note: Members of the General Committee will be participating in the meeting remotely.

Due to COVID-19, our facilities are closed to the public.
Access is not permitted to the Markham Civic Centre and Council Chamber.

Members of the public will be permitted to submit written deputations by email
to clerkspublic@markham.ca

Members of the public who wish to make a virtual deputation please
email clerkspublic@markham.ca providing full name, contact information and item they
wish to speak to.

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<https://pub-markham.escribemeetings.com/>



Electronic General Committee Agenda

Meeting Number: 6

May 4, 2020, 9:30 AM - 12:00 PM

Live streamed

Please bring this General Committee Agenda to the Council meeting on May 12, 2020.

	Pages
1. CALL TO ORDER	
2. DISCLOSURE OF PECUNIARY INTEREST	
3. APPROVAL OF PREVIOUS MINUTES	
3.1 MINUTES OF THE APRIL 20, 2020 GENERAL COMMITTEE (16.0)	6
1. That the minutes of the April 20, 2020 General Committee meeting be confirmed.	
4. DEPUTATIONS	
5. COMMUNICATIONS	
5.1 YORK REGION COMMUNICATIONS (13.4)	28
Note: Questions regarding Regional correspondence should be directed to Chris Raynor, Regional Clerk.	
1. That the following communications from York Region be received for information purposes:	
a. 2019 Annual Compliance Report for the York Region Rapid Transit Network	
b. Major Transit Station Areas Update	
c. 2019 Employment and Industry Report	
d. Planning for Employment and Employment Conversions	
e. Metrolinx to Crombie Regarding The Missing Link	

f. ventureLAB 2019 Results; and,

2. That the City of Markham provide comments by June 30, 2020 on the following communication from York Region that was received for information purposes during the April 20, 2020 General Committee meeting:

- a. Draft York Region Climate Change Action Plan

6. PETITIONS

7. CONSENT REPORTS - FINANCE & ADMINISTRATIVE ISSUES

7.1 MINUTES OF THE FEBRUARY 5, 2020 AND MARCH 4, 2020 BOARD OF MANAGEMENT UNIONVILLE BUSINESS IMPROVEMENT AREA (16.0) 350

1. That the minutes of the February 5, 2020 and March 4, 2020 Board of Management Unionville Business Improvement Area Committee meeting be received for information purposes.

8. REGULAR REPORTS - COMMUNITY SERVICES ISSUES

8.1 SINGLE USE PLASTIC REDUCTION STRATEGY - PHASE 1 (5.1) 355

C. Marsales, ext. 3560

1. That the report entitled “Single Use Plastic Reduction Strategy – Phase 1” be received; and,
2. That the presentation entitled “Single Use Plastic Reduction Strategy - Phase 1 - Presentation” be received; and,
3. That the Waste and Environmental Management Department undertake a review of all municipal facilities for opportunities to eliminate or reduce non-essential single use plastic (“SUP”) products and collaborate with the appropriate staff to source alternative products; and,
4. That a community-wide education program be implemented to raise awareness of the SUP issue and provide options for SUP reduction; and,
5. That effective October 20, 2020 (Waste Reduction Week) packaging Styrofoam be banned from curbside collection; and,
6. That staff report back on the results of Phase 1 actions and outline Phase 2 recommendations regarding the implementation of a potential municipal by-law or other methods to reduce plastic retail shopping bags and polystyrene convenience food containers from distribution in Markham including the estimated financial impact and legal implications associated with the implementation and enforcement of a by-law; and,

7. That a copy of this report be forwarded to York Region and the local municipalities for their information; and further,
8. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

8.2 RESPONSE TO YORK REGION – FIRE REGIONALIZATION (7.15)

375

A. Taylor, ext. 4705 and B. Librecz, ext. 7761

1. That Council not support proceeding with a Regional Fire Service study; and,
2. That Staff recommend that we continue current efforts with Richmond Hill and Vaughan, in particular the creation of a shared communications centre that will enable further joint/shared opportunities to achieve efficiencies and to improve services to our residents and businesses.

9. MOTIONS

10. NOTICES OF MOTION

11. NEW/OTHER BUSINESS

*As per Section 2 of the Council Procedural By-Law, "New/Other Business would generally apply to an item that is to be added to the **Agenda** due to an urgent statutory time requirement, or an emergency, or time sensitivity".*

11.1 YORK REGION - MANDATED REVIEW OF REGIONAL COUNCIL COMPOSITION (13.4)

386

1. That the communication dated February 27, 2020 from York Region regarding Mandated Review of Regional Council Composition be received for information purposes; and,
2. That the City of Markham provides its consent by May 15, 2020 to a bylaw changing the size of Regional Council by increasing the number of members from the City of Vaughan from four to five.

12. ANNOUNCEMENTS

13. CONFIDENTIAL ITEMS

That, in accordance with Section 239 (2) of the Municipal Act, General Committee resolve into a confidential session to discuss the following matters:

13.1 FINANCE & ADMINISTRATIVE ISSUES

13.1.1 GENERAL COMMITTEE CONFIDENTIAL MINUTES -
FEBRUARY 18, 2020 (16.0) [Section 239 (2) (a) (b) (c) (e) (f)]

13.2 LAND, BUILDING & PARKS CONSTRUCTION ISSUES

13.2.1 THE SECURITY OF THE PROPERTY OF THE MUNICIPALITY
OR LOCAL BOARD (8.7) [Section 239 (2) (a)]

14. ADJOURNMENT

Information Page

General Committee Members: All Members of Council

General Committee

Chair: Regional Councillor Jack Heath

Vice Chair: Councillor Khalid Usman

Finance & Administrative Issues

Chair: Regional Councillor Jack Heath

Vice Chair: Councillor Khalid Usman

Community Services Issues

Chair: Councillor Karen Rea

Vice Chair: Councillor Isa Lee

Environment & Sustainability Issues

Chair: Regional Councillor Joe Li

Vice Chair: Councillor Reid McAlpine

Land, Building & Parks Construction Issues

Chair: Councillor Keith Irish

Vice Chair: Councillor Andrew Keyes

General Committee meetings are audio and video streamed live at the City of Markham's website.

Alternate formats are available upon request.

Consent Items: All matters listed under the consent agenda are considered to be routine and are recommended for approval by the department. They may be enacted on one motion, or any item may be discussed if a member so requests.

Note: The times listed on this agenda are approximate and may vary; Council may, at its discretion, alter the order of the agenda items.

**Note: As per the Council Procedural By-Law, Section 7.1 (h)
General Committee will take a 10 minute recess after
two hours have passed since the last break.**



General Committee Minutes

Meeting Number: 5

April 20, 2020, 9:00 AM - 1:00 PM

Live streamed

Roll Call	Deputy Mayor Don Hamilton Regional Councillor Jack Heath Regional Councillor Joe Li Regional Councillor Jim Jones Councillor Keith Irish Councillor Alan Ho	Councillor Reid McAlpine Councillor Karen Rea Councillor Andrew Keyes Councillor Amanda Collucci Councillor Khalid Usman Councillor Isa Lee
Regrets	Mayor Frank Scarpitti	
Staff	Andy Taylor, Chief Administrative Officer Trinela Cane, Commissioner, Corporate Services Brenda Librecz, Commissioner of Community & Fire Services Arvin Prasad, Commissioner Development Services Claudia Storto, City Solicitor and Director of Human Resources Joel Lustig, Treasurer Kimberley Kitteringham, City Clerk Martha Pettit, Deputy City Clerk Dave Decker, Fire Chief Phoebe Fu, Director of Environmental Services Biju Karumanchery, Director of Planning and Urban Design Alex Moore, Manager of Purchasing & Accounts Payable Sandra Skelcher, Senior Manager, Financial Planning & Reporting Hristina Giantsopoulos, Elections &	Scott Chapman, Council/Committee Coordinator John Wong, Technology Support Specialist II Lisa Riegel, Assistant City Solicitor Francesco Santaguida, Assistant City Solicitor Adam Grant, Deputy Fire Chief Christina Kakaflikas, Director, Econ Growth, Culture & Entre'ship Ronji Borooh, City Architect Brad Roberts, Manager, Zoning & Special Projects Richard Fournier, Manager, Parks & Open Space Development Parvathi Nampoothiri, Manager, Urban Design Mark Visser, Sr Manager Strategy Innovation & Investments Meg West, Manager of Business Planning and Projects Shane Manson, Senior Manager, Revenue & Property Taxation

Council/Committee Coordinator

Kevin Ross, Manager, Development
Finance & Payroll

1. CALL TO ORDER

The General Committee Meeting convened at the hour of 9:02 AM in the Canada Room with Regional Councillor Jack Heath presiding as Chair for all items on the agenda. This meeting was conducted electronically to maintain physical distancing during the current state of emergency and was the first such meeting for General Committee.

The Chair led Members of Council, staff and meeting participants into a moment of silence to pay respects to the victims and families of the tragedy that occurred in Nova Scotia this past weekend and noted that City flags will be lowered to half-mast.

General Committee recessed at 11:15 AM and reconvened at 11:32 AM.

General Committee recessed at 1:24 PM and reconvened at 2:02PM.

2. DISCLOSURE OF PECUNIARY INTEREST

None disclosed.

3. APPROVAL OF PREVIOUS MINUTES

3.1 MINUTES OF THE MARCH 2, 2020 GENERAL COMMITTEE (16.0)

There was discussion with respect to the Licensing of Private Transportation Companies item from the March 2, 2020 General Committee meeting. Due to the cancellation of the Council Meeting on March 31, 2020 staff will report back at the May 12, 2020 Council Meeting on the requested information and notify members of the taxi industry accordingly.

Moved by Deputy Mayor Don Hamilton

Seconded by Regional Councillor Joe Li

1. That the minutes of the March 2, 2020 General Committee meeting be confirmed.

Carried

4. DEPUTATIONS

A deputation was made for item, 5.2 Covid-19 Impact to Services.

Refer to the individual item for the deputation details.

5. PRESENTATIONS - FINANCE & ADMINISTRATIVE ISSUES

5.1 2019 CONSOLIDATED FINANCIAL STATEMENTS (7.0)

Trinela Cane, Commissioner Corporate Services, and Joel Lustig, Treasurer, introduced the item.

Sandra Skelcher, Senior Manager, Financial Planning and Reporting delivered a presentation entitled, 2019 Consolidated Financial Statements and later introduced Kevin Travers, Lead Audit Engagement Partner, KPMG LLP, a leader in public sector reporting. Mr. Travers delivered a presentation entitled, Audit Findings Report that provided a complete review of audit procedures and findings.

The Committee made inquiries on the following:

- Collaboration between staff and Mr. Travers to complete the audit; and
- Frequency of the review of the current worth of total current assets;

There was discussion on the reserve fund adequacy, asset replacement strategy, and valuation of assets.

Moved by Regional Councillor Joe Li

Seconded by Councillor Amanda Collucci

1. That the presentation titled “2019 Consolidated Financial Statements” be received; and,
2. That the report titled “2019 Consolidated Financial Statements” be received; and,
3. That Council approve the draft Consolidated Financial Statements of The Corporation of the City of Markham (the City), including Community Boards, Business Improvement Areas (BIAs) , and Investment in Markham Enterprises Corporation (MEC), for the fiscal year ended December 31, 2019; and,
4. That Council authorize Staff to publish the final audited Statements for the fiscal year ended December 31, 2019 upon receiving the Independent Auditors’ Report; and,
5. That the KPMG LLP Audit Findings Report for the year ended December 31, 2019 be received; and,

6. That this matter be forwarded to Council for adoption on April 28, 2020; and further,
7. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

5.2 COVID-19 IMPACTS TO SERVICES (12.2.6)

Elizabeth Brown, a member of the Markham Village Sherwood Conservation Residents Association addressed the committee to express her concerns about the prioritization of City initiatives and the importance of public participation during meetings especially during Covid-19. She noted that the lack of public participation doesn't mean that there are no public concerns.

There was discussion relative to essential and non-essential initiatives, public participation in meetings, in addition to consideration of processes that respect both the public and the applicant.

Staff provided confirmation that a recent property standards complaint on Galsworthy Drive will be investigated.

CAO Andy Taylor addressed the Committee and delivered a presentation entitled, Covid-19 Impacts to Services and thanked all front-line staff at the City and in the community.

There was discussion in relation to the following items:

- Continuance of the block tree pruning initiative;
- Resumption of major sports leagues;
- Miller yard waste collection;
- Public communication of Council decisions and project status;

Staff provided information on the continuous review and prioritization of City projects, and the current use of the City website and social media to provide regular updates to the public and will post today's presentation on the City's website. Staff will revisit the tree pruning initiative in the next few weeks.

Moved by Councillor Amanda Collucci
Seconded by Councillor Reid McAlpine

1. That the presentation entitled "COVID-19 Impacts to Services" be received; and,

2. **That the deputation from Elizabeth Brown be received.**

Carried

6. COMMUNICATIONS

6.1 YORK REGION COMMUNICATIONS (13.4)

Moved by Councillor Amanda Collucci

Seconded by Councillor Isa Lee

1. That the following communications from York Region be received for information purposes:
 - a. Potential Development Charge Bylaw Amendment and Interest Policy
 - b. Regional Fire Service
 - c. Response to the Ontario Ministry of Health's Discussion Paper on Public Health Modernization
 - d. Response to Ontario Ministry of Health's Discussion Paper on Emergency Health Services Modernization
 - e. 2019 Drinking Water Systems Report
 - f. Water and Wastewater Master Plan Update Project Plan and Progress
 - g. 2019 Integrated Management System Update Report for Water, Wastewater and Waste Management
 - h. Bylaw 2020-07 Regional Municipality of York
 - i. Community Benefits Charges – Proposed Regulatory Framework; and,
2. That the following communication from York Region be received for information and that the City of Markham provide comments by June 30, 2020:
 - a. Draft York Region Climate Change Action Plan

Carried

7. PETITIONS

There were no petitions.

8. CONSENT REPORTS - FINANCE & ADMINISTRATIVE ISSUES

The Committee acknowledged the hard work by staff on all the planning for events that have been cancelled or postponed due to Covid-19.

8.1 MINUTES OF THE JANUARY 20, 2020 ADVISORY COMMITTEE ON ACCESSIBILITY (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the January 20, 2020 Advisory Committee on Accessibility meeting be received for information purposes.

Carried

8.2 MINUTES OF THE JANUARY 15, 2020 AND FEBRUARY 19, 2020 ANIMAL CARE COMMITTEE (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the January 15, 2020 and February 19, 2020 Animal Care Committee meeting be received for information purposes.

Carried

8.3 MINUTES OF THE JANUARY 15, 2020 CANADA DAY CELEBRATION ORGANIZING COMMITTEE (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the January 15, 2020 Canada Day Celebration Organizing Committee meeting be received for information purposes.

Carried

8.4 MINUTES OF THE MARCH 20, 2019 GERMAN MILLS MEADOW AND NATURAL HABITAT LIAISON COMMUNITY CENTRE BOARD (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the March 20, 2019 German Mills Meadow & Natural Habitat Liaison Community Centre Board meeting be received for information purposes.

Carried

8.5 MINUTES OF THE JANUARY 16, 2020 MARKHAM ENVIRONMENTAL ADVISORY COMMITTEE (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the January 16, 2020 Markham Environmental Advisory Committee meeting be received for information purposes.

Carried

8.6 MINUTES OF THE FEBRUARY 5, 2020 MARKHAM – MILLIKEN CHILDREN’S FESTIVAL ORGANIZING COMMITTEE (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the February 5, 2020 Markham-Milliken Children’s Festival Organizing Committee meeting be received for information purposes.

Carried

8.7 MINUTES OF THE NOVEMBER 14, 2019 AND JANUARY 9, 2020 MARKHAM TRAIN STATION COMMUNITY CENTRE BOARD OF MANAGEMENT (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the November 14, 2019 and January 9, 2020 Markham Train Station Community Centre Board of Management meeting be received for information purposes.

Carried

8.8 MINUTES OF THE JANUARY 13, 2020 AND FEBRUARY 3, 2020 RACE RELATIONS COMMITTEE (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the January 13, 2020 and February 3, 2020 Race Relations Committee meeting be received for information purposes.

Carried

8.9 MINUTES OF THE JANUARY 14, 2020 AND FEBRUARY 11, 2020 SENIORS ADVISORY COMMITTEE (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the January 14, 2020 and February 11, 2020 Seniors Advisory Committee meeting be received for information purposes.

Carried

8.10 MINUTES OF THE FEBRUARY 3, 2020 VICTORIA SQUARE COMMUNITY CENTRE BOARD (16.0)

The Committee made an inquiry with respect to a new recreation centre in Victoria Square.

Brenda Librecz, Commissioner Fire and Community Services addressed the Committee and advised that the Integrated Leisure Master Plan includes a recommendation for a community centre and library in North West Markham potentially on the Victoria Square site but the decision on timing will be made following an evaluation of specific criteria related to population growth, development pace, and capacity of existing facilities within the surrounding areas.

Moved by Deputy Mayor Don Hamilton

Seconded by Councillor Isa Lee

1. That the minutes of the February 3, 2020 Victoria Square Community Centre Board meeting be received for information purposes.

Carried

8.11 MINUTES OF THE NOVEMBER 19, 2019 WASTE DIVERSION COMMITTEE (16.0)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the minutes of the November 19, 2019 Waste Diversion Committee meeting be received for information purposes.

Carried

8.12 2019 YEAR-END RESULTS OF OPERATIONS (7.0)

The Committee recognized Sandra Skelcher, Senior Manager Financial Planning & Reporting, Jay Pak, Senior Financial Analyst and Joel Lustig, Treasurer for their contributions to this report.

Moved by Councillor Amanda Collucci

Seconded by Councillor Andrew Keyes

1. That the report titled “2019 Year-End Review of Operations” be received; and,
2. That the City’s 2019 net favourable variance of \$3.04M be transferred to the Corporate Rate Stabilization Reserve; and further,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8.13 DEVELOPMENT CHARGES DECEMBER 31, 2019 RESERVE BALANCES AND ANNUAL ACTIVITY OF THE ACCOUNTS (7.11)

There was discussion relative to YMCA land and construction funding reallocation, and DC public works projects.

Moved by Councillor Reid McAlpine

Seconded by Councillor Khalid Usman

1. That the report titled “Development Charges December 31, 2019 Reserve Balances and Annual Activity of the Accounts” be received by Council as required under Section 43(1) of the *Development Charges Act, 1997, as amended*; and,
2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8.14 DEVELOPMENT CHARGE INTEREST POLICY (7.11)

There was discussion with respect to fixed and frozen Development Charges.

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the report entitled “Development Charge Interest Policy” be received; and,
2. That the “Development Charge Interest Policy”, attached as Appendix A, be adopted by Council; and further,

That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8.15 STAFF AWARDED CONTRACTS FOR THE MONTH OF FEBRUARY 2020 (7.12)

There was discussion on the following Staff Awarded Contracts:

- #3, 019-S-20 Privileged Access Management Solutions;
- #4, 056-R-19 Fireworks Display for Canada Day;
- #5, 218-R-19 Consulting Engineering Services for Street-lighting Upgrades;
- #6, 219-R-19 Consulting Engineering Services for Structures, and;
- #8, 026-Q-20 Supply and Delivery of Street Planters.

Moved by Deputy Mayor Don Hamilton

Seconded by Councillor Reid McAlpine

1. That the report entitled “Staff Awarded Contracts for the Month of February 2020” be received; and,
2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8.16 060-T-20 THORNHILL COMMUNITY CENTRE PARKING LOT LIGHT POLES REPLACEMENT (7.12)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the report entitled “Tender 060-T-20 Thornhill Community Centre Parking Lot Light Poles Replacement” be received; and,
2. That the contract for be awarded to the lowest priced bidder, CM Lighting Maintenance Ltd., in the amount of \$151,113.60, inclusive of HST; and,
3. That the estimated cost of \$18,000 (including HST) for temporary light towers starting from January 2020 until completion of project in October 1, 2020 along with the above tender award for a total cost of \$169,113.60 be funded from the Life Cycle Replacement & Capital Reserve; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution

Carried

8.17 AWARD OF CONSTRUCTION TENDER 014-T-20 BAYVIEW GLEN NORTH AND LAURELEAF ROAD CAST IRON WATERMAIN REPLACEMENT (7.12)

There was a brief discussion on this award relative to the contractor.

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the report entitled “Award of Construction Tender 014-T-20 Bayview Glen North and Laureleaf Road Cast Iron Watermain Replacement” be received; and,
2. That the contract for Tender 014-T-20 Bayview Glen North and Laureleaf Road Cast Iron Watermain Replacement be awarded to the lowest priced Bidder, Sam Rabito Construction Ltd. in the amount of \$5,656,644.04, inclusive of HST; and,
3. That a 3% contingency in the amount of \$169,699.32 inclusive of HST, be established to cover any additional construction costs and that authorization to approve expenditures of this contingency amount up to the specified limit be in accordance with the Expenditure Control Policy; and,

4. That the construction award in the amount of \$5,826,343.36 (\$5,656,644.04 + \$169,699.32) be funded from the capital project 053-6150-20257 “CI Watermain Replacement – Construction & CA” with budget available of \$5,447,381.00; and,
5. That the shortfall of \$378,962.36 be funded through Waterworks Stabilization/Capital Reserve; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8.18 AWARD OF CONTRACT 023-R-20 PLUMBING SERVICES FOR VARIOUS CITY OF MARKHAM LOCATIONS ON AN AS REQUIRED BASIS (7.12)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the report “Award of Contract #023-R-20 Plumbing Services for various City of Markham locations on an as required basis” be received; and,
2. That the contract be awarded to the highest ranked / lowest priced bidder, Saunders Plumbing and Heating Inc. in the estimated annual amount of \$120,000.00 inclusive of HST; and,
3. That Staff be authorized to extend the contract for three (3) additional years (2021-2023) in the estimated annual amount of \$120,000 inclusive of HST, subject to supplier performance; and,
4. That the contract be funded from various City Departments’ operating budgets on an as-required basis; and,
5. That the award amounts in 2021 to 2023 be subject to Council approval of the respective annual operating budgets and that the award amounts be amended to reflect changes to the various departments’ budget accounts as approved by Council during the annual budget process; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

9. **CONSENT REPORTS - ENVIRONMENT & SUSTAINABILITY ISSUES**

9.1 **ANNUAL WATER QUALITY REPORT (JANUARY-DECEMBER 2019) (5.3)**

The Committee inquired about the flushing of dead end streets, lead sampling and testing.

Phoebe Fu, Director, Environmental Services addressed the Committee with details on the following:

City's dead end flushing program

- Eliminate existing dead ends when it is feasible. Completely eliminating dead ends City wide is not feasible; and,
- Fewer dead end streets in the future as new subdivisions are developed without them.

Lead sampling program

- Described that current testing processes and frequency of testing is location based and adjusted based on testing results; and,
- Consider some lead sampling at the residential and industrial, commercial and institutional (ICI) locations beyond the requirements from the Ministry.

Moved by Regional Councillor Jim Jones

Seconded by Councillor Amanda Collucci

1. That as the COVID-19 declared emergency suspended General Committee gatherings, Council acknowledge that the report titled "Annual Water Quality Report (January-December 2019)" was delivered to Council through a Monday March 30, 2020 email from Brenda Librecz Commissioner, Community and Fire Services to meet provincial regulation 170/03 (under the Safe Drinking Water Act, 2002); and,
2. That as Council resumes the report titled "Annual Water Quality Report (January-December 2019)" as required by Schedule 22 of Ontario Regulation 170/03, under the *Safe Drinking Water Act, 2002*, enclosed herein be officially received; and,
3. That the Annual 2019 Regulatory Water Quality Report (Attachment "A"), containing information for the Ministry of the Environment, Conservation and Parks (MECP) on water supply and quality as required by Section 11 of Ontario Regulation 170/03, under the *Safe Drinking Water Act, 2002*, be received; and,

4. That Council acknowledge that staff posted the Annual 2019 Detailed Regulatory Water Quality Report on the City's website and that it has been made available electronically and in hard copy version by February 28, 2020 as per regulations; and further,
5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

9.2 YORK REGION DISTRICT SCHOOL BOARD – FLATO MARKHAM THEATRE SHARED FACILITY AGREEMENT (6.2)

Moved by Councillor Keith Irish

Seconded by Councillor Alan Ho

1. That the report entitled, "York Region District School Board – Flato Markham Theatre Shared Facility Agreement" be received; and,
2. That the Mayor and Clerk be authorized to execute an agreement, including any amendments to the agreement, between the City and York Region District School Board ("YRDSB") for the shared use, operation, maintenance and repair of portions of the Unionville High School site, the Flato Markham Theatre and the Markham Civic Centre site, provided the form of such agreement is satisfactory to the Commissioner of Corporate Services and the City Solicitor; and,
3. That Staff be authorized to increase the Operating Budget by \$44,000 to reimburse YRDSB for utility costs based on metered heating and cooling usage at the Theatre; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

10. PRESENTATIONS - FINANCE & ADMINISTRATIVE ISSUES

10.1 CITY OF MARKHAM COMMENTS ON BILL 108 PROPOSED REGULATORY MATTERS – COMMUNITY BENEFITS AUTHORITY, DEVELOPMENT CHARGES ACT AND BUILDING CODE ACT (7.0)

Mark Visser, Senior Manager, Strategy Innovation & Investments delivered a presentation entitled, Comments on Bill 108 - Proposed Regulatory Matters which

highlighted the revised regulations, projected financial impact to the City on future development projects and City comments that will be forwarded to the Province. He acknowledged the following staff members for their contribution to the presentation and report: Kevin Ross, Manager, Development Finance & Payroll; Joel Lustig, Treasurer; Francesco Santaguida, Assistant City Solicitor; Biju Karumanchery, Director of Planning and Urban Design; Ronji Borooah, City Architect; Parvathi Nampoothiri, Manager, Urban Design; Brad Roberts, Manager, Zoning & Special Projects, and; Richard Fournier, Manager, Parks & Open Space Development.

The Committee discussed the following relative to the presentation:

- How financial figures were derived;
- Consideration of financial impact and operational challenges;
- Reservation of land for projects such as condominiums;
- Concerns with date of Bill 108 implementation by the Province;
- Concerns with present land evaluation values versus post Bill 108 implementation;
- Negotiation with the Region for the extra 5%;
- Potential for funding By-law and Parking Enforcement costs;
- Opportunities for additional recommendations based on previous Provincial commitments;
- Concerns that greater pressure will exist on communities with park-land;
- Options for acquiring needed park-land;
- Consideration of price reductions for condominiums by developers;
- Changes in park-land and cash-in-lieu per unit;
- Compromises on Community Benefits Charges for larger developers;
- Concerns with collection of Development Charges, and spend on park-lands;
- Consideration to add a request to defer Bill 108 due to the Covid-19 emergency in the letter to the Province;
- Consideration to forward a letter from the City requesting Toronto, Durham, and Peel to participate in public engagement;

- Consideration that the Mayor lead the City and Greater Toronto Area municipalities in applying pressure to the Province;
- Consideration to invite current Members of Provincial Parliament to the April 28, 2020 Council Meeting; and,
- Importance of the creation of a communication plan to educate and mobilize the residents.

Staff addressed the Committee to provide information, the potential impacts of Bill 108 to the City, current land purchasing and valuation policies, as well as financial strategies.

Staff will report back to Council next week with a communication plan to educate and engage the public, and make the requested revisions to the letter that will go to the Province.

Moved by Councillor Khalid Usman

Seconded by Regional Councillor Jim Jones

1. That the report entitled, “*City of Markham Comments on Bill 108 Proposed Regulatory Matters – Community Benefits Authority, Development Charges Act and Building Code Act*”, dated April 20, 2020, be received; and,
2. That this report, including the recommendations from the City of Markham on Bill 108 Proposed Regulatory Matters, be forwarded to the Minister of Municipal Affairs and Housing and to the Regional Municipality of York; and,
3. That the City of Markham supports the following:
 - a. The proposal for the regulation under the *Development Charges Act, 1997*;
 - b. The community benefits proposed to be included within the community benefits charge regulation;
 - c. The proposal for a public notice to be provided prior to the enactment of a community benefits by-law;
 - d. The proposed application of an interest rate on refunds in the event of a successful appeal to a community benefits by-law; and,
 - e. The proposal to add the community benefits charge authority to the applicable law list under the Building Code;

4. **That staff provide a communication strategy to educate and engage the public on Bill 108 to the Council Meeting on April 28, 2020; and,**
5. That the City of Markham request that the Province:
 - a. Provide municipalities with wide latitude to determine what community facilities can be supported through community benefits charges;
 - b. Amend the Community Benefits Charge legislation to allow a municipality to require the conveyance of parkland in lieu of payment of a community benefits charge;
 - c. Implement an escalating Community Benefits Charge collection limit tied to density to allow municipalities to be able to provide a minimum of 0.8 hectares of parkland per 1,000 residents, and that the maximum limit of the Community Benefits Charge eligible to be collected be set at 50% of the value of the fully developed land;
 - d. Given the ongoing emergency situation and scale of work required to implement a Community Benefits Charge regime, increase the timeline for implementation of a Community Benefits Charge by-law be the later of, (1) two years from the date the community benefits regulation comes into effect or, (2) the expiration of the current Development Charge by-laws;
 - e. Allow municipalities to fully recover the capital cost of Development Charges without the requirement of preparing a background study until the development charge by-law is next updated; and,
 - f. Allow municipalities to utilize the community benefits charge by-law and the parkland dedication provisions of the *Planning Act* for specific types of developments, i.e. allow the municipality to specify the types of development that would be subject to a CBC vs. parkland dedication provisions; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

10.2 COVID-19 - FINANCIAL IMPACT UPDATE (7.0)

Joel Lustig, Treasurer, addressed the Committee and delivered a PowerPoint presentation entitled Covid-19 Financial Impact Update which served as a follow-up to the presentation made at the March 27, 2020 Special Council Meeting.

The Committee discussed the following relative to the presentation:

- Continuance of capital projects to put economy back on track;
- Possibility of reducing the 25 year Life Cycle Repair and Replacement of assets target to 10 or 15 years;
- Consideration of not approving new capital projects at this time;
- Calculations of Pre-Authorized Tax Payment figures;
- Conservative approach to proceeding with capital projects subject to Public Health recommendations;
- Possible decrease in future tax collection rates;
- Previous history of significant non-payment of property of property taxes;
- Consideration of a June or July work-shop to discuss various financial options; and,
- Financial assistance from higher levels of government.

Staff advised they will continue to provide Members of Committee with updates on the financial impact of Covid-19.

Moved by Deputy Mayor Don Hamilton

Seconded by Councillor Keith Irish

1. That the presentation entitled COVID-19 – Financial Impact Update be received; and,
2. That the by-law amendments on the April 20th General Committee agenda be considered at the April 28th Council meeting; and,
3. That the City Treasurer report back to General Committee in May providing a financial forecast based on various scenarios; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

11. REGULAR REPORTS - FINANCE & ADMINISTRATIVE ISSUES

11.1 DESTINATION MARKHAM CORPORATION UPDATE / ANNUAL GENERAL MEETING (AGM) MATTERS (7.0)

There was discussion in relation to points four and five in the original recommendation and that they should be removed and may be revisited if required at the April 28, 2020 Council Meeting.

Moved by Regional Councillor Jim Jones

Seconded by Councillor Andrew Keyes

1. That the report “Destination Markham Corporation Update / Annual General Meeting Matters” be received; and,
2. That the Mayor and City Clerk be authorized to execute an Agreement between the City of Markham and Destination Markham Corporation, substantially in the form attached to the report as “Attachment 1”, subject to the form and content of the agreement being satisfactory to the Chief Administrative Officer and the City Solicitor; and,
3. That Destination Markham Corporation By-Law No. 1, substantially in the form attached to the report as “Attachment 2”, be approved; and,
4. That KPMG be approved as the auditor for Destination Markham Corporation; and,
5. That the Mayor and City Clerk be authorized to execute operational agreements of mutual interest, as required, between the City of Markham and Destination Markham Corporation, subject to the form and content of such agreements being satisfactory to the Chief Administrative Officer and the City Solicitor; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried as Amended

The Committee consented to remove clauses four and five from the original recommendation as follows:

4. That the following eight (8) individuals be appointed to the Board of Directors of Destination Markham Corporation, to serve as independent Directors for a term of four (4) years: Ms. Aarti Patel, Mr. Chuck Thibeault, Mr. David Miller, Mr. Herman Grad, Mr. Hiren Prabhakar, Ms. Kate Seaver, Mr. Shafik Jiwani, and Ms. Susan Mandryk; and,

5. That the following four (4) members of Council be appointed to the Board of Directors of Destination Markham Corporation, to serve as non-independent Directors for the term of Council: Mayor Frank Scarpitti, Councillor Andrew Keyes, Councillor Amanda Collucci, and Councillor Khalid Usman; and,

The Committee had before it the following original recommendation:

1. That the report “Destination Markham Corporation Update / Annual General Meeting Matters” be received; and,
2. That the Mayor and City Clerk be authorized to execute an Agreement between the City of Markham and Destination Markham Corporation, substantially in the form attached to the report as “Attachment 1”, subject to the form and content of the agreement being satisfactory to the Chief Administrative Officer and the City Solicitor; and,
3. That Destination Markham Corporation By-Law No. 1, substantially in the form attached to the report as “Attachment 2”, be approved; and,
4. That the following eight (8) individuals be appointed to the Board of Directors of Destination Markham Corporation, to serve as independent Directors for a term of four (4) years: Ms. Aarti Patel, Mr. Chuck Thibeault, Mr. David Miller, Mr. Herman Grad, Mr. Hiren Prabhakar, Ms. Kate Seaver, Mr. Shafik Jiwani, and Ms. Susan Mandryk; and,
5. That the following four (4) members of Council be appointed to the Board of Directors of Destination Markham Corporation, to serve as non-independent Directors for the term of Council: Mayor Frank Scarpitti, Councillor Andrew Keyes, Councillor Amanda Collucci, and Councillor Khalid Usman; and,
6. That KPMG be approved as the auditor for Destination Markham Corporation; and,
7. That the Mayor and City Clerk be authorized to execute operational agreements of mutual interest, as required, between the City of Markham and Destination Markham Corporation, subject to the form and content of such agreements being satisfactory to the Chief Administrative Officer and the City Solicitor; and further,
8. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

12. REGULAR REPORTS - COMMUNITY SERVICES ISSUES

12.1 RESPONSE TO YORK REGION – FIRE REGIONALIZATION (7.15)

The Committee consented to postpone this item to an upcoming General Committee meeting in May 2020.

Moved by Councillor Khalid Usman

Seconded by Regional Councillor Jim Jones

1. That Council not support proceeding with a Regional Fire Service study; and,
2. That Staff recommend that we continue current efforts with Richmond Hill and Vaughan, in particular the creation of a shared communications centre that will enable further joint/shared opportunities to achieve efficiencies and to improve services to our residents and businesses.

Postponed

13. MOTIONS

There were no motions.

14. NOTICES OF MOTION

There were no notices of motion.

15. NEW/OTHER BUSINESS

15.1 YORK REGION - MANDATED REVIEW OF REGIONAL COUNCIL COMPOSITION (13.4)

The Committee consented to postpone this item to an upcoming General Committee meeting in May 2020.

Moved by Councillor Khalid Usman

Seconded by Regional Councillor Jim Jones

1. That the communication dated February 27, 2020 from York Region regarding Mandated Review of Regional Council Composition be received for information purposes; and,
2. That the City of Markham provides its consent by May 15, 2020 to a bylaw changing the size of Regional Council by increasing the number of members from the City of Vaughan from four to five.

Postponed

16. ANNOUNCEMENTS

There were no announcements.

17. ADJOURNMENT

Moved by Councillor Amanda Collucci

Seconded by Councillor Karen Rea

That the General Committee meeting adjourn at 2:52 PM.

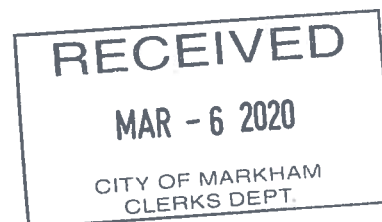
Carried



Transportation Services

January 31, 2020

Clerk's Department
City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3



Re: 2019 Annual Compliance Report for the York Region Rapid Transit Network

**Highway 7 Corridor Public Transit Improvements Environmental Assessment
Segment H2 (H2-VMC and H2-West/H2-East)**

**Yonge Street Corridor Public Transit Improvements Environmental Assessment
Segment Y2 – Yonge Street from Hwy 7 to 19th Avenue**

The Ministry of the Environment approved York Region's Environmental Assessments (EAs) for the Yonge Street Corridor Public Transit Improvements and for the Highway 7 Corridor Public Transit Improvements, subject to a number of conditions. One of these conditions requires York Region to prepare Annual Compliance Reports for placement on the public record.

Enclosed is a copy of the 2019 Annual Compliance Reports for the above noted EAs provided in accordance with the requirements of the conditions of approval. Please maintain these documents for public review until December 31, 2020.

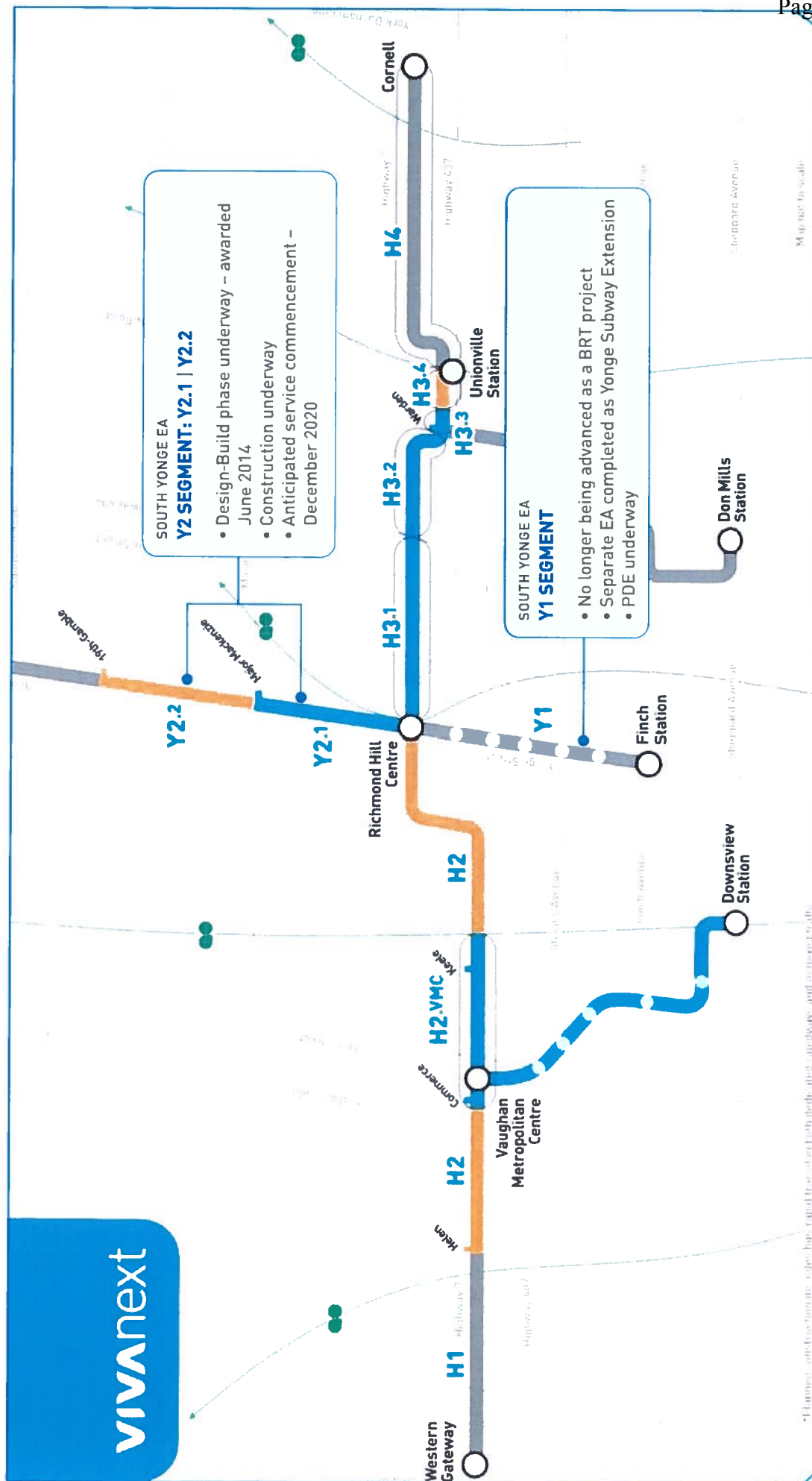
Should you or the public have any questions, please contact me at steve.mota@york.ca or 1-877-464-9675 ext. 75056.

Sincerely,

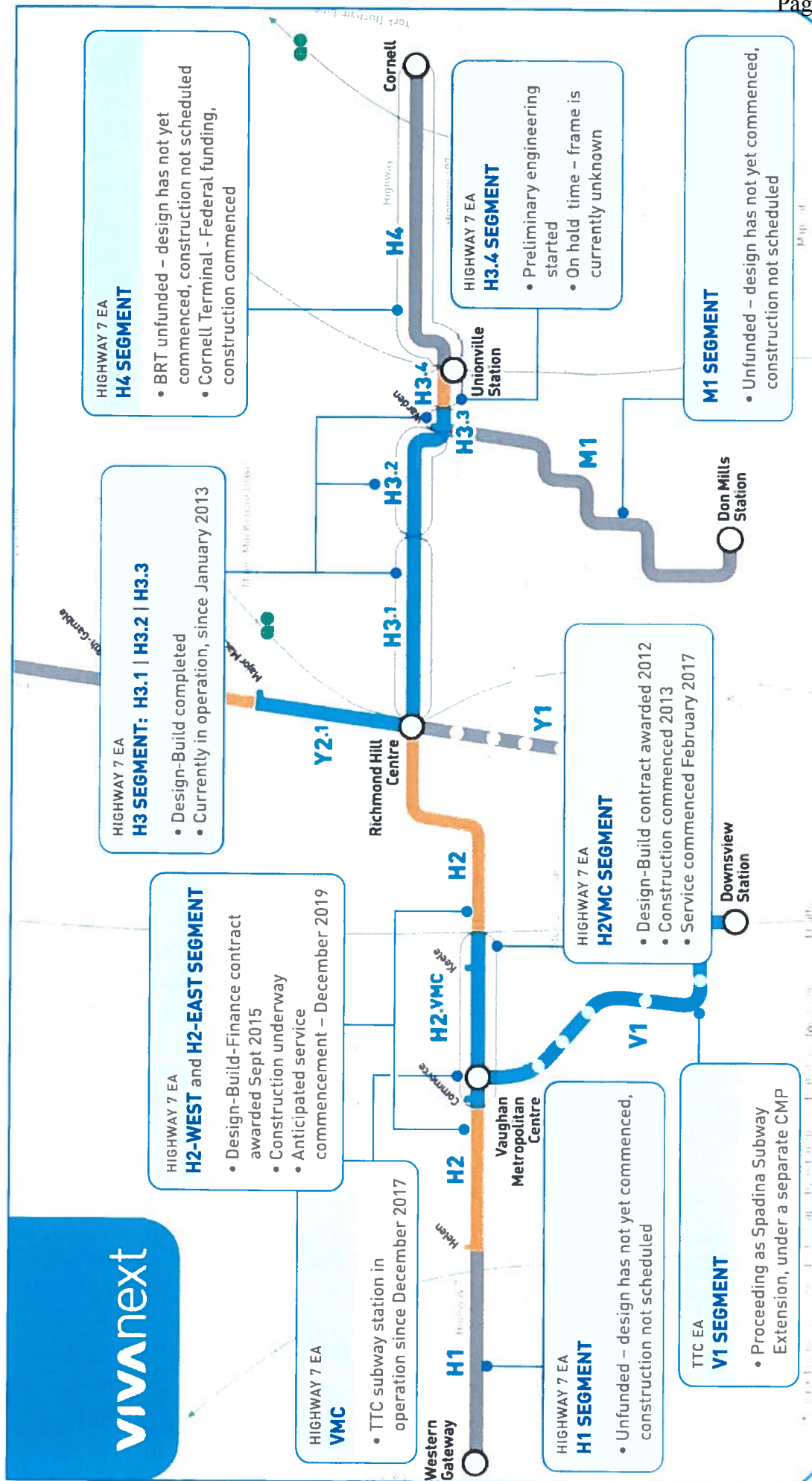
Steve Mota, P.Eng.
Program Manager – Transportation Engineering

Attached: 2019 Annual Compliance Reports for segments H2 (H2-VMC and H2-West/H2-East)
2019 Annual Compliance Report for segment Y2
Key maps for Highway 7 and Yonge Street transit corridors

PROJECT STATUS – SOUTH YONGE STREET PROJECTS



PROJECT STATUS – HIGHWAY 7 PROJECTS



**YONGE STREET CORRIDOR PUBLIC TRANSIT IMPROVEMENTS FROM SUMMARY LISTING OF EA COMPLIANCE
DOCUMENTATION
FOR Y2 SEGMENT STEELES AVENUE TO 19TH AVENUE
(HIGHWAY 7 – 19th AVENUE)
Prepared: December 2019**

This Annual Compliance Review has been prepared primarily by the Design Build Consortia, who are implementing the projects under Design-Build contract. Compliance items related to policy, land use planning, operations and maintenance activities, etc. are reported by York Region. The Compliance Review is carried out by an independent Environmental Compliance Lead, on behalf of York Region’s Environmental Compliance Manager. All non- closed items are subject to compliance review. Occasionally, there are items with issues that could not be addressed within the time between the compliance review and submission date. These items are noted and steps to address the issue are indicated. These items will be reviewed in next year’s submission.

All compliance items in last year’s 2018 Annual Compliance Report that were identified as being completed, closed or not applicable to this segment have been removed from this 2019 Annual Compliance Report. Numbers for the remaining items relate back to the 2018 Annual Compliance Report for easy cross reference.

Jamie Freeman & Jim Kroetsch, Jacobs	Steve Mota, The Regional Municipality of York (York Region)
Environmental Compliance Lead	Environmental Compliance Manager

Completion Status		Notes
On-going / In progress		Work has begun on this item but not completed
Completed		All work completed for this item.
Future Work		No work has begun on this item.
No Action Required		No action is required to meet commitments
Does not apply		Does not apply to segment Y2
Compliance Review		
Column	Results	Notes
Status	Yes	Status accepted: the statement about the status of the item is accepted based on the reviewers understanding of the project.
	No	Status not accepted: the statement about the status of the item is not accepted based on the reviewers understanding of the project.
	UNC	Unclear: Further explanation requested regarding the status of the item.
Results	AC	Accepted means that items are reported as in-progress but have not reached a reportable milestone (i.e., there is no documents available). The statement on status is accepted based on the reviewers understanding of the project.
	EF	Evidence Found means that the evidence provided reasonably shows that a compliance action (i.e., something done to address a compliance item) has been undertaken.
	EFC	Evidence Found of Change means that the evidence provided reasonably shows that a compliance action has been undertaken but the action is a change from the compliance item.
	NSE	Not Sufficient Evidence means that the evidence provided although applicable to the compliance action, is not adequate to reasonably show that the compliance action has been undertaken, or that evidence is believed to be available
	ENF	Evidence Not Found means that evidence has either not been provided or that the evidence does not appear related to the compliance action.
	Closed (year)	No further action or review of the item is warranted. Either all condition / commitments for the item have been addressed and reviewed, or the item does not apply or requires no action.
Notes	Comments in regard to the compliance review for that year. In addition, the closed components of an item are tracked. For example, an item may have three distinct components, designated by [1], [2] and [3]. If only component [1] was completed in 2013, the column will include a statement that component [1] was closed in 2013. That statement will remain in each subsequent ACR report until all components (i.e., [2] and [3]) are closed. For information on items closed in previous years the reader is directed to the ACR for the year the item was closed.	

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Glossary

AAQC – Ambient Air Quality Criteria
 ACR – Annual Compliance Report
 APEP – Air Pesticide and Environmental Planning
 AQ – Air Quality
 BHF – Built Heritage Features
 BRT – Bus Rapid Transit
 CBD – Commercial Business District
 CEAA – Canadian Environmental Assessment Agency
 CLU – Cultural Landscape Units
 CMP – Compliance Monitoring Plan
 DBCR – Design Basis and Criteria Report
 DFO – Fisheries and Oceans Canada
 EA – Environmental Assessment
 EAAB – Environmental Assessment and Approvals Board/Branch
 EPA – Environmental Protection Area
 ERS – Emergency Response Service
 HADD – Harmful Alteration, Disruption or Destruction
 LRT – Light Rail Traffic
 MMAH – Ministry of Municipal Affairs and Housing
 MOE – Ministry of the Environment
 MSF – Maintenance Storage Facility
 MTO – Ministry of Transportation Ontario
 NAAQO – National Ambient Air Quality Objectives
 NB – North Bound
 NPC – Noise Pollution Clearinghouse
 NWPA – Navigable Waters Protection Act
 OE – Owner's Engineer
 OGS – Oil/Grit Separators
 ORM – Oak Ridges Moraine
 ORMCP – Oak Ridges Moraine Conservation Plan
 OSAA – Ontario Secretariat for Aboriginal Affairs
 PE – Preliminary Engineering
 PM – Particulate Matter
 RapidLINK – The Consortium Designing and Building the Project
 ROW – Right of Way
 RT – Right Turn
 RTOR – Right turn on red

SB – South Bound
 SPOHT – Society for the Preservation of Historic Thornhill
 SWM – Storm Water Management
 SWMP – Storm Water Management Pond
 TCP – Technology Conversion Plan
 TOR – Terms of Reference
 TRCA – Toronto Regional Conservation Authority
 TS – Technical Support
 TSP – Transit Signal Priority
 TTC – Toronto Transit Commission
 VMS – Vehicle Management System
 Y2DBCR – Y2 Design Based Criteria Report
 YC or YC2002 - York Consortium 2002 (completed preliminary design)
 YRRTC – York Region Rapid Transit Consortium
 YRT – York Region Traffic
 YRTP – York Region Transit Program

Section 2.0 - Monitoring of Conditions of Approval									
Item	MOE Condition of EAA approval		Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Compliance Review		
							Status	Results	Notes
5	1.3	These proposed conditions do not prevent more restrictive conditions being imposed under other statutes.	York Region	As applicable	Status – On-going Permits received are documented on an on- going basis. Will continue to monitor as implementation progresses. Expected to be closed at project completion	PLAA Ledger [FLC-3.1-001] October 2019 (ID Y2019-001)	Yes	EF	It is accepted that it is not evident that more restrictive conditions have not been imposed directly against and superseding CMP items. However, it is possible that permit requirements may actually have more restrictive conditions. The evidence provided (ID Y2019-001) supports that these requirements are being tracked. This item is On-going.
6	2.1	Public Record	York Region	Design, Construction and Operation as specified	Status – On-going To be completed with the filing of the last ACR. [1] The 2018 ACR was submitted to MOECC on December 20, 2018.[1] Copies of the 2018 ACR were provided to	[1] MOECC Acknowledgement Letter (ID Y2019-002) [2] Correspondence transmitting ACR to Clerks offices and libraries dated (ID Y2019-014, ID Y2019-015) [3] 201 Annual Compliance Report (December 2017) (ID Y2018-003)	Yes	[1-3] EF	[1,3] The evidence provided [Y2019-002 and Y2019- 003] supports the assertion regarding conditions [1 and 3]. This item is On-going.
	2.2	Where a document is required for the Public Record, it shall be provided to the Director for filing							

Section 2.0 - Monitoring of Conditions of Approval								
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Compliance Review		
						Status	Results	Notes
	with the Public Record maintained for this undertaking. Additional copies of such documents will be provided by the Proponent for public access at the Regional Director's Office, and the Clerk's Office of: the Regional Municipality of York; the Towns of Richmond Hill and [City] Markham; and the City of Vaughan. These documents may also be provided through other means as considered appropriate by the Proponent.			Markham, Vaughan, Richmond Hill and York Region and libraries [2]and posted online. [3]The CMP is posted on York Region's york.ca website.	[3] 2017 Annual Compliance Report (December 2018) (ID Y2019-003) http://www.vivanext.com/PDFs/EA/SouthYongeSt/VYONGE-ENV-RPT-076-2018-DEC-19-Y2_EA_Compliance_2018_Final_(locked).pdf			[2] Evidence [Y2019-014 and Y2019-015 for Correspondence transmitting to the Clerks offices and libraries was provided. This item is On-going.
10	3.4 i) The Proponent shall prepare and Annual Compliance Report (ACR) which describes the results of the Proponent's EA Compliance Monitoring Program [1]. The Proponent shall submit to the	York Region	Design, Construction and Operation as specified	Status – On-going Conditions will be addressed with the submission of ACR's until all conditions are satisfied. 2019 ACR is currently being prepared and will be submitted to the MOECC in December 2019.	MOECC Acknowledgement Letter (ID Y2019-002) 2018 Y2 ACR (ID Y2019-003)	Yes	EF	The evidence provided [Y2019-002 and Y2019- 003] was found to support the assertion that the ACR was prepared and is being submitted annually. This item is On-going.

Section 2.0 - Monitoring of Conditions of Approval								
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Compliance Review		
						Status	Results	Notes
	Directors of the EAAB and Central Region, for placement on the Public Record, a copy of the ACR. The timing for the submission of the ACR shall be set out in the Program. The Proponent shall submit the ACR until all conditions are satisfied. When all conditions have been satisfied, the Proponent shall indicate in the ACR that this is the final submission.							
11	3.4 ii) The Proponent shall make the documentation available to the MOECC or its designate upon request in a timely manner during an on-site inspection or audit, in response to a pollution incident report, or when information concerning compliance is requested by the MOECC.	York Region	Design, Construction and Operation as specified	Status – On-going Pending a request.		Yes	AC	It is accepted that there has not been a request to date. This item is On-going.

Section 2.0 - Monitoring of Conditions of Approval									
c	MOE Condition of EAA approval		Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Compliance Review		
							Status	Results	Notes
18	6.2	The Proponent will undertake [1] a Stage II Archaeological Assessment and [2] any subsequent Archaeological Assessments that may be required. The Proponent is to consult with [3] affected stakeholders and [4] Aboriginal communities on their findings and [5] obtain any necessary approvals prior to proceeding with construction.	York Region	Design	Status – [1, 2, 3, 5] Completed, [4] Completed [1] Stage II Archaeological Assessment completed in 2015 (Y2016-002). [2] Stage III Archaeological Assessment completed in 2016 (Y016-003). Stage III Archaeological Assessment Elgin Mills Burial Remains Recovery (Y2017-004) [4] Reports provided to Huron Wendat First Nation, awaiting comments. [3, 5] Letters of Acknowledgement from MTCS for Stage II (Y2016-004) and Stage III (Y2016-005) Archaeological Assessments. Stage III Elgin Mills Burial clearance letter from MTCS (Y2017-(Y2017-005) [4] It is noted that significant time has passed since the Program Update Package was sent to First Nations. Based on time passed and no response, this item is closed. No action required.	N/A	Yes	[1,2,3,5] Closed [4] AC Closed (2019)	Items [1 -3, 5] closed in 2016 and 2017. Item [4] It is accepted that sufficient time has passed with no response. This item is now closed.

Section 3.0 – Compliance Management and Responsibilities							
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
					Status	Results	Notes
27	CMP Section 3.2.1 - Design Phase - The ECM will verify compliance and prepare/submit ACRs.	York Region	Status – On-going The 2018 ACR was submitted to the MOECC on December 20, 2018. This report constitutes the 2019 ACR to be submitted in December 2019.	2018 Y2 ACR (ID Y2019-003)	Yes	EF	The ACR reference provided [Y2019-003] are considered to be evidence of compliance. This item is On-going.
29	CMP Section 3.2.2 - Construction Phase - The ECM will verify compliance and prepare/submit ACRs.	York Region	Status – On-going The 2018 ACR was submitted to the MOECC in December 2018. This report constitutes the 2019 ACR to be submitted in December 2019.	Y2 ACR (ID Y2019-003)	Yes	EF	The ACR reference [Y2019-003] provided is considered to be evidence of On-going compliance. This item is On-going.
29-a	CMP Section 3.2.3 – Once construction is complete and rapid transit service operations commence on the project, York Region will assume responsibility for monitoring the effects of operations and maintenance in accordance with the CMP requirements.	York Region	Status – Future Work		Yes	AC	It is accepted that all operational monitoring is Future Work.

Section 4.0 – Program Scope – General Commitments							
Item	Mitigation Measure / Commitment to be Monitored (2009 item # if different)	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
					Status	Results	Notes
36	CMP Section 4.1 - Opportunities to obtain input from [1] affected communities, [2] First Nations and [3] heritage associations; (2009 item number : 29)	York Region	Status – [1,3] Completed, [2]Completed [2] It is noted that significant time has passed since the Program Update Package was sent to First Nations. Based on time passed and no response, this item is closed. No action required.	N/A	Yes	[1,3] AC [2] AC Closed (2019)	Item [1] Closed in 2015. Item [2]: It is accepted that sufficient time has passed with no response. This item is now closed. Item [3]: Closed in 2007.

Section 5.0b Actions Required to Address Commitments- Table 5-2- Monitoring during construction												
Construction and Compliance Monitoring					Changes to Mitigation Protection and/ or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status	Results	Notes
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency								
<p>ITEMS 71 to 79: Status – On-going. Y2 Daily Environmental Inspection Checklist (ID Y2019-004) has been prepared by the Contractor as part of the Environmental Management System (EMS) to ensure regular monitoring of Mitigation Measures as outlined in the various Environmental Management Plans. A Daily Inspection Checklist completed during/around a significant rainfall event is provided for Item 71 (ID Y2019-005)</p> <p>ITEM 76: Status – On-Going. The measures outlined in the Noise and Vibration Management Plan (ID Y2019-006) meet the intent: <i>"Daily inspections will be undertaken by the QA / Environmental Administrators. The QA / Environmental Administrators will identify any issues of deficiencies or non-conformances in weekly inspection summaries. This would include reporting on any failure to ensure the following: Construction equipment is maintained in good working order and complies with MOE NPC-115 Construction Equipment guidelines. The QA / Environmental Administrators may ask to review vehicle and equipment maintenance logs; and Nuisance effect from noise on adjacent sensitive receptors are minimized."</i></p> <p>ITEM 78: Status – On-Going. A Cultural Heritage Assessment Report was completed in January 2016 (ID Y2019-007). It includes the identification of Cultural Heritage Landscapes and Built Resources and provides a description of the existing environment and conditions of the resources. Indirect impacts are identified as well as mitigation measures. Should any deterioration or damage be reported, protocols identified in the Cultural Heritage Management GEMP (ID Y2019-008) will be implemented.</p> <p>ITEM 72: Status – Closed. Does not apply to Y2.</p> <p>ITEM 80: [1] Status – On-going. Traffic monitoring is conducted on an on-going basis. Section 3.2.1 of the Traffic Management Plan indicates that <i>"RapidLINK's Traffic Control Persons will check the traffic control devices regularly to ensure that the traffic operations in the work zones are acceptable. Such personal engaged in traffic control will check the work sites carefully to make sure that traffic controls are continually updated to suit changing construction conditions due to work staging and progress, or if an immediate improvement to the traffic control is needed"</i>. (ID Y2019-009). The Site Specific Traffic Staging (ID Y2019-010) illustrates the customized nature of planning. Traffic Monitoring Travel time and traffic monitoring graphic representation (ID Y2019-011) and (ID Y2019-012) show evidence that traffic is monitored via Stinson software.</p>												
71	Effect of construction on water quality and quantity in watercourses	To confirm that water quality is not being adversely affected by construction activity	Monitor sediment accumulation after rain events during construction to ensure that the proposed mitigation measures in the Erosion and Sediment Control Plan have been satisfied.	After first significant rain event	No change	Not applicable	Not applicable	Not applicable	CPG 9-Dec- 17	Yes	EF	Provided evidence [Y2019-004] supports the assertion of Environmental Monitoring. This item is On-going.
73	Fish may be injured or killed by dewatering or physical harm.	To avoid or reduce fish mortality.	On-site environmental inspection during in-water work.	As required by construction schedule for in-water work activities.	No change	Not applicable	Not applicable	Not applicable	CPG 9-Dec- 17	Yes	EF	Provided evidence [Y2019-004] supports the assertion of Environmental Monitoring. This item is On-going.
74	Culvert/bridge extension, repair or replacement may create a barrier to fish movement.	To maintain fish passage.	On-site environmental inspection during in-water work.	As required by construction schedule for in-water work activities.	No change	Not applicable	Not applicable	Not applicable	CPG 9-Dec- 17	Yes	EF	Provided evidence [Y2019-004] supports the assertion of Environmental Monitoring. This item is On-going.

Section 5.0b Actions Required to Address Commitments- Table 5-2- Monitoring during construction												
Construction and Compliance Monitoring					Changes to Mitigation Protection and/ or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status	Results	Notes
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency								
75	Destruction/ Disturbance of wildlife habitat due to removal of vegetation during construction	To ensure minimum disturbance to wildlife habitat	Post-construction inspection of vegetation plantings to confirm survival.	On completion of construction works adjacent to vegetative areas.	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec- 17	Yes	EF	Provided evidence [Y2019-004] supports the assertion of Environmental Monitoring. This item to remain On-going.
76	Noise generated by construction activities	To ensure noise levels comply with Municipal by-laws and construction equipment complies with NPC-115 noise emission standards.	Site measurements of levels produced by representative equipment/activities	At time of introduction of equipment/ activities producing significant noise level with potential to disturb sensitive areas.	No change	Not applicable	Not applicable	Not applicable	CPG 9-Dec- 17	Yes	EF	Evidence [Y2019-004] supports that noise monitoring is occurring. [2018-006] supports the assertion that Noise and Vibration Management Plan has been developed. This item to remain On-going.
77	Effect of construction activities on air quality(dust, odour,)	To confirm that local air quality is not being adversely affected by construction activity	Regular inspections of site dust control measures and of construction vehicle exhaust emissions	Monthly during construction seasons.	No change	Not applicable	Not applicable	Not applicable	CPG 9-Dec- 17	Yes	EF	Provided evidence [Y2019-004] supports the assertions of Environmental monitoring. This item is On-going.
78	Condition of heritage homes adjacent to transitway alignment	To determine if any damage/deterioration is due to construction activity	Pre-construction inspection to obtain baseline condition and monitoring during nearby construction	As required by construction schedule for work adjacent to heritage features.	No change	Not applicable	Not applicable	Not applicable	CPG 9-Dec- 17	Yes	EF	Item [Y2019-007] and [Y2019-008] supports the assertions.
79	Effect of construction on boulevard trees	To ensure the survival of boulevard trees	Inspection of protective measures and monitoring of work methods near trees	Prior to commencement of work and bi-weekly during work activities.	No change	Not applicable	Not applicable	Not applicable	CPG 9-Dec- 17	Yes	EF	Provided evidence [Y2019-004] supports the assertions.

Section 5.0b Actions Required to Address Commitments- Table 5-2- Monitoring during construction												
Construction and Compliance Monitoring					Changes to Mitigation Protection and/ or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status	Results	Notes
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency								
80	Potential barrier effects during construction and operation	To avoid barriers to entrances/exits to large attractors along Yonge Street and to ensure the effectiveness of the Construction Traffic and Pedestrian Management Plan	Monitor congestion levels during construction [1] and traffic patterns during operations.[2]	After temporary access works have been installed and during ongoing inspection of construction works.	No change	Not applicable	Not applicable	Not applicable	CPG 9-Dec- 17	Yes	[1] EF [2] AC	Evidence provided [2019-009 and 2019-010] document that traffic congestion is taken into consideration during construction, discussed in meeting minutes and by following correct traffic control methods. As documented in OE Review in 2018, Traffic Monitoring has been provided as shown in Document ID # Y2019-011 and Y 2019-12. This item is On-going. Item [2] closed in 2016 via ITEM 80- i.

Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring										York Region's Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).									
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status and Description of how commitments have been addressed during Operations and Maintenance	Compliance Document Reference	Status	Results	Notes
80-a	Base low alterations	To ensure frequency, magnitude and duration of flow is not adversely affected by new impervious surfaces	Post-Construction inspection of storm water management facilities to evaluate their effectiveness. On-going maintenance	After significant storm events following completion of construction facilities	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-c	Fish habitat may be lost due to reflective storm water management facilities	To ensure that sediment accumulation in storm water management facilities is not causing a population decline.	Monitor degree of sediment accumulation in storm water management facilities.	Immediately after construction, alter major storm events and annually	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-d	Temperature increase due to clearing of riparian vegetation and storm water management practices	To ensure minimum change in temperature to aquatic habitat	Post-construction inspection of riparian plantings to confirm survival.	Twice per year in spring and fall	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.

Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring										York Region's Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).									
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status and Description of how commitments have been addressed during Operations and Maintenance	Compliance Document Reference	Status	Results	Notes
80-e	Effect of snow and ice removal on water quality in corridor watercourses	To confirm that water quality is not being adversely affected by transit way and vehicle maintenance activities	Monitor sediment accumulation in storm water management facilities	During major storm events up to five times per year	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-f	Noise generated by operation and maintenance activities	To ensure noise levels comply with municipal by- laws	Pass-by and idling measurements of levels produced by representative vehicles activities	Initially after revenue service is introduced in and in response to concerns or after any major increase in service frequency.	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-g	Effect of rapid transit operations on local air quality (pollutants, odour)	To confirm that local air quality is not being adversely affected by transit vehicle activity at terminals/facilities	Regular inspection of measures and of transit vehicles exhaust emissions	Initially after facilities are placed into service and at five-year intervals during vehicle life.	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-h	Effect of rapid transit operations on GHGs emitted per commuting person-trips	To assess the effectiveness of improved public transit as a commuting choice in reducing GHG emissions in the corridor.	Ridership growth surveys and transit mode split data analysis to derive GHG emission reduction	Findings to be included in the annual Compliance Reports.	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.

Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring										York Region's Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).									
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status and Description of how commitments have been addressed during Operations and Maintenance	Compliance Document Reference	Status	Results	Notes
80-i	Effect of RT operation and intersection modifications on traffic infiltration through neighbourhood roads	To identify any increase in the use of neighbourhood roads by non-resident traffic as an alternative to left turn access restrictions	"Before and after" traffic volume observations on affected roadways to determine any change in infiltration levels	Before commencement of construction and six months after introduction of RT service	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-j	Increased mobility choice due to rapid transit service introduction and local transit connectivity	To verify the convenience of the inter-connection between rapid transit service and reconfigured local feeder service	Review of effectiveness of local service plans in terms of growth of transfers and response to customer requests/ complaints	After six months of RT service and annually thereafter	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-k	Effect of RT operations on public safety in the right-of-way and in station zones	To confirm the effectiveness of safety measures incorporated in the transit infrastructure design and pedestrian access facilities	Review of accident reports and statistics to establish whether cause is transit related	In response to specific incidents as required and in Annual Compliance Reports	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-l	Streetscaping, neighbourhood aesthetics and community vistas	To confirm that landscaping, station and transitway features continue to enhance the community environment in the corridor	Inspection of landscaping [1] by Region arborist and streetscaping features [2] by maintenance personnel	Twice annually or in response to specific complaints about plant health, graffiti, cleanliness	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.

Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring										York Region's Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).									
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status and Description of how commitments have been addressed during Operations and Maintenance	Compliance Document Reference	Status	Results	Notes
80-m	Provision of median crossing for Emergency Response Services vehicles	To ensure the operation of the ERS vehicles	Obtain feedback from ERS staff on performance of access provisions	Initially after completion of access [1] facilities and through regular consultation with the emergency services [2]	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-n	Utilization of Community Facilities	To confirm that rapid transit is increasing usage of facilities due to improved access	Obtain registration data from facilities served (up to three)	Review registration data annually for a period of 5 years after start-up	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-o	Change in existing land use patterns to transit oriented development may not be attainable or may be inappropriate	To confirm that municipal development approvals and zoning are realizing the benefit of improved transit and encouraging development compatible with existing neighbourhoods	Monitor re-development activity to control overall increase in and type of development density	Review municipal data on redevelopment/ development levels annually for a period of 10 years after start-up	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.
80-p	Effect of an increase in business activity on the urban form	To determine whether business activity along the corridor increases and whether resulting intensification meets urban form objectives.	Monitor business activity, urban form and economic conditions in the corridor	Review building applications and permits and economic influences annually for 10	No change planned	Not applicable	Not applicable	Not applicable	CPG 9-Dec-17	Future Work		Yes	AC	Accepted that post construction monitoring is Future Work.

Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring										York Region's Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).									
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status and Description of how commitments have been addressed during Operations and Maintenance	Compliance Document Reference	Status	Results	Notes
				years after start-up										

Section 6.0 – Modifying the design of the undertaking							
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
					Status	Results	Notes
81	CMP Section 6.0 - In the event that there is a minor change to the design of the undertaking which does not adversely impact the expected net environmental effects of the undertaking, these changes will be considered minor and documented in the annual compliance report. (2009 item number:61)	York Region	Status – On-going A list of approved minor changes to-date has been logged to-date - Change Control Log [ID Y2019-013]	Change Control Log Oct 2019 (ID Y2019-013)	Yes	EF	The evidence [Y2019-013]) supports the assertions regarding minor changes being reported. This item is On-going
82	In the event that there is a change to the design of the undertaking that results in a material increase in the expected net environmental effects of the undertaking, the process set out in the CMP for modifying the design of the undertaking (including submission of an amendment report to the MOE) will be followed. (2009 item number : 62)	York Region	Status – On-going (if necessary). At this time there is no change to the design of the undertaking that results in a material increase in the expected net environmental effects of the undertaking.		Yes	AC	It is accepted that there is no change. This item is On-going.

Section 8.0 – Program Schedule					Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
89-a	<p>CMP Sec 8: The CMP will be conducted during the implementation of all segments of the Yonge Corridor EA Undertaking. Design of the initial segment between Steeles Avenue and Highway 7 commenced in July 2006 and will continue through 2007 and part of 2008. As noted earlier, construction of this segment is dependent on the availability of funding. Rapid transit operations using the facilities will commence immediately after testing and commissioning of the systems and facilities.</p> <p>CMP activities programmed for each phase will be carried out throughout the implementation of the project [1] and will continue during operations and maintenance until it can be verified that all commitments relating to operational effects have been met. [2] It is anticipated that a stable operating environment will be reached within three years of the commencement date by which time monitoring activities will have confirmed compliance and as such, will be no longer necessary.</p>		<p>Status: [1] Completed [2] Future Work</p> <p>[1] Refer to item 27. Mitigation measures required throughout implementation of the project are documented and reported on through the ACR process.</p> <p>[2] Refers to Operational monitoring</p>		Yes	AC	<p>Item [1]: Closed in 2016.</p> <p>Item [2] is post-construction monitoring and is Future Work.</p>

Section 10 – Annual Compliance Report					Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
94-a	<p>CMP Sec 10: The ECM will prepare an Annual Compliance Report (ACR) which describes the results of the Compliance Monitoring Program during the year preceding the submission of each ACR. A copy of the ACR will be submitted to the Directors of the Environmental Assessment and Approvals Branch and Central Region for placement on the Public Record.</p> <p>The first ACR will be submitted in December 2008 with subsequent submissions in December of each year thereafter until the construction of the undertaking is complete and the rapid transit service has been operated for at least three years after the last construction segmentcompleted</p>	York Region	<p>Status: On-going</p> <p>The 2018 ACR was submitted to the MOECC in December 2018.</p> <p>This report constitutes the 2019 ACR to be submitted in December 2019.</p>	<p>MOECC Acknowledgement Letter (ID Y2019-002)</p> <p>2018 Y2 ACR (ID Y2019-003)</p>	Yes	EF	<p>Documents provided support that the ACR was submitted in 2018 and this report constitutes the 2019 ACR which will be submitted in December 2019. This item is Ongoing.</p>

Appendix 1 Table 11-1 Yonge Street Corridor Public Transit Improvements EA - Table 11-1 Assessment of Environmental Effects for Objective A - Mobility											Compliance Monitoring							
GOAL	Environmental Value/ Criterion	Environmental Issues/ Concerns	Project Phase			Location	Potential Environment Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes
OBJECTIVE A: To improve mobility by providing a fast, convenient, reliable and efficient rapid transit service																		
A1 (a)	Maximize Inter-regional and local transit connectivity																	
		Compatibility with proposed local network	✓		✓	Entire Corridor	Inconvenient transfer between local transit and Yonge Rapid Transit may discourage transit ridership	Stations generally located on east-west local transit routes ensuring convenient transfers between services. Integrated fare system proposed.	Project may change the configuration of local transit.	[1] Local services will be configured as a grid where practical, providing community coverage and feeder roles	Positive effect	[2] Regular review of effectiveness of local service plans.	York Region	Status – Future Regular review of effectiveness of local service plans is an ongoing YRT task. Local service plans are updated approximately quarterly according to YRT Board Periods.	https://www.yrt.ca/en/schedules-and-maps/service-changes.aspx#Viva-green-revised-schedule	Yes	EF	Web reference provided.
(b)																		

Appendix 1 Table 11-1 Yonge Street Corridor Public Transit Improvements EA - Table 11-1 Assessment of Environmental Effects for Objective A - Mobility												Compliance Monitoring								
GOAL	Environmental Value/ Criterion	Environmental Issues/ Concerns	Project Phase			Location	Potential Environment Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review				
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes		
OBJECTIVE A: To improve mobility by providing a fast, convenient, reliable and efficient rapid transit service																				
A4	Increase attractiveness of rapid transit service	Travel time and service reliability	✓		✓	Entire Corridor	Adjustments to signal timing to achieve progression and minimize delay to rapid transit.	[1] Micro-simulation of rapid transit operation and general traffic movements during detailed design will be used to optimize signal timing. [2] Transit speed will be increased to maximum achievable with reasonable intersection operation.	Delay to transit or intersecting traffic may be unacceptable. May affect intersection capacity for general traffic movements.	Modification of inter-section signal timing.	Moderately significant	[3] Pursue an on-going intersection performance monitoring program	York Region	Status – Future work. Intersection monitoring will be carried out by York Region Transportation Services following the commencement of operation.		Yes	AC	The revised description indicates that the meeting the commitments will be completed during operation phase. It is accepted as Future Work.		
A5	Locate stations to maximize ridership potential and convenience of access for all users	Residents or employees within walking distance of stations. Accessibility for mobility impaired users	✓		✓	Entire Corridor	Stations at locations without transit-oriented land use and convenient access could discourage rapid transit use.	Station locations selected to serve supportive landuse. Facilities designed with weather protection, direct barrier free access and attractive streetscapes within surrounding residential neighbourhoods.	Continued dependence on automobile if land use objectives not achieved	Greater emphasis on supportive land use	Positive effect	[2] Regular review of land use and new or infill development potential during detailed design phases for transitway and stations.	York Region	Status – [1] Completed. [2] Future Work [1] York Region has developed guidelines for assessing potential locations for new Viva stations. [2] No new development applications have been received for the corridor during the detailed design (design/build) phase. The Region will monitor applications.		Yes	[2] AC	[1] Closed in 2014. [2] Accepted that review of infill development is Future Work.		

Notes: P – Pre construction, C – Construction, O – Operation

Appendix 1 Table 11-2 Yonge Street Corridor Public Transit Improvements EA - Table 11-2 Assessment of Environmental Effects for Objective B - SocialEnvironment												Compliance Monitoring								
GOAL	Environmental Value/ Criterion	Environment al Issues/ Concerns	Project Phase 1			Location	Potential Environment Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsibl e person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review				
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes		
OBJECTIVE B: To protect and enhance the social environment in the corridor																				
(c)		Parking Prohibitions in Richmond Hill Commercial Business District.			✓	Richmond Hill CBD	RT operations during the “shoulder” periods may necessitate parking restrictions.	Existing parking prohibition may not be sufficient during shoulder period. It is recommended that on-street parking should be restricted in both directions during the peak periods.	None expected	None necessary	Insignificant	Monitoring of “shoulder” periods prior to and after the peak periods will need to be undertaken to determine the need to extend the parking restriction at specific locations in the CBD.	York Region	Status – Future work. Monitoring of “shoulder” periods prior to and after the peak periods applies after transitway construction and will be carried out by York Region Transportation Services following the commencement of operation.		Yes	AC	Accepted that post-construction monitoring is Future Work.		

Appendix 1 Table 11-2 Yonge Street Corridor Public Transit Improvements EA - Table 11-2 Assessment of Environmental Effects for Objective B - Social Environment												Compliance Monitoring								
GOAL	Environmental Value/ Criterion	Environment al Issues/ Concerns	Project Phase 1			Location	Potential Environment Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsibl e e person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review				
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes		
OBJECTIVE B: To protect and enhance the social environment in the corridor																				
B4 (a)	Minimize adverse noise and vibration effects	Noise effect for BRT and LRT due to Widening of Yonge Street			✓	Entire corridor in proximity of residential uses	Combine effect of median Transitway operation and general traffic on the widened Yonge Street roadway may result in increased noise levels for residents.	Modeling of future traffic activities indicated that expected noise increases will not exceed the 5dB threshold at which mitigation measures are required. BRT and LRT sound levels expected to be marginal to none.	None expected	None necessary	Negligible	Conduct audit measurements to confirm compliance once the Transitway is fully operational.	York Region	Status – Future work. Audit measurements to be carried out by York Region Transportation Services following the commencement of operation.		Yes	AC	Accepted that post-construction audit measurements is Future Work.		
(b)		Vibration effect for BRT and LRT due to Widening of Yonge Street			✓	Entire corridor in proximity of residential uses	Combine effect of median Transitway operation and general traffic on the widened Yonge Street roadway may result in increased vibration levels for residents.	Modeling of future traffic activities indicated that expected vibration increases will not exceed the protocol limit of 0.1 mm/sec for LRT. BRT vibration levels are expected to be negligible.	None expected	None necessary	Negligible	Conduct audit measurements to confirm compliance once the Transitway is fully operational.	York Region	Status – Future work. Audit measurements to be carried out by York Region Transportation Services following the commencement of operation.		Yes	AC	Accepted that post-construction audit measurements are Future Work.		

Appendix 1 Table 11-2 Yonge Street Corridor Public Transit Improvements EA - Table 11-2 Assessment of Environmental Effects for Objective B - Social Environment											Compliance Monitoring								
GOAL	Environmental Value/ Criterion	Environment al Issues/ Concerns	Project Phase 1			Location	Potential Environment Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review			
								Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes	
			P	C	O														
OBJECTIVE B: To protect and enhance the social environment in the corridor																			
(b)		Noise & vibration to be experienced during construction activities		✓		Entire Corridor	Potential adverse environmental effects from noise and vibration resulting from construction activities.	[1] Construction equipment to comply with MOECC APEP-115 noise emission standards. [2] Further, construction activities to comply with local noise by-laws, especially time and place restrictions.	Short-duration noises from safety devices such as back-up beepers.	If practicable, measures such as temporary hoarding may be used to mitigate residual noise under certain limited circumstance	No significant effect is anticipated after mitigation. However, due to the very nature of the work, certain noise sources are likely to be audible at nearby receptors.	[3] Monitoring may be undertaken in response to certain specific complaints relating to noise and vibration. However, on-going or continuous monitoring is not recommended.	York Region	Status–On-going The Noise and Vibration Management Plan demonstrates compliance to mitigate noise and vibration effects of construction, to be implemented during construction and monitored using the Daily Environmental Checklist Continued.	Y2 Daily Environmental Inspection Checklists (Y2019-004)	Yes	[1-3] EF	[1-3] Evidence provided [Y2019-004] support assertions plus that inspections are occurring during construction. See Item 76 for specifics of equipment monitoring. This item is On-going.	

Appendix 1 Table 11-2 Yonge Street Corridor Public Transit Improvements EA - Table 11-2 Assessment of Environmental Effects for Objective B - SocialEnvironment												Compliance Monitoring								
GOAL	Environmental Value/ Criterion	Environment al Issues/ Concerns	Project Phase 1			Location	Potential Environment Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsibl e person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review				
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes		
OBJECTIVE B: To protect and enhance the social environment in the corridor																				
B6 (b)	Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics (cont'd	Landscaping	✓		✓	Entire Corridor	Landscaping species may not survive in winter months	[1] Choose appropriate species for both winter and other months to maintain greenery throughout corridor. Place landscaping in planters and incorporate buried irrigation systems.	Species may still not survive	Change species, irrigation patterns, etc.	Insignificant	[2] Monitor health of landscaping continuously	York Region	Status – [1] Completed [2] Future Work [1] RapidLINK has selected plants from the York Region list of acceptable trees, shrubs, grasses, and perennials based on their hardiness to salt and drought. Table 8.3.4 in TS 8 - Landscape and Streetscape Design Report (Y2015-033) outlines a sample planting material list to be used for the Project. Irrigation plans are included in the Boulevard IFC Drawings (Y2017-009) [2] Following the post-construction warranty period, York Region Forestry Services will monitor the health of landscaping.		Yes	[1] Closed (2017) [2] AC	Item [1]: This item is Closed. Item [2] was deemed Future Work in 2015.		

Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment													Compliance Monitoring					
GOAL	Environm ental Value/ Criterion	Environmental Issue/ Concerns	Project Phase			Locati on	Potential Environment Effects	Proposed Mitigation Measures			Level of Significa nce after Mitigation	Monitoring and Recommend ation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
C1 (b)		Sediment laden storm water entering watercourses during construction.		✓		Entire Corridor	Fish kills and loss of aquatic habitat resulting in short term population decline. [2] Erosion and Sediment Control Plan will be included.	[1] Construction fencing at work areas near watercourses limiting area of disturbance.	Short term population decline.	None practical	Significant , only if erosion and sediment control measures fail due to an event during winter.	[3] Monitor sediment accumulation after rain events during construction to ensure that the proposed mitigation measures in the ESCP have been satisfied.	York Region	Status – [2] Completed [1, 3] On-going [1, 3] Item 1.2 Daily Environmental Checklist verifies fencing is available; Item 1.3 monitoring for evidence of sedimentation is conducted after rain events. (Y2019-004).	[1,3] Y2 Daily Environmental Inspection Checklist (Y2019-004)	Yes	[1,3] EF	Item [2] closed in 2015. The documents provided [Y2019-004] support the assertion for items and that inspections are occurring and On-going during construction [1, and 3]. These items are On-going.
(c)		Sediment laden storm water entering watercourses during operation.			✓	Entire Corridor	Loss of aquatic habitat resulting in population decline.	Storm water management facilities such as grassed swales, oil and grit separators, and storm water ponds. Opportunities to improve storm water quality will be investigated.	Short term population decline.	Clean-out facilities as required.	Insignificant	Monitor sediment accumulation in storm water management facilities.	York Region	Status – Future work. Maintenance of storm water management facilities following the construction warranty period will be carried out by York Region Transportation Services.		Yes	AC	Accepted that post-construction monitoring is Future Work.

Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – NaturalEnvironment											Compliance Monitoring								
GOAL	Environm ental Value/ Criterion	Environmental Issue/ Concerns	Project Phase			Locati on on	Potential Environment Effects	Proposed Mitigation Measures			Level of Significa nce after Mitigation	Monitoring and Recommend ation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review			
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes	
OBJECTIVE C: To protect and enhance the natural environment in the corridor																			
C1 (d)	Minimize adverse effects on Aquatic Ecosystem s (continued)	Loss of site- specific habitat		✓		All waterc ourses within entire corrido r	Potential loss of fish habitat as a result of culvert/bridge extension, repair or replacement and development of a vehicle maintenance and storage facility. Design transitway cross- sections to avoid modifications at culverts/bridges. Avoid in-water work to the extent possible. Minimize the area of in- water alteration to the extent possible. Follow in-water construction timing restriction. [3] Perform all in-water work in the dry using a temporary flow bypass system. [4]	A harmful alteration of fish habitat may result from a culvert extension at Rouge River Tributary 2 and development of the vehicle maintenance and storage facility at Langstaff Road at Don River Tributary 3.	Negotiations with regulatory agencies during detail design. [1] Compensate for the harmful alteration of fish habitat. Opportunity to enhance enclosed and degraded stream at vehicle maintenance and storage facility through stream daylighting, realignment and restoration [2]	Insignifica nt	On-site environmenta l inspection during in- water work [3] Post- construction monitoring of fish habitat conservation measures. [4]	York Region	Status – [1,3] On-going; [2,4] Closed An Aquatic Resources Protection Plan was prepared during Detailed Design which outlines agencies consulted [1], timing constraints for in-water construction [3], and in- water work timing restrictions. [1] Also refer to Item 45. [1] Permits, Licenses, Approvals and Authorizations Ledger demonstrates ongoing discussions with TRCA for Y2.1 and Y2.2. (Y2017- 001, Y2018-014, and Y2019-001) [3] Aquatic Resources Protection GEMP has been updated (ID Y2017- 007) and environmental inspection is documented using the Daily Environmental Inspection Checklist (Y2019-004)	PLAA Ledger [FLC- 3.1-001] October 2019 (Y2019-001) Y2 Daily Environmental Inspection Checklist (Y2019-004)	Yes	[1,3] EF [2,4] AC	Item [1]: ID Y2017- 001, Y2018-014, and Y2019-001) support the assertion that agencies are being consulted. This item is On-going. Item [2,4]: Closed in 2017. Item [3]: Document [Y2019-004] supports the assertion that a water work plan was developed and is On-going.		
(e)		Fish mortality		✓		All waterc ourses within entire corrido r	Fish may be injured or killed by dewatering or physical harm. [1] Design transitway cross-sections to avoid modifications at culverts/bridges. [2] Avoid in-water work to the extent possible. [3] Perform all in-water work in the dry using a temporary flow bypass system.	None expected.	None	Negligible	[6] On-site environmenta l inspection during in- water work.	York Region	Status – [1, 2, 5] Completed; [3, 4, 6] On-going [3, 4, 6] Daily Environmental Inspection (Y2019-004)	Y2 Daily Environmental Inspection Checklist (Y2019-004)	Yes	EF [3, 4, 6]	Items [1, 2, 5]: Closed Items [3, 4, 6]: Evidence provided [Y2019-004] supports the assertion.		

Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – NaturalEnvironment											Compliance Monitoring							
GOAL	Environm ental Value/ Criterion	Environmental Issue/ Concerns	Project Phase			Locati on on	Potential Environment Effects	Proposed Mitigation Measures			Level of Significa nce after Mitigation	Monitoring and Recommend ation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
								[4] Capture fish trapped during dewatering of the work zone and safely release upstream. [5] Prohibit the entry of heavy equipment into the watercourse.										
C1 (f)	Minimize adverse effects on Aquatic Ecosystems (continued)	Barriers to fish movement		✓	✓	All watercourses within entire corridor.	Culvert/bridge extension, repair or replacement may create a barrier to fish movement.	[1] Use open footing culverts or countersink closed culverts a minimum of 20% of culvert diameter. [2] The culvert extension will be designed to maintain fish passage.	[3] The culvert extension at Rouge River Tributary 2 will be designed to avoid the creation of a barrier to fish movement. [4] No barrier to fish movement will be created at the vehicle maintenance and storage facility at Langstaff Road at Don River Tributary 3.	Negotiations with regulatory agencies during detail design.	Negligible	[5] On-site environmental inspection during in-water work.	York Region	Status – [1,2,3] Completed; [4] Does not apply; [5] On-going [4] MSF at Langstaff Road at Don River Tributary 3 is not within Segment Y2. [5] Daily Environmental Inspection [ID Y2019-004]	[5] Y2 Daily Environmental Inspection Checklist (Y2019-004)	Yes	[1-3] AC Closed (2015) [4] AC Closed (2018) [5] EF	Items [1, 2 and 3]: Closed in 2015. Item [4]: It is accepted that Trib. 3 does not apply and is closed. Item [5]: The document provided [Y2019-004] supports the assertion.

Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment												Compliance Monitoring						
GOAL	Environm ental Value/ Criterion	Environmental Issue/ Concerns	Project Phase			Locati on on	Potential Environment Effects	Proposed Mitigation Measures			Level of Significa nce after Mitigation	Monitoring and Recommend ation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
(i)		Increased temperature		✓	✓	All watercourses within entire corridor.	Clearing of riparian vegetation and storm water management practices can impact temperature regimes.	[1] Minimize the area of stream bank alteration to the extent possible. [2] Use storm water management practices that encourage infiltration and recharge of groundwater.	Shading provided by culvert/bridge offsets shading lost through removal of riparian vegetation.	[3] Restore riparian areas disturbed during construction with native vegetation.	Negligible	[4] Post-construction inspection of storm water management facilities to evaluate their effectiveness [5] On-going maintenance as required. [6] Post-construction inspection of	York Region	Status – [1-3] Completed; [4-6] Future Work. [2] For water quantity impact the Final Drainage Study identifies that there is no impact on the Regional Flood Plain as long as the widened road is not raised. It does not identify any other flow control and storage requirements other than conveyance of increased flows, and it identifies that there is insufficient space and property provided for storm water management BMP's. Drainage and Hydrology Report for Section Y2 100% Design		Yes	[4-6] AC	Items [1, 3]: Closed in 2015. Item [2]: Closed in 2016. Items [4-6] were deemed Future Work in 2015.

Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – NaturalEnvironment												Compliance Monitoring						
GOAL	Environm ental Value/ Criterion	Environmental Issue/ Concerns	Project Phase			Locati on on	Potential Environment Effects	Proposed Mitigation Measures			Level of Significa nce after Mitigation	Monitoring and Recommend ation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
											riparian plantings to confirm survival.							
C2 (a)	Minimize adverse effects on Terrestrial Ecosystem s	Destruction/ Disturbance of wildlife habitat.		✓	✓	Entire corrido r Rouge River Tributa ry 2	Construction of the transitway and associated facilities will result in the removal of vegetation and the wildlife habitat that it supports. Activities such as site grubbing, staging & stockpiling during construction could result in destruction or disturbance of migratory birds Extension of existing culvert	<ul style="list-style-type: none">▪ [1] Minimize the area of vegetation removals to the extent possible.▪ [2] Minimize grade changes to the extent possible.▪ [3] Use close cut clearing and trimming to minimize the number of trees to be removed.▪ [4] Delineate work zones using construction fencing/tree protection barrier.▪ [5] Protect trees within the clear zone using guide rail, curbs, etc. to prevent removal.	Removal of 0.026 ha of cultural meadow vegetation community at the CN- Bala/GO Line and 0.013 ha of cultural meadow vegetation community at the hydro corridor south of Highway 407. Community has low habitat structure and diversity.	[6] Restore natural areas disturbed during construction with native vegetation, where feasible. [7] Replace ornamental vegetation as part of landscaping.	Negligible	[8] Post- construction inspection of vegetation plantings to confirm survival.	York Region	Status – [1-7] Complete, [8] Future Work		Yes	[8] AC	Items [1-7]: Closed in 2015. Item [8] was deemed Future Work in 2015.

Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment											Compliance Monitoring							
GOAL	Environm ental Value/ Criterion	Environmental Issue/ Concerns	Project Phase			Locati on on	Potential Environment Effects	Proposed Mitigation Measures			Level of Significa nce after Mitigation	Monitoring and Recommend ation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
							may have potential adverse effects on migratory birds.											
(b)		Wildlife mortality.		✓		Entire corrido r	Removal of wildlife habitat may result in wildlife mortality.	<ul style="list-style-type: none">▪ [1] Perform vegetation removals outside of wildlife breeding seasons (typically April 1 to July 31).▪ [2] Perform bridge/culvert extension, repair and replacement outside of wildlife breeding seasons.	None expected	None required	Negligible	None required.	York Region	Status – On-going Mitigation measures to prevent wildlife mortality have been identified in the Terrestrial Resources Protection Plan (Y2015-029) and are being implemented during construction using the Daily Environmental Inspection Checklist (Y2019-004). The TRPP notes that “Although avoidance is recommended, if any clearing or construction activities are required during the main breeding season, Environment Canada guidelines are to be followed.”	Y2 Daily Environmental Inspection Checklist (Y2019-004)	Yes	[1,2] EF	The evidence provided [Y2019-004] supports the assertion for [1, 2].

Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment												Compliance Monitoring						
GOAL	Environm ental Value/ Criterion	Environmental Issue/ Concerns	Project Phase ¹			Locati on	Potential Environment Effects	Proposed Mitigation Measures			Level of Significa nce after Mitigation	Monitoring and Recommend ation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
C2(f)		Disturbance to vegetation through edge effects, drainage modifications and road salt.			✓	Entire corrido r	<ul style="list-style-type: none">▪ Clearing of new forest edges may result in sunscald, windthrow, and invasion by exotic species.▪ Ditching, grading and other drainage modification s may alter local soil	<ul style="list-style-type: none">▪ [1] Minimize the area of vegetation removals to the extent possible.▪ [2] Minimize grade changes and cut/fill requirements to the extent possible.▪ [3] Use close cut clearing and trimming to minimize encroachment on remaining vegetation.▪ [4] Delineate work zones using construction	Vegetation communities within the study area are primarily cultural in origin and have been impacted by Yonge Street. Transitway represents an incremental encroachment into these already disturbed communities.	Landscape treatments	Insignifica nt	None required.	York Region	Status – [1-4] Completed [5] Future Work Opportunities to minimize or reduce vegetation removal through revised grading will be investigated in the detailed design phase. An Environmental Management Plan for the construction phase will be developed during detailed design in consultation with regulatory authorities. [1,2,4] Aquatic and Terrestrial mitigation measures are outlined in the Aquatic Resources Protection Plan and the Terrestrial Resources		Yes	[5] AC	Items [1-4]: Closed in 2015. Item [5]: It is accepted that this is FutureWork.

Appendix 1 Table 11-3 Yonge Street Corridor Public Transit Improvements EA - Table 11-3 Assessment of Environmental Effects for Objective C – Natural Environment												Compliance Monitoring								
GOAL	Environm ental Value/ Criterion	Environmental Issue/ Concerns	Project Phase			Locati on	Potential Environment Effects	Proposed Mitigation Measures			Level of Significa nce after Mitigation	Monitoring and Recommend ation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review				
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes		
OBJECTIVE C: To protect and enhance the natural environment in the corridor																				
							moisture regimes. ▪ Road salt may result in vegetation mortality and dieback.	fencing/tree protection barrier. ▪ [5] Manage the application of road salt to the extent possible.					Protection Plan (Y2015-019 and Y2015-029) [3] Refer to Item C2(a) [5] Road salt management is operational							

Appendix 1 Table 11-4 Yonge Street Corridor Public Transit Improvements EA - Table 11-4 Assessment of Environmental Effects for Objective D – Economic Environment												Compliance Monitoring								
GOAL	Environmental Value/ Criterion	Environmental Issue/ Concerns	Project Phase ¹			Location	Potential Environment Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review				
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes		
OBJECTIVE D: To promote smart growth and economic development in the corridor																				
D1 (a)	Support Regional and Municipal Planning Policies and approved urban structure	Need for pedestrian-friendly streets and walkways for access to stations		✓	✓	Entire corridor	Social and economic environment could be affected if Yonge St. is not attractive and safe for pedestrian traffic.	[1] Signalized pedestrian crosswalks will be provided at all stations and intersections; [2] Pedestrian safety will be considered in designs for station precincts and [3] road signage will be highly visible to both pedestrians and automobiles.	Potential for jaywalking in vicinity of stations	[4] Platform edge treatment will discourage illegal access	Insignificant and positive	[5] Monitor traffic accidents involving pedestrians to establish whether cause is transit related.	York Region	Status – [1-4] Completed, [5] Future Work [1 to 2] A Traffic Analysis Report was prepared during Detailed Design (Y2015-003) in accordance with the Preliminary Design. [3, 4] The 100pct contract drawings for Y2.1 and Y2.2 [Y2016-029 and Y2016-030] demonstrate consideration for safety and visibility for signage and platform edge treatment such as a planting zone between the road and sidewalk to discourage jaywalking and illegal access. Responses to the Road Safety Audit Report further illustrate these considerations [Y2016-031]		Yes	[1-4] EF [5] AC	Items [1 to 4]: Closed in 2016. Item [5] is accepted as Future Work.		
		Locating higher density and transit-oriented development where it can be served by transitway			✓	New and redevelopment locations	Change in existing land use patterns along transit corridor may not be attainable	Regional/Municipal land use controls and approval processes to encourage transit-oriented development or re-development in support of OP objectives	Redevelopment pressure on surrounding areas	Apply Municipal Site Plan approval process	Insignificant	Monitor re-development activity to control overall increase in development density	York Region / Vaughan / Markham / Richmond Hill	Status – Closed Development proposals are reviewed by York Region https://www.yorklink.ca/citybuilding/# Y2019-016 Centres and Corridors update		Yes	EF Closed (2019)	It is accepted that York Region is reviewing development activity via the Municipal Site Plan approval process. As documented in 2018 review, Document ID provided shows development proposals as reviewed by York Region. No further action required. This item is Closed.		

Appendix 1 Table 11-4 Yonge Street Corridor Public Transit Improvements EA - Table 11-4 Assessment of Environmental Effects for Objective D – EconomicEnvironment												Compliance Monitoring								
GOAL	Environmental Value/ Criterion	Environmental Issue/ Concerns	Project Phase ¹			Location	Potential Environment Effects	Proposed Mitigation Measures			Level of Significanc e after Mitigation	Monitoring and Recommendation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review				
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes		
OBJECTIVE D: To promote smart growth and economic development in the corridor																				
D2	Provide convenient access to social and community facilities in corridor	Potential barrier effects during construction and operation	✓	✓	✓	Entire corridor	Transitway could be perceived as a barrier in access to future Town Hall, hospital, malls, parks, etc.	[1] Construction Traffic and Pedestrian Management Plan will avoid wherever possible, barriers to entrances/exits to large attractors along Yonge Street. [2] Transitway median design to incorporate frequent access paths during operations, particularly at community facilities	Alternative access routes to facilities may affect adjacent properties	[3] Mark detours and alternative access points clearly	Insignificant	[4] Monitor congestion levels during construction and [5] traffic patterns during operations.	York Region	Status – [1-3] Complete, [4] On-going, [5] Future Work [1-3] A Traffic Analysis Report was prepared during Detailed Design to identify potential traffic impacts and mitigations. Final provided. Additionally, Traffic Staging and Temporary Conditions Drawings include information on signage for detours [5] Monitoring of traffic after construction will be carried out by York Region Transportation Services following the commencement of operation. [4] On-going - Y2019-011 and Y2019-012 show evidence that traffic is monitored via Stinson software.	[4] Traffic Monitoring - Stinson Travel Time (Y2019-011) and Traffic Monitoring - Stinson Graph (Y2019-012)	Yes	[4] EF	Items [1-3] closed in 2015. Item [4] (and ITEM 80) As documented in 2018 OE review, evidence provided [2019-011, 2019-012] support that traffic congestion is being monitored. This item is On-going Item [5] is accepted as Future Work.		
D3 (a)	Minimize adverse effects on business activities in corridor	The potential for an increase in business activity.	✓	✓	✓	Entire corridor	As Yonge Street is a highly developed corridor, increased activity could require a	Intensification of underutilized sites along with the development of infill locations and any vacant land can be pursued under municipal planning guidelines for	Increase in traffic; increase in workforce/ population	Encourage intensificat ion meeting urban form objectives.	Insignificant and positive	Monitor building applications/ permits, economic influences (employment rate, etc.)	York Region	Status – Future work Development proposals are reviewed by York Region and circulated to the Viva design team for review and comment.		Yes	AC	Item is accepted as Future Work.		

Appendix 1 Table 11-4 Yonge Street Corridor Public Transit Improvements EA - Table 11-4 Assessment of Environmental Effects for Objective D – Economic Environment												Compliance Monitoring						
GOAL	Environmental Value/ Criterion	Environmental Issue/ Concerns	Project Phase ¹			Location	Potential Environment Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
			P	C	O			Built-In Positive Attributes and/or Mitigations [A]	Potential Residual Effects	Further Mitigation						Status	Results	Notes
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
(b)							change in urban form.	transit-oriented development.										
		The potential for a decrease in business activity.		✓	✓	Entire corridor	Modification of road access could lead to displacement and/or business loss.	Implement procedures to address requests of affected businesses; [1] Incorporate design solutions and construction methods [2] to minimize number of businesses affected.	Decrease in traffic and work force population will be offset by increased activity due to improved transit service.	Encourage alternative compatible development	Insignificant and positive	[3] Cooperative response to business loss concerns addressed to municipalities.	York Region	Status – [1,2] Completed ; [3] On-going [1] The Complaints Protocol outlines procedures to address requests of affected businesses; [2] Traffic Analysis Report was prepared during Detailed Design (final provided), incorporates design solutions to minimize the number of businesses affected. Portable Variable Messaging Signage (PVMS) are examples of construction methods to minimize the number of businesses affected. This is accomplished by providing drivers with real time traveller information along the project limits, in addition to Traffic Management Communications and business support/access messaging. [3] Business loss claims are managed through a YRRTC Community Liaison Representative, YR Real Estate Appraiser (Negotiator) and the claimant. There is no formal prescribed process	Final Traffic Analysis Report, RapidLINK, June 2015 (Y2015-003) (YR15-101) YRRTC to MOE re Complaints Protocol 26-Oct-2015.pdf Functions	Yes	[1] AC Closed (2019)_ [2] AC Closed (2015) [3] AC	Item [1]: The Complaints Protocol outlines procedures to address requests of affected businesses. No additional action needed. This is now closed. Item [2]: Closed in 2015. Item [3]: Accept that no actions needed to address business loss concerns. This item is On-going.
D4 (a)	Protect provisions for goods movement in corridor	Ease of Truck Movement			✓	Entire Corridor	Median transitway will restrict truck movement in corridor	[1] Provided U-turns at major intersections to allow for truck access to side streets and properties. Traffic analysis at intersections indicated sufficient capacity for trucks using U-turns	Intersections with no station in median does not allow sufficient turning width for WB 17 (articulated trucks)	[2] Traffic signs prohibit large truck at stations with no stations in median. Designate truck routes	Insignificant	[3] Monitor and widen Yonge with right turn tapers at side streets to allow for movement	York Region	Status – [1,2] Completed, [3] Future Work [1 to 2] A Traffic Analysis Report (final provided) was prepared during Detailed Design [3] Monitoring of traffic after construction will be carried out by York Region Transportation Services following the commencement of operation.	Final Traffic Analysis Report, RapidLINK, June 2015 (Y2015-003)	Yes	[2] AC	Item [1,2]: Closed in 2015. Item [3]: It is accepted that post-construction monitoring is Future Work.

Notes: P – Pre construction, C – Construction, O – Operation

Appendix 2					Compliance Monitoring					
Action for comments received from the <u>Government Review Team</u> on the Yonge Street Corridor Public Transit Improvements Environmental Assessment Final Report										
Representative	Name	#	Comment	Response	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
								Status	Results	Notes
Six Nations of the Grand River	Ms. Jo-Ann E.C. Greene, Director Lands and Resources		c) Archaeological Assessment: The Six Nations are asking that we condition the project approval to ensure that they be provided copies of any reports produced as part of a “Stage 2” archaeological assessment. Further, if any heritage and cultural resources are encountered during construction, Six Nations requests that it be directly notified.	c) [1] Copies of any reports produced as part of a Stage 2 archaeological assessment will be forwarded to Six Nations of the Grand River. Further, if any heritage or cultural resources are encountered, [2] the proponent will contact Six Nations of the Grand River.		Status – Completed Reports were provided to Six Nations. It is noted that significant time has passed since the Program Update Package was sent to First Nations. Based on time passed and no response, this item is considered complete.	N/A	Yes	AC Closed (2019)	It is accepted that sufficient time has passed with no response. This item is now closed.

Appendix 3					Compliance Monitoring					
Action for comments received from the Public on the Yonge Street Corridor Public Transit Improvements Environmental Assessment Final Report										
Representative	Name	#	Comment	Response	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Compliance Review		
								Status	Results	Notes
			d) The installation of solid medians will result in some streets with access to Yonge Street no longer being able to support left turns but will instead require drivers to go in the opposite direction and make a u-turn at the closest traffic lights. This will not only create complications in everyday life but also impact the speed with which emergency vehicles can access and exit our neighbourhood.	d) Comment noted. Traffic operations will be monitored as noted in Table 12-3 of the EA report.[1] Emergency vehicle access has been provided across the median as discussed in Section 10.1.1 of the EA report[2] and developed in consultation with emergency responders.[3]		Status – [1] Future Work; [2, 3] Completed [1] Intersection traffic operations monitoring will commence after introduction of transit service in the Rapidways [2,3] Based on comments from the Richmond Hill Fire Department, a strategy has been developed to provide access for EMS to properties and developments along the Y2 segment. This strategy was discussed with EMS June 22, 2010.		Yes	[1] AC	Item [1]: was deemed Future Work in 2015. Item [2]: Closed in 2015. Item [3]: Closed in 2010.

HIGHWAY 7 CORRIDOR & VAUGHAN NORTH-SOUTH LINK PUBLIC TRANSIT IMPROVEMENTS

SUMMARY LISTING OF EA COMPLIANCE DOCUMENTATION
FOR H2-VMC SEGMENT
EDGELEY BOULEVARD TO BOWES ROAD
December 2019

The H2-VMC segment of the Highway 7 Corridor Transitway (Edgeley Boulevard to Bowes Road) has been built and in operation since December 2017. There are no outstanding compliance items.
This is intended to be the last Annual Compliance Report for the H2-VMC segment.

This Annual Compliance Report has been prepared by York Region. All compliance items in last year’s 2018 Annual Compliance Report that were identified as being completed, closed or not applicable to the H2-VMC segment have been removed from this 2019 Annual Compliance Report. Numbers for the remaining items relate back to the 2018 Annual Compliance Report for easy cross reference.

Completion Status	Notes
On-going / In progress	Work has begun on this item but not completed
Completed	All work completed for this item.
No Action Required	No further action required to address this item
Does not apply to this segment	Does not apply to segment H2-VMC.
Future Work (no colour)	No work has begun on this item.
<u>Information added (bold and underline)</u>	Information added for the current annual compliance report period

Glossary

AADT – Annual Average Daily Traffic
 AAQC – Ambient Air Quality Criteria
 ACR – Annual Compliance Report
 AODA - Accessibility for Ontarians with Disabilities Act
 AQ – Air Quality
 BHF – Built Heritage Features
 BRT – Bus Rapid Transit
 CAH - Controlled-Access Highway
 CEAA – Canadian Environmental Assessment Agency
 CLU – Cultural Landscape Units
 CMP – Compliance Monitoring Program
 CN – Canadian National Railway
 CoA – Certificate of Approval
 CP – Canadian Pacific Railway
 CPAC – Cycling and Pedestrian Advisory Committee
 DBCR – Design Basis and Criteria Report
 DD – Detail Design
 DFO – Fisheries and Oceans Canada
 DSC - Development Services Committee
 EA – Environmental Assessment
 EAA – Environmental Assessment Act
 EAAB – Environmental Assessment and Approvals Branch
 EBL – Eastbound Left
 EBR – Eastbound Right
 EBT – Eastbound Through
 ERS – Emergency Response Services
 GhG – Greenhouse Gases
 Gov't – Government
 GTA – Greater Toronto Area
 H2 – vivaNext segment on Highway 7 from West of Pine Valley Dr to Yonge St, excluding the H2-VMC segment
 H2-VMC – vivaNext segment on Highway 7 from West of Edgeley Blvd to East of Bowes Road
 HADD – Harmful Alternation, Disruption or Destruction
 Hwy - Highway
 IFC – Issued For Construction
 LOS – Level of Service
 LRT – Light Rail Rapid Transit
 LRTP – Long Range Transportation Plan
 MNR – Ministry of Natural Resources

MOE – Ministry of the Environment
 MOECC - Ministry of the Environment and Climate Change
 MECP - Ministry of the Environment, Conservation and Parks
 MTCS – Ministry of Tourism, Culture, and Sport
 MTO – Ministry of Transportation
 NBL – Northbound Left
 NBT – Northbound Through
 OE – Owner Engineer
 OGS – Oil Grit Separator
 OSAA – Ontario Secretariat for Aboriginal Affairs
 PCC – Public Consultation Centre
 PE – Preliminary Engineering
 QSD – Quick Start Design
 ROW – Right-of-way
 RT – Rapid Transit
 RTOR – Right-Turn-On-Red
 SBL – Southbound Left
 SBR – Southbound Right
 SBT – Southbound Through
 SWM - Storm Water Management
 SWMP – Storm Water Management Plan
 TAC – Technical Advisory Committee
 TCP – Transportation Conversion Plan
 TRCA – Toronto and Region Conservation Authority
 TS – Technical Support
 TSP - Total Suspended Particles
 TTC – Toronto Transit Commission
 TYSSE – Toronto York Spadina Subway Extension
 WB – Westbound
 WBL – Westbound Left
 WBT – Westbound Through
 VCC – Vaughan Corporate Centre
 YR – York Region
 YRRTC – York Region Rapid Transit Corporation
 YRT – York Region Transit
 YSS – Yonge Street Subway
 YSSC - Yonge Street Subway Communications

Section 1.0 – Background & Purpose of the Program					
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Stage Condition will be addressed	Status and Description of how commitment has been addressed during design	Compliance Document Reference
1	CMP Section 1.0 - "...The ACR documentation will be made available to the MOE, or its' designate upon request, in a timely manner during an on-site inspection or audit ..."	York Region	ACR documentation to be provided annually.	Status – Completed. All commitments relevant to the H2-VMC segment have been completed. This is the final Annual Compliance Report. ACR documentation will be provided to MECP upon request.	<u>January 23, 2019 letter from MECP acknowledging receipt of the 2018 ACR.</u> <u>York Region submission of this 2019 ACR.</u>

Section 2.0 - Monitoring of Conditions of Approval					
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference
5	1.0 General Conditions 1.1 The Proponent shall comply with all the provisions of the EA submitted to the MOE which are hereby incorporated by reference except as provided in these conditions and as provided in any other approvals or permits that may be issued.	York Region/ECM - (more specific information to be added by ECM with annual compliance reporting for all cells in this column).	Design, Construction and Operation as specified	Status – Completed The H2-VMC segment of the Highway 7 Corridor Transitway has been built and in operation since 2017. This is intended to be the last Annual Compliance Report. All compliance items are completed.	<u>January 23, 2019 letter from MOECC acknowledging receipt of 2018 ACR.</u> <u>York Region submission of this 2019 ACR and all prior ACR's.</u>
7	2.0 Public Record 2.1 [1] Where a document is required for the Public Record, it shall be provided to the Director for filing with the Public Record maintained for this undertaking. Additional copies of such documents will be provided by the Proponent for public access at [2]: a) The Regional Director's Office; b) The Clerks offices of the Regional Municipality of York; c) The Town of Richmond Hill; d) The Town of Markham; and e) The City of Vaughan; f) Richmond Hill Central Library; g) Unionville Library; and h) Ansley Grove Library. These documents may also be provided through other means as considered appropriate by the Proponent and acceptable to the Director. [3]	York Region	Design, Construction and Operation as specified	Status – Completed Completed with the filing of this last ACR. The 2019 ACR will be provided for the public record as stipulated in the condition of EA approval	<u>Copy of 2019 ACR submission letters to MECP, Markham, Vaughan, Richmond Hill and York Region Clerks Offices and Libraries.</u>
12	3.6 The Proponent shall prepare an ACR which describes the results of the CMP and shall do so annually. 3.7 The Proponent shall submit each ACR to the Director for review and comment and for placement on the Public Record. 3.8 The timing of the submission of the ACRs shall be set out in the CMP, including the timing of submission of the first ACR. 3.9 The Proponent shall submit ACRs until all applicable conditions of approval and commitments of the EA are satisfied or until the Director notifies the Proponent that no further reports are warranted. 3.10 When all conditions have been satisfied, the Proponent shall indicate in the ACR that this is its final submission.	York Region	Design, Construction and Operation as specified	Status – Completed. This 2019 ACR is intended to be the last submission for the H2-VMC segment of the transit project. All compliance items are completed.	<u>January 23, 2019 letter from MOECC acknowledging receipt of 2018 ACR.</u> <u>York Region submission of this 2019 ACR and all prior ACR's.</u>

Section 5.0 - Actions Required to Address Commitments - Table 5.3 Operations and Maintenance Monitoring										Notes	
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).						
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization		Status and Description of how commitments have been addressed during Construction	Compliance Document Reference
66-a (was 501)	Noise generated by operation and maintenance activities	To ensure noise levels comply with Municipal by-laws	Pass-by and idling measurements of levels produced by representative vehicles/ activities	Initially, after revenue service is introduced and in response to concerns or after any major increase in service frequency	None	N/A	N/A	N/A		Status – Completed <u>The H2-VMC segment of the Highway 7 Transitway has been in operation since 2017. The Region is not aware of any noise complaints related to the transitway.</u>	
66-c (was 503)	Effect of rapid transit operations on GHGs emitted per commuting person-trips	To assess the effectiveness of improved public transit as a commuting choice in reducing GHG emissions in the corridor	Ridership growth surveys and transit mode split data analysis to derive GHG emission reductions.	Findings to be included in the Annual Compliance Reports	None	N/A	N/A	N/A		Status – Completed <u>Ridership analysis and derived GHG reduction provided based on York Region Transit ridership statistics.</u>	<u>York Region Transportation Planning Memo to File, Dec 13, 2019.</u>

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility													Compliance Monitoring		
GOAL	Environm ental Value / Criterion	Environmenta l Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommen dation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation					
OBJECTIVE B: To protect and enhance the social environment in the corridor															
B6 (c)		Landscaping	✓		✓	Entire Corridor	Landscaping species may not survive in winter months	[1] Choose appropriate species for both winter and other months to maintain greenery throughout the corridor. [2] Place landscaping in planters and incorporate buried irrigation systems.	Species may still not survive	[3] Change species, irrigation patterns, etc.	Insignific ant	[4] Monitor health of landscaping continuously	York Region	Status – Completed <u>York Region has staff for inspection, maintenance and watering of the streetscape plantings.</u>	

Notes: P – Pre-construction, C – Construction, O – Operation

**HIGHWAY 7 CORRIDOR & VAUGHAN NORTH-SOUTH LINK PUBLIC TRANSIT IMPROVEMENTS
SUMMARY LISTING OF EA COMPLIANCE DOCUMENTATION
FOR H2-WEST AND H2-EAST SEGMENTS (excluding the H2-VMC SEGMENT)
ALSO REFERRED TO AS THE “IO BUNDLE”
WEST OF BRUCE STREET TO EDGELEY BOULEVARD, AND
EAST OF BOWES ROAD TO YONGE STREET (VIA CENTRE STREET AND BATHURST STREET)
December 2019**

This Annual Compliance Review has been prepared by the Design Build Consortium who is implementing the project under a Design-Build-Finance contract. Compliance items related to policy, land use planning, operations and maintenance activities, etc. are reported by York Region. The Compliance Review is carried out by an independent Environmental Compliance Lead, on behalf of York Region’s Environmental Compliance Manager. All non- closed items are subject to compliance review. Occasionally, there are items with issues that could not be addressed within the time between the compliance review and submission date. These items are noted and steps to address the issue are indicated. These items will be reviewed in next year’s submission.

All compliance items in last year’s 2018 Annual Compliance Report that were identified as being completed, closed or not applicable to this segment have been removed from this 2019 Annual Compliance Report. Numbers for the remaining items relate back to the 2018 Annual Compliance Report for easy cross reference.

Jamie Freeman and James Kroetsch, Jacobs	Steve Mota, The Regional Municipality of York (York Region)
Environmental Compliance Lead	Environmental Compliance Manager

Completion Status		Notes
On-going / In progress		Work has begun on this item but not completed
Completed		All work completed for this item.
Future Work		No work has begun on this item.
No Action Required		No action is required to meet commitments
Does not apply		Does not apply to segment H2.
Compliance Review		
Column	Results	Notes
Status	Yes	Status accepted: the statement about the status of the item is accepted based on the reviewers understanding of the project.
	No	Status not accepted: the statement about the status of the item is not accepted based on the reviewers understanding of the project.
	UNC	Unclear: Further explanation requested regarding the status of the item.
Results	AC	Accepted means that items are reported as in-progress but have not reached a reportable milestone (i.e., there is no documents available). The statement on status is accepted based on the reviewers understanding of the project.
	EF	Evidence Found means that the evidence provided reasonably shows that a compliance action (i.e., something done to address a compliance item) has been undertaken.
	EFC	Evidence Found of Change means that the evidence provided reasonably shows that a compliance action has been undertaken but the action is a change from the compliance item.
	NSE	Not Sufficient Evidence means that the evidence provided although applicable to the compliance action, is not adequate to reasonably show that the compliance action has been undertaken, or that evidence is believed to be available
	ENF	Evidence Not Found means that evidence has either not been provided or that the evidence does not appear related to the compliance action.
	Closed (year)	No further action or review of the item is warranted. Either all condition / commitments for the item have been addressed and reviewed, or the item does not apply or requires no action.
Notes	Comments in regard to the compliance review for that year. In addition, the closed components of an item are tracked. For example, an item may have three distinct components, designated by [1], [2] and [3]. If only component [1] was completed in 2013, the column will include a statement that component [1] was closed in 2013. That statement will remain in each subsequent ACR report until all components (i.e., [2] and [3]) are closed. For information on items closed in previous years the reader is directed to the ACR for the year the item was closed.	

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Glossary

AADT – Annual Average Daily Traffic
 AAQC – Ambient Air Quality Criteria
 ACR – Annual Compliance Report
 AODA - Accessibility for Ontarians with Disabilities Act
 APEP - Air, Pesticides, and Environmental Planning
 ASI - Archaeological Services Inc.
 AQ – Air Quality
 BHF – Built Heritage Features
 BRT – Bus Rapid Transit
 CAH - Controlled-Access Highway
 CEAA – Canadian Environmental Assessment Agency
 CLU – Cultural Landscape Units
 CMP – Compliance Monitoring Program
 CN – Canadian National Railway
 CoA – Certificate of Approval
 COSEWIC – Committee on the Status of Endangered Wildlife in Canada
 CP – Canadian Pacific Railway
 CPAC – Cycling and Pedestrian Advisory Committee
 DBCR – Design Basis and Criteria Report
 DD – Detail Design
 DFO – Fisheries and Oceans Canada
 EA – Environmental Assessment
 EAA – Environmental Assessment Act
 EAAB – Environmental Assessment and Approvals Branch
 EASR – Environmental Activity and Sector Registry
 EB – Eastbound
 EBL – Eastbound Left
 EBR – Eastbound Right
 EBT – Eastbound Through
 ECM – Environmental Compliance Manager
 EDCO – EDCO Construction, the Design-Build consortium implementing the segment
 EJV – Engineering Joint Venture
 EMP – Environmental Management Plan
 ERS – Emergency Response Services
 EW – East-West
 GhG – Greenhouse Gases
 Gov't – Government
 GTA – Greater Toronto Area

H2 – vivaNext segment on Highway 7 from West of Pine Valley Dr to Yonge St, excluding the H2-VMC segment
 H2-VMC – vivaNext segment on Highway 7 from West of Edgeley Blvd to East of Bowes Road
 HADD – Harmful Alternation, Disruption or Destruction
 Hwy - Highway
 IFC – Issued For Construction
 IO Bundle – refers to the H2-West and H2-East Segments, collectively
 LOS – Level of Service
 LRT – Light Rail Rapid Transit
 LRTP – Long Range Transportation Plan
 MNR – Ministry of Natural Resources
 MNRF – Ministry of Natural Resources and Forestry
 MOE – Ministry of the Environment
 MECP – Ministry of the Environment, Conservation and Parks
 MOECC – Ministry of the Environment and Climate Change
 MTCS – Ministry of Tourism, Culture, and Sport
 MTO – Ministry of Transportation
 NB – Northbound
 NBL – Northbound Left
 NBT – Northbound Right
 NBT – Northbound Through
 NPC – Noise Pollution Control
 NW – North-West
 OE – Owner Engineer
 OGS – Oil Grit Separator
 OPSS – Ontario Provincial Standard Specification
 OSAA – Ontario Secretariat for Aboriginal Affairs
 PCC – Public Consultation Centre
 PE – Preliminary Engineering
 PIC – Public Information Centre
 ROW – Right-of-way
 RT – Rapid Transit
 RTOR – Right-Turn-On-Red
 SAR – Species at Risk
 SBL – Southbound Left
 SBR – Southbound Right
 SBT – Southbound Through
 SE – South-East
 SW – South-West
 SWM - Storm Water Management
 SWMP – Storm Water Management Plan

TAC – Technical Advisory Committee
TCP – Transportation Conversion Plan
TRCA – Toronto and Region Conservation Authority
TS – Technical Support
TSS – Total Suspended Solids
TSP - Total Suspended Particles
TTC – Toronto Transit Commission
TYSSE – Toronto York Spadina Subway Extension
WB – Westbound
WBL – Westbound Left
WBR – Westbound right
WBT – Westbound Through
VCC – Vaughan Corporate Centre
YCDSB – York Catholic District School Board
YR – York Region
YRDSB – York Region District School Board
YRRTC – York Region Rapid Transit Corporation
YRT – York Region Transit

Section 1.0 – Background & Purpose of the Program						Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Stage Condition will be addressed	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
1	CMP Section 1.0 - "...The ACR documentation will be made available to the MOE, or its' designate upon request, in a timely manner during an on-site inspection or audit ..."	York Region	Design, Construction and Operation	Status – Ongoing ACR documentation is provided to MECP annually.	ID#1 Submission of ACR 2018 Acknowledgment Letter	Yes	EF	The evidence provided supports the assertion that the ACR documentation was provided to MOECC (now MECP) in 2016 and was submitted in 2017,2018 on annual basis as required by MECP. This item to remain ongoing until final ACR is submitted.

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review		
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Status	Results	Notes
5	1.0 General Conditions 1.1 The Proponent shall comply with all the provisions of the EA submitted to the MOE which are hereby incorporated by reference except as provided in these conditions and as provided in any other approvals or permits that may be issued.	York Region	Design, Construction and Operation as specified	Status – Ongoing This condition will be addressed once all commitments have been met.	ID#1 Submission of ACR 2018 Acknowledgment Letter	Yes	EF	The evidence provided supports the assertion that the ACR documentation was provided to MOECC (now MECP) in 2016 and was submitted in 2017,2018 on annual basis as required by MECP. This item to remain ongoing until final ACR is submitted.
6	1.2 These proposed conditions do not prevent more restrictive conditions being imposed under other statutes.	York Region	As applicable	Status – Closed A number of permits that contain more restrictive conditions have been received for the Project Conditions imposed by approvals issued by regulators will be adhered to. The following are examples of permits containing more restrictive conditions: Conditions of the approval for temporary discharge granted on June 24, 2016 includes requirements for weekly submittals of the Daily Dewatering Discharge Log, Environmental Site Inspections, and documenting deficiencies and corrections in the Monthly Environmental Reports. O. Reg. 387/04 requires daily recording and annual reporting of water takings under EASR registration. Environmental Compliance Approval (Number 8118-AYEGYH) issued on May 14, 2018 was obtained for the storm sewer works for the east	ID#2 Daily Dewatering Discharge Logs – 2019 ID#3 Project Permits Matrix - Aug19 ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied) ID#8 EASR Water Taking Report - 2018	Yes	AC Closed (2019)	The documentation provided supports the more restrictive conditions issued by the regulators exist and are being addressed. Being that the work within these permits are now complete, this item is now closed.

Section 2.0 - Monitoring of Conditions of Approval							Compliance Review		
Item	MOE Condition of EAA approval		Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Status	Results	Notes
					alignment of the project. Toronto and Region Conservation Authority permit under Ontario Regulation 166/06 was obtained for advanced works to undertake drainage structure general maintenance on Culvert C4 and E-N Ramp at Hwy 400/Hwy 7 Interchange. These permit conditions were met, and construction activities related to these permits are now complete. The permits do not require renewals. The project's permit matrix illustrates all the permit acquisitions.				
7	2.0 2.1	Public Record [1] Where a document is required for the Public Record, it shall be provided to the Director for filing with the Public Record maintained for this undertaking. Additional copies of such documents will be provided by the Proponent for public access at [2]: a) The Regional Director's Office; b) The Clerks offices of the Regional Municipality of York; c) The Town of Richmond Hill; d) The Town of Markham; and e) The City of Vaughan; f) Richmond Hill Central Library; g) Unionville Library; and h) Ansely Grove Library. These documents may also be provided through other means as considered appropriate by the Proponent and acceptable to the Director. [3]	York Region	Design, Construction and Operation as specified	Status – [1,2,3] - Ongoing [1] To be completed with the filing of the last ACR. [2] The 2018 ACR was submitted to MECP on December 20, 2018. Copies of the 2018 ACR were provided to Markham, Vaughan, Richmond Hill and York Region and libraries on January 23, 2019 [3] ACR updated provided on VivaNext web page.	[1] ID#1 Submission of ACR 2018 Acknowledgment Letter [2] ID#9 Letter to Clerks - Public Record [2] ID#10 Letter to Libraries - Public Record [3] http://www.vivanext.com/PDFs/EA/Hwy7andVaughanNSlink/H2W_H2E-ENV-REP-EDCO-000-00_2018_Annual_Compliance_Report-Final_(locked).pdf	Yes	EF	The documents provided (ID#1, ID#9 and ID#10) were found to support the assertion regarding conditions [1-3]. This item to remain ongoing until final ACR is submitted.
12	3.6 3.7 3.8	The Proponent shall prepare an ACR which describes the results of the CMP and shall do so annually. The Proponent shall submit each ACR to the Director for review and comment and for placement on the Public Record. The timing for the submission of the ACRs shall be set out in the CMP, including the timing for	York Region	Design, Construction and Operation as specified	Status – Ongoing Conditions will be addressed with the submission of ACRs annually until the final ACR.	ID#1 Submission of ACR 2018 Acknowledgment Letter	Yes	EF	The document supports the assertion that ACR was submitted to MECP. This item to remain ongoing until final ACR is submitted.

Section 2.0 - Monitoring of Conditions of Approval						Compliance Review		
Item	MOE Condition of EAA approval	Responsible person / agency	Stage condition will be addressed	Status and description of how the condition has been addressed	Compliance Document Reference	Status	Results	Notes
	3.9 submission of the first ACR. The Proponent shall submit ACRs until all applicable conditions of approval and commitments of the EA are satisfied or until the Director notifies the Proponent that no further reports are warranted. 3.10 When all conditions have been satisfied, the Proponent shall indicate in the ACR that this is its final submission.							
21	9.1 If a Stage 2 archaeological assessment is required [1] to be prepared and aboriginal archaeological resources are encountered during the preparation of that Assessment, the Proponent shall provide a copy of that assessment to the Huron-Wendat First Nation of Wendake, Quebec and any additional relevant First Nations as identified by the archaeologist, based on the findings of that assessment.[2] 9.2 The Proponent shall provide the Huron-Wendat First Nation of Wendake, Quebec and any other relevant First Nation as warranted by the Stage 2 findings with 30 days to provide comments on the Stage 2 [2] Assessment and the opportunity to reasonably participate in the Stage 3 Archaeological Assessment if the Stage 3 Archaeological Assessment is required in relation to aboriginal archaeological resources.[3]	York Region	Design	Status – [1,2,3] - Closed [1] Closed in 2013. [2] Reports provided to Huron Wendat First Nation, awaiting comments. As per OE direction, no response was received this year. This item is now closed [3] The Stage 2 report did not require Stage 3 assessment. Closed in 2015.		Yes	AC Closed (2019)	[1] Item was closed in 2013. [2] Evidence provided in previous ACR's supports that Huron-Wendat First Nation of Wendake, Quebec were provided the Stage 2 assessment and the opportunity to participate. Being that no comment has been received to date, this item is now closed as documented in 2018 ACR review comments. 3] Item was closed in 2015.

Section 4.0 – Program Scope – General Commitments					Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
25	CMP Section 4.1 - Application of design standards that permit future conversion to LRT technology;	York Region	Status – Closed Project specifications require design consistent with existing, operational corridors. Designs from these existing corridors are considered 'Indicative Designs' and account for future conversion to LRT technology. Design is finalized and construction will be complete early next year, as such this item is now closed.		Yes	AC Closed (2019)	It is accepted that Project specifications require design consistent with existing and future conversion to LRT technology. This item is now closed.
27	CMP Section 4.1 - Simulation of intersection performance to verify transit service reliability and effects on general traffic	York Region	Status – Closed The final 100% report summarizing the results of the simulation undertaken is	ID#14 H2WH2E-TFS-REP-EDCO-000-2.6_100% Transit Priority Measures-VISSIM	Yes	AC Closed (2019)	ID #14 documented that final report has been provided. This item is now closed.

Section 4.0 – Program Scope – General Commitments					Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			provided.				
34	CMP Section 4.2 – In general terms commitments to be monitored include ... Contractor compliance with the measures stipulated in the technical specifications and contract conditions to mitigate construction effects on the natural environmental features within the influence of the works; (Refer also to Section 5 – Table 5.2 below for specific items to be monitored)	York Region / Contractor	Status – Ongoing Daily inspections are undertaken during construction activities to monitor compliance for the mitigation of construction effects on natural environmental features. For example, should a spill occur, it will be mitigated, remediated and documented per specifications / contract conditions. If violations are observed, non-conformance reports (NCRs) are issued to the responsible parties. A requirement of this process is to identify corrective action requests and preventative action requests to ensure the technical specifications and contract conditions were in compliance. There were no NCRs issued for this reporting period. In addition, to prevent the reoccurrence of the NCRs toolbox talks were implemented as well as the Site Safety and Environmental Orientation was revised to remove individuals from the project for failure to comply to EDCO's environmental policies and procedures after a verbal and written warning Refer to Table 5.2 for specific items to be monitored.	ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied) ID#11 ORIENTATION LOG - EDCO and Subcontractors - vivaNext H2	Yes	EF	The documentation provided (ID#5, ID#7, ID#11) supports the assertion that monitoring of environmental conditions is occurring. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
35	CMP Section 4.2 – In general terms commitments to be monitored include ... Contractor compliance with the measures stipulated in the technical specifications and contract conditions to mitigate construction effects on community activities such as pedestrian and vehicular circulation, access [1] and ambient noise and air quality levels [2]; (Refer also to Section 5 – Table 5.2 below for specific items to be monitored)	York Region / Contractor	Status - [1,2] – Ongoing [1] Traffic staging plan is provided [2] Daily inspections are undertaken during construction activities to monitor compliance for mitigation on noise and air quality.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied) [1] ID#12 Copy of 3 Week Look-Ahead Schedule Jan 28 -Feb 15 [1] ID#13 TCP - Valve Chamber 5 R03	Yes	[1] EF/AC [2] EF	[1] Monitoring of pedestrian and vehicular circulation /access. ID# 13 documentation showing traffic management plans are prepared. In 2018 ACR submission construction videos were also provided which documented construction conditions. Upon further review of 2018 ACR submission evidence no additional documentation is required for pedestrian and vehicular traffic monitoring. . This item to remain ongoing until final ACR is submitted, at which time it will be closed. [2] Ambient noise and Air quality: documentation (ID #5. #7) show that these items are monitored weekly. This item to remain ongoing until final ACR is submitted , at which time it will be closed.

Section 4.0 – Program Scope – General Commitments					Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
							Refer also to Section 5 – Table 5.2
36	CMP Section 4.2 – In general terms commitments to be monitored include ...Compliance, by all parties to construction contracts responsible for public safety and construction management and administration, with the procedures established to manage and mitigate effects on the natural or social environment of accidents or incidents during construction activities; (Refer also to Section 5 – Table 5.2 below for specific items to be monitored)	York Region / Contractor	Status – Ongoing Every year, all parties involved in construction activities are required to undergo the Project-specific Health and Safety and Environmental Orientation prior to commencing work activities on the Project site. The Orientation Log identifies all subcontractors, consultants and individuals that have completed the training. The training includes an overview of emergency planning and preparedness. A site-specific Environmental Emergency Response Plan and Environmental Emergency Preparedness Plan outline contact information and procedures to follow in the event of an accident or incident. This Plan is also updated and communicated when changes/personnels are made. All vehicular accidents are reported and documented to track and mitigate (if any) causal effects from construction.	ID#11 ORIENTATION LOG - EDCO and Subcontractors - vivaNext H2 ID#15 Environmental Emergency Preparedness Plan - Oct 2018 ID#16 EDCO- Env. Emergency Response Plan - Oct 2018	Yes	EF	The documents provided (IDs#11,#15 and #16) support the assertion that all parties are trained with respect to public safety and the procedures established to manage and mitigate effects on the natural or social environment of accidents or incidents during construction activities. Logs have also been provided as requested in 2018 review. This item to remain ongoing until final ACR is submitted at which time it will be closed.

Section 5.0 - Actions Required to Address Commitments- Table 5.1 Monitoring During Design						Compliance Review		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
37		The Proponent shall comply with all the provisions of the EA submitted to the MOE which are hereby incorporated by reference except as provided in these conditions and as provided in any other approvals or permits that may be issued. This also includes the summaries of commitments for additional work, built in attributes and monitoring identified in Tables 10.4-1 to 10.4-4 and Tables 11.3-1 to 11.4-2 of the EA and Proponent's letter and attachments dated May 5, 2006.	York Region	Status – Closed All permits for this project were received and work related to the permits have been completed.	ID#3 Project Permits Matrix - Aug19	Yes	AC Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.

Section 5.0 - Actions Required to Address Commitments- Table 5.1 Monitoring During Design						Compliance Review		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
38	Fisheries and Aquatic Habitat	EA Reference - Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 1.1 - All culverts/ bridge modifications regarding potential Harmful Alterations, Disruption or Destruction of fish habitat, compensation under the Fisheries Act and identification of additional watercourses during the detailed design phase will be reviewed and approved by TRCA to ensure the compliance to their requirements.	York Region	Status – Closed All permits for this project were received and work related to the permits have been completed.	ID#3 Project Permits Matrix - Aug19	Yes	AC Closed (2019)	From 2018 ACR review, Confirmation of permit identification was confirmed. The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.

Section 5.0 - Actions Required to Address Commitments- Table 5.1 Monitoring During Design						Compliance Review		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
41		Chapter 11, Table 11.3-1, Appendix D CMP I.D. # 1.4 - Any proposed in-stream work and site-specific mitigation measures carried out as outlined in Table 7 of the Natural Science Report	York Region	Status – Closed In water works are proposed at Culverts C1, C8 and C7. Culvert C1 corresponds to H8 of Table 7. An application to TRCA for works at Culvert C1 has been submitted and approved. Culvert C1 works will be completed in 2020. Culvert C7 corresponds to crossing D19 Table 7. An application to TRCA for works at Culvert C7 has been submitted and approved. Culvert C19 was not included in Table 7. An application to TRCA for works at Culvert C19 has been submitted and approved. Culvert C8 was not included in Table 7. Mitigation measures for C8, if required, has been submitted and approved. Culvert C4 was not included as it is replaced by Culvert C8.	ID#3 Project Permits Matrix - Aug19	Yes	AC Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.

Section 5.0 - Actions Required To Address Commitments- Table 5.1 Monitoring During Design						Compliance Review		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
48		Chapter 11, Table 11.3-1, Section 9.6 CMP I.D. # 5.3 - An Erosion and Sediment Control Plan developed to manage the flow of sediment into storm sewers and watercourses [1] and to monitor erosion and sedimentation control measures during construction [2].	York Region	Status – [2] - Ongoing Status – [1] - Closed [1] Closed in 2017. [2] During construction, daily inspections are undertaken to monitor environmental controls, including erosion and sediment control measures.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1,2] EF	The documents provided show that an erosion and sediment control plan has been is being utilized (ID# 5 and 7)) This item to remain ongoing until final ACR is submitted.
56		CMP I.D. # 13.3 - Public concerns/ complaints will be address through public consultation centres during detailed design phase [1]. As well, public complaints protocols will address complaints regarding construction [2] and operations [3] of the transitway . The received concerns/ complaints will be circulated to appropriate department for action [4].		Status - [1,2,4] - Closed Status - [3] – Future work [1] Closed in 2018. [2] Closed in 2016. [3] This will be managed by YRT in the future once the work is complete and operations of the rapidway begin. [4] Business loss claims are managed through a YRRTC Community Liaison Representative, YR Real Estate Appraiser (Negotiator) and the claimant. There is no formal prescribed process		Yes	[1,2,4] EF Closed (2018) [3] AC	Item [1]. Item closed in 2018. Item [2] was closed 2016. Item [3] It is accepted that complaints protocol for operations is “Future Work” Item [4]: Item closed in 2018.
59	Traffic and Pedestrian circulation and access during construction	EA Section 10.6 and Proponent's Response to Gov't Section 9.6 and Proponent's Response to Gov't Review Team Comments CMP I.D. # 14 - Development of a comprehensive Construction and Traffic Management Plan [1] including consultation with school board officials to ensure safe, uninterrupted access to schools affected by the works [2].	York Region/Contractor	Status – [2] - Ongoing Status – [1] - Closed [1] Traffic Management Plans are prepared to ensure pedestrian and vehicle circulation is maintained during construction activities. Access to adjacent properties, including schools, is considered in the preparation of the plans. Plans have been provided and is now considered closed. [2] Consultation regarding Project works with school boards within project area is ongoing.	[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP)	Yes	[1,2] EF [2] AC	Item [1], the document ID#4 and #5 , provided shows supports the assertion that Traffic Management Plans are being prepared and maintained. Being that construction is mostly complete, it is accepted this item is closed. [2] Is it accepted that consultation with school boards is ongoing. This item to remain ongoing until final ACR is submitted at which time it will be closed.
60	Safety of traffic and pedestrian circulation and access during rapid transit	Section 9.6 and Government Review Team Comment response	York Region	Status – [3] - Closed [3] Traffic signals design is complete, which	ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1,2] -Closed 2016 [3]- EF	Item [1] and [2] Closed in 2016. Item [3]. IFC Document #20 provided. This item is now closed.

Section 5.0 - Actions Required To Address Commitments- Table 5.1 Monitoring During Design						Compliance Review		
Item	Environmental Element	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
	operations	CMP I.D. # 15 - Infrastructure design features, built-in safety measures and operating procedures adopted in the preparation of the detailed design solution.[1] Analysis of the need for speed limit reductions to address safety concerns.[2] Inclusion of numerical countdown pedestrian lights in detailed design.[3]		includes numerical countdown pedestrian lights at intersections. [1,2] Closed in 2016.			Closed (2019)	

Section 5.0 - Actions Required to Address Commitments - Table 5.2 Construction Monitoring										Contractors Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).					Status and Description of how commitments have been addressed during Construction	Compliance Document Reference	Status	Results	Notes
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)					
62	Noise generated by construction activities	To ensure noise levels comply with Municipal by-laws and construction equipment complies with NPC-115 noise emission standards.	Site measurements of levels produced by representative equipment / activities [1]	At time of introduction of equipment/ activities producing significant noise level with potential to disturb sensitive areas.[2]	Request for noise by-law exemption to allow for extended construction hours.[3]	Region of York, April 5, 2016 Town of Richmond Hill, January 13, 2016	-Notify a) businesses & landowners within a specified radius b) York Regional Police -Minimize unnecessary noise -Plan travel routes to avoid noise sensitive areas -No construction on Sundays or Statutory Holidays (Region of York) -Temporary noise barriers	Region of York, April 5, 2016 Town of Richmond Hill, January 13, 2016	C. Gunter (2017)	Status - [1,2,3] – Ongoing Noise measurements were collected prior to construction (baseline) and during construction when activities peaked with the loudest and most machinery operations on site. Noise and vibrations monitoring are also conducted during various types of construction activities such as during directional drilling, excavation, hydrovaccing activities, compacting, curb/median removals, paving operations etc. Weekly noise inspections are completed and signed by an Environmental Inspector to ensure noise controls are maintained during construction activities. Noise and vibration documents will not be provided next year.	[1] [2] [3] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] [2] [3] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied) [1] [2] [3] ID#18 2019-04 Memo - Noise By-Law Exemption and Noisewalls (PDF Complied)	Yes	EF [1,2] [3] Closed (2017)	Item [1,2]: The documents provided support that construction monitoring (ID #5 #7 and #18) is being carried out. This item to remain ongoing until final ACR is submitted at which time it will be closed.

Section 5.0 - Actions Required to Address Commitments - Table 5.2 Construction Monitoring										Contractors Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).									
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status and Description of how commitments have been addressed during Construction	Compliance Document Reference	Status	Results	Notes
63	Effect of construction activities on air quality (dust, odour)	To confirm that local air quality is not being adversely affected by construction activity	Regular inspections of site dust control measures and of construction vehicle exhaust emissions [1]	Monthly during construction seasons.[2]	None	Not applicable	Not applicable	Not applicable	C. Gunter (2017)	Status – [1,2] - Ongoing Weekly dust and air inspections are undertaken by the Environmental Inspector to ensure that the site is not excessively dusty, and the air quality is satisfactory. This includes checking that paved areas are free of soil and no idling of equipment when not in use.	[1] [2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) [1] [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	[1,2] EF Closed (2019)	Item [1,2]: The document provided (ID#5 and #7) support that monitoring was completed during construction. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
64	Condition of heritage homes adjacent to transitway alignment	To determine if any damage/deterioration is due to construction activity	Pre-construction inspection to obtain baseline condition and monitoring during nearby construction	As required by construction schedule for work adjacent to heritage features.	None	Not applicable	Not applicable	Not applicable	C. Gunter (2017)	Status – Ongoing Construction activities have occurred in areas where heritage homes are located adjacent to the transitway alignment. Two heritage homes were identified, 1423 and 1445 Centre Street. Prior to construction activities, a pre-condition survey, pre-construction baseline noise and vibration monitoring, and ongoing construction monitoring were completed. In addition, daily and weekly environmental inspections are completed.	ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled) ID#18 2019-04 Memo - Noise By-Law Exemption and Noisewalls (PDF Compiled)	Yes	EF	The documents provided support that construction monitoring (ID #5 #7 and #18) is being carried out. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
65	Effect of construction on water quality and quantity in watercourses	To confirm that water quality is not being adversely affected by construction activity	Monitor sediment accumulation after rain events during construction to ensure that the proposed mitigation measures in the Erosion and Sediment Control Plan have been satisfied.[1]	After first significant rain event [2]	None	Not applicable	Not applicable	Not applicable	C. Gunter (2017)	Status – [1,2] - Ongoing [1] Implementation of measures in the Erosion and Sediment Control Plan and monitoring occur through the daily site inspections completed by the Environmental Inspector. [2] Prior to a rain / storm	[1] [2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) [1] [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	[1,2] EF	Item [1,2]: The document provided (ID#5 and #7) support that monitoring was completed during construction. This item to remain ongoing until final ACR is submitted, at which time it will be closed.

Section 5.0 - Actions Required to Address Commitments - Table 5.2 Construction Monitoring										Contractors Notes		Compliance Review		
Construction and Compliance Monitoring					Specific information to be added by ECM with annual compliance reporting (for all cells in these columns).									
Item	Environmental Effect	Purpose of Monitoring	Monitoring Method	Monitoring Frequency	Changes to Mitigation Protection and/or Monitoring	Agency Responses and Dates	New Mitigation Protection and/or Monitoring	Date of Permit Approval or Authorization	Record of Compliance (ECM Signature and Date)	Status and Description of how commitments have been addressed during Construction	Compliance Document Reference	Status	Results	Notes
										event, controls such as silt filter cloths in catch basins are inspected to ensure they are functional.				
66	Effect of construction on boulevard trees	To ensure the survival of boulevard trees	Inspection of protective measures and monitoring of work methods near trees [1]	Prior to commencement of work and bi-weekly during work activities.[2]	None	Not applicable	Not applicable	Not applicable	C. Gunter (2017)	Status – [1,2] – Ongoing Tree inventory and preservation plans have been prepared for the protection of trees that remain on-site during construction activities. Tree protection measures have been implemented on site. [1,2] Daily environmental inspection is completed to ensure that tree hoardings are installed per the Tree Preservation Plans, there is an appropriate buffer and that the hoarding remains functional (i.e., free of rips).	[1] [2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) [1] [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	[1,2] EF	Item [1,2]: The documents provided (ID#5, and 7) support that monitoring is being completed and is ongoing. This item to remain ongoing until final ACR is submitted, at which time it will be closed.

Section 6.0 – Modifying the Design of the Undertaking					Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
67	<p>CMP Section 6.0 - In the event that there is a minor change to the design of the undertaking which does not adversely impact the expected net environmental effects of the undertaking, these changes will be considered minor and documented in the annual compliance report.</p> <p>CMP Section 6.0 – "... a required modification to the transitway alignment and station location in the area of the IBM campus in Markham has been identified. The modified alignment is a local refinement to the undertaking approved in the EA and an amendment report will be submitted specifically documenting the design modification."</p>	York Region	<p>Status – Closed</p> <p>IFC's are complete and the drawing revisions tracking table is provided.</p>	ID#19 H2WH2E-STC-DWG-EDCO-000-00_IFC-DIN175	Yes	EF Closed (2019)	Documents provided (ID#19) support the reporting of minor design changes. IFC documents have been provided. This item is now closed.

Section 7.0 – Consultation					Compliance Review		
Item	Mitigation Measure / Commitment to be Monitored	Responsible person / agency	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Yes	Results	Notes
71	CMP Section 7.2.1 - The Region and/or designate will consult [1] and respond [2] to First Nations concerns regarding its findings on the Stage 2 Archaeological Assessment. The Region and/or designate will obtain any necessary approvals [3] and conduct any additional studies [4] that may be required as a result of the findings and recommendations of the Stage 2 Assessment.	York Region	<p>Status – [1,2,3,4] - Closed</p> <p>[1,2] Reports provided to Huron Wendat First Nation, awaiting comments.</p> <p>[3,4] Closed in 2015.</p>		Yes	[1,2] AC Closed (2019)	<p>Items [1,2]: Document provided in previous ACR H2WE-2016-106 supports consultation</p> <p>Being that no comment has been received to date, this item is now closed as documented in 2018 ACR review comments.</p> <p>Items [3,4] are being tracked under item 21. Closed in 2015</p>

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-1 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review					
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes		
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation										
OBJECTIVE A: To improve mobility by providing a fast, convenient, reliable and efficient rapid transit service																				
A4	Increase attractiveness of rapid transit service	Travel time and service reliability	✓		✓	Entire Corridor	Adjustments to signal timing to achieve progression and minimize delay to rapid transit.	Micro-simulation of rapid transit operation and general traffic movements during detailed design [1] will be used to optimize signal timing. Transit speed will be increased to maximum achievable with reasonable intersection operation.	Delay to transit or intersecting traffic may be unacceptable. May affect intersection capacity for general traffic movements.	Modification of intersection signal timing [2].	Moderately significant	Pursue an on-going intersection performance monitoring program [3]	York Region	Status – [1,2] - Closed Status – [3] - Future Work [1,2] Signal timing and traffic simulations have been developed. The signal control system includes transit signal priority to allow buses to avoid stopping at intersections when feasible. Traffic signal offsets will also be designed for transit buses to maximize the chances of going through intersections on green signals. These features will improve travel time and service reliability. [3] Is a future post-construction activity. York Region routinely monitors intersection performance as part of normal operations.	[1] [2] ID#14 H2WH2E-TFS-REP-EDCO-000-2.6_100% Transit Priority Measures- VISSIM [1] [2] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1-2] EF Closed (2019) [3] AC	Item [1,2] Document (ID#14 and #20) support assertions that simulation has been completed and signalized controls are designed for intersection operation Both 100% and IFC document provided. This item is closed. Item [3] accepted that this is an operational issue for the future		

Notes: P – Preconstruction, C – Construction, O – Operation

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review								
GOAL	Environmen- tal Value / Criterion	Environmental Issues / Concerns	Project Phase¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes				
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation												
OBJECTIVE B: To protect and enhance the social environment in the corridor																						
B2 cont'd (i)					✓	Pine Valley Drive	Implementation of RT reduces the intersection capacity.	N-S pedestrian crossing times have been increased. Protected-only EBL & WBL have been introduced. Due to property constraints, duel left turn lanes cannot be provided.	The number of permissive left turns will be limited due to the heavy E-W through volumes. WBL, EBL & NBL will approach capacity or operate at capacity during peak hours.	Review property impact during Preliminary Design Phase to assess the opportunities to provide a dual left turn lane.[1]	Moderately Significant	Review property impact during Preliminary Design Phase.	York Region	Status – [1] – Closed [1] The traffic operations and need for dual left turn lanes for the Pine Valley Drive intersection was reviewed in conjunction with geometric design constraints and property / right-of-way.	[1] ID#20 H2WH2E-TFS- REP-EDCO- 000- 03_IFC_Perman- ent Traffic Studies	Yes	[1] EF Closed (2019)	Item [1] Document (ID#20) provided is IFC, and accepted based on 2018 review action. This item is now closed.				
(x)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Reduction in main street intersection capacities due to rapid transit operations (cont'd)			✓	Worth Boulevard/Flamin- go Road (Bathurst Street)	Requirement for transit to transition to mixed-traffic complicates the intersection operation.	A ten second transit phase will be provided. SBT will be permitted during this transit phase.	NBT will operate at capacity and SBT will approach capacity. Addition green time is required in the N-S direction.	Split phasing should be considered during the detailed design stage. [1]	Significant	Monitoring required for split phasing. [2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] The traffic signal design is complete, which determined that the intersection of Bathurst St. and Flamingo Rd. requires 1- Stage pedestrian crossing and that there is no need to provide 2-Stage crossing. In addition, the bus merging in the NB direction does not require separate bus phase; NB and SB movements will operate concurrently serving both general traffic and buses. The split phasing for this intersection is not considered a viable option from the traffic operations perspective. [2] Monitoring will take place post-construction. York Region routinely monitors intersection performance as part of normal operations	[1] ID#20 H2WH2E- TFS-REP- EDCO-000- 03_IFC_Perm- anent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: The IFC document (ID#20) was found to demonstrate the traffic analysis report was completed. It is acceptd that split phasing is not a viable option from an operation perspective. This item is now closed. Item [2]: It is accepted that it is operational monitoring activity (Future Work).				
B2 cont'd (z)					✓	Hunter's Point Drive	Requirement for transit to transition to mixed-traffic complicates the intersection	A ten second transit phase will be provided. EBT will be	No capacity constraints.	None expected	Positive effect	None required.	York Region	Status – [1] - Closed [1] The EBT BRT lane continues	[1] ID#20 H2WH2E- TFS-REP-	Yes	[1] EF Closed (2019)	Final IFC Document (ID#20) was provided following OE Action feedback in 2018. This item is now				

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmen- tal Value / Criterion	Environmental Issues / Concerns	Project Phase¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor																		
							operation.	permitted during this transit phase.[1]						to Hwy 7/Yonge St, a 10 second transit phase is not needed.	EDCO-000- 03_IFC_Perm- anent Traffic Studies			closed.
(aa)					✓	Yonge Street Connection Road	Accessing the Richmond Hill Centre Intermodal Station complicates the intersection operation.	WB & SB right transit movements will operate in mixed traffic utilizing the existing channelized right turn lanes. EB & SB left transit movements will remain in the dedicated transit lanes. EB left transit & general traffic movements will operate together. Similarly, SB left transit & general traffic movements will operate together. [1] Signal priority will likely be implemented to detect buses in the transitway & activate the appropriate phases to avoid long delays & prevent the buses from doubling up.	EBL and WBT will approach capacity during the PM peak hour.	None expected	Positive effect	Monitoring required for signal priority. [2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] The traffic signal design is complete. The EBL bus and general traffic movements will not operate concurrently due to a weaving issue on the outbound approach for access into Richmond Hill Centre entrance. This intersection will have two separate bus phases (i.e., to serve the SBL and EBL bus movements). The SBL bus movement will not operate concurrently with SBL general traffic due to safety reasons. EBL and WBT movements during PM peak are expected to operate with acceptable operations. Removal of the SBL transit lane is being reviewed under the Transit Operational Report as per the Region/OE/YRRTC request. This will eliminate SBL additional transit phase at the intersection. [2] Monitoring of signal prioritized intersections will take place post-construction. York Region routinely monitors intersection performance as part of normal operations	[1] ID#20 H2WH2E-TFS- REP-EDCO- 000- 03_IFC_Perman- ent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Final IFC Document (ID#20) was provided following OE Action feedback in 2018. This item is now closed. Item [2]: It is accepted that it is operational monitoring activity (Future Work).

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design				Compliance Document Reference
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor															Yes	[1] EF Closed (2019) [2] AC	Item [1]: Documents ID#4,#6 and #17 show that construction traffic management plans are made. It is accepted that the majority of construction work is complete and no further action is required. Following 2018 review comments. It is accepted that CN rail doesn't not apply. This item is closed. Item [2]: It is accepted that it is operational monitoring activity (Future Work).	
B2 cont'd (bj)		Widening or construction of new structures resulting in major temporary disruption to highway or railway traffic during construction		✓		Hwy 427 CP Mactier Hwy 400 McMillian Yard Hwy 407/ Jane St. CN Halton CN Bradford Hwy 407/ Bathurst St. Yonge St. CN Bala Future Cedar Ave. Bayview Ave. Hwy 404 CP Havelock	Construction staging at busy highway interchanges such as at Hwy 404, could cause additional delay to general traffic. Temporary relocation of railway lines could cause delay to railway traffic.	Mitigation in the form of traffic accommodation plans and temporary works will be developed for all structures where disruption is unavoidable.[1] Mixed traffic operation is introduced in the area of CP Mactier, CN Halton, CN Bradford, Hwy 407/ Bathurst St., Bayview Ave., CN Bala, Hwy 404 and CP Havelock to avoid widening of structures. Lane reduction is used at Hwy 400 to minimize the widening of the structure. The widening of the rest of the structures is considered unavoidable.	Reduction in transit and general traffic operation speed. Some delays likely during construction period.	None	Moderately significant	Monitor traffic operation to confirm whether dedicated transit lanes are required in the future.[2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] Traffic Management Plans are being prepared to ensure pedestrian and vehicle circulation is maintain during construction activities. Highways and interchanges, such as works near Highway 407 access, are considered in the preparation of the plans where appropriate. Majority of construction works is complete, and this item is now closed. [2] Monitoring to take place post-construction.				[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA-004-05 - Traffic Quality Management Plan (TQMP) [1] ID#17 Lane Closure Permit Tracker and Correspondence

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmen- tal Value / Criterion	Environmental Issues / Concerns	Project Phase¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / Agency	Status of Description of how commitment has been addressed during design				Compliance Document Reference
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE B: To protect and enhance the social environment in the corridor															Yes	[1] EF Closed (2019) [2] AC	Item [1]: Documents ID#4, #6 and #20-28 show that construction traffic management plans are made. It is accepted that the majority of construction work is complete, and no further action is required. This item is closed. Item [2]: It is accepted that it is operational monitoring activity (Future Work).	
(bk)	Maintain or improve road traffic and pedestrian circulation (cont'd	Access to minor side streets and properties along the Highway 7 Corridor transit routes	✓	✓	✓	Entire Corridor	Median transitway will eliminate random left turns into minor side streets and properties thereby requiring an alternative access route	In many cases, alternative access can be obtained to a site via another site access or an adjacent roadway with signalized access to Highway 7. The travel patterns for the major traffic generators will be changed. U-turns provided at major intersections for safe manoeuvres into side streets and to properties. Random permissive left turns eliminated thus increasing safety. Develop traffic management plans for construction [1].	Conflict with U-turns and Right may decrease safety.	None necessary	Moderately significant	Monitor traffic and prohibit Right Turns on Red movements from the side street at these locations if necessary [2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] During operations, U-turn opportunities will be provided at intersections to facilitate movements in and out of adjacent land uses. Right turns on red prohibition has been reviewed in conjunction with U- Turn opportunities in the final design. Traffic Management Plans have been prepared and provided in previous ACR submission. This item is now closed. [2] Monitoring to take place post- construction.				[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA- MAN-EDCO- 004-05 - Traffic Quality Management Plan (TQMP) [1] ID#20 H2WH2E-TFS- REP-EDCO- 000- 03_IFC_Perman- ent Traffic Studies
(bm)	Maintain or improve road traffic and pedestrian circulation (cont'd)	Potential for Traffic Infiltration			✓	Monsheen Drive Neighbourhood; Willis Rd./ Chancellor Dr.; Westminster Dr.; Beverley Glen Blvd; South Park Dr./ Commerce Valley Dr. E & W; Kennedy Rd. from Avoca Dr. to Swansea Rd.	In many neighbourhoods, traffic infiltration has already been occurring to circumvent Highway 7. With future constraints placed on Highway 7, it may prove more beneficial for traffic to utilize these local roadways.	Future traffic volumes through these neighbourhoods should be monitored before [1] and after [2] the implementation of the preferred transitway alternative to determine if additional measures are required to reduce traffic infiltration.	Infiltration may still require mitigation	Measures to reduce traffic infiltration could be implemented.	Insignificant	None	York Region	Status – [1] - Closed Status – [2] - Future Work (Westminster, Beverley Glen) [1] Reduced intersection capacity resulting from roadway modifications is being investigated as part of the traffic analysis of existing and permanent conditions. Intersection and driveway counts were collected to support development of detailed design and to establish baseline traffic volumes. Traffic count information will be provided in the Permanent Traffic Study.	[1] ID#20 H2WH2E-TFS- REP-EDCO- 000- 03_IFC_Perman- ent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: It is accepted that this monitoring of traffic is completed. It is accepted that the majority of construction work is complete, and no further action is required. This item is closed. Item [2]: It is accepted that it post-construction monitoring is Future Work.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-2 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review					
GOAL	Environmen- tal Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes		
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation										
OBJECTIVE B: To protect and enhance the social environment in the corridor																				
														[2] Monitoring to take place post-construction.						
B2 cont'd (bn)		Pedestrian Crossings			✓	Vaughan Valley Blvd./ Roybridge Gate; Hwy 427; Jane St./ Hwy 7; Creditstone Rd.; Keele St.; Islington Ave.; Aberdeen Ave./ Marycroft Ave.; Worth Blvd./ Flamingo Rd./ Bathurst St.; South Park/ Chalmers Rd.; Leslie St.; Commerce Valley Dr. E./ E. Beaver Creek; Town Centre Blvd./ Hwy 7; Kennedy Rd./ Avoca Dr. Kennedy Rd./ Hwy 7; McCowan Rd.	Due to the width of the main street at intersection, pedestrians may not be able to cross the intersection in one signal phase based on the standard pedestrian crossing times of 7 seconds.	Transitway median facilities generally provide a pedestrian refuge at mid-crossing. [1]	These intersections may require two- stage crossing in the future to accommodate heavy main street traffic.	The decision to implement these special provisions should be deferred until post-operation conditions are monitored and the need is identified	Moderately Significant	Monitoring is required to determine if the implementation of two-stage is a necessity. [2]	York Region	Status – [1] - Closed Status – [2] - Future Work [1] Median refuge will be provided at various intersections along the alignment to facilitate safe pedestrian crossing. 2- stage crossing is provided at the intersections with very large pedestrian crossing distance and vivaNext stations. Preparation of the traffic signal design has determined that the intersection of Bathurst St and Flamingo Road requires 1-Stage pedestrian crossing and that there is no need to provide 2- Stage crossing. It was also determined that median refuge is not necessary at this intersection. [2] Monitoring to take place post- construction.	[1] ID#21 H2W- CIV-PM-104-02 [1] ID#22 H2E- CIV-PM-104-01 [1] ID#23 H2E- CIV-NC-130	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Document provided (ID # 21-23) are accepted as being final. Document ID # 23 shows that there are 1- stage crossings at certain intersections. This is consistent with PE design. Design consideration was given based on pedestrian crossing distance and the impact to operation of intersection for cross walks crossing the BRT/efficiency of intersection.This item is now closed. Item [2]: It is accepted that post- construction monitoring is Future Work.		
B6 (c)		Landscaping	✓		✓	Entire Corridor	Landscaping species may not survive in winter months	[1] Choose appropriate species for both winter and other months to maintain greenery throughout corridor. [2] Place landscaping in planters and incorporate buried irrigation systems.	Species may still not survive	[3] Change species, irrigation patterns, etc.	Insignificant	[4] Monitor health of landscaping continuously	York Region	Status – [1,2] - Closed Status - [3,4] - Future Work York Region has staff for inspection, maintenance and watering of the streetscape plantings	[1,2] ID#24 H2WH2E-LND- DETAIL-401	Yes	[1,2] EF Closed (2019) [3,4] AC	Item [1,2]ID#24 Landscape document provided and accepted. No further action required. This item is closed. Item [3,4]: It is accepted that post-construction monitoring [4] & mitigation [3] is Future Work.		

Notes: P – Pre construction, C – Construction, O – Operation

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
C1 (a)	Minimize adverse effects on Aquatic Ecosystems	Fuel spills, due to accidents during construction refuelling and accidents during operation, entering the watercourses		✓	✓	Entire Corridor	Fish kills due to chemical spills resulting in short term population decline.	No refuelling within 10 m of a watercourse. [1] Emergency Response Plan. [2]	Short term population decline. Some contaminants within storm-water system.	None practical	Insignificant	None required	York Region	Status – [1] - Ongoing Status – [2] - Closed [1] All works within Culvert C4, C7, C8, C9 and C19 have been completed. During construction activities, daily inspections are undertaken. The Environmental Inspector checks the fueling and maintenance areas, which are required to be located at a reasonable distance from any natural or constructed land drainage systems or water body (typically 30 to 50 m). During in water works at Culvert C1, upstream and downstream turbidity measurements and temperature were taken three times a day to ensure that they were within 20 NTUs of baseline measurements. If turbidity exceeded this threshold limit, the subcontractors were directed to correct the issue to reduce the silt in the water. [2] Closed in 2016.	[1] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled) [1] ID#15 Environmental Emergency Preparedness Plan - Oct 2018 [1] ID#16 EDCO- Env. Emergency Response Plan - Oct 2018	Yes	[1] EF [2] Closed (2016)	Item [1]: Documents (ID#5-7,15 and #16) show that environmental monitoring and reporting is ongoing during works. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [2]: Closed 2016.
C1 cont'd (d)		Loss of site-specific habitat.		✓		All watercourses within entire corridor.	Potential loss of fish habitat as a result of new culverts/bridges, culvert/bridge extensions and/or culvert/bridge replacements or repairs.	Design transitway cross sections to avoid modifications at culverts/bridges. Span meander belt or 100-year erosion limit of the watercourse. Avoid in-water work to the extent possible. Minimize the area of in-water alteration to the extent possible.	A harmful alteration of fish habitat will likely result from culvert modifications at approximately 25 culverts that convey watercourses that support fish habitat.	Negotiations with regulatory agencies during detail design. Compensate for the harmful alteration of fish habitat. [1]	Insignificant	On-site environmental inspection during in-water work. [2] Post-construction monitoring of fish habitat compensation measures. [3]	York Region	Status – [2] - Ongoing Status – [1] - Closed Status - [3] - Future Work [1] Closed in 2017. [2] The Environmental Site Inspection Report demonstrates monitoring during in-water works. Culvert C1 works (minor channelization / restoration) is ongoing. Monitoring is ongoing.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF	Yes	[1]- Closed (2017) [2]] EF [3] AC	Item [1]: This item was closed in 2017 Item [2]: Documents ID# 5 and 7 provide the environmental inspection criteria for in water work. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [3]: it is accepted that

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review					
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes		
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation										
OBJECTIVE C: To protect and enhance the natural environment in the corridor																				
								Follow in-water construction timing restriction. Perform all in-water work in the dry using a temporary flow bypass system.						[3] Post-construction monitoring is future work	Compiled)			post-construction monitoring is Future Work.		
(e)	Minimize adverse effects on Aquatic Ecosystems (cont'd)	Fish mortality		✓		All watercourse s within entire corridor.	Fish may be injured or killed by dewatering.	Design transitway cross sections to avoid modifications at culverts/bridges. Avoid in-water work to the extent possible. [1] Perform all in-water work in the dry using a temporary flow bypass system. [2] Capture fish trapped during dewatering of the work zone and safely release upstream. [3] Prohibit the entry of heavy equipment into the watercourse.	None expected.	None	Negligible	[4] On-site environmental inspection during in-water work.	York Region	Status – [1,2,3,4] - Ongoing [1] In-water works are only proposed at Culverts C1, C8 and C7. Works will occur in the dry where necessary. [2, 4] The Environmental Site Inspection Report demonstrates monitoring during in-water works. This will be ongoing until all water crossings are complete. [3] Evidence shown that protection fencing has been used.	[1] [2] [3] [4] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] [2] [3] [4] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1,2,3,4] EF	Item [1]: Documents in item 41 above show that in-water works will be in the dry. Items [2,4]: Ongoing Item [3]: An example of protection fencing was included in the 2017 ACR (ID#3-4). Items [1,2,3,4] This item to remain ongoing until final ACR is submitted, at which time it will be closed.		
C1 cont'd (f)		Barriers to fish movement.		✓	✓	All watercourse s within entire corridor.	Culvert/bridge extension, repair or replacement may create a barrier to fish movement.	Use open footing culverts or countersink closed culverts a minimum of 20% of culvert diameter. Span the watercourse, meander belt or floodplain with new structures where warranted by site conditions.	Culvert extensions will be designed to avoid the creation of a barrier to fish movement.	Negotiations with regulatory agencies during detail design. [1]	Negligible	On-site environmental inspection during in-water work. [2]	York Region	Status - [2] – Ongoing Status - [1] - Closed [1] Closed in 2017. [2] The Environmental Site Inspection Report demonstrates monitoring during in-water works. This will be ongoing until all water crossings are complete.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1] - Closed (2017) [2] EF	Item [1]: This item was closed in 2017 Item [2]: Documents [ID#4, 5] as well as Item 41 above in this ACR table support that inspections to include in-water works, when needed. This item to remain ongoing until final ACR is submitted, at which time it will be closed.		
C1 cont'd	Minimize adverse effects on Aquatic	Increased temperature		✓	✓	All watercourse	Clearing of riparian vegetation and storm	Minimize the area of stream bank alteration	Shading provided by	Restore riparian areas	Negligible	Post-construction inspection of storm	York Region	Status – [1,2,3] – Closed Status – [4,5,6] - Future Work	[1] [2] [3] ID#19 H2WH2E-STC-	Yes	[1,3] EF Closed	Item [1]:ID #19 show final IFC document. It is accepted		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review				
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency				Status of Description of how commitment has been addressed during design	Compliance Document Reference
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
(h)	Ecosystems (cont'd)					s within entire corridor	water management practices can impact temperature regimes.	to the extent possible. [1] Use storm water management practices that encourage infiltration and recharge of groundwater. [2]	culvert/bridge offsets shading lost through removal of riparian vegetation. [3]	disturbed during construction with native vegetation. [3]		water management facilities to evaluate their effectiveness. [4] On-going maintenance as required. [5] Post-construction inspection of riparian plantings to confirm survival. [6]		[1] Minimizing the area of stream bank alteration was considered through geomorphic design development at Culverts C1 and C4. Geomorphology Reports were prepared [3] Restoration is complete for C7, however for C1 and C8, restoration will be complete next spring and fall. [2] Closed as per OE comments. [4,5,6]: Items to be implemented post-construction.	DWG-EDCO-000-00_IFC-DIN175 [1] [2] [3] ID#27 Site Condition Rating Checklist		(2019) [2]AC Closed (2017) [4,5,6] AC	that geomorphological reports were utilised in creation of IFC and no further action is required, Item [2]: Closed per OE comments in 2017 Item [3]: ID #27 show site considition rating inspection checklist as documented in 2018 ACR. No further action is required, this item is now closed. Items [4,5 and 6]: it is accepted that post-construction monitoring, and maintenance is Future Work.
C2 (a)	Minimize adverse effects on Terrestrial Ecosystems	Loss of wildlife habitat and ecological functions		✓	✓	Entire corridor.	Construction of the transitway and associated facilities may result in the removal of vegetation and ecological functions it supports.	Minimize the area of vegetation removals to the extent possible. [1] Minimize grade changes to the extent possible. [2] Use close cut clearing and trimming to minimize the number of trees to be removed. [3] Delineate work zones using construction fencing/tree protection barrier. [4] Protect trees within the clear zone using guiderail, curbs, etc. to prevent removal. [5]	None expected.	Restore natural areas disturbed using construction with native vegetation, where feasible. [6] Replace ornamental vegetation as part of landscaping [7].	Negligible	None required.	York Region	Status - [5] - Ongoing Status – [1,2,3,4,6,7] – Closed [1,2,3,4,6,7] – Closed in 2017. [5] Tree Inventory and Preservation Reports / Plans include protection to mitigate impacts to existing trees. Refer to H2E-LND-TREE-200 for an example of tree protection zones and light duty hoarding protection measures and H2E-LND-TREE-002 for information on pruning.	[5] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) [5] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	AC [1,2,3,4,6,7] EF [5]	Item [1,2,3,4,6,7]: OE closed in 2017 ACR Item [5]: ID#5 and 7 supportrts that trees are being protected within the clear zone. This item is on going and will be closed when construction is completed. This item to remain ongoing until final ACR is submitted at which time it will be closed.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design				Compliance Document Reference
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE C: To protect and enhance the natural environment in the corridor																		
(b)		Wildlife mortality		✓	✓	Entire corridor.	Removal of wildlife habitat may result in wildlife mortality.	[1] Perform vegetation removals outside of wildlife breeding seasons (typically April 1 to July 31). [2] Perform culvert/bridge extension, repair and replacement outside of wildlife breeding season.	None expected.	None required.	Negligible	None required.	York Region	Status – [2] – Ongoing, [1] Closed All tree removals have been completed. [2] Prior to vegetation removal during the breeding bird window (April 1 to August 30), due diligence nest searches were undertaken by an avian biologist to ensure that trees are cleared of nests and active wildlife. Trees were tagged once cleared and then removed / relocated within 2 days of being surveyed. Avian nest results are provided as an example. Construction activities are occurring for the culvert/bridge extension, repair and replacement During nesting season, if there are any trees to be removed, an avian biologist is retained to conduct a nest clearance inspection. Two inspections were completed between September 2017 and August 2018. [1] Closed in 2017.	[2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1] Closed (2017) [2] EF	Item [1] Item was closed in 2017. [2] Documents (ID#5 and 7) indicate environmental checklist completed during construction include wildlife. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
(e)		Disturbance to rare, threatened, or endangered wildlife		✓	✓	Entire corridor.	Three rare species were identified within the study area: rough-legged hawk (non-breeding migrant/vagrant, extremely rare breeding occurrence by MNR); northern shrike (non-breeding migrant/vagrant, very rare to uncommon breeding occurrence by MNR); and milk snake ('special concern' by COSEWIC, and 'rare to uncommon' by MNR)	Prevent the harassment of eastern milk snake if encountered during construction. [1] Perform vegetation removals outside of wildlife breeding seasons (typically April 1 to July 31). [2] Perform culvert/bridge extension, repair and replacement outside of wildlife breeding season [3]	None expected.	None required.	Negligible	None required.	York Region	Status – [1,2,3] - Closed [1] Closed in 2016. [2] Closed in 2017. [3] All culvert and bridge construction works are complete.	[3] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [3] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Complied)	Yes	[1] AC Closed (2016) [2] AC Closed (2017) [3] EF Closed (2019)	Item [1]: Closed [2016] Item [2]: Item was closed in 2017 ACR. [3]. Is accepted that all culvert and bridge construction works are complete. This item is closed.

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review									
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes					
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation													
OBJECTIVE C: To protect and enhance the natural environment in the corridor																							
(f)	Minimize adverse effects on Terrestrial Ecosystems (cont'd)	Disturbance to vegetation through edge effects, drainage modifications and road salt			✓	Entire corridor.	Clearing of new forest edges may result in sunscald, windthrow, and invasion of exotic species. Ditching, grading and other drainage modifications may alter local soil moisture regimes. Road salt may result in vegetation mortality and die back.	[1] Minimize the area of vegetation removals to the extent possible. [2] Minimize the grade changes and cut/fill requirements to the extent possible. [3] Use close cut clearing and trimming to minimize encroachment on remaining vegetation. [4] Delineate work zones using construction fencing/ tree protection barrier. [5] Manage the application of road salt to the extent possible. [6] TRCA guidelines for Forest Edge Management Plans & Post-Construction Restoration will be followed. [7] All valley lands disturbed will require restoration with native herbaceous & woody species.	Vegetation communities within the study area are primarily cultural in origin and have been impacted by Highway 7. The transitway represents an incremental encroachment into these already disturbed communities.	Landscape treatments.	Insignificant	None required.	York Region	Status – [1,2,3,4,6,7] - Closed Status - [5] - Future Work All terrestrial ecosystem work has no further impact as construction is complete. [5] YR Operations has an ongoing winter maintenance program which minimizes the use of salt on roads. Winter maintenance practices for the rapid transit facility will be established closer to the time of commencement of operations.	[1] [2] [3] [4] [6] [7] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] [2] [3] [4] [6] [7] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled) ID#25 June 2012 Winter Maintenance Program	Yes	[1,2,3,4,5,6,7] EF Closed (2019)	Item [1,2,3,4,6,7]: It is accepted that all terrestrial ecosystem work has no further impact as construction is complete. This item is now closed. Item [5]: Salt Management is documented in ID #25 which provides evidence that YR has a Winter Maintenance program which minimizes the use of salt on roads. It is accepted that this is Future Work.					
C2 cont'd (g)		Disturbance to rare, threatened or endangered flora			✓	Entire Corridor.	Twenty-two regionally rare or uncommon species are located within the study limits including: Black Walnut, Common Evening	Minimize the area of vegetation removals to the extent possible. [1] Minimize grade changes	Trees may be removed by the transitway and its associated facilities.	None required.	Insignificant	Monitor clearing activities to ensure that minimum work zones are used to avoid any unnecessary tree	York Region	Status – [1,2,3] - Closed [2] During terrestrial field surveys in support of detailed design, the following rare species were identified: Ohio Buckeye	[3] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied)	Yes	[1] AC Closed (2016) [2] AC Closed	Item [1] Closed 2016. Item [2]:Closed in 2017. Item [3]:.It is accepted that due to construction being mostly complete, thus us					

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility											Compliance Monitoring			Compliance Review					
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes	
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation									
OBJECTIVE C: To protect and enhance the natural environment in the corridor																			
							Primrose, Cut-leaved Toothwort, Groundnut	to the extent possible. [1]				removal. [3]		and Black Walnut. 14 of these trees will be protected / not affected during construction and 1 has been transplanted. The remaining trees of these species (21) have been removed. 40 Kentucky Coffee-trees planted by York Region were identified in the tree inventory 19 trees will be protected / not affected during construction. The remaining trees have been removed (19) or transplanted (1). [3] Clearance is complete.	[3] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)		(2017) [3] EF Closed (2019)	clearance work. No further action of this item is required. This item is now closed.	
C3 cont'd (c)		Degradation of air quality during construction		✓		Highway 7 Corridor	Some dust is expected during the construction period.	The law requires that all possible pollutant emission mitigation steps possible be taken during construction activities	Some PM emissions locally.	None required.	Negligible	Regular inspection of site dust [1] and construction vehicle exhaust emissions [2] during construction in compliance with MECP's standards and municipal by-laws.	York Region	Status – [1,2] – Ongoing [1,2] Weekly dust and air inspections are undertaken by the Environmental Inspector to ensure that the site is not excessively dusty, and the air quality is satisfactory. This includes checking that paved areas are free of soil and no idling of equipment when not in use.	[1] [2] ID#5 2019-02 Memo - Env Mthly Rpts (PDF Complied) [1] [2] ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	[1,2] EF	Items [1] and [2] documents ID#5, and 7 support the assertion regarding air quality monitoring occurs. This item to remain ongoing until final ACR is submitted at which time it will be closed.	
C4 (a)	Minimize adverse effects on corridor hydro-geological, geological, hydrological and geomorphic conditions	Water quality in shallow groundwater that can affect quality in surface watercourses			✓	Areas located hydraulical ly down gradient of transit alignment,	Transitways will require de-icing salt and will accumulate various chemical substances that can impact water quality of runoff. Impacted runoff that infiltrates can	Dilution and other natural processes will attenuate elevated parameters in groundwater.	Potential effects to water quality of surface water courses. Groundwater quality effects are anticipated to	Reduce application of road salt, where possible [1]. Curbs and gutters to	Moderately Significant	None required. Water quality effects are anticipated to remain acceptable.	York Region	Status – [1] - Future Work Status – [2] - Closed [2] Winter maintenance practices for the rapid transit facility will be established closer to the time of commencement of operations.	[2] ID#25 June 2012 Winter Maintenance Program	Yes	[1] AC [2] EF Closed (2019)	[1] Accept that road salt management is an operational issue and Future Work. [2] Document ID #2 supports the assertion that winter maintenance practices have	

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-3 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review					
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes		
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation										
OBJECTIVE C: To protect and enhance the natural environment in the corridor																				
						where receiving surface watercourses are present.	Increase concentrations in shallow groundwater. Potential to affect shallow groundwater that discharges to surface watercourses.		be detectable.	convey impacted runoff away from permeable soil areas. [2]								been established. This item is now closed.		
(d)	Minimize adverse effects on corridor hydro-geological, geological, hydrological and geomorphic conditions (cont'd)	Increased pavement; decreased infiltration			✓	Entire corridor	Minor increase in quantity of surface runoff. Minor decrease in quantity of groundwater.	Storm water management facilities such as grassed swales and storm water ponds. [1]	Minor increase in peak stream flows. Minor decrease in groundwater.	None practical	Negligible	None required	York Region	Status – [1] - Closed This item is now closed.	[1] ID#19 H2WH2E-STC-DWG-EDCO-000-00_IFC-DIN175	Yes	[1] EF Closed (2019)	Item [1]: IFC document #19 provided based on 2018 OE comments. This item is now closed.		

Notes: P – Pre construction, C – Construction, O – Operation

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review					
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes			
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation											
OBJECTIVE D: To promote smart growth and economic development in the corridor																					
D1 (a)	Support Regional and Municipal Planning Policies and approved urban structure	Need for pedestrian-friendly streets and walkways for access to stations		✓	✓	Entire corridor	Streetscape will create a more pedestrian-friendly atmosphere.	Signalized pedestrian crosswalks will be provided at all station locations and an appropriate number of intersections[1] ; Pedestrian safety will be considered in the design of station precincts [2] and road signage will be highly visible to both pedestrians and automobiles [3].	Potential for jaywalking in vicinity of stations, which could lead to increase in number of vehicle/pedestrian incidents.	Platform edge treatment will discourage illegal access [4]	Negligible	Monitor traffic accidents involving pedestrians to establish whether cause is transit related. [5]	York Region	Status – [1,2,3,4] - Closed Status - [5] - Future Work [1] The detailed traffic signal design is complete and complies with the AODA standards, including the design of pedestrian crossings. Bike signals will also be provided where multi-use path crossings occur. 2 Stage crossing is provided at the signalized intersections with stops. [2] Closed in 2016. [3] The location of roadway signage is provided in the IFC Pavement Marking and Signage Design drawings. Pavement markings and signage locations are placed to be highly visible to pedestrians and automobiles and is designed to meet the requirements of York Regions standards, the Ontario Traffic Manual Book 18: Cycling	[1] [3] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1,3]EFClosed (2019) [2]AC Closed (2016) [4] AC Closed (2017) [5]AC	Item [1,3]: Final IFC document provided this item is now closed. Item [2] was closed in 2016. Item [4] This item was closed in 2017. Item [5] Accepted that monitoring of traffic during operations is Future Work.			

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
													Facilities (2014), Mm's Technical Memo on vivaNext cycle path dated March 12, 2015, and TAC's Bikeway Traffic Control Guidelines for Canada (2012). [4] Closed in 2017. [5] A monitoring program will be carried out following the commencement of operation.					
D1 cont'd (b)		Locating higher density and transit-oriented development where it can be served by transitway			✓	New and redevelopment/infill locations	Current landowners could object to implementation of existing land use pattern changes along transit corridor.	Regional/Municipal land use controls and approval processes to encourage transit-oriented development or re-development in support of OP objectives.	Redevelopment pressure on surrounding areas	Apply Municipal Site Plan approval process	Insignificant	[1] Monitor re-development activity to control overall increase in development density	York Region / Vaughan / Markham / Richmond Hill	Status – [1] – Ongoing and Future Work Development activity planning and approval is a York Region process. The current site plan tracker is provided.	[1] ID#26 I&D Development Approvals Application Tracker - 2019	Yes	[1] EF	Item [1]: Evidence found. This item to remain ongoing until final ACR is submitted. It is likely no new evidence will be provided in 2020 and this item will be closed by default.
D2	Provide convenient access to social and community facilities in corridor	Potential barrier effects during construction and operation		✓	✓	Entire corridor	Transitway could be perceived as a barrier in access to future community centres, hospital(s), malls, parks, etc. Transitway median design will recognize pedestrian access requirements, particularly in proximity to community facilities.	Construction Traffic and Pedestrian Management Plan will avoid wherever possible, barriers to entrances/exits to large attractors along Highway 7.	Alternative access routes to facilities may affect adjacent properties	Mark detours and alternative access points clearly	Insignificant	Monitor congestion levels during construction [1] and traffic patterns during operations [2].	York Region	Status – [1] - Ongoing Status – [2] - Future Work [1] Traffic Management Plans are prepared to ensure pedestrian and vehicle circulation is maintained during construction activities. Access to social and community facilities, such as the Umca Rich Tree Academy, are considered in the preparation of the	[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP) [1] ID#17 Lane Closure Permit	Yes	[1] EF [2] AC	Item [1]: Documents (ID#23-28) provided support that monitoring of traffic is occurring. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [2] is a Future Work item (2015).

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review			
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
													plans. Pedestrian and vehicle circulation are monitored by the site supervisions and modified should improvements be necessary. In addition, staging, schedules and work plans are altered to facilitate community events such as the Jewish High Holiday celebrated by the Flamingo Chad; work schedules and staging plans were altered to accommodate this event. [2] Monitoring of traffic patterns during operation is future work to occur following construction	Tracker and Correspondence				
D3 cont'd (b)		The potential for a decrease in business activity.		✓	✓	Entire corridor	Modification of road access could lead to displacement and/or business loss.	Implement procedures to address requests of affected businesses [1]; Incorporate design solutions and construction methods to minimize number of businesses affected. [2]	Decrease in traffic; decrease in workforce/ population	Encourage alternative compatible development	Moderately significant	Cooperative response to business loss concerns addressed to municipalities. [3]	York Region	Status – [1, 2, 3] - Ongoing [1] Complaints and Incident procedures are in place to receive complaints / incidents, evaluate and mitigate the root cause. This includes a procedure to receive and address requests of affected businesses. For example, business owners were concerned about construction	[1] [2] [3] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] [2] [3] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP) [1] [2] [3] ID#28	Yes	[1,2,3] EF	Item [1,]: Document ID #28 and #30 support the assertion regarding the complaints procedures. It is acceptable that this complaint procedure will be adopted during Operations. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [2]: Documents (ID#4 and #6) provided support that monitoring of traffic is occurring. This item to remain ongoing until final ACR is submitted, at which time it will be closed. Item [3]: Document ID #28 and

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review					
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes		
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation										
OBJECTIVE D: To promote smart growth and economic development in the corridor																				
													equipment blocking their businesses; therefore, to resolve the issue, EDCO installed additional "Open for Business" signage in areas where there were a lot of construction activities occurring in front of businesses. [2] Traffic Management Plans are prepared to ensure accesses to businesses are maintained during construction activities. Business access is monitored by the site supervisions and modified should improvements be necessary. [3] Business loss claims are managed through a YRRTC Community Liaison Representative, YR Real Estate Appraiser (Negotiator) and the claimant.	2019-05 Memo - Complaints and Incidents Memo (Compiled) [1] [2] [3] ID#30 Appendix 1 - Businesses complaints September 2018 to August 2019 (pdf)			#30 It is accepted that a cooperative response will be undertaken for a concern when received. This item to remain ongoing until final ACR is submitted, at which time it will be closed.			
D4 (a)	Protect provisions for goods movement in corridor	Ease of Truck Movement			✓	Entire Corridor	Median transitway will restrict truck movement in corridor	Provided U-turns at major intersections to allow for truck access to side streets and properties. Traffic analysis at intersections indicated sufficient	In areas of 4-lane cross-section, intersections with no station or landscaping in median do not allow sufficient	Traffic signs prohibit large truck at these intersections (see next entries). [1] Designate	Insignificant	Monitor and widen Highway 7 with right turn tapers at side streets to allow for movement [3]	York Region	Status – [1,2] – Closed Status – [3] – Future Work [1] Traffic signal design is complete. The signal timings will be re-	[1] [2] ID#31 Turning_Movement_Paths-Stage 2A Simulations-EBL-WBL Dufferin	Yes	[1-2] EF, Closed (2019) [3] AC	Item [1,2] Documents (ID#31 and 32) support assertion that design is underway for traffic signals and Class 9 vehicles were considered and is now complete. This item is closed. Item [3] Accepted that monitoring is		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility												Compliance Monitoring			Compliance Review					
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes		
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation										
OBJECTIVE D: To promote smart growth and economic development in the corridor																				
								capacity for trucks using U-turns.	turning width for WB 17 (articulated trucks).	truck routes. [2]				optimized for every construction stage and each intersection will be reviewed on case by case basis for any turning prohibitions. [2] In addition, U-turns will generally be permitted at signalized intersections to facilities access to community features such as shopping centres. Single Unit Class 9 vehicles have been considered for U-turn provisions at intersections. [3] is post-construction monitoring	[1] [2] ID#32 Turning_Movement_Paths-Stage 2A Simulations-NBL-SBL Dufferin			post-construction and Future Work.		
D4 cont'd (b)	Protect provisions for goods movement in corridor (cont'd)			✓		Entire Corridor	Construction may limit access for trucks	Traffic management plan to ensure truck access at all times [1]	May not be possible in some areas	Designate alternative truck routes [2]	Negligible	None required	York Region	Status – [1,2] – Closed Construction is complete and truck access has been maintained.		Yes	[1,2] AC Closed (2019)	Item [1]: It is accepted that construction is complete and this item is closed.		
(e)					✓	Westbound at Bruce St. intersection	The effect is not anticipated to be critical because: <ul style="list-style-type: none">the commercial property on the SE corner has no access on Highway 7;there is no other commercial properties on the south side between	None required.	None expected.	None required.	Insignificant	Monitor and widen Highway 7 with right turn tapers at side streets to allow for movement or widen Highway 7 from 4 lanes to 6 lanes. [1]	York Region	Status – [1] - Closed No exclusive WBR turn lane at Bruce Street intersection due to the low amount of traffic in and out of the one lane private driveway. BRT lanes at this intersection have been removed to avoid property conflicts.	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019)	Item [1]: Document (ID#20) supports that the traffic analysis is complete, final document provided. This item is now closed.		

Appendix 1 Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA – Table 10.4-4 Effects and Mitigation for Mobility													Compliance Monitoring			Compliance Review		
GOAL	Environmental Value / Criterion	Environmental Issues / Concerns	Project Phase ¹			Location	Potential Environmental Effects	Proposed Mitigation Measures			Level of Significance after Mitigation	Monitoring and Recommendation	Responsible Person / agency	Status of Description of how commitment has been addressed during design	Compliance Document Reference	Status	Results	Notes
			P	C	O			Built-In Positive Attributes and/or Mitigations	Potential Residual Effects	Further Mitigation								
OBJECTIVE D: To promote smart growth and economic development in the corridor																		
							Bruce St. and Helen St./ Wigwoss Dr.; and ▪ the next U-turn permitted intersection is only approximately 400m away at Islington Ave.											

Notes: P – Pre construction, C – Construction, O – Operation

Appendix 2 Action for comments received from the <u>Government Review Team</u> on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
Ministry of the Environment – Water Resources	Ms. Ellen Schmarje, Supervisor, Water Resources Unit, Central Region – Technical Support Section	3	a) The Proponent should note that Section 53 (OWRA) approvals from the MOE will be required for the new and expanded storm sewers and end-of-pipe storm water management facilities prior to the construction phase (Section 11.2: Project Implementation Plan).	a) Comment noted and will be carried forward for consideration during detailed design. Section 11.2.1 of the EA report identifies examples of other approvals that may be required during the detailed design phase but is not intended as a complete list of all post EA approvals that will be required.		<p>Status – Closed</p> <p>Application to MECP (via Transfer of Review process with York Region) for Environmental Compliance Approval will be pursued. This application will follow approval of designs by TRCA.</p> <p>All necessary permits and approvals will be obtained prior to corresponding construction activities where required. Permits and approvals required for the Project have been identified and are being tracked monthly.</p> <p>ECA permit approval was received on May 14, 2018 for the H2 East segment of the project for the storm sewer installation works. ECA Number is 8118-AYEGHY</p> <p>ECA approval has been received.</p>	ID#3 Project Permits Matrix - Aug19	Yes	[1] EF Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.
Ministry of the Environment – Water Resources	Ms. Ellen Schmarje, Supervisor, Water Resources Unit, Central Region – Technical Support Section	3	e) No major outstanding surface water or groundwater issues were identified regarding the preferred alternative. Additional input during the detailed design phase may be required to ensure that monitoring, mitigation and contingency plans adequately assess any adverse impacts to the natural environment and/or sufficiently protect the natural environment.	b) Comment noted. The MOE will be consulted during development of the detailed Monitoring Program as appropriate.[1]		<p>Status – [1] - Closed</p> <p>Development of a Storm Water Management Plan (SWMP) has been completed and has been prepared in accordance with the MOE's Stormwater Management Planning and Design Manual (2003) and Guidelines for Evaluating Construction Activities Impacting on Water Resources.</p> <p>Stormwater management has been discussed with the TRCA during detailed design at the meetings held on October 13, 2016, December 1, 2015 and</p>	[1] ID#3 Project Permits Matrix - Aug19	Yes	EF[1] Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits have been completed. This item is now closed.

Appendix 2 Action for comments received from the <u>Government Review Team</u> on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
						July 5, 2016. MECP contact: Ministry of the Environment Transfer of Review - For all Ministry of the Environment (MOE) transfer of reviews and underground servicing approvals, please contact: Eva Pulnicki (Environmental Servicing Engineer Phone: 905-830-4444 Ext. 75749 Email: eva.pulnicki@york.ca)				
City of Vaughan	Mr. Roy McQuillan, Manager of Corporate Policy	6	f) Generally, the impacts were positive or could be mitigated to a minimal level of significance. Given the diversity of the corridor and the form of the transitway, there will be impacts on traffic operations and urban design.	a) Detailed comment noted. As noted in Table 11.4-2 of the EA report, the Region is committed to monitoring traffic operations after implementation of the undertaking. [1] In addition, a detailed traffic management plan will be developed prior to commencing construction (Section 11.2.2.1). [2]		Status – [2] - Ongoing Status – [1] - Future Work [1] This item relates to the operations phase. [2] Traffic Management Plans are prepared prior to commencing works on any phase to ensure pedestrian and vehicle circulation is maintained during construction activities	[2] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [2] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP)	Yes	[1] AC [2] EF	Item [1] Accepted that this relates to the operations phase and is Future Work. Item [2]: Documents (ID #4 and #6) provided support that Traffic Management Plans were prepared, maintained and now complete. This item to remain ongoing until final ACR is submitted, at which time it will be closed.
		6 cont'd	i) The study acknowledges that there are areas that have insufficient road allowance width to permit significant landscaping. An example is the section of Hwy 7 between Martin Grove and Pine Valley Dr. For such areas, the plan suggests that redevelopment be monitored and that property be acquired through redevelopment. An alternative would be to incorporate sufficient setbacks to allow for landscaping to be provided on the private lands between road allowance and the building.	b) Comment noted. The Region will work with the local municipalities to secure the required r.o.w. and setbacks through the development approval process [1]		Status – [1] – Closed and Future Work [1] Site Plan Applications and Official Plan Amendments are being monitored.	[1] ID#26 I&D Development Approvals Application Tracker – 2019 ID#29 Key Map Highway 7	Yes	[1] EF Closed (2019)	Item [1]: Evidence found and supporting document showing H2WE segments and Future rapidways provided based on OE comments in 2018. It is understood the area referenced is beyond this segment and is Future Rapidways
			j) The City is currently conducting several land use studies in areas that will be directly affected by the transitway. These include the Hwy 7 Futures Study and the Steeles Ave Corridor Study-Jane St to Keele St.	c) Comment noted. York Region will work with the local municipalities, including the City of Vaughan, during detailed design [1] and development of a detailed streetscape plan to incorporate recommendations		Status – [1,2] - Closed [1] Municipalities are included in circulation of design drawings for		Yes	[1.] AC Closed 2019 [2] AC Closed 2018	Item [1]: It is accepted that Municipalities are included in circulation of design drawings for review.

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
			Both studies are nearing conclusion. Each will have land use and urban design implications for these areas. In order to optimize the opportunities for aesthetic improvements along Hwy 7 and in the Vaughan North-South Link, the outcomes of these studies should be taken into account during the detailed design of the transitway and the surrounding road allowance. Improving the urban and aesthetic environment will support both the Region's and City's development objectives and improve the chances of their being achieved. A recommendation has been included requesting that the Region work with the City during the detailed design phase for the transitway to take into account the results of these studies.	from adjacent land use planning studies where feasible. [2]		review. Comments are incorporated into review process by designer.				Item [2]: Item closed in 2018
		6 cont'd	<p>Road Operations: The introduction of the centre median will have a number of effects, which include:</p> <p>k) A prohibition on left turns in and out from driveways and minor roads due to the transitway – The EA indicates that alternative access can be obtained by way of another site or an adjacent roadway. Users will have to adapt and find alternative routes. The introduction of U-turns at signalized intersections is also provided. The impact of the introduction of U-turns to accommodate left-in and left-out turns – in some instances there might be conflicts between U-turns and right turn movements onto Hwy 7 from side streets when the traffic signal is red. It may be necessary to restrict right turns on red lights from side streets. This should be monitored and measures taken to reduce any potential conflicts. It is noted that some of the intersections with four lane road sections may not permit U-turns by large trucks. Restrictions may have to be imposed where warranted.</p>	<p>d) Detailed comment noted. The Region will consult with the local municipalities during development of the detailed Traffic Management Plan (as described in Section 11.2.2.1 of the EA report).[1]</p>		<p>Status – [1] - Closed</p> <p>The Region will circulate Traffic Management Plans to municipalities and school boards for review. It is noted that there are existing vivaNext projects in both Vaughan and Richmond Hill where the unique operation of the rapidway has been reviewed.</p>	ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies.pdf	Yes	[1] EF Closed (2019)	Item [1]: In 2018 ACR submissiondocument ID#25 supports the assertion that TMPs are consulted and provides examples of the lane closure plans and permits. Document ID#62 provides details on Temporary Construction Staging and Construction Stage 1 Analysis. For 2019, ID #20 shows final IFC document. This item is closed.
			<p>l) Pedestrian crossings given the additional road width in some areas – Given the introduction of the transitway and the station facilities, there is a substantial increase in the paved portion of the road allowance, especially at major intersections. Some pedestrians may not be able to cross in one signal phase. The transitway will have pedestrian refuge areas built into the design to allow them to wait at mid-crossing. A further alternative would be to have a two-stage crossing system to accommodate heavier traffic. Before proceeding to a</p>	<p>e) Detailed comment noted and will be carried forward for consideration of the detailed Traffic Management Plan (Section 11.2.2.1). [1] Traffic Operation Monitoring (noted in Table 11.4-2) will include consideration of effects on pedestrians. [2]</p>		<p>Status - [1] – Closed Status - [2] - Future Work</p> <p>[1] Median refuge will be provided at various intersections along the alignment to facilitate safe pedestrian crossing (H2E-CIV-PM-106). In addition, the traffic analysis is complete. The intersections with very large</p>	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Item [1]: Document (ID#20) supports the assertion that design is complete. This item is now closed. Item [2]: Accept that operational monitoring is Future Work

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
			two-stage system, monitoring should occur under operating conditions to determine if it is warranted.			pedestrian crossing distance and vivaNext stations will have 2-Stage pedestrian crossing system for safety and better traffic operations. [2] is future work during the operations phase				
			m) The potential for traffic infiltration in some areas – Traffic infiltration has been identified as a possible problem in certain neighbourhoods, resulting from drivers trying to avoid Hwy 7. This may increase as a result of the constraints introduced by the transitway. The following neighbourhoods may be affected: Monsheen Dr, Willis Rd/Chancellor Dr, New Westminster Dr, and Beverly Glen Blvd. The EA recommends that these neighbourhoods be monitored before [1] and after [2] the implementation of the transitway to determine if additional mitigation measures are required.	f) Detailed comment noted. York Region will work with the municipalities during monitoring of traffic operations after implementation of the transitway to address issues/concerns including traffic infiltration.		Status – [1] - Closed Status – [2] - Future Work [1] Intersection and driveway counts were collected to support development of detailed design and to establish baseline traffic volumes. [2] Post-implementation monitoring will be carried out during the operations phase	[1] ID#4 2019-03 Memo - Traffic Management Plan and Permit Memo (PDF) [1] ID#6 H2WH2E-QUA-MAN-EDCO-004-05 - Traffic Quality Management Plan (TQMP) [1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1],AC Closed (2019) [2] AC	Item [1]: Accept that before-construction monitoring was conducted and will be reported. Final document has been provided this item is closed. Item [2]: Accept that operational monitoring is Future Work
Health Canada	Ms. Carolyn Dunn, Environmental Assessment Officer	8	b) Appendix K – it is crucial that construction noise be included in the EA. This is standard practice in EA, to consider the effects of all phases of the project. The changes in the acoustic environment during construction constitute an important potential effect to human health.	a) As noted in Table 11.4-1 (Construction Monitoring), the Proponent has committed to monitoring noise generated by construction activities to ensure compliance with Municipal By-Laws. (1)		Status – [1] – Closed Noise by-law exemptions were obtained from the Region of York and Town of Richmond Hill for the life of the project. Noise measurements were collected prior to construction (baseline) and during construction when activities peaked with the loudest and most machinery operations on site. Weekly noise inspections are completed and signed by an Environmental Inspector to ensure noise controls are maintained during construction activities.	[1] ID#18 2019-04 Memo - Noise By-Law Exemption and Noisewalls (PDF Complied)	Yes	[1]AC Closed (2019)	Item [1]; Documents ID#18, the assertion noise impacts are monitored and that by-law exemptions were obtained. This item is now closed.
		14 cont'd	a) Table 8.2-1 has been revised to include an indicator under Objective C4 for “extent of channel realignment”, but not for impacts to restriction of channel plan form as	a) The indicator “extent of channel realignment” has been considered a measure of any additional restriction of channel plan form due to the channel		Status – [1] - Closed All permits have been submitted	[1] ID#3 Project Permits Matrix - Aug19	Yes	[1] EF Closed (2019)	The documentation provided (ID#3) support the assertion that all permits received, and work related to the permits

Appendix 2 Action for comments received from the Government Review Team on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment Final Report					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description	Compliance Document Reference	Status	Results	Notes
			per previous comments. Staff considers the extension of existing watercourse crossings to be potentially detrimental to physical processes in the watercourse, as this will impede natural plan form migration by confining additional channel length in structures that are of insufficient width to allow full meander bend development and evolution. Table 8.2-1 and 10.4-3 should be revised so that this issue is reflected in the evaluation.	having to be re-aligned locally at existing crossings to follow the increment of increase in length of existing crossing structures. Generally, this increase is under 5 metres at the entrance and exit of culverts and bridges which at present, have a length suitable for crossing a 5-7 lane roadway. The Region agrees that the textual assessment of effects preceding Table 10.4-3 should include recognition that the extension of existing crossings with insufficient width to allow full meander development [1] will introduce a moderately significant effect on natural plan form migration at existing crossing entrances and exits. This will be addressed further during the TRCA permit approval stage in the development of a compensation plan to maximize ecological benefit.		and approved and this item is now closed.				have been completed. This item is now closed.
		14	l) The monitoring frequency in Table 11.4-1 for "effect of construction on water quality and quantity in watercourses" should be revised to indicate that monitoring should occur after every major storm event.	b) Comment noted and will be carried forward to the design and construction phase of the project.		Status – Ongoing Erosion and sediment control measures will be in accordance with the Environmental Management Plan (EMP) Standards and Practices for Soil Erosion and Sediment Control. Preparation of Erosion and Sediment Control Plans are underway and include measures to prevent impacts to watercourses. During construction, daily inspections are undertaken to monitor environmental controls, including erosion and sediment control measures.	ID#5 2019-02 Memo - Env Mthly Rpts (PDF Compiled) ID#7 2019-01 Memo - Environmental Site Inspection Report (PDF Compiled)	Yes	[1] EF	Documents (ID# 5 and 7) supports that daily monitoring of ESC is done which includes post major storm. This item to remain ongoing until final ACR is submitted, at which time it will be closed.

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Result		
	Mr. Jeff Stone		r) Figure 9-35 – Add a second gap on Centre St to adequately serve retailers or some stores will die.	a) As shown in Figure 9-35 of the EA report, a full movement intersection (signalized) has been shown conceptually providing access to the lands north of Centre St between Vaughan Blvd and New Westminster Dr.		Status – Closed The existing Mall Entrance will be relocated to further west of the existing location to provide better access in and out of the mall. The intersection will have 2-Stage pedestrian crossing to facilitate movements in and out of the station. U-Turns will be permitted at this intersection to facilitate movements into the retail areas.	ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019)	Item [1]: Document (ID#20) supports the assertion that design is complete. This item is now closed.
	Mr. Jeff Stone		t) The right turn lane should be extended south of Centre St to the condo building entrance for flow.	b) The extent of turning lanes will be determined after further analysis of needs during the detailed design phase.[1]		Status – [1] - Closed The road design and traffic analysis has not identified any need for additional turn lanes at this location.	[1] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019)	Item [1]: Document (ID#20) supports the assertion that traffic analysis did not identify an issue at the intersection of Centre St and the Mall Entrance. Final document has been provided, this item is now closed.
Borden Ladner Gervais LLP	Mr. Stephen Waque	2	a) Counsel for property owners whose lands are located on the north side of Centre St, between New Westminster Dr and Dufferin St. It appears to their client that the analysis being undertaken is still defective in that it fails to recognize and implement the policies set out in City of Vaughan OPA 672. In particular, policies numbered 8 and 9 in that OPA. The lawyers would appreciate specific acknowledgement of their client's concerns and a specific response indicating how the Proponent will address them. The following are the excerpts from the City of Vaughan OPA 672: OPA 672 – Section 8 notes that amending OPA#210, Section 2.2.3.6, General Commercial Areas, by adding the following paragraph to subsection b): "Council consideration should be given to broadening the permitted retail and service commercial uses within an implementing zoning by-law and definitions to allow a greater range of commercial uses which reflect evolving consumer needs without imposing negative impacts on neighbouring residential areas." OPA 672 – Section 9 notes that amending OPA#210, Section 2.3.6 by adding the following paragraph: "That the Region of York recognize the importance of maintaining full movement	a) As shown on Figure 9-35 of the EA report, a full movement intersection (signalized) has been shown conceptually providing access to the lands north of Centre St between Vaughan Blvd and New Westminster Dr. As noted on Figure 9-35, the final location of the full movement intersection will be determined during detailed design [1] and in consultation with affected property owners. [2]	York Region	Status – [1] – Closed, [2] Ongoing [1] Design of the access to the lands is complete. [2] Consultation with property owners is ongoing.	[1,2] ID#20 H2WH2E-TFS-REP-EDCO-000-03_IFC_Permanent Traffic Studies	Yes	[1] EF Closed (2019) [2] AC	Item [1]: Documents provided in 2018 ACR supports the assertion that the traffic design for access to the lands is complete. This item is now closed. Item [2]: It is accepted that the consultation with property owners is ongoing. This item to remain ongoing until final ACR is submitted.

Appendix 3 Action for comments received from the Public on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements					Compliance Monitoring			Compliance Review		
Representative	Name	#	Comment	Response	Responsible Agency / Person	Status and Description of how commitment has been addressed during design	Compliance Document Reference	Result		
			access to the existing commercial centres on the north side of Centre St between Vaughan Blvd and New Westminster Dr, and reflect this in the planning for any transit facilities in the Centre St Corridor between Bathurst and Dufferin St.”							

From: Van Dusen, Regina **On Behalf Of** Regional Clerk
Sent: Friday, April 3, 2020 4:48 PM
Subject: Regional Council Decision - Major Transit Station Areas

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

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

1. Council endorse the identification of the 72 major transit station areas recommended by staff for the Regional Official Plan.
2. Additional major transit station areas be identified at the Gormley GO Station in the City of Richmond Hill and future transit stations along Jane Street in the City of Vaughan.
3. Council direct staff to continue with consultation on the boundaries and density targets for the 72 major transit station areas identified in the report, with the addition of the major transit station areas at the Gormley GO Station in the City of Richmond Hill and the future transit stations along Jane Street in the City of Vaughan and report back to Council.
4. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and 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 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
March 12, 2020

Report of the Commissioner of Corporate Services and Chief Planner

Major Transit Station Areas Update

1. Recommendations

1. Council endorse the identification of 72 major transit station areas recommended by staff for the Regional Official Plan
2. Council direct staff to continue with consultation on the boundaries and density targets for the 72 major transit station areas and report back to Council
3. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and the local municipalities

2. Summary

This report provides Council with an update on proposed major transit station areas (MTSAs), including ongoing refinements to boundary delineations and minimum density targets. It also provides an update on consultation as part of development of the Intensification Strategy for the Municipal Comprehensive Review (MCR).

Key Points:

- Regional staff are recommending that Council endorse 72 MTSAs shown in Attachment 2 to be identified in the Regional Official Plan, of which 57 are required stations being along Provincial Priority Transit Corridors identified in the Growth Plan and 15 are stations on Other Transit Corridors
- Regional staff have consulted extensively with internal and external stakeholders and based on feedback, continue to update the proposed MTSA delineations and minimum density targets presented in the Planning for Intensification Background Report in [April 2019](#)
- Beyond Provincial Priority Transit Corridors, staff have included MTSAs with existing or planned transit infrastructure in place in order to maximize the return on transit investments and to focus intensification in areas that are most needed
- Two MTSAs have been added since the [April 2019](#) Planning for Intensification Background Report: the Richmond Hill GO station and the Royal Orchard future subway station in Markham and Vaughan

- Upon completion of consultation, a final Major Transit Station Area report with detailed mapping of boundaries and density targets will be brought back to Council in Q3 2020

3. Background

The Growth Plan requires York Region to delineate and set density targets for major transit station areas

Under the Growth Plan, 2019 (Growth Plan), York Region, in consultation with local municipalities, is required to delineate boundaries and set minimum density targets for MTSA's located on Provincial Priority Transit Corridors. Priority Transit Corridors are identified in Schedule 5 of the Growth Plan and shown in Attachment 1. Provincial Priority Transit Corridors generally reflect existing transit corridors or planned and funded future transit corridors. In York Region, they generally consist of the portions of the Highway 7 and Yonge Street Corridors with funded Bus Rapid Transit, the Barrie GO rail line north to the Aurora GO station, the Stouffville GO line to Markham Centre and the three stations along the Spadina subway line located in York Region.

A major transit station area (MTSA) is defined in the Growth Plan as:

The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

MTSA's on Provincial Priority Transit Corridors are mandatory and are to be planned for a minimum density target of:

- 200 residents and jobs combined per hectare for subway stations;
- 160 residents and jobs combined per hectare for light rail transit or bus rapid transit; and
- 150 residents and jobs combined per hectare for the GO Transit rail network.

There is no timing requirement in the Growth Plan for MTSA's to achieve these densities; they can be achieved after 2041.

MTSA's on Other Transit Corridors (see Attachment 1), if identified, also require boundary delineations and minimum density targets but are not subject to Growth Plan minimum density targets.

Section 16 of the *Planning Act* restricts official plan and zoning appeals for areas that are identified as Protected MTSA's at both the Regional and local municipal levels. Staff intend to propose all MTSA's as Protected MTSA's in order for them to receive protection from land use planning appeals. Local municipalities will be required to plan for MTSA's in conformity with Regional policies and the Growth Plan.

In [April 2019](#), Regional Council endorsed the Planning for Intensification Background Report which contains background analysis, proposing 70 major transit station area delineations and minimum density targets and 3 additional strategic growth areas.

Major transit station areas are part of a broader Intensification Strategy required by the Growth Plan

The Growth Plan requires the Region develop an Intensification Strategy to demonstrate how the Region's intensification target will be achieved. York Region's Growth Plan minimum intensification target is 50%, meaning that at least 50% of the Region's annual residential development to 2041 is to occur within the delineated built-up area (see Attachment 1). MTSA's will form a key component of the Region's Intensification Strategy, providing locations along higher order transit corridors for higher density, mixed-use transit supportive development as well as higher density employment development within employment areas.

The intensification matrix (Figure 1) presented in the [April 2019](#) Planning for Intensification Background Report, sets out strategic locations for intensification within the Region. The matrix builds on the Region's intensification framework established by the Centres and Corridors Strategy developed in the 1994 Regional Official Plan and the York Region Official Plan 2010. Major transit station areas include a number of different intensification areas.

Figure 1
York Region Intensification Matrix



Centres and Corridors are planned to achieve the most intensive and greatest mix of development in the Region, supported by over \$3.6 billion in transit infrastructure investment to date. Intensification in strategic areas provides important benefits including more efficient use of land and existing infrastructure, increased housing options, support for a range of transportation options, complete communities and fiscal benefits to the Region and local municipalities through aligning growth and infrastructure investment.

4. Analysis

Staff are recommending that 72 major transit station areas be identified in the Regional Official Plan

The Region is recommending a total of 72 MTSA's for identification in the Regional Official Plan as shown in Attachment 2, of which 57 are required stations along Provincial Priority Transit Corridors identified in the Growth Plan and 15 are located on Other Transit Corridors. The majority of these stations are located in Markham, Newmarket, Richmond Hill and Vaughan. Ten of the stations are shared between adjacent York Region local municipalities and three stations are shared with the City of Toronto.

Two new major transit station areas on Other Transit Corridors have been added

Based on feedback and input from local municipal staff, the 72 MTSA's include two new MTSA's since the [April 2019](#) Background Report. Draft boundary delineations and minimum density targets have been proposed for the two new MTSA's located at Richmond Hill GO Station shown in Attachment 3 and Royal Orchard subway station (future subway station) shown in Attachment 4.

Proposed Provincial legislation aims to expedite delivery of priority subway transit projects which will facilitate transit-oriented development communities in the Region

The proposed Bill 171 Provincial legislation introduced on February 18, 2020, Building Transit Faster Act, if passed, aims to: "...expedite the delivery of the four priority transit projects for the Greater Toronto Area, by removing barriers and streamlining processes that may result in delays to the timely completion of these projects, while enhancing coordination and engagement with and being fair to public and private sector stakeholders:

1. The Ontario Line
2. The Scarborough Subway Extension
3. The Yonge North Subway Extension
4. The Eglinton Crosstown West Extension."

Up to five of the Region's proposed subway MTSA's (Steeles, Clark, Royal Orchard, Langstaff/Longbridge and Richmond Hill Centre) are located along the Yonge North Subway Extension alignment (see Attachment 2). If the legislation passes, this may mean that the Province plays a greater role in planning for these areas to ensure transit-oriented development.

Potential major transit station areas outside of the Provincial Priority Transit Corridors were considered

GO transit, future bus rapid transit and subway corridors located outside of the Provincial Priority Transit Corridors were assessed and considered for their potential to be included as MTSA's. These corridors are identified as Other Transit Corridors in Attachment 1.

A total of 15 stations on Other Transit Corridors have been proposed to be included in the Region's MTSA network. Recommended MTSA's on Other Transit Corridors are generally located on a Regional corridor, have planned intensification potential, have some certainty for approved or committed funding for construction and/or have the potential to become a required MTSA through a future extension of the Province's Priority Transit Corridor.

Focusing growth and intensification in strategic locations with existing or planned transit infrastructure in place is key to maximizing return on transit investments. Including additional MTSA's in transit corridors with less certainty on timing, location and/or funding could potentially compromise the intensification of areas where transit supportive development is most needed. Moreover, additional MTSA's can be identified in the future, as appropriate, when the timing of the new higher order transit corridors becomes more certain. In the meantime, local municipalities can designate these future transit corridors in their official plans for higher density land uses.

Future major transit station areas and strategic growth areas can be added outside of a Regional Municipal Comprehensive Review

Transit stations with uncertainty around funding for rapid transit such as those along Jane Street in Vaughan and Major Mackenzie Drive in Markham are not proposed as MTSA's at this time. Additionally, potential or future GO Train Stations along the existing Barrie, Richmond Hill and Stouffville GO Transit Lines as well as the potential stations along the 407 Transitway and Peterborough GO Transit Line, without approved or committed funding, are not recommended as MTSA's at this time. Furthermore, the Gormley GO Station in Richmond Hill is not being recommended as a MTSA since it is a rural settlement area within the Greenbelt with limited development potential to achieve typical MTSA densities. Attachment 5 provides more detail on Regional staff's response on suggestions for additional stations along Other Transit Corridors.

Through the consultation process and based on feedback received, Regional and local municipal staff are in agreement that the three strategic growth areas (Vaughan Mills Primary Centre and Carrville Local Centre in Vaughan and the Yonge Street portion of the Aurora Promenade) beyond MTSA's contemplated in the [April 2019](#) Background Report do not need to be included in the Regional Official Plan. These areas may continue to remain designated as strategic growth or local intensification areas in local municipal official plans, if desired.

As per the Growth Plan, 2019, new MTSA's and strategic growth areas can be added outside of a Regional Municipal Comprehensive Review on an as needed basis as transportation infrastructure expands and/or when the anticipated level of intensification for specific transit corridors or areas increases.

Consultation on the proposed Intensification Strategy is underway

Regional staff consulted with internal and external stakeholders regarding MTSA in York Region. The Update on Public Consultations for the Municipal Comprehensive Review report in [October 2019](#) provided an overview of the consultation methods used to inform and engage stakeholders on the Region's MTSA. Since then, Regional staff attended additional consultation events to consult on the proposed MTSA including:

- Mulock Station Area Secondary Plan Public Information Centre hosted by the Town of Newmarket;
- Yonge and Bernard Key Development Area (KDA) Open House hosted by the City of Richmond Hill; and
- Major Transit Station Areas Public Information Session hosted by the City of Vaughan.

Regional planning staff solicited comments from external agencies including Metrolinx, Toronto Transit Commission (TTC), Conservation Authorities (Toronto and Region Conservation Authority and Lake Simcoe Region Conservation Authority) and local school boards (York Region District School Board and York Catholic District School Board). Attachment 5 provides more detailed feedback on the high-level themes received from each stakeholder group.

The public is generally supportive of increased density, mixed-use development and transit-oriented development within and around major transit station areas

From the consultation, residents and businesses are generally supportive of increased density, mixed-use development and transit-oriented development near major transit station areas. The public expressed support for increased transit capacity and increased options for active transportation within and around MTSA. Residents also saw revitalization opportunities within certain MTSA and the development of more walkable and environmentally friendly communities built with attractive urban form. Some concerns involved having densities that are too high at certain MTSA, especially the impact on traffic congestion in the area and the need for additional community services. The Toronto Region Conservation Authority provided comments regarding the impact of flood plains and development potential. Metrolinx expressed support for including only existing or funded stations as MTSA in the Region.

Feedback from local municipalities on boundary delineations and minimum density targets is important to refining major transit station areas

Local municipal staff provided detailed feedback on boundary delineations and minimum density targets throughout the consultation process. Local municipal staff were generally supportive of the proposed methodology used to delineate MTSA boundaries and setting minimum density targets outlined in the [April 2019](#) Background Report. Site specific concerns and proposed adjustments to selected draft MTSA boundary delineations and density targets were expressed through the consultation process.

MTSA adjustments may include:

- Minor technical boundary adjustments to some MTSA as a result of comments received from internal and local municipal staff, and stakeholders
- Expanding selected MTSA to account for the policy update in the 2019 Growth Plan which generally defines MTSA as the area within an approximate 500 to 800 metre radius of a transit station, as opposed to 500 metres in the 2017 Growth Plan
- Depending on the context, selected school sites located on the periphery of MTSA boundaries will be excluded due to their location from the transit station
- Inclusion of single-detached properties within the MTSA boundary will be minimized to those located in direct or close proximity to the transit station
- Certain natural heritage system features along the edge of MTSA boundaries will continue to be included to create a continuous mapping boundary or to eliminate any holes or gaps with adjoining MTSA
- Reducing the minimum density targets for a number of proposed MTSA to provide local municipalities with more flexibility in achieving the minimum density target
- Not assigning a density target to a MTSA until lands are removed from the Parkway Belt West Lands designation which prohibits development

Planning for growth and development in major transit station areas will require municipalities to implement local intensification strategies and on-going monitoring

The updated Regional Official Plan will set out policy directions for local municipalities to prepare intensification strategies and plans based on the Region's guiding principles, boundary delineations and minimum density targets established for MTSA. Once MTSA have been delineated in the Regional Official Plan, local municipalities will be required to update their official plans and secondary plans to be in conformity with the York Region MTSA policies. Local municipalities will have discretion to determine appropriate land uses, densities, building heights and other land use planning considerations to achieve the overall minimum density target for each MTSA that will be set out in the Regional Official Plan. MTSA will require on-going monitoring to ensure conformity with Regional policies and the Growth Plan.

Final major transit station area recommendations will be reported in Q3 2020

Draft MTSA boundaries and density targets presented in the [April 2019](#) Background Report continue to be refined based on the comments and feedback received and will be finalized in the coming months. Detailed mapping illustrating the updated boundary delineations and density targets for each of the proposed MTSA will be presented in the final Major Transit Station Areas report in Q3 2020.

5. Financial

The MTSA work and consultation process has been undertaken within the existing staff complement and budget of the Planning and Economic Development Branch.

6. Local Impact

Local municipalities are key partners in the ongoing development of the Region's MTSA and Intensification Strategy. York Region staff has consulted extensively with local municipal staff in the preparation and refinement of the draft MTSA delineations and minimum density targets. Local municipal staff are also consulted through one-on-one meetings and regular meetings of the MCR Local Municipal Working Group.

7. Conclusion

This report, along with the attachments, provide an update on the major transit stations area work and consultation completed to date as part of the Regional MCR.

Seventy-two draft major transit stations are proposed to be identified in the Regional Official Plan, including 2 new MTSA (Richmond Hill GO Station and Royal Orchard Subway Station) in addition to those identified in the [April 2019](#) Planning for Intensification Background Report. Input and feedback will continue to be gathered from stakeholders through the on-going consultation process that will be finalized in the coming months to further refine and update the draft MTSA boundary delineations and proposed density targets.

Detailed mapping for each MTSA will be presented in the final Major Transit Station Area report in Q3 2020, which will include the proposed final MTSA boundary delineations and minimum density targets, policy direction for updating the Regional Official Plan based on the Growth Plan policies, as well as an implementation strategy for the Region and local municipalities.

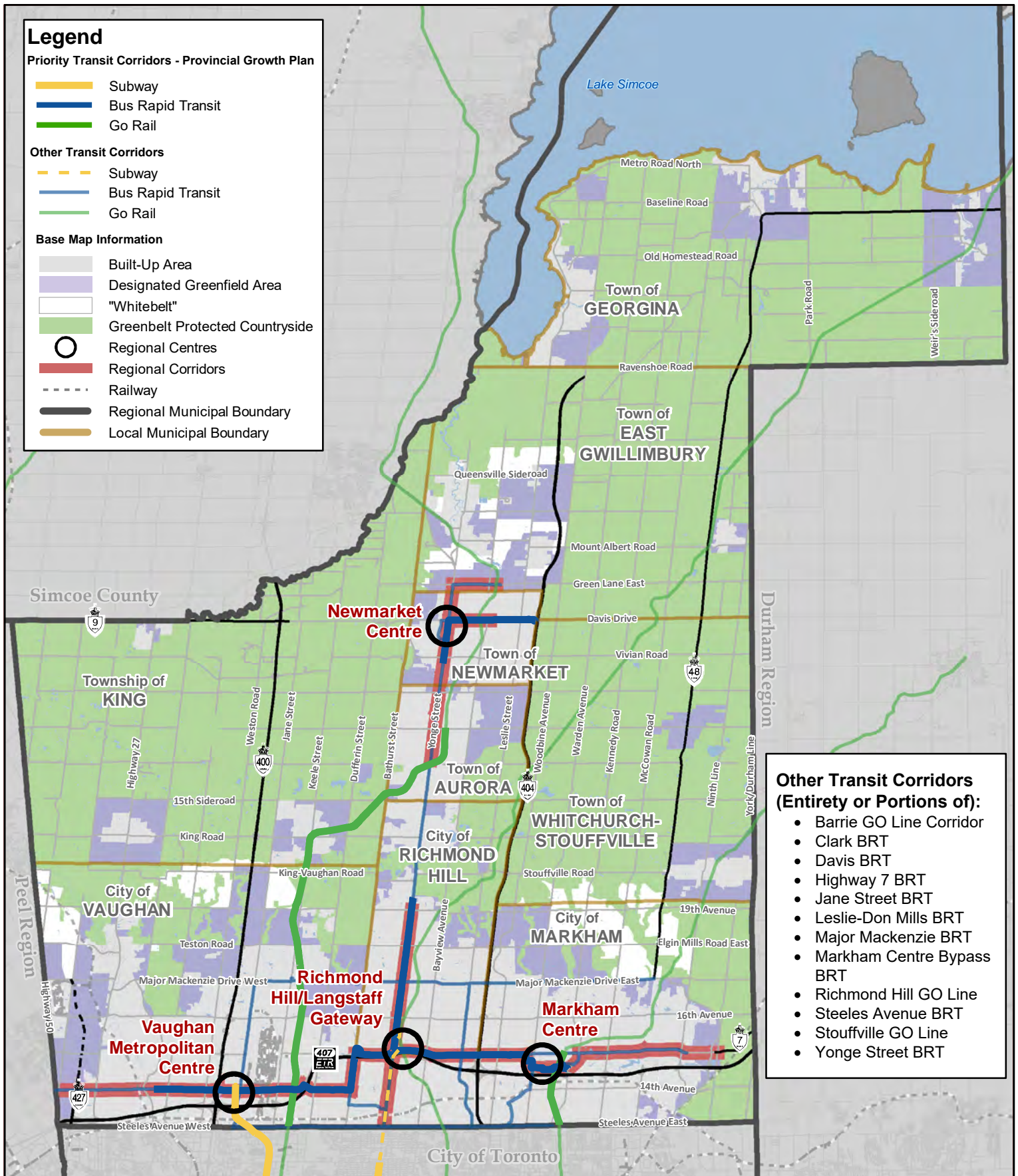
For more information on this report, please contact Paul Bottomley at 1-877-464-9675 ext. 71530. Accessible formats or communication supports are available upon request.

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

Dino Basso
Commissioner of Corporate Services

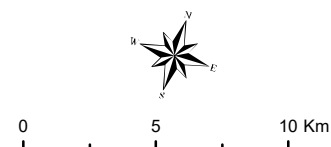
Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

February 28, 2020
Attachments (5)
eDOCS#10519663



York Region Priority Transit Corridors

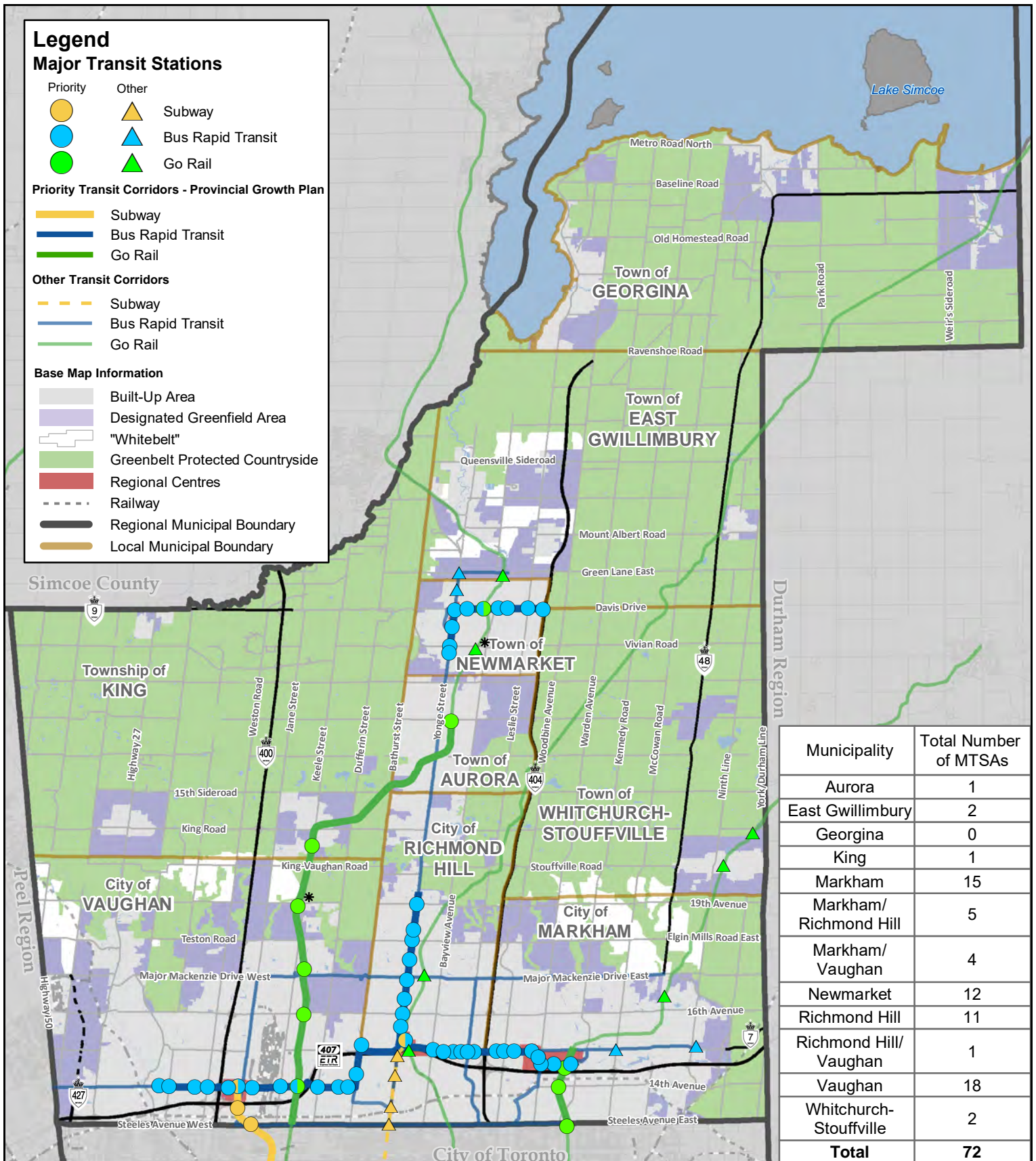
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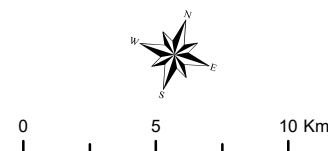
York Region

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York Region Major Transit Stations March 2020



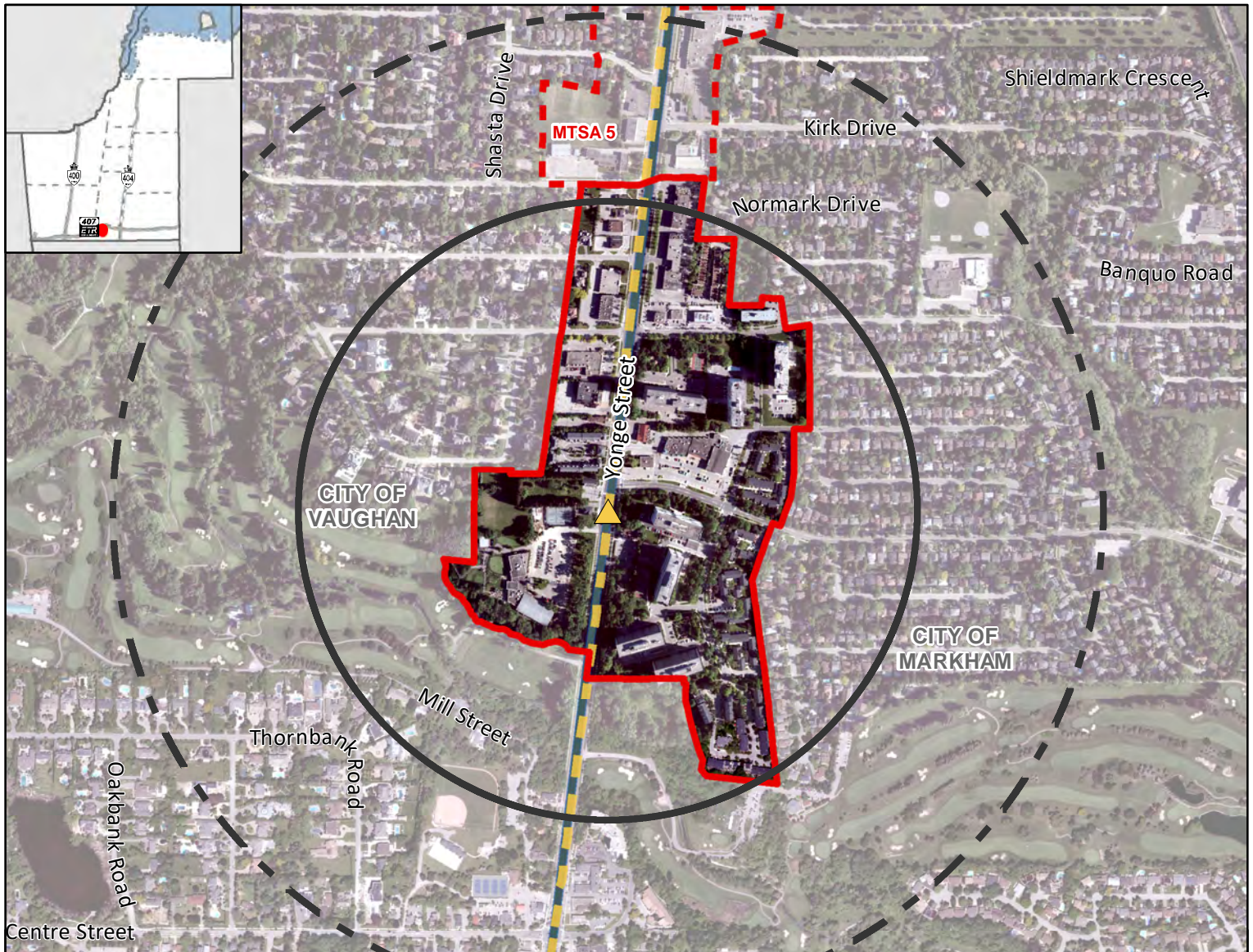
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* Identification of this location as a MTSA is pending final approval from the Province for a GO Train Station at this location, it is included in the MCR at this time for further discussion.

Royal Orchard Subway Station

On Yonge St., near Royal Orchard Blvd., Markham / Vaughan



Legend

Major Transit Station

- Other Subway Station
- 500m Radius
- 800m Radius
- Draft MTSA Boundary

Adjacent Draft MTSA Boundary

Other Transit Corridors

- Subway
- BRT

Base Map Information

- Local Municipal Boundary

Royal Orchard Subway

Gross Area:
32.43 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



0 100 200 m



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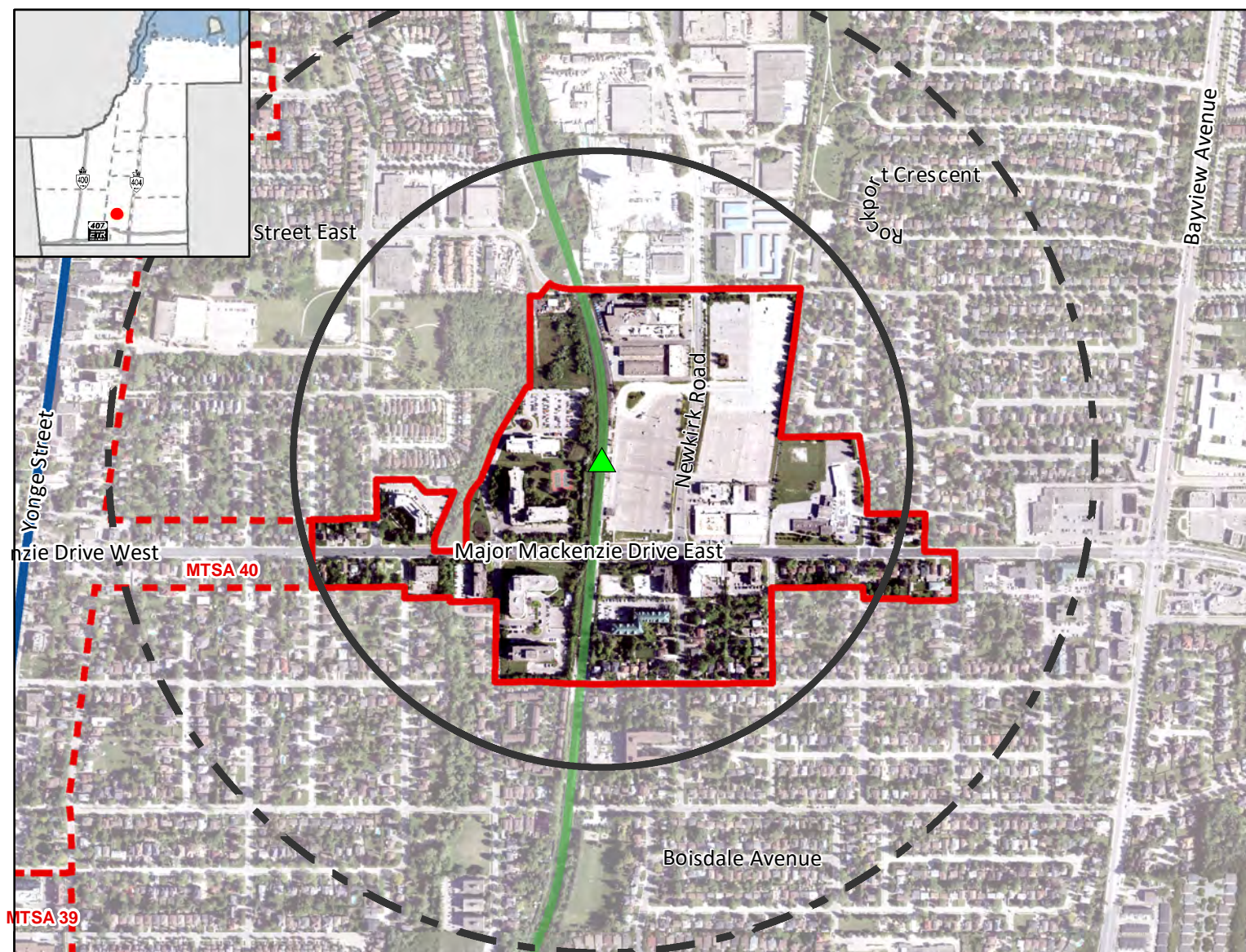
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¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Richmond Hill GO Station

Near Newkirk Rd. and Major Mackenzie Dr. East, Richmond Hill

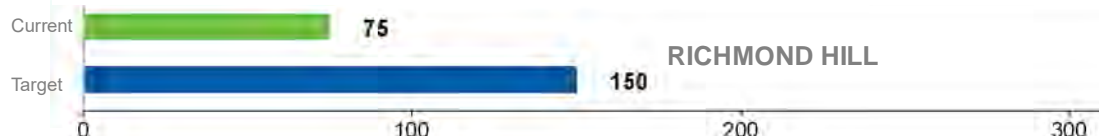


Legend

- Major Transit Station**
- Other GO Rail Station
- 500m Radius
- 800m Radius
- Adjacent Draft MTSA Boundary
- Draft MTSA Boundary
- Priority Transit Corridor**
- BRT
- Other Transit Corridor**
- GO Rail

**Royal Orchard
Subway
Gross Area:**
22.10 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



0 100 200 m



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February 2020

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¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

**Summary of Feedback on Proposed Major Transit Station Areas from the
Planning for Intensification Background Report ([April 2019](#))**

Stakeholder	Theme(s)	Regional Response(s)
Local Municipalities		
Town of Aurora	<ul style="list-style-type: none"> Suggested minor boundary adjustments to Aurora GO Station MTSA 	<ul style="list-style-type: none"> Modifications to the Aurora GO Station MTSA boundary were incorporated in one area; remaining suggestions to be reviewed
Town of East Gwillimbury	<ul style="list-style-type: none"> No further comments on draft boundary and density targets provided beyond discussions held as part of developing the draft MTSA boundaries and minimum density targets 	N/A
Township of King	<ul style="list-style-type: none"> No further comments on draft boundary and density targets provided beyond discussions held as part of developing the draft MTSA boundaries and minimum density target 	N/A
Town of Newmarket	<ul style="list-style-type: none"> Suggested MTSA boundary should align with the Mulock Station Area Secondary Plan 	<ul style="list-style-type: none"> Comments received will be reviewed as the Mulock Station public consultation progresses
City of Markham	<ul style="list-style-type: none"> Comments regarding the inclusion of natural heritage systems and schools for MTSA 	<ul style="list-style-type: none"> Natural heritage systems along the edge of MTSA are included to create a continuous boundary or to eliminate holes or gaps within the MTSA Schools are included due to the jobs that contribute to the density and the potential for redevelopment in the long term

Stakeholder	Theme(s)	Regional Response(s)
	<ul style="list-style-type: none"> Suggested consistent density targets for MTSA's along Highway 7 BRT/Regional Centres 	<ul style="list-style-type: none"> Individual MTSA's have differing targets on the same corridor due to local context and a consistent density target will not be applied across all MTSA's located along the same corridor
	<ul style="list-style-type: none"> Comments and suggestions for minor boundary adjustments for a number of MTSA's including: <ul style="list-style-type: none"> 14th Avenue GO Station Allstate Parkway BRT Station Cornell BRT Station Entreprise BRT Station Langstaff/Longbridge Subway Station McCowan BRT Station Milliken GO Station Montgomery BRT Station Mount Joy GO Station Post BRT Station Unionville GO Station Royal Orchard Subway Station Town Centre BRT Station 	<ul style="list-style-type: none"> Comments received and will be considered for the final MTSA report
	<ul style="list-style-type: none"> Suggested the relocation of the 14th Avenue MTSA to Denison Street and Kennedy Road 	<ul style="list-style-type: none"> Identification of this location as a MTSA is pending final decision from Metrolinx
City of Richmond Hill	<ul style="list-style-type: none"> Suggested boundary adjustments for some MTSA's including: <ul style="list-style-type: none"> Bathurst-Highway 7 BRT Station Bayview BRT Station Leslie-Highway 7 BRT Station 	<ul style="list-style-type: none"> Comments received and will require further analysis to be considered in the final MTSA report

Stakeholder	Theme(s)	Regional Response(s)
	<ul style="list-style-type: none"> Suggested revising projected population to employment ratio for some MTSA's including: <ul style="list-style-type: none"> Crosby BRT Station East Beaver Creek BRT Station Elgin Mills BRT Station Leslie-Highway 7 BRT Station Weldrick BRT Station 	<ul style="list-style-type: none"> Comments received and will require further analysis to be considered in the final MTSA report
	<ul style="list-style-type: none"> Suggested the inclusion of additional MTSA's including: <ul style="list-style-type: none"> Richmond Hill GO Station Gormley GO Station 	<ul style="list-style-type: none"> Richmond Hill GO MTSA has been added to the Region's MTSA network Gormley GO station has not been added to the Region's MTSA network as it would not meet the Growth Plan minimum required density target and is located within the Greenbelt with limited development potential. It is the Region's approach to include additional MTSA's that have the potential to achieve Growth Plan minimum density targets, even though transit stations located beyond Provincial Transit Corridors are not subject to Growth Plan minimum density targets.
City of Vaughan	<ul style="list-style-type: none"> Suggested lower density targets for some MTSA's including: <ul style="list-style-type: none"> Creditstone BRT Station Vaughan Metropolitan Centre Subway Station 	<ul style="list-style-type: none"> Comments received and will require further analysis to be considered in the final MTSA report

Stakeholder	Theme(s)	Regional Response(s)
	<ul style="list-style-type: none"> Concerns with inclusion of low density residential dwellings within MTSAs that are rear lotted, natural heritage systems and schools for MTSAs including: <ul style="list-style-type: none"> Atkinson BRT Station Bathurst BRT Station Concord BRT Station Keele BRT Station Kirby GO Station Pine Valley BRT Station Rutherford GO Station Taiga BRT Station Wigwoss-Helen BRT Station 	<ul style="list-style-type: none"> Natural heritage areas along the edge of MTSAs are included to create a continuous boundary or to eliminate holes or gaps within the MTSA Schools are included due to the jobs that contribute to the density Single-detached houses that are part of subdivisions located in close proximity to the transit station will continue to be included in MTSA boundaries
	<ul style="list-style-type: none"> Concerns regarding the proposed density target and location in the provincial Parkway Belt for the MTSA at: <ul style="list-style-type: none"> Highway 407 Subway Station 	<ul style="list-style-type: none"> Comments received and will require further analysis to be considered in the final MTSA report
	<ul style="list-style-type: none"> Suggested additional MTSAs along the: <ul style="list-style-type: none"> Jane Street BRT Corridor 	<ul style="list-style-type: none"> Recommending MTSAs on Other Transit Corridors generally be located on a Regional corridor, have planned intensification potential, have some certainty for approved or committed funding for construction and/or have the potential to become a required MTSA through a future extension of the Province's Priority Transit Corridor. These stations can be reassessed and considered at the next MCR or when there is more certainty around funding

Stakeholder	Theme(s)	Regional Response(s)
		for these stations.
Town of Whitchurch-Stouffville	<ul style="list-style-type: none"> • Provided draft Lincolnville MTSA boundary as a result of secondary plan process 	<ul style="list-style-type: none"> • Draft Lincolnville boundary to be included in MTSA delineation
External Stakeholders		
Metrolinx	<ul style="list-style-type: none"> • Supported only existing or funded transit stations 	<ul style="list-style-type: none"> • All existing and fully funded transit stations on Provincial Priority Transit Corridors were considered to be part of the Region's MTSA network • All five planned subway stations on the Yonge North Subway Extension corridors were included in the MTSA network • Recommending MTSA's on Other Transit Corridors generally be located on a Regional corridor, have planned intensification potential, have some certainty for approved or committed funding for construction and/or have the potential to become a required MTSA through a future extension of the Province's Priority Transit Corridor.
York Region Rapid Transit Corporation (YRRTC)	<ul style="list-style-type: none"> • Request the protection of unfunded rapid transit corridors in the Region through identifying MTSA's • Comments regarding the boundary considerations and additional MTSA's to be considered in the Region's MTSA network • Requested the Region's methodology guide 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report

Stakeholder	Theme(s)	Regional Response(s)
	to delineating and setting density targets for MTSA's	
Toronto Region Conservation Authority (TRCA)	<ul style="list-style-type: none"> Identified floodplain areas, restriction levels, and natural heritage system areas for a number of MTSA's 	<ul style="list-style-type: none"> Information provided was incorporated into MTSA boundary delineations. Some NHS areas are included to create a contiguous boundary with adjoining MTSA's, eliminating any holes or gaps
Lake Simcoe Region Conservation Authority (LSRCA)	<ul style="list-style-type: none"> No comments received 	N/A
York Catholic and York District School Boards (joint response)	<ul style="list-style-type: none"> Agree with the inclusion of existing and designated school sites within MTSA's where appropriate, but exclude them from the density calculations 	<ul style="list-style-type: none"> All parcels within an MTSA are included in the density calculation for people, jobs or both; inclusion of schools is included due to the number of jobs that contributes to the density
Public	<ul style="list-style-type: none"> Recognized the importance of intensification to support transit and suggested areas for potential redevelopment Supported active transportation connections and increased opportunities for transportation options within and around MTSA's Comments regarding revitalization opportunities within certain MTSA's Comments regarding the desire for more walkable and environmentally friendly communities built with attractive urban form within and around MTSA's 	<ul style="list-style-type: none"> Comments received and will be considered for the final MTSA report

Stakeholder	Theme(s)	Regional Response(s)
	<ul style="list-style-type: none"> • Support for different built forms and mixed-use development within MTSAs, and minimizing big-box developments • Suggestion of additional stations on Other Transit Corridors to be included as MTSAs • Minor adjustments to boundary and/or density targets • Concerns with increased traffic congestion and impact on community amenities • Comments regarding the current low level of transit use and infrequent service levels and concerns as to why additional infrastructure is needed • Comments received regarding the desire for additional community amenities such as parks and dog parks • Comments regarding transit infrastructure timing, especially of proposed GO stations 	
Land Owners		
Evans Planning Inc. on behalf of Ms. Asha Rani Batra	<ul style="list-style-type: none"> • Inclusion of subject properties on the northwest corner of Highway 404 and Stouffville Road in potential Gormley GO Station MTSA 	<ul style="list-style-type: none"> • Gormley GO station has not been added to the Region's MTSA network as it would not meet the Growth Plan minimum required density target and is located within the Greenbelt with limited development potential. It is the Region's approach to include additional MTSAs that have the potential to achieve Growth Plan minimum density targets, even though transit stations located beyond

Stakeholder	Theme(s)	Regional Response(s)
		Provincial Transit Corridors are not subject to Growth Plan minimum density targets.
Gatzios Planning + Development Consultants Inc. on behalf of Enterprise Boulevard Inc.	<ul style="list-style-type: none"> Revise the area MTSA's so that two properties north and south of Enterprise Boulevard and east of Riva Road be included in the Unionville GO Station MTSA boundary as opposed to the Enterprise BRT Station MTSA Support higher density targets 	<ul style="list-style-type: none"> Subject properties are closer to the Enterprise BRT Station and continue to be within this MTSA Proposed density targets for both MTSA's are above the Growth Plan minimum Density targets are an average of densities of properties within the entire MTSA which allows site specific densities to be higher or lower than the target
Gatzios Planning + Development Consultants Inc. on behalf of Greenpark Group	<ul style="list-style-type: none"> Supports delineation and density target of Royal Orchard BRT Station MTSA and the inclusion of 10 Royal Orchard Boulevard in this MTSA 	<ul style="list-style-type: none"> Agree with inclusion of the noted property
Goldberg Group on behalf of Baif Developments Ltd.	<ul style="list-style-type: none"> Request higher density for Major Mackenzie BRT Station MTSA where subject properties are located 	<ul style="list-style-type: none"> Comments received and will require further analysis to be considered in the final MTSA report
Goldberg Group on behalf of Acorn Development Corporation	<ul style="list-style-type: none"> Inclusion of subject property at northwest corner of Major Mackenzie Drive and Arnold Crescent in the Major Mackenzie BRT Station MTSA 	<ul style="list-style-type: none"> Comments received and will require further analysis to be considered in the final MTSA report
Goldberg Group on behalf of Whitehorn Investments Ltd., 891566 Ontario Ltd., and	<ul style="list-style-type: none"> Inclusion of subject property adjacent South Hill Shopping Centre at the northeast corner Yonge Street and 16th Avenue and railway in 	<ul style="list-style-type: none"> Further investigation required to determine if subject property is within the municipality's Natural Heritage System designation

Stakeholder	Theme(s)	Regional Response(s)
Ledbrow Investments Ltd.	the 16 th -Carrville BRT Station MTSA	
Humphries Planning on behalf of NSDM2 Corporation	<ul style="list-style-type: none"> • Inclusion of 66 Roxborough Road in the Southlake BRT Station MTSA 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
LandLaw	<ul style="list-style-type: none"> • Inclusion of 8100 Yonge Street, Vaughan into the Langstaff/Longbridge Subway Station MTSA 	<ul style="list-style-type: none"> • Subject property included in the draft Royal Orchard Subway Station MTSA
Malone Given Parsons Ltd. on behalf of the Stouffville Phase 3 East Landowners Group	<ul style="list-style-type: none"> • Exclude the area west of the railway line on draft delineated Lincolnville GO Station MTSA • Concerned density target is too high in an area surrounded by rural lands 	<ul style="list-style-type: none"> • Draft Lincolnville boundary excludes lands west of railway • The Growth Plan minimum density target is proposed for the Lincolnville GO Station MTSA • The Town's Land Use Study indicates that the proposed density target is achievable
Malone Given Parsons Ltd. on behalf of the Portage Landowners Group	<ul style="list-style-type: none"> • Inclusion of properties on Portage Parkway between Applewood Crescent and Jane Street in Vaughan in the Commerce BRT Station and Vaughan Metropolitan Centre Subway Station MTSA 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
MPLAN Inc.	<ul style="list-style-type: none"> • Suggested the inclusion of additional MTSA's including: <ul style="list-style-type: none"> ○ Richmond Hill GO Station ○ Gormley GO Station 	<ul style="list-style-type: none"> • Richmond Hill GO MTSA has been added to the Region's MTSA network • Gormley GO station has not been added to the Region's MTSA network as it would not meet the Growth Plan

Stakeholder	Theme(s)	Regional Response(s)
		<p>minimum required density target and is located within the Greenbelt with limited development potential. It is the Region's approach to include additional MTSA's that have the potential to achieve Growth Plan minimum density targets, even though transit stations located beyond Provincial Transit Corridors are not subject to Growth Plan minimum density targets.</p>
MSH Plan	<ul style="list-style-type: none"> • Inclusion of subject property at southeast corner of Times Avenue and Highway 7 in an MTSA 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
Paul Cooke	<ul style="list-style-type: none"> • Inclusion of 111 Metcalfe Street in Aurora GO Station MTSA 	<ul style="list-style-type: none"> • Received comments from Town staff regarding noted property • Comments received and will require further analysis to be considered by Regional staff in the final MTSA report
Remington Group Inc.	<ul style="list-style-type: none"> • Questions regarding the assumptions used to determine density and jobs for Warden BRT Station MTSA 	<ul style="list-style-type: none"> • Staff responded by email to explain population calculations, people per unit (PPU) assumptions, employment survey information, work at home assumptions, and job density assumptions
Weston Consulting on behalf of 1529749 Ontario Ltd. Co.	<ul style="list-style-type: none"> • Supports delineation and density target of Disera/Promenade BRT Station MTSA and the inclusion of 7700 Bathurst Street in this MTSA 	<ul style="list-style-type: none"> • Agree with inclusion of the noted property

Stakeholder	Theme(s)	Regional Response(s)
Weston Consulting on behalf of land owner	<ul style="list-style-type: none">• Inclusion of 4850 Highway 7 and 79 Arrowhead Drive in the Wigwoss-Helen BRT Station MTSA	<ul style="list-style-type: none">• Agree with inclusion of the 2 noted properties

From: Van Dusen, Regina on behalf of Regional Clerk
Sent: Friday, February 28, 2020 3:15 PM
Subject: Regional Council Decision - 2019 Employment and Industry Report

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

On February 27, 2020, Regional Council made the following decision:

1. The York Region 2019 Employment and Industry Report (Attachment 1) be circulated by the Regional Clerk to local municipalities, local chambers of commerce, boards of trade, the Workforce Planning Board and Toronto Global.

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 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
February 6, 2020

Report of the Commissioner of Corporate Services and Chief Planner

2019 Employment and Industry Report

1. Recommendation

The York Region 2019 Employment and Industry Report (Attachment 1) be circulated by the Regional Clerk to local municipalities, local chambers of commerce, boards of trade, the Workforce Planning Board and Toronto Global.

2. Summary

The Employment and Industry Report 2019 provides an overview of industry and business sectors and employment growth trends in the Region primarily based on data collected from the 2019 Employment Survey.

Key Points:

- York Region surveyed over 35,400 businesses with a physical location in 2019
- There were an estimated 654,650 jobs in York Region as of mid-year 2019
- Between 2018 and 2019, York Region employment grew by 13,800 jobs or 2.2%
- York Region's economy continues to shift toward knowledge-based, service-oriented jobs
- Contract, seasonal and temporary jobs continue to be the fastest growing type of employment

3. Background

Understanding Regional business and employment growth trends is important to support economic vitality

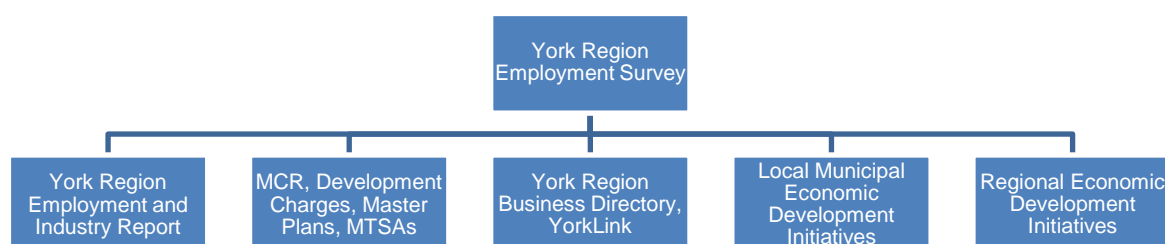
Business and job growth are fundamental to York Region's economic vitality. Attracting and retaining high quality, good paying jobs across a broad range of sectors promotes economic resilience and helps ensure those living in York Region have the opportunity to work and thrive where they live. Through the employment survey, the location, type and characteristics of businesses in the Region are tracked and analyzed. The data and analysis identify trends

and inform the development of Regional policies by providing base data for the Development Charges Bylaw, planning for growth and land needs work and infrastructure planning.

Data and analysis is shared with internal and external organizations to support policy and program development

The data and analysis contained in this report are valuable resources for the Region and local municipalities. The data is used by the Planning and Economic Development branch, other municipal departments, non-profit organizations and private sector groups (Figure 1). Some key uses of the data include supporting preparation of employment growth forecasts used to inform long-term employment land needs, the Region's Development Charges Bylaw and infrastructure requirements in master plans for transportation and water and wastewater, monitoring targets in York Region's Official Plan, identifying economic trends and emerging sectors, and maintaining Regional and local business directories.

Figure 1
York Region Employment Survey Uses



York Region's Employment Survey is one of a number of sources of data used to monitor economic trends

Since 1998, the Region has conducted surveys of businesses with a physical location across the nine municipalities. The survey provides qualitative and quantitative data of the Region's businesses that is compared over time to identify trends. Since 2012, the employment survey has been collecting home-based data on a voluntary basis in an effort to report on home-based business trends. Home-based businesses are encouraged to submit information through the York Region website. Through this method, a total of 1,040 home-based business records have been produced, representing 1,300 jobs. Although this figure is not directly comparable to work at home jobs, in 2019 there were an estimated 52,600 work at home jobs in the Region.

The employment survey does not survey farms. Census of Agriculture data is used to report on trends and the total employment estimate. The Region is home to 700 farms, employing over 3,200 people. Jobs created by the agricultural sector go beyond the farm. There are 27 industries that are directly related to the agricultural sector including primary farming, retail, wholesale and food and beverage manufacturing.

4. Analysis

NATIONAL AND PROVINCIAL OVERVIEW

York Region recorded employment growth of 2.2% in 2019

York Region recorded employment growth of 2.2% in 2019 compared to 2.5% provincially and 2.2% nationally. Over the past five years, York Region has grown at an average annual rate of 2.9%, outperforming growth rates in the national (1.3%), provincial (1.6%) and GTA (2.6%) economies. According to RBC Economics, Canada's GDP is forecast to increase 1.6% in 2020, similar to 2019's 1.7% increase.

Table 1
Comparison of Annual Labour Force and Employment Growth Rates:
Canada, Ontario, GTA and York Region, 2014-2019

	Canada	Ontario	Greater Toronto Area ¹	York Region ²
2014-2015	1.0%	1.1%	4.3%	2.6%
2015-2016	0.4%	0.5%	0.9%	3.4%
2016-2017	2.1%	1.8%	1.4%	3.3%
2017-2018	1.1%	2.0%	2.8%	3.3%
2018-2019	2.2%	2.5%	3.8%	2.2%
5 year average	1.3%	1.6%	2.6%	2.9%

Source: York Region Planning and Economic Development Branch, 2019 and Statistics Canada's Labour Force Survey, 3-month moving average, unadjusted for seasonality, ending in August 2019

¹ Greater Toronto Area labour force employment growth approximated by the Toronto Economic Region

² York Region figures based on 2018 employment survey results and estimates for home-based, farm-based, and no contact businesses

Services-producing sectors are the primary drivers of national, provincial and GTA employed labour force growth

Between mid-year 2018 and mid-year 2019, labour force employment in Canada increased by 2.2% (414,300 jobs), compared to 1.1% or 202,900 jobs from 2017 to 2018. Employment growth in services-producing sectors such as health care, professional and technical services, and wholesale and retail trade were the primary drivers of this growth. Labour force employment in Ontario increased by 2.5% (184,900 jobs). Similar to national employment gains, the majority of the province's growth was driven by employment in services-producing industries including professional and technical services, transportation and warehousing, public administration, health care and social assistance.

GTA employed labour force growth, driven primarily by services-producing sectors, was stronger than both Ontario and Canadian growth at 3.8% (133,700 jobs). The services-

producing sectors recorded an increase of 108,700 jobs, with health care and social assistance, professional, scientific and technical services, and transportation and warehousing reporting the largest gains. The goods-producing sectors experienced an increase of 24,900 jobs (4.1%) with the manufacturing sector driving most of this growth.

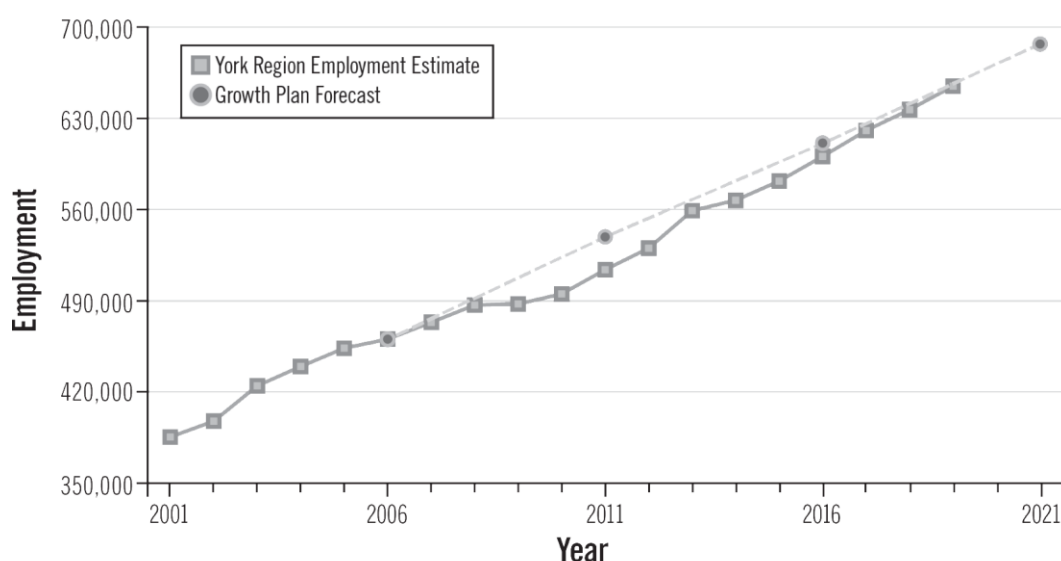
YORK REGION EMPLOYMENT

York Region employment continues to grow at a steady pace

According to York Region's employment survey, employment grew to an estimated 654,650 jobs in 2019, an increase of 2.2% or 13,800 additional jobs compared to 2018. This total includes surveyed employment figures from contacted firms, 2016 census of agriculture jobs, estimates for work at home employment and businesses the Region was unable to contact.

Since 2001, York Region's employment has grown by over 269,000 jobs (Figure 2), representing a strong average annual growth rate of 3%. This balanced rate of growth continues to align with the population growth rate for the same time period (3%) and provides job opportunities for existing and future York Region residents. An activity rate of 50% is consistent with the Regional Official Plan target where the goal is to have 1 job for every 2 residents. The Region's activity rate has been increasing since 2010 and is currently 55%.

Figure 2
York Region Total Employment Estimate 2001-2019 and
Growth Plan Employment Forecast

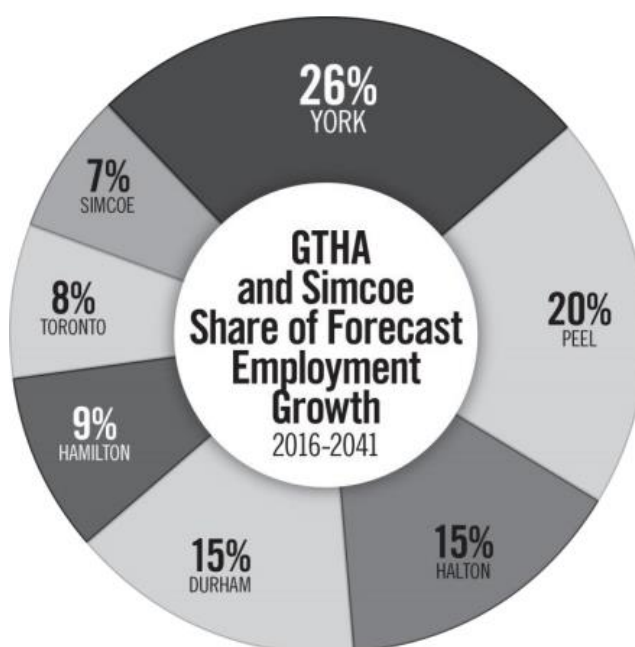


Source: York Region figures based on employment survey results and estimates for home-based, farm-based, and no contact businesses and Growth Plan Employment Forecast Amendment 2.

York Region is on track to meet the Growth Plan's 2041 employment forecast

According to the 2019 Provincial Growth Plan, York Region is expected to reach a total of 900,000 jobs by 2041. This represents a 26% share of total employment growth within the Greater Toronto and Hamilton Area (GTHA) and Simcoe (Figure 3) from 2016 to 2041. At 654,650 estimated jobs in 2019, an additional 245,350 jobs or approximately 11,150 jobs annually are required to meet the 2041 employment target. Over the past five years, the Region has added on average 15,000 jobs annually.

Figure 3
GTHA & Simcoe, Share of Forecasted Employment Growth to 2041



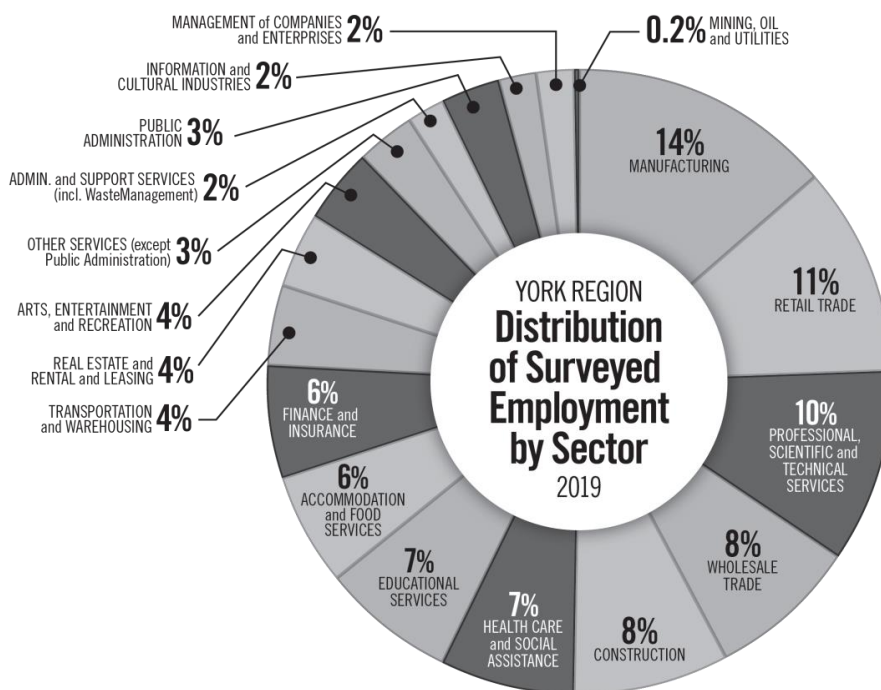
Source: Statistics Canada Census Data, 2016, Growth Plan for the Greater Golden Horseshoe, 2019, Schedule 3

York Region has a diverse and resilient economy

York Region has a diverse economic base with employment across a broad range of sectors. This is vital to maintaining the Region's resiliency to any future economic changes, as a more diverse economy will be less sensitive to job losses in a specific employment industry.

According to the York Region employment survey, manufacturing (14%), retail trade (11%), and professional, scientific and technical services sectors (10%) accounted for the largest shares of surveyed employment by mid-year 2019. Figure 4 demonstrates the diversity of the Region's employment base.

Figure 4
York Region Distribution of Surveyed Employment, 2019



Source: York Region Planning and Economic Development Branch, 2019 Employment Survey

Contract/Seasonal/Temporary employment steadily increased over the last decade

Contract/seasonal/temporary employment continues its trend as the fastest growing type of work with an increased share of employment from 5% in 2009 to 15% in 2019, representing growth of 68,470 jobs during this time. Over the same decade, the share of full-time employment decreased from 76% to 67% (+56,900 jobs). Part-time workers declined from 20% to an 18% share of employment, but increased by 17,700 jobs over the same time period. Although full-time employment remains strong, the steady increase of contract/seasonal/temporary employment is indicative of a shifting job market.

Over 80% of the Region's business community is made up of small businesses

According to the Statistics Canada Business Counts (CBC) database, York Region is home to over 54,200 licensed business establishments, versus the 35,400 businesses surveyed by York Region. Statistics Canada Canadian Business Counts (CBC) is a database based on the Canadian Business Register and uses business registration numbers as the basis for their business counts. Businesses contained in the listing include home based and

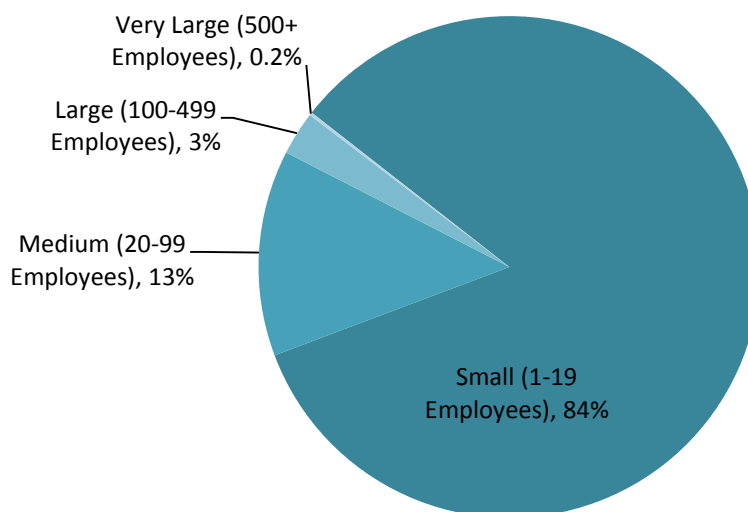
household employers and businesses that have filed a federal corporate income tax within the past three years and can include some business establishments that may have ceased operation. The CBC is a common and useful data source used by Regional staff for benchmarking business trends with other jurisdictions who do not conduct employment surveys. Despite differences in data collection methods used by Statistics Canada's CBC and York Region's Employment Survey the datasets complement each other and advance our knowledge on trends occurring in the Region's business community.

York Region surveyed over 35,400 businesses in 2019 with a physical location, an increase of over 7,000 businesses from the 2009 survey. Small businesses (1-19 employees) account for the largest share of the Region's surveyed businesses at 84% or 28,000 businesses in 2019 (Figure 5). This total share is in line with the share of small businesses throughout the Province and across Canada and is indicative of the important role of small business and entrepreneurship in York Region's economy.

The Region provides support to small businesses in the form of direct-to-business advisory services, economic research, innovation initiatives, business place making and attraction marketing. The Region also delivers small business and entrepreneurship advisory support services through the York Small Business Enterprise Centre. Example success stories of small businesses growing in York Region are Pondtech, a carbon capture and utilization company in Markham, and STEM Minds, who deliver educational programs to children, in Aurora.

While the share of very large businesses (500+ employees) is relatively small at 0.2% of the Region's total number of establishments, it has grown almost 26% over the last 5 years (from 49 to 64 businesses) and provides jobs for almost 68,000 employees (12% of total jobs).

Figure 5
York Region Surveyed Business by Size, 2019



Source: York Region Planning and Economic Development Branch, 2019 Employment Survey

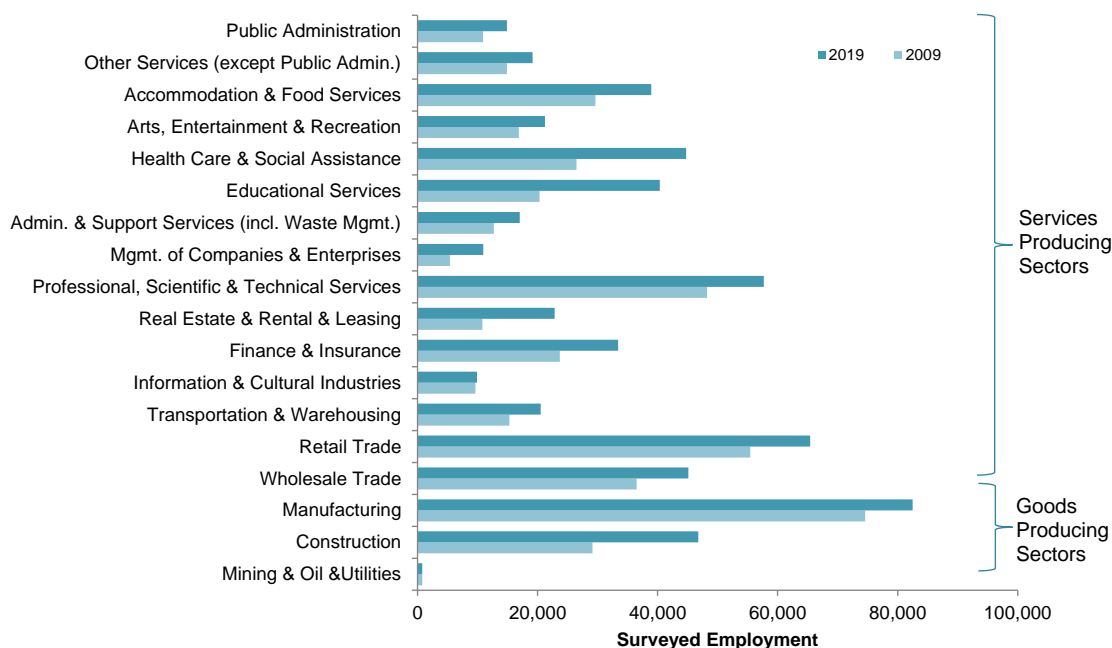
YORK REGION SERVICES-PRODUCING SECTORS

Strong job growth was experienced over the last ten years by key knowledge-based sectors in York Region

Similar to national and provincial trends, York Region's economy continues to shift toward more knowledge-based, service-oriented jobs. Over the past ten years, employment in services-producing sectors increased by 3.2% on an average annual basis, adding 125,370 jobs to the Region's employment base (Figure 6). Comparatively, employment in the goods-producing sectors grew at a more moderate pace of 2.2% annually, adding 25,600 jobs.

Regional Council has contributed to this strong job growth through capital investments in infrastructure, roads, water and sewer, public transit, small business support programs, YorkLink office marketing program, Spadina subway expansion, Region's Centres and Corridors Strategy and YorkNet Broadband Strategy.

Figure 6
York Region Surveyed Employment by Sector, 2009-2019



Source: York Region Planning and Economic Development Branch, 2019 Employment Survey

Manufacturing jobs continue to hold the largest share of employment in York Region (14%). However, the annual growth rate in the goods-producing sector has been 2.2% during the last ten years, while the services-producing sector has a 3.2% growth rate. The manufacturing subsectors of food manufacturing, plastics and rubber products manufacturing and transportation equipment manufacturing contributed the most to the ten year growth, while petroleum and coal product manufacturing experienced a modest decline. The higher annual growth rate in the services-producing sector is attributed to employment growth in educational services, health care and social assistance and finance and insurance sectors.

Services-producing sectors have grown steadily during the last 10 years by an annual average rate of 3.2%

Key trends observed in services-producing sectors over the last 10 years include the following:

- The real estate sector is the fastest growing sector since 2009 with an average annual increase of 7.8%, increasing by 12,050 jobs
- Educational services sector has doubled in the number of jobs since 2009, adding over 20,040 jobs in the last decade, an average annual increase of 7.1%

- The professional, scientific, and technical services sector has added over 9,400 jobs over the last decade, an annual growth rate of 1.8%
- Finance and insurance sector has increased at an average annual rate of 3.5% over the last 10 years adding approximately 9,700 jobs
- Health care and social services sector had an average annual growth rate of 5.4%, adding over 18,290 jobs since 2009

Goods-producing sectors have grown by an average annual rate of 2.2% over the last 10 years

Key trends observed in goods-producing sectors over the last 10 years include the following:

- Manufacturing continues to hold the largest share of employment in the Region at 14%. The 2008-09 recession impacted the manufacturing sector and lowered its growth rate over the last ten years, however manufacturing employment still increased by 7,900 jobs over that period
- The construction sector has demonstrated strong growth since 2009, adding over 17,600 jobs to the Region, growing at an average annual rate of 4.9%

York Region continues to invest to support growth

York Region's Economic Development Action Plan addresses key economic challenges and opportunities facing York Region and translates them into innovative economic growth areas. York Region Official Plan (ROP) policies on complete communities, affordable housing and employment are intended to position the Region to attract growth as a place where residents can work, live and play.

Along with the initiatives identified in the Economic Development Action Plan and policies in the ROP, the Region continues to make investments that support business growth and innovation. Examples of these investments are the York Link branding office marketing and communications plan which supports business growth in our centres and corridors, business parks and the future Yonge Subway extension. The Vaughan Metropolitan Centre (VMC) subway station has been a catalyst to support and create desirable business locations resulting in recent success stories such as opening of the new 77,000 square foot PricewaterhouseCoopers office in the VMC. The construction of VIVA, and two-way all day GO Regional Express Rail to York Region will greatly improve the level of service and attract businesses and workers.

Business and job growth in the Region is supported by major transit investments, particularly in the Region's Centres and Corridors. The Regional Official Plan vision for Regional Centres and Corridors is to achieve the most intensive and greatest mix of development in the Region. Centres and Corridors are supported by over \$3.6 billion in transit infrastructure investment and also through regional initiatives such as the Office Incentives Program. As the Region's urban structure continues to evolve and Regional Centres and Corridors

mature, York Region will continue to be competitive as a top business location in the Greater Toronto Area.

Factors Contributing to Economic Growth in York Region

York Region continues to be a top destination in the Toronto area and Canada for business, talent and investment. It is one of the largest business hubs in the GTA. The Spadina Subway extension (Line 1) into Vaughan provides a direct connection to downtown Toronto and its workforce. The Region's central location in the GTA is also strategic for goods movement located in close proximity to Toronto Pearson Airport, the CP intermodal facility and CN MacMillan rail yard. Additionally, the Region has a strong network of 400-series highways which connect the Region to the broader provincial and national markets, all contributing to the newly opened 550,000 square foot IKEA Canada Customer Distribution Centre in Vaughan in 2019.

The Region's economy is underlined by core attributes of population and employment growth, skilled labour force, high quality of life that attracts top global talent, established and diversified industry clusters, major infrastructure and transportation investments and locational and accessibility factors among others. Housing options and affordability are key factors in attracting new businesses, retaining existing businesses and attracting a labour force looking for close proximity to work. The Region and the local municipalities continue to work together to ensure a wide variety of housing types and more options at varying levels of affordability are available.

Data and analysis from the Employment and Industry Report 2019 informs the Regional Municipal Comprehensive Review

Employment survey data has been used as input to the Planning for Employment Background Report endorsed by Council in May 2019. Going forward will inform planning for employment. Reports will be brought forward to Council throughout 2020 on the following:

- Planning for Growth Direction Report with draft population and employment forecasts and a draft land needs assessment
- Planning for Employment Report
- Update report on Major Transportation Station Areas (MTSA) in York Region
- Draft Regional Official Plan update

The Employment Survey will be conducted every two years going forward

York Region's employment survey was first conducted in 1998 and since 2001 has been conducted on an annual basis. The data collected has been used to report to Council annually on industry and business sectors and employment growth trends through the annual Employment and Industry report. In accordance with the September 2019 Council report, [York Region Employment Survey Data Collection Frequency](#), the Employment Survey will be conducted every two years on a go forward basis. An employment survey every two years will continue to provide key insights into employment and economic trends within the Region.

The next full employment survey collection will occur in 2021 and results reported to Council in Q1 2022.

The Employment Survey supports the 2015-2019 Strategic Plan, Vision 2051 and the Regional Official Plan

Annual reporting on detailed employment and sectoral analysis enables the Region to make informed decisions and implement initiatives that enhance economic vitality and foster an innovative economy. Data collected is used to support monitoring of employment targets in the Regional Official Plan. Economic research and analysis is a program focus area within the Economic Development Action Plan. Data from the employment survey helps measure outcomes of action areas in the Plan such as the Office Attraction Strategy tracking office development and tenant activity in York Region and the Workforce/Labour Force Development action area. These strategies have influenced job growth and attracted a number of businesses in the Centres and Corridors.

5. Financial

Work related to generation and analysis of employment data is completed by internal resources and all costs are addressed in the approved Planning and Economic Development branch budget. The annual employment survey is conducted in partnership with the nine local municipalities, at a shared cost.

6. Local Impact

Local municipalities use the information and analysis generated in the Employment and Industry report to identify and report economic trends on an annual basis, to assist in developing business retention and expansion strategies, produce local business directories and inform employment land strategies. Information from the York Region employment survey was collected with assistance and support of all nine local municipalities including financial assistance and survey promotion. The results, including a detailed database, are provided to each municipality for their use.

7. Conclusion

The 2019 Employment and Industry report identifies key trends in Regional businesses and employment growth. York Region has a large, diverse economy with strong growth experienced in recent years primarily in services-producing sectors as well as recovery in the goods-producing sectors. According to York Region's employment survey, employment rose to an estimated 654,650 jobs in 2019 (by 2.2%). This sustained employment growth continues to diversify the Region's economy and promote economic resilience, vitality and liveability.

For more information on this report, please contact Paul Bottomley, Manager, Policy, Research and Forecasting at 1-877-464-9675 ext. 71530. 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

January 27, 2020
Attachment (1)
eDOCS# 10431951

2019 EMPLOYMENT & **INDUSTRY** REPORT

A detailed overview of industry and employment trends in York Region

FEBRUARY 2020





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INTRODUCTION



→ HIGHLIGHTS

- There were an estimated **654,650 jobs** in York Region as of mid-year 2019
- York Region surveyed over **35,400 businesses** in 2019
- Between 2018 and 2019, York Region employment grew by **13,800 jobs** or **2.4%**
- **67%** of York Region's surveyed employment was full-time
- **78%** of surveyed employment in York Region was in services-producing sectors
- The manufacturing, retail trade, and professional, scientific and technical services sectors continue to hold the largest shares of surveyed employment in 2019
- The transportation and warehousing sector and construction sector both recorded the largest employment gains in terms of absolute growth increasing at approximately **1,500 jobs each**
- The number of surveyed businesses that employ **500 or more employees** grew by **25%** between 2014 and 2019 from 49 to 64

Through the employment survey the location, type and characteristics of businesses in the Region are tracked and analyzed. Since 1998, the Region has conducted an industry wide survey of businesses across the nine municipalities. The data is collected from May-August and is aggregated for reporting and monitoring. The employment survey provides a snap shot of the Region's businesses that can be compared over time to identify trends. This type of information is important as it provides many market indicators and trend analysis that inform the development of Regional policies, programs, marketing initiatives and infrastructure investments.

Business and job growth are fundamental to York Region's economic vitality. Attracting and retaining high quality, good paying jobs across a broad range of sectors promotes economic resilience and helps ensure those living in York Region have the opportunity to work and thrive where they live. The ***Employment and Industry Report 2019*** provides an overview of the Region's business and job growth.

Other sources of information used within the report include Statistics Canada's Labour Force Data, Canadian Business Counts data, Census of Agriculture and 2016 Census data. Further details regarding data sources and methodology are contained within appendices A and B.

➡ As of mid-year 2019,
York Region's total
employment was
estimated to be
654,650 jobs.



NATIONAL and PROVINCIAL OVERVIEW

York Region recorded employment growth of 2.2% in 2019

TABLE 1 - Comparison of Annual Employment Growth Rates: Canada, Ontario, Greater Toronto Area (GTA) and York Region, 2019

	Canada	Ontario	Greater Toronto Area ¹	York Region ²
2014-2015	1.0%	1.1%	4.3%	2.6%
2015-2016	0.4%	0.5%	0.9%	3.4%
2016-2017	2.1%	1.8%	1.4%	3.3%
2017-2018	1.1%	2.0%	2.8%	3.3%
2018-2019	2.2%	2.5%	3.8%	2.2%

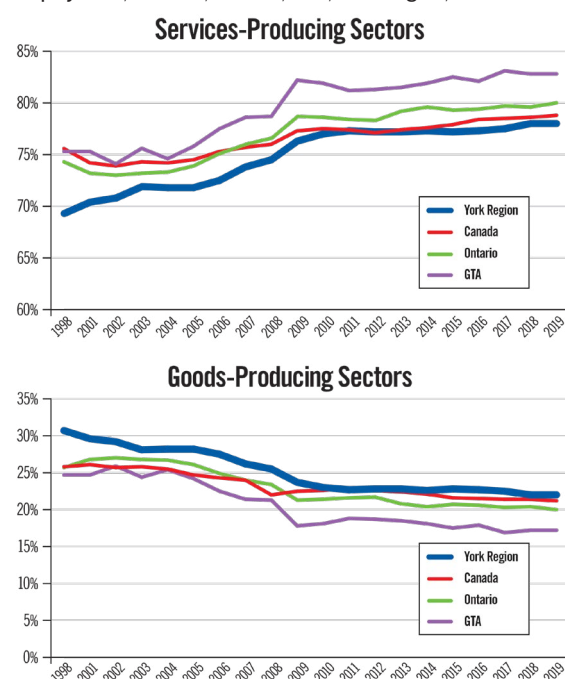
Source: York Region Planning and Economic Development Branch and Statistics Canada's Labour Force Survey, 3-month moving average, unadjusted for seasonality

Notes: ¹ Greater Toronto Area labour force employment growth approximated by the Toronto Economic Region

² York Region figures based on 2019 employment survey results and estimates for home-based, farm-based, and no contact businesses.

The Statistics Canada's labour force data provides a broad overview of employment trends at the national, provincial and GTA levels. Direct comparisons should not be made when comparing the Statistics Canada's labour force data to York Region's employment survey data. Refer to Attachment 1 on page 3 for a more detailed explanation.

FIGURE 1 - Distribution of Goods and Services Producing Employment, Canada, Ontario, GTA, York Region, 1999-2019



Source: York Region figures based on 2019 employment survey results. Canada, Ontario and GTA figures based on Statistics Canada Labour Force Survey, 3-month moving average, unadjusted for seasonality, ending in August 2019

York Region employment growth kept pace with national and provincial rates posting a gain of **2.2%** between mid-year 2018 and mid-year 2019, compared to 2.5% provincially, 2.2% nationally. The GTA (Table 1) saw **3.8%** growth, driven primarily by very strong growth in the City of Toronto.

According to the Statistics Canada Labour Force Survey, Ontario (2.5%) and The Greater Toronto Area (GTA) (3.8%) posted higher labour force employment growth between mid-year 2018 and mid-year 2019 compared to the same time period from 2017 to 2018. Canada's labour force growth also increased from 1.1% (2017-2018) to **2.2%** (2018-2019).

It is important to note that while Statistics Canada's labour force data is useful for trend analysis, there are high levels of variability in the data and the information is not directly comparable to York Region's employment estimate. The labour force survey represents GTA residents of working age who may or may not work in the GTA. The annual York Region employment survey data records the number of jobs in the Region and is comprised of working age individuals who work in York Region and who may or may not be residents of the Region.

Services-producing industries continue to grow steadily in York Region, provincially, and nationally

Since 1998, the share of service-oriented jobs for Canada, Ontario, the GTA and York Region has shown steady growth (Figure 1). In comparison, the share of employment in the goods-producing sectors has shown a gradual decline over time. Yet, York Region has consistently held a larger share of goods-producing employment than Canada, Ontario and the GTA.



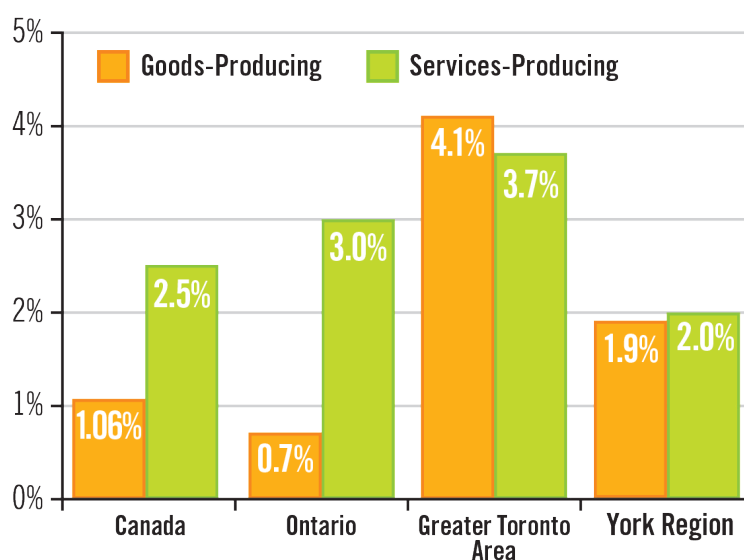
NATIONAL and PROVINCIAL OVERVIEW

Between mid-year 2018 and mid-year 2019 York Region, the GTA, Canada and Ontario all experienced growth in the goods-producing sectors (Figure 2). The increase for the GTA occurred in mainly the manufacturing and construction sectors. Canada's services-producing industries increased by **2.5%** over the year with growth in the professional, scientific and technical services subsector (**+89,200 jobs, 5.9% growth**), health care and social assistance (**+93,400 jobs, 3.9% growth**), and the wholesale and retail trade subsector (**+61,200 jobs, 2.2% growth**).

Overall, employment in Ontario increased by 184,900 jobs or 2.5% from mid-year 2018 to mid-year 2019. An increase in employment was experienced in the goods-producing subsectors of construction (**+11,000 jobs, 2.0% growth**) and agriculture (**6,500 jobs and 8.8% growth**), while manufacturing experienced a slight decrease (**-1,500 jobs, -0.2%**). Within the services-producing industries Ontario's growth followed a similar pattern to overall Canadian trends with professional, scientific and technical services leading growth at **7.6% (+49,700 jobs)**. This was followed by health care and social assistance with **7.0% growth (+59,600 jobs)** and transportation and warehousing growing by **7.0% or (26,300 jobs)**.

The GTA's goods-producing sector increased over the previous year by **4.1%**, a gain of **24,900 jobs**. Total GTA employment increased by **133,700 jobs or 3.8%**. The subsectors posting the largest growth in the GTA included health care and social assistance (**+51,900 jobs, 15.2% growth**), the professional, scientific and technical services sector (**+42,500 jobs, 10.4% growth**) and transportation and warehousing (**+33,000 jobs, 15.3% growth**).

FIGURE 2 - Labour Force Employment Growth Rates for Goods and Services Producing Sectors, Canada, Ontario, GTA and York Region, 2018-2019



Source: Statistics Canada's Labour Force Survey, 3-month moving average, unadjusted for seasonality

YORK REGION EMPLOYMENT ANALYSIS

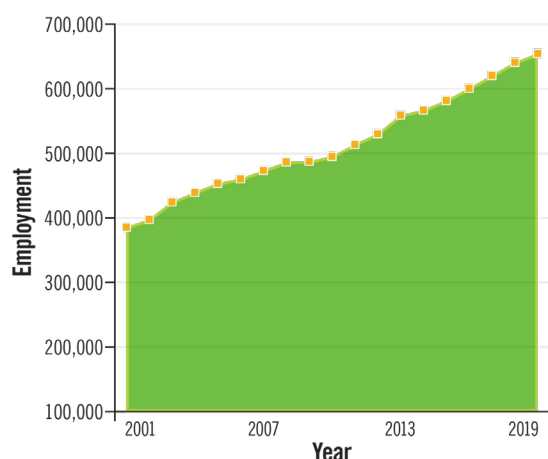
York Region employment was estimated at 654,650 jobs at mid-year 2019

TABLE 2 - York Region Total Employment Estimate 2019

York Region Total Employment Estimate 2019	
Surveyed Employment	592,372
No Contact Estimate	6,405
Agriculture	3,256
Work at Home Estimate	52,617
Total	654,650

Source: York Region Planning and Economic Development Branch Employment Survey, 2019

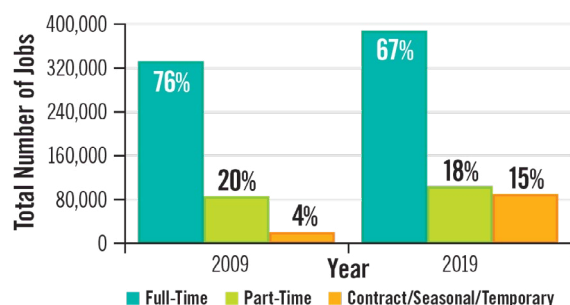
FIGURE 3 - York Region Estimated Total Employment Growth, 2001-2019



Source: Employment figures for 2001 and 2006 are based on Statistics Canada Census data. Employment figures from 2002-2005 and 2007-2019 are based on York Region's estimated total employment.

Note: York Region figures based on employment survey results and estimates for home-based, farm-based, and no contact businesses. Historical employment figures were revised from those released in previous Employment and Industry reports based on updated information.

FIGURE 4 - York Region Surveyed Employment by Type of Worker, 2009 and 2019



Source: York Region Planning and Economic Development Branch Employment Survey, 2019

As of mid-year 2019, the Region's total employment was estimated to be **654,650 jobs**. This estimate includes job totals from contacted firms, census of agriculture jobs, estimates for work at home employment and for businesses that the Region was unable to contact.

Table 2 outlines how the 2019 total employment estimate was derived.

York Region continues to be one of Canada's fastest-growing municipalities with average annual growth in employment and number of businesses of approximately **3%** and **2%** respectively over the past five years. Since 2001, the Region's employment has grown by over **269,000 jobs** representing a strong average annual growth rate of **3%** (Figure 3). This balanced rate of growth continues to align with the population growth rate for the same time period (3%) and provides job opportunities for existing and future York Region residents. An activity rate of **50%**, or 1 job for every 2 residents, is the Regional Official Plan target. The Region's activity rate has been increasing since 2010 and is currently **55%**, meaning that the Region has slightly more than **1 job for every 2 residents**.

YORK REGION EMPLOYMENT by TYPE OF WORKER

Contract/Seasonal/Temporary workers continue to increase.

Full-time workers continue to account for the largest share of employment type in York Region at **67%**. Contract/seasonal/temporary employment continues its trend of the fastest-growing type of worker with an increase in share from **5%** in 2009 to **15%** in 2019, representing growth of 68,500 jobs during this time. Over the same decade full-time employment decreased in share from **76%** to **67%**, yet grew by over **56,900 jobs**. Part-time workers declined from a **20%** to **18%** share of employment and increased by **17,700 jobs** over the same time period (Figure 4).



YORK REGION EMPLOYMENT ANALYSIS

Full-time employment is an important labour market indicator of economic performance and the Region continues to demonstrate strength in full-time employment opportunities for its residents, attracting a highly-skilled labour force. Providing opportunities for all types of employment such as part-time and contract/seasonal/temporary is also important for residents as work preferences change. Although York Region has historically maintained a healthy proportion of full-time employment, it is still important to monitor trends in changes to employment type composition as it may have future implications on the Region's economic well-being.

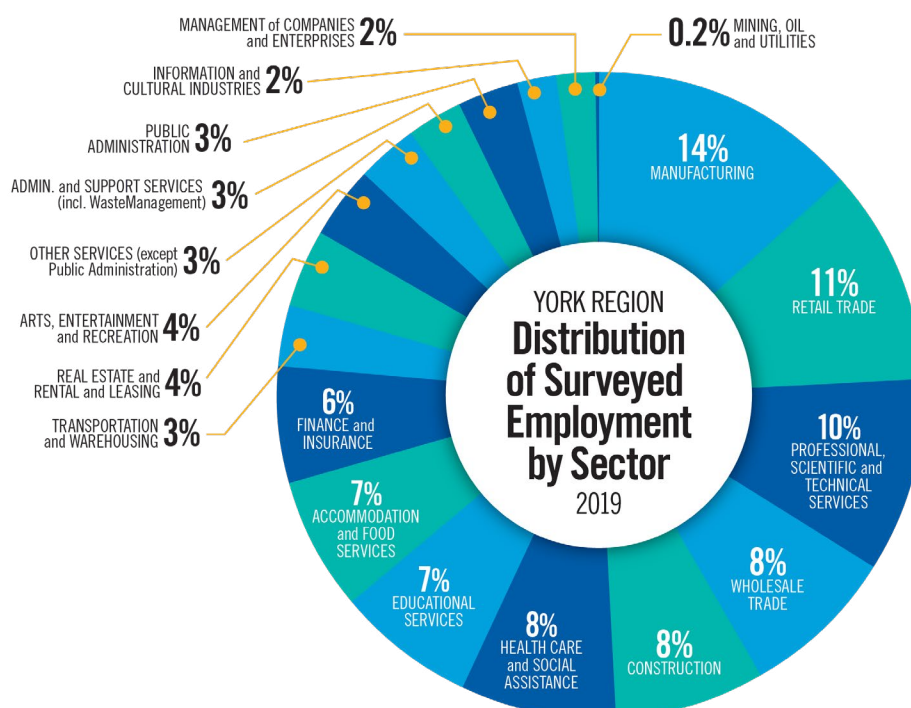
EMPLOYMENT ANALYSIS by SECTOR

The diversity of York Region's employment base provides opportunities for residents

The following section provides a detailed analysis of York Region's employment using Statistics Canada's North American Industrial Classification (NAIC) system. A comprehensive list of the NAIC sectors can be found in Appendix B.

York Region has a diverse economic base. For the past five years the manufacturing, retail trade and professional, scientific and technical services sectors have accounted for the largest share of surveyed employment, as shown in Figure 5. These shares are gradually changing over time, as other sectors such as educational services, finance and insurance and health care and social assistance steadily increase. A diverse economy provides a wide variety of jobs and opportunities for residents. While shifts within employment sectors are expected in the future with emerging new technologies and corresponding changes to employment demands, maintaining diversity of employment across sectors is vital to ensuring a resilient economy.

FIGURE 5 - York Region Distribution of Surveyed Employment by Sector, 2019



Source: York Region Planning and Economic Development Branch, 2019 Employment Survey

YORK REGION EMPLOYMENT ANALYSIS



The York Region economy continues a shift to services-oriented sectors

The share of the Region's workforce in the services-producing sectors continues to grow. In 2019, the majority of the Region's workforce was employed in services-producing sectors, accounting for **78%** of the Region's surveyed employment base, compared to **76%** in 2009 (Figure 6). Employment in the goods-producing sectors accounted for **22%** of the Region's total surveyed employment in 2019 compared to **24%** in 2009.

Employment in the services-producing sectors grew by **9,400 jobs** or **2.1%** between mid-year 2018 and mid-year 2019. During the past ten years, over **125,300** service-oriented jobs were added to the Region's employment base representing an increase of **37.2%** in these sectors.

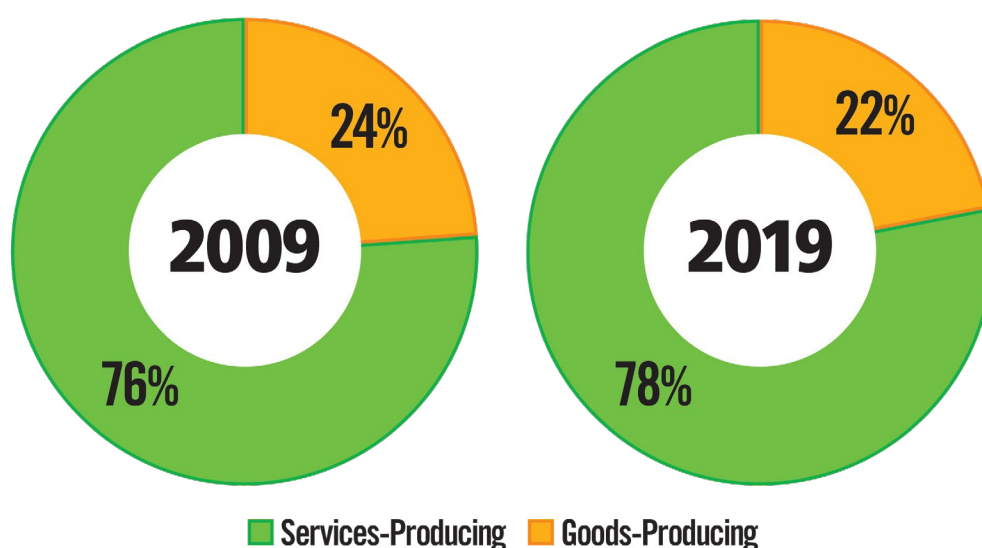
KEY SERVICES-PRODUCING GROWTH SECTORS 2009 and 2019

Education services sector has seen increases nationally, provincially and GTA-wide

The **education services sector** has been one of the fastest-growing sectors between 2009-2019, only second to the real estate sector. This sector has doubled in the number of jobs since 2009, adding over **20,000 jobs** over this ten year period.

According to Statistics Canada Labour Force data, this growth trend has been experienced throughout Canada, Ontario and the GTA with all Region's posting increasing job numbers in this sector over the last five years. The educational services sector includes post-secondary institutions, technical and trade schools, business schools and management training and educational support services.

FIGURE 6 - York Region Surveyed Employment by Goods and Services-Producing Sectors, 2009-2019



Source: York Region Planning and Economic Development Branch, 2009 and 2019 Employment Surveys



YORK REGION EMPLOYMENT ANALYSIS



Finance and insurance sector

Since 2009 the **Finance and insurance sector** has added over **9,600 jobs** in the Region, representing **8%** of total job growth in the last ten years. Major employers such as TD Insurance and Aviva Insurance have their head offices located in the Region. While large firms such as these contribute to this growth, smaller firms and local companies continue to invest in the Region adding to the growth in this sector.

Financial Technology (FinTech) and automation is expected to have high rates of adoption in this sector, leading to more demand for higher skilled and specialized labour force. With over **50 companies** including, XE.com, Real Matters, Everlink Payment Services and more, this segment within the finance and insurance sector is expected to see more growth in the future.

Health care and social services sector has added 18,300 jobs since 2009

Employment growth in the **health care and social services sector** has been strong over the last 10 years in the Region. This sector has grown at an average annual rate of **5.4%** since 2009 adding **18,300 jobs**, making it one of the fastest-growing sectors during this time period. Growth within this sector is expected to continue with the aging population requiring access to healthcare, innovations in technology and the new Mackenzie Vaughan Hospital currently under construction.

Retail Trade represents the largest share of employment in the services-producing sector

The **retail trade sector** is closely tied to population growth and has added almost **10,000 jobs** and grown by **1.7%** annually from 2009-2019. The retail trade sector represents the largest share of employment in the services-producing industry sectors with **11%** or **65,400 jobs**.

Even with this growth, the retail sector's share of growth has been softening since 2009, with a shifting from retail outlets to online sales. E-commerce continues to disrupt and transform the traditional retail sector model. Trends in increasing online shopping experiences are expected to grow and with it bring growth in new sectors such as logistics and warehousing

YORK REGION EMPLOYMENT ANALYSIS



The professional, scientific, and technical services sector added over 1,000 jobs in 2019

Over the past year, **the professional, scientific and technical services sector** recorded over **1,000 additional jobs and accounts** for almost **10% (or 57,700)** of total jobs in the Region. This sector includes subsectors such as information technology, legal services, accounting, engineering and technical services, architectural and interior design services, management consulting and research and development.

Some global companies within the Region in this sector include professional and scientific services companies such as the GM Technical Centre, IBM, AMD, Deloitte, AECOM, Parsons, Worley Parsons, Oracle, Compugen, PwC and WSP Canada.

The real estate and rental and leasing sector has grown by 4.1% over the past year

Employment growth in the **Real Estate and Rental and Leasing sector** increased by **4.1%** from 2018 to 2019, **or 900 jobs**. Changes to mortgage rules in 2018 impacted the real-estate environment, particularly for those buying their first home. However, the real estate sector continues to see employment growth and an increasing share of total employment in the Region.

➔ The construction sector has added over 17,600 jobs to the Region's employment base since 2009. Between 2018 and 2019, the sector grew by 3.3%, or 1,500 jobs.



YORK REGION EMPLOYMENT ANALYSIS

Pace of Annual Growth in Goods-Producing Sector has been steady



KEY GOODS-PRODUCING GROWTH SECTORS

Employment in the Region's goods-producing sectors grew **1.9%** or by **2,400 jobs** between 2018 and 2019. Since rebounding from the recession of 2008, the pace of this growth has been steady. The manufacturing and construction sectors were large contributors to this growth. The manufacturing sector still holds the greatest share of employment in the Region at **14%**.

The construction sector added almost 1,500 jobs over the past year

The **construction sector** has added over **17,600 jobs** to the Region's employment base since 2009. Between 2018 and 2019, the sector grew by **3.3%**, or **1,500 jobs**. The total number of jobs by mid-year 2019 in this sector was **46,700**. Growth in the construction sector in the GTA is also tied closely to local population and business growth. The Region plans for population and business growth by investing in critical transportation infrastructure including the Viva Rapidways. It is not surprising that Canada, Ontario and the GTA posted increases in this sector over the last 5 years according to Statistics Canada Labour force data.

The manufacturing sector has held steady over the past decade

Manufacturing jobs continue to hold the largest share of employment in York Region (**14%**). However, the annual growth rate in the goods-producing sector has been **2.2%** during the last ten years, while the services-producing sector has seen a **3.2%** growth rate. The manufacturing subsectors of food manufacturing, plastics and rubber products manufacturing and transportation equipment manufacturing contributed the most to the ten year growth, while petroleum and coal product manufacturing experienced a modest decline. The higher annual growth rate in the services-producing sector is attributed to employment growth in educational services, health care and social assistance and finance and insurance sectors.

The closure of the Oshawa GM Plant is expected to be felt across other manufacturing sectors throughout Ontario. Approximately **16%** of all manufacturing jobs in the Region can be found in the transportation equipment manufacturing subsector, translating into over **13,000 jobs**. Additionally, there are other sectors outside of manufacturing that provide goods or services to the plant. Given the recently announced Canada-United States-Mexico Agreement (CUSMA) as well as the Oshawa GM plant closure, this sector will need to be closely monitored in the future and assessed for potential impacts.

Advanced manufacturing in the Region accounts for **45%** of the total share of employment within the manufacturing sector. Some of the subsectors under this umbrella include audio and video manufacturing, communications equipment medical equipment manufacturers that use advanced production methods or create innovative products. These subsectors within manufacturing have increased **4%** since 2009.



YORK REGION EMPLOYMENT ANALYSIS



KEY GOODS-PRODUCING GROWTH SECTORS

The agri-food sector includes 27 industries in York Region

While the Employment Survey does not survey farms, the Census of Agriculture is used to report out on trends and data in the total employment estimate (Table 2). York Region is home to a vibrant agri-food industry with more than **700 farm-based businesses** and **270 food and beverage manufacturers and distributors** that contribute to the Region's economic vitality.

The agri-food sector in York Region includes everything from farms to processors, food retailers and restaurants, and provides approximately **57,000 jobs** and generates **\$2.7 billion in GDP** for York Region. Based on the 2016 Census of Agriculture, gross farm sales (a measure of farm business income) for primary food production in the Region, grew to approximately **\$301 million**. The primary production sector in York Region provides **3,578 jobs** (direct, indirect and induced).

The food and beverage manufacturing subsector accounts for **9%** of the total share of the manufacturing sector in the Region. This subsector has increased by over **50%** since 2009, adding over **2,100 jobs**. As reported in the 2017 Agriculture and Agri-Food strategy report, the impact of the agri-food industry in York Region is over six billion dollars. Food and beverage manufacturing remains an important subsector to the Region and for many other sectors in the Region, including the retail trade and food and accommodation services.

YORK REGION EMPLOYMENT ANALYSIS



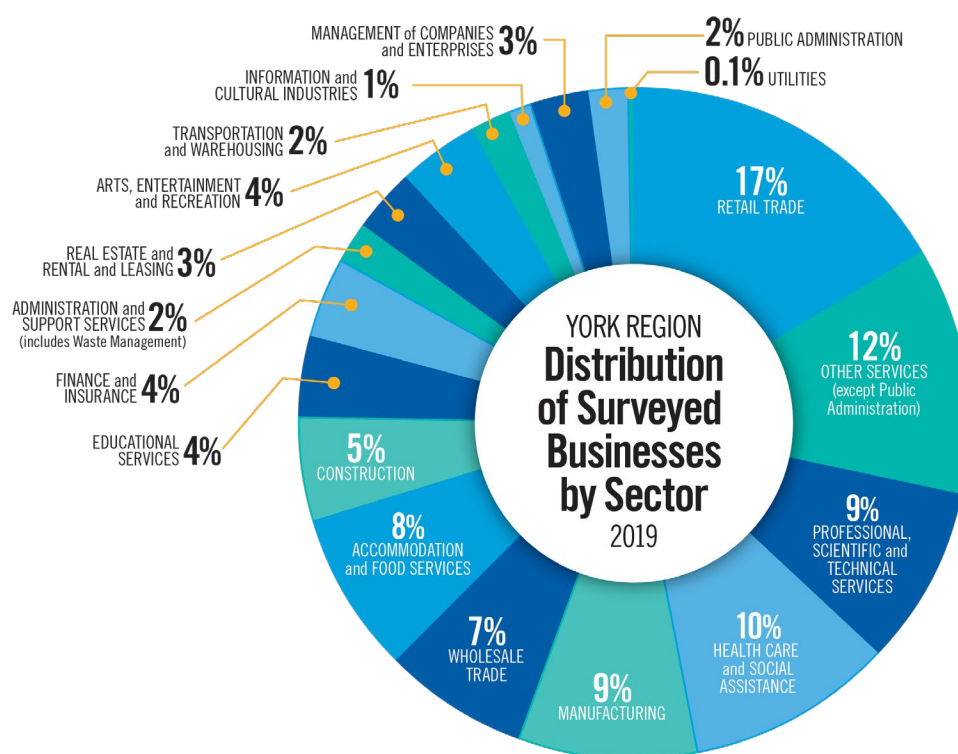
NUMBER of SURVEYED BUSINESS ESTABLISHMENTS

Retail trade holds the largest share of businesses in York Region at 17% and the second largest share of employment at 11%

Over the last five years the number of businesses has grown annually by **2.0%**. The **services producing sectors** make up **86%** of the Region's total number of business establishments with **goods producing sectors** representing a **14%** share. According to the Region's employment survey, the majority of the Region's business growth over the past five years was in **educational services** (+4.3%), the **real-estate and leasing** (+4.1%), **health care and social assistance sectors** (3.5%) and **finance and insurance** (+3.2%).

The distribution of business establishments in the Region is closely tied to the distribution of employment. The **Retail trade sector** holds the largest share of businesses (Figure 7) with **5,800** (17%) and also the second largest share of employment (11%).

FIGURE 7 - Distribution of York Region Surveyed Businesses by Sector, 2019



Source: York Region 2019 Employment Survey, Planning and Economic Development Branch



YORK REGION EMPLOYMENT ANALYSIS

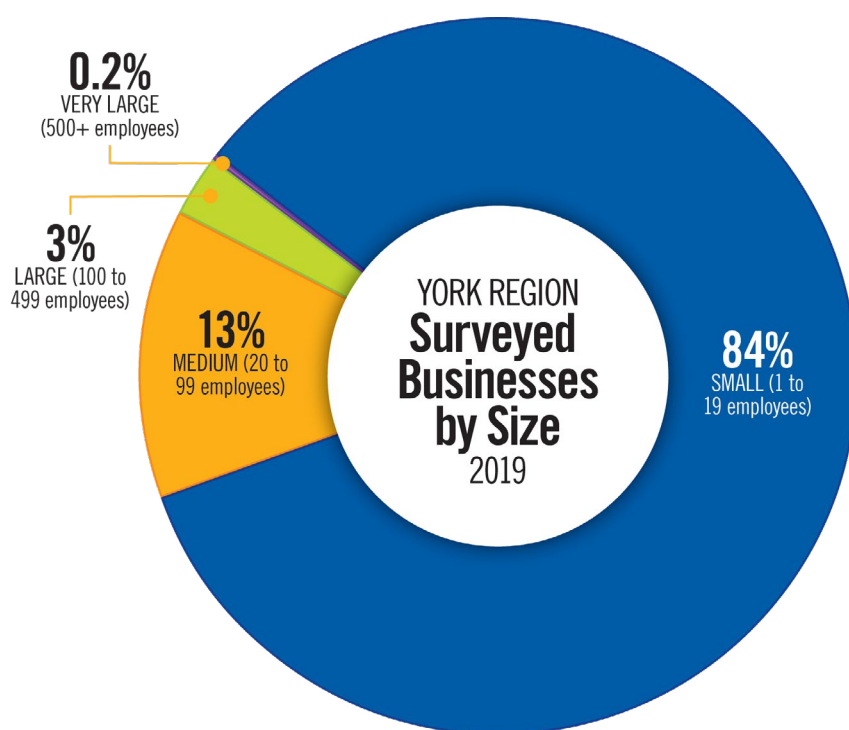
Over 80% of the Region's business community is made up of small businesses

EMPLOYMENT by BUSINESS SIZE

York Region surveyed over **35,400 businesses** in 2019, an **increase of over 8,000** businesses from the 2009 survey. Small businesses (1-19 employees) account for the largest share of the Region's businesses at **84%** or **almost 30,000 businesses** in 2019 (Figure 8). This total share is in line with the share of small businesses throughout the Province and across Canada and is indicative of the important role of small business and entrepreneurship in York Region's economy.

Between 2014-2019 small-size businesses grew by **7.4%** and large-size businesses (100-499 employees) grew by **15.3%**. While the share of Very Large businesses is relatively small at **0.2%** of the Region's total number of establishments, it has grown almost **26%** over the last 5 years (from 49 to 64 businesses) and provides jobs for almost **68,000 employees** (12 per cent of total jobs). The Region's investments in critical infrastructure and the Centres and Corridors program as well as the access to a highly-skilled and diverse workforce continues to attract major employers.

FIGURE 8 - YORK REGION SURVEYED BUSINESSES by SIZE, 2019



Source: York Region 2019 Employment Survey, Planning and Economic Development Branch



FACTORS CONTRIBUTING to ECONOMIC GROWTH in YORK REGION

Strategically located in the heart of the GTA, York Region is home to **over 1.2 million residents**, more than **54,200 businesses** and **over 654,600 jobs** and includes four provincially-designated urban growth centres. According to the Growth Plan, the Region is expected to grow to **1.79 million residents** and **900,000 jobs** by 2041. The Region is well positioned to plan for this growth through continued investments in critical infrastructure.

York Region continues to be a top destination in the Toronto area and Canada for business, talent and investment. The Region's location in the GTHA is also strategic from a goods movement perspective. It is located in close proximity to Toronto Pearson Airport, is home to both the CP intermodal facility and the CN MacMillan rail yard. York Region is within a one day drive to over 140 million people in the United States and a one hour flight to global markets like New York, Philadelphia, Boston, Chicago and Detroit. Additionally, the Region has a strong network of 400-series highways which connect the Region to the broader provincial and national markets as well as the United States border and locally, the Spadina Subway extension (Line 1) into Vaughan that provides a direct connection to the Toronto workforce.

Business and job growth is supported by transit investments, particularly in the Region's Centres and Corridors. The Regional Official Plan plans for the Regional Centres and Corridors to achieve the most intensive and greatest mix of development in the Region, supported by over \$3.6 billion in transit infrastructure investment. As the Region's urban structure continues to evolve and the Regional Centres and Corridors mature, these attributes help maintain and promote York Region's continued competitiveness as a top business location in the Greater Toronto Area.

York Region's economy and local business and employment growth are closely tied with external economic conditions, trends and policies at different levels of government. Examples of factors that have a direct impact on York Region's economic growth prospects include U.S. and global trade agreements, exchange and interest rates, the cost of doing business (e.g. corporate taxes, labour force cost increases, etc.), the labour force pool (e.g. educational institutions, immigration etc.), capital markets and housing.



FACTORS CONTRIBUTING to ECONOMIC GROWTH in YORK REGION

The Region's economy is underlined by core attributes of population and employment growth, skilled labour force, high quality of life that attracts top global talent, established and diversified industry clusters, major infrastructure and transportation investments and locational and accessibility factors among others. Housing options and affordability are key factors in attracting new businesses, retaining existing businesses and attracting a labour force looking for close proximity to work. The Region and the local municipalities continue to work together to ensure a wide variety of housing types and more options at varying levels of affordability are available.

Emerging business practices and market trends also represent challenges and opportunities for York Region's economic growth in both a GTA and a global context. These include business globalization or national protectionism, digital and sharing-economy business models, the shift to contract-based employment, outsourcing, automation, talent attraction practices and many others.

York Region's Economic Development Action Plan addresses key economic challenges and opportunities facing York Region and translates them into innovative economic growth areas. The Region continues to make investments to support business growth and innovation.



CONCLUSIONS

In mid-year 2019, there were an estimated **654,650 jobs** in the Region. York Region recorded employment growth of **2.2%** in 2019 compared to **2.5%** provincially and **2.2%** nationally. York Region is one of Canada's fastest-growing large urban municipalities and is planned and expected to continue to grow in both population and employment for the foreseeable future. The Region is an attractive location to live and invest and is committed to attracting and retaining employers and a diverse workforce, as well as making significant infrastructure investments to support employment and business growth.

While employment in goods-producing sectors continues to have a strong presence in York Region, knowledge-based, service-oriented jobs continue to drive the Region's employment growth. This sustained employment growth continues to diversify the Region's economy and promote economic resilience, vitality and liveability. Attracting and retaining a variety of high quality jobs across a broad range of sectors promotes economic resilience and helps ensure those living in York Region have an opportunity to work and thrive where they live.



With an estimated 654,650 jobs, employment growth in York Region was 2.2% in 2019, compared to 2.5% provincially and 2.2% nationally



APPENDIX A: DATA SOURCES

York Region Employment Survey Methodology

Background

The 2019 survey was a comprehensive Region-wide survey of all businesses across York Region (excluding farm and home-based businesses). Survey data is aggregated throughout the Region by small geographic areas allowing for a detailed examination of local trends and information about local employment areas. York Region's first Region-wide employment survey occurred in 1998, when 21,000 businesses were recorded. Subsequently, an annual survey targeted key employment areas up to 2006, consisting of high-growth areas, designated employment areas and Regional centres. With the assistance of local municipalities, York Region completed Region-wide surveys of all businesses between 2007 and 2019. With a sound annual dataset, the survey will now transition to biannual.

Data Collection

Data collection for the 2019 York Region Employment Survey included all areas across York Region (excluding home and farm based businesses). Data was collected from York Region businesses in a variety of forms:

- Through door-to-door interviews with the business community (primary method);
- Via telephone interviews (for businesses unable to contact in person); and
- Electronically through e-mail messages, online entries via our corporate website and facsimile submissions.

Businesses were contacted primarily through door-to-door interviews between May and August of 2019 by York Region Employment Surveyors. Surveyors used a GIS-based application to collect the business information. All businesses were directly contacted and details about business activity, changes in employment levels and contact information were updated for existing businesses, or initiated for new businesses. Where records showed a business was no longer at the address in 2019, efforts were made to contact the business by phone to establish either a new location, or to record the probable closure of the business. For businesses unable or unwilling to conduct a door-to-door interview, the option was given to either have a surveyor call them at a mutually convenient time or to provide them with a blank survey form and have them complete and return it at their leisure. For businesses that declined to participate or could not be contacted either in person or by telephone during regular office hours, it was assumed that all information relating to that business remained unchanged from the date they were last surveyed.

In 2019, the Region was able to survey 35,400 businesses with a physical location. Approximately 79% of surveyed businesses were successfully contacted. The Region was unable to contact and update 19% of businesses and 2.0% chose not to participate in the survey.



APPENDIX A: DATA SOURCES CONTINUED

York Region staff began collecting business and employment information from farm based businesses in 2012 to compliment the Statistics Canada Census of agriculture. Home-based businesses were encouraged to submit their business information through the Region's online business directory website. Since 2012 the Region has collected information from just over 1,000 home-based businesses, representing approximately 1,300 jobs. It is important to note that the number of home-based businesses captured in the survey represents a small sample of home-based businesses in the Region. According to the 2016 Census there were approximately 48,300 home-based jobs in York Region in 2016.

- Home-based employment rose to an estimated 52,600 jobs in 2019, an increase of approximately 1,500 over 2018
- York Region's home-based employment is increasing every year and has become important to the Region's economy
- Increasing home-employment trend is due to the increasing technological advancements in mobile technology along with progressive employer trends that promote teleworking

In collaboration with the York Region Agricultural Advisory Liaison group and the York Federation of Agriculture, the Region completed its second farm-based business survey in 2016. A letter describing the purpose of the survey and a survey form was distributed in February to just over 700 farm-based businesses. Of the contacted farms, only 8.9 per cent participated in the survey. Due to the small response-size, this procedure was not repeated after 2017. However, regional staff continue to work with the York Federation of Agriculture to increase awareness on the benefits of collecting this information.

Data Uses

Data collected from the employment survey is a valuable resource for both the Region and local municipalities. The data is used by planning and economic development departments, other municipal departments, non-profit organizations and private sector groups. Some of the central uses of the data for the Region and local municipalities include: employment growth forecasts; monitoring targets in the Regional Official Plan and Provincial Growth Plan including employment and density targets for the urban growth centres and intensification areas; forecasting infrastructure requirements in master plans for transportation and water and wastewater; monitoring major office growth; and evidence in legal tribunals. The data is also used for vacant employment land inventories; development charges studies; a tool for identifying economic trends and emerging sectors; and producing regional and local business directories.

Data Accuracy

A number of factors limit the accuracy of the data collected within this report, including:

Data collected was based on responses received from businesses. In certain instances however, businesses refused to participate, had a language barrier, were potentially missed in previous survey years, moved to an unknown location or were temporarily closed. As a result, certain business sectors may be over-represented and others under-represented depending on the particular circumstances of businesses in that sector.

APPENDIX A: DATA SOURCES CONTINUED



While this study analyzes employment patterns in the Region, it does not examine all possible factors that can influence employment rates in a particular location, such as land prices, property tax rates, development charges, and existing space inventories and vacancies. These factors can impact the level of overall economic health in a given area and can also promote or discourage employment growth in one area over another.

The data collected is time-sensitive, in that the information is only accurate as of the date collected. For certain industries undergoing rapid change, the analysis within this report may no longer reflect current circumstances. Caution should therefore be used before making any conclusions based on this information.

Statistics Canada Labour Force Survey

The Statistics Canada Labour Force Survey measures the current state of the Canadian labour market and is used to estimate national, provincial and regional employment and unemployment rates. The survey divides each province into smaller geographic areas and then uses a rotating panel sample design to select dwellings to be surveyed. The monthly sample size has been approximately 56,000 households which results in the collection of labour market data from approximately 100,000 individuals. The data is collected on a monthly basis either by telephone or in person interviews and survey participation is mandatory under the Statistics Act. Information is collected from all household members aged 15 and over.



APPENDIX B: SECTOR DEFINITIONS

Each business surveyed was assigned a numeric code based on their primary business activity. These codes are based on the North American Industrial Classification (NAIC) system, a hierarchical coding system used by statistical agencies in Canada, the U.S. and Mexico to classify businesses by type of economic activity. Much of the analysis in this report aggregates business information based on the NAIC coding at different levels of the hierarchy. The 20 NAIC sectoral categories used by Statistics Canada have been combined to two industry groupings. The combined industry groupings are summarized below:

GOODS-PRODUCING SECTORS

Mining, Oil and Utilities Sector (NAIC 21, 22) This sector comprises establishments primarily engaged in mining, oil and gas extraction and related support activities and operating electric, gas and water utilities. These establishments generate, transmit, control and distribute electric power; distribute natural gas; treat and distribute water; operate sewer systems and sewage treatment facilities; and provide related services, generally through a permanent infrastructure of lines, pipes and treatment and processing facilities.

Construction Sector (NAIC 23) This sector comprises establishments primarily engaged in constructing, repairing and renovating buildings and engineering works, and in subdividing land. This sector includes land development, building and engineering construction and project management and all construction trades contracting (e.g., concrete pouring, roofing, drywall and painting, electrical, fencing).

Manufacturing Sector (NAIC 31-33) This sector comprises establishments primarily engaged in the chemical, mechanical or physical transformation of materials or substances into new products. This sector includes food and beverage manufacturing, textile and clothing production, wood and paper products manufacturing, printing, petrochemical manufacturing, plastics and rubber manufacturing, non-metallic mineral product manufacturing (e.g., bricks, glass, gypsum board), primary metal manufacturing (e.g., iron and steel mills, metal pipes and wire, foundries), fabricated metal product manufacturing (e.g., stamping, metal doors, boilers, hardware, machine shops, nuts and bolts), machinery manufacturing, computer and electronic equipment, electrical equipment and appliances, transportation equipment manufacturing (e.g., motor vehicles and parts, aerospace and boat building) and furniture manufacturing.

APPENDIX B: SECTOR DEFINITIONS CONTINUED



SERVICES-PRODUCING SECTORS

Wholesale Trade Sector (NAIC 41) This sector comprises establishments primarily engaged in wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. This sector includes all wholesale distributors, product agents and brokers.

Retail Trade Sector (NAIC 44-45) This sector comprises establishments primarily engaged in retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. Includes all retail stores, retail auto and building supply dealers, gas stations and non-store retailers (e.g., mail order houses, vending machine operators, direct sales).

Transportation/Warehousing Sector (NAIC 48-49) This sector comprises establishments primarily engaged in transporting passengers and goods, warehousing and storing goods, and providing services to these establishments. This sector includes passenger and freight transportation and related support activities (e.g., airports, bus stations, vehicle towing, postal and courier services and warehousing and storage establishments).

Retail Trade Sector (NAIC 44-45) This sector comprises establishments primarily engaged in retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. Includes all retail stores, retail auto and building supply dealers, gas stations and non-store retailers (e.g., mail order houses, vending machine operators, direct sales).

Information and Cultural Studies Sector (NAIC 51) This sector comprises establishments primarily engaged in producing and distributing (except by wholesale and retail methods) information and cultural products. Establishments providing the means to transmit or distribute these products or providing access to equipment and expertise for processing data are also included. The main components of this sector are the publishing industries (e.g. newspaper, book and software publishers), TV and radio broadcasting, telecommunications services, information services (e.g., news syndicates, libraries, and internet providers) and data processing services.

Finance and Insurance Sector (NAIC 52) This sector comprises establishments primarily engaged in financial transactions including monetary authorities, credit intermediation and related activities (e.g., personal and commercial banking, credit unions, credit card issuing, consumer lending, mortgage brokers, transaction processing), securities and commodities trading, portfolio management and investment advising, insurance carriers and brokers and pension funds.

Real Estate and Rental and Leasing Sector (NAIC 53) This sector comprises establishments primarily engaged in renting, leasing or otherwise allowing the use of tangible or intangible assets. Establishments are primarily engaged in managing real estate for others; selling, renting and/or buying of real estate for others; and appraising real estate.



APPENDIX B: SECTOR DEFINITIONS CONTINUED

SERVICES-PRODUCING SECTORS CONTINUED

Professional, Scientific and Technical Services Sector (NAIC 54) This sector comprises establishments primarily engaged in activities in which human capital is the major input. These establishments make available the knowledge and skills of their employees, often on an assignment basis. The individual industries of this sector are defined on the basis of the particular expertise and training of the service provider. The main components of this sector are legal services; accounting, tax preparation, bookkeeping and payroll services; architectural, engineering and related services; specialized design services; computer systems design and related services; management, scientific and technical consulting services; scientific research and development services; and advertising, public relations, and related services.

Management of Companies and Enterprises Sector (NAIC 55) This sector comprises establishments primarily engaged in managing companies and enterprises and/or holding the securities or financial assets of companies and enterprises, for the purpose of owning a controlling interest in them and/or influencing their management decisions (e.g. holding companies, centralized administrative offices, corporate offices, head offices).

Administrative and Support, Waste Management and Remediation Services Sector (NAIC 56) This sector comprises establishments of two different types: those primarily engaged in activities that support the day-to-day operations of other organizations; and those primarily engaged in waste management activities. The first type of establishment is engaged in activities such as administration, hiring and placing personnel, preparing documents, taking orders from clients, collecting payments for claims, arranging travel, providing security and surveillance, cleaning buildings, and packaging and labeling products. Waste management establishments are engaged in the collection, treatment and disposal of waste material, the operation of material recovery facilities, the remediation of polluted sites and the cleaning of septic tanks.

Education Sector (NAIC 61) This sector comprises establishments primarily engaged in providing instruction and training in a wide variety of subjects. This instruction and training is provided by specialized establishments, such as schools, colleges, universities and training centers. These establishments may be privately owned and operated, either for profit or not, or they may be publicly owned and operated.

Health and Social Services Sector (NAIC 62) This sector comprises establishments primarily engaged in providing health care by diagnosis and treatment, providing residential care for medical and social reasons, and providing social assistance, such as counseling, welfare, child protection, community housing and food services, vocational rehabilitation and child care, to those requiring such assistance.

APPENDIX B: SECTOR DEFINITIONS CONTINUED



SERVICES-PRODUCING SECTORS CONTINUED

Arts, Entertainment and Recreation Sector (NAIC 71) This sector comprises establishments primarily engaged in operating facilities or providing services to meet the cultural, entertainment and recreational interests of their patrons. The main components of this sector are performing arts, spectator sports industries, heritage institutions (e.g., art galleries, museums, zoos, conservation areas), amusement parks, gambling industry, golf courses and country clubs, skiing facilities, marinas, fitness and recreation centres, restaurants and bars and caterers.

Accommodation and Food Services Sector (NAIC 72) This sector comprises establishments primarily engaged in providing short-term lodging and complementary services to travelers, vacationers and others, in facilities such as hotels, motor hotels, resorts, motels, casino hotels, bed and breakfast accommodations, housekeeping cottages and cabins, recreational vehicle parks and campgrounds, hunting and fishing camps, and various types of recreational and adventure camps. This sector also comprises establishments primarily engaged in preparing meals, snacks and beverages, to customer orders, for immediate consumption on and off the premises.

Other Services Sector (except public administration) (NAIC 81) This sector comprises establishments primarily engaged in repairing, or performing general or routine maintenance (e.g. Automotive repair, machinery repair, reupholstery); providing personal care services (e.g. hair care, funeral homes, laundry services, pet care services, photofinishing); religious organizations and other civic and professional organizations.

Public Administration Sector (NAIC 91) This sector comprises establishments primarily engaged in activities of a governmental nature (e.g. federal, provincial, regional and municipal protective services such as fire, police, courts and correctional facilities, regulatory and administrative service.

For more information on businesses
in York Region please contact:

Planning and Economic Development

1-877-464-9675 Extension 71508

york.ca/employmentsurvey

2019 EMPLOYMENT & **INDUSTRY** REPORT

For more information on businesses
in York Region please contact:

Planning and Economic Development

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york.ca/employmentsurvey



From: Van Dusen, Regina **On Behalf Of** Regional Clerk
Sent: Monday, April 6, 2020 8:34 AM
Subject: Regional Council Decision - Planning for Employment and Employment Conversions

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

On April 2, 2020, Regional Council received your communication dated March 9, 2020 to Committee of the Whole on March 12, 2020 regarding 'Supplementary Report: City of Markham Comments on York Region's Draft Employment Framework - 2041 Regional Municipal Comprehensive Review' and made the following decision:

1. Staff be directed to hold a public information centre on the employment areas proposed for designation and staff recommendations on site specific employment area conversion requests as outlined in this report and report back to Council.
2. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing and the Clerks of the local municipalities.

The original staff report is enclosed 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**

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
March 12, 2020

Report of the Commissioner of Corporate Services and Chief Planner

Planning for Employment and Employment Conversions

1. Recommendations

1. Staff be directed to hold a public information centre on the employment areas proposed for designation and staff recommendations on site specific employment area conversion requests as outlined in this report and report back to Council.
2. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing and the Clerks of the local municipalities.

2. Summary

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) and Provincial Policy Statement (PPS) require municipalities to plan for employment by ensuring land is available in appropriate locations to accommodate employment to 2041 and beyond. This includes a new requirement to designate employment areas in the Regional Official Plan and assess site specific requests for employment area conversion. This report proposes employment area mapping and sets out staff recommendations in response to 71 site specific requests for employment area conversion.

Key Points:

- Protection of strategically located employment areas contributes to the Region's long term prosperity and viability
- Staff worked collaboratively with local municipalities to complete a comprehensive assessment of the Region's employment areas, including evaluation of 71 site specific conversion requests
- 11,000 hectares of employment areas has been identified as appropriate for designation in the Regional Official Plan
- Employment area conversion requests are a direct input to the Region's land needs assessment to determine additional settlement area land needs to accommodate future growth

- The public information centre will provide the opportunity for the public and interested stakeholders to comment on the proposed employment area mapping

3. Background

Provincial policies support protection of employment areas

Provincial policies recognize that the preservation of employment areas is an important planning tool for securing the Region's economic future. The PPS recognizes the need to protect and preserve employment areas for current and future uses, especially in prime locations along 400-series highways and other major goods movement corridors. Stressing the importance of employment lands to the vitality of the Region, the PPS allows planning authorities to plan beyond a 20 year horizon for the long-term protection of employment areas, provided lands are not designated beyond the 20 year planning horizon (i.e. lands could be identified in the Regional Official Plan (ROP) for future employment uses).

The Growth Plan sets population and employment forecasts of 1.79 million people and 900,000 jobs in 2041 which are to be used as the basis for land use planning and managing growth in York Region. The Growth Plan supports achievement of complete communities including protection of employment areas and sets out new policies that protect employment areas critical to the local and provincial economy. Provincially Significant Employment Zones (PSEZ) are strategically located areas of high economic output that provide opportunities to improve coordination between land use planning, economic development, and infrastructure investments to support job creation over the longer-term. The Growth Plan identifies four zones within the Region which collectively cover a significant portion of the Region's employment land base in southern York Region.

For the first time, the Province requires York Region to assess employment area conversion requests and designate employment areas in the Regional Official Plan

New policy direction in the Growth Plan requires upper and single-tier municipalities to designate and set density targets for employment areas in the ROP and to assess requests for employment land conversion. These are new Regional responsibilities whereas previously, employment designations were only included in local municipal official plans. Following completion of the Region's current Municipal Comprehensive Review (MCR), the ROP will include an employment area designation.

An employment area conversion occurs when a site that is designated as employment area within an official plan is re-designated to accommodate non-employment uses such as residential or major retail. The Growth Plan states that conversion of employment areas (including areas located within PSEZ) to non-employment uses may only be permitted through an MCR based on criteria.

Extensive research and background work has been undertaken to inform proposed employment area boundaries

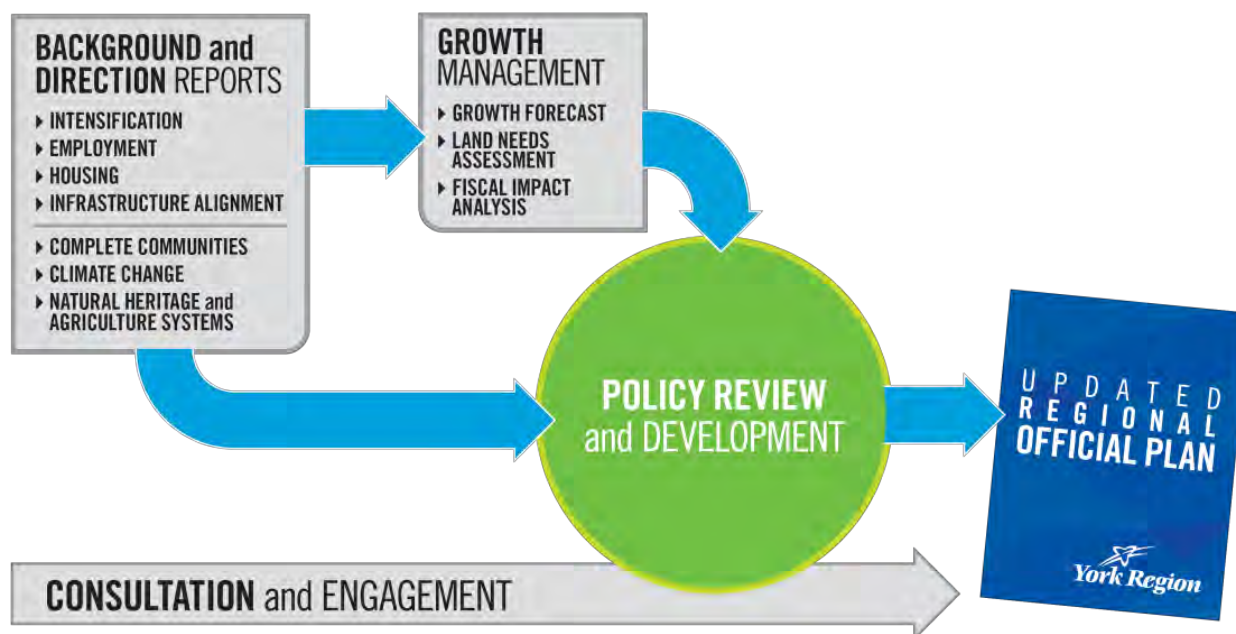
Planning for employment is a key component of the MCR. Assessing employment areas and conversion requests through the MCR process allows for the comprehensive application of all policies in the Growth Plan. Regional staff provided Council with an update on the process of assessing employment areas and site specific conversion requests in October 2019.

The following reports to Council and background work support planning for employment in the Region and were used to inform staff recommendations on the proposed employment area boundaries and site specific conversion requests found in this report:

- York Region 2017 employment land inventory report in [March 2018](#)
- 2018 Employment and Industry Report in [March 2019](#)
- Employment Area Conversion Criteria report in [March 2019](#)
- Planning for Employment Background Report including historical and future employment trends, Employment Area Profiles and the Hemson Consulting Future Employment Trends study in [May 2019](#)
- Employment Area Conversion Process Update report in [October 2019](#)

These background reports form part of a series of reports and studies summarized in Figure 1 associated with the Region's MCR.

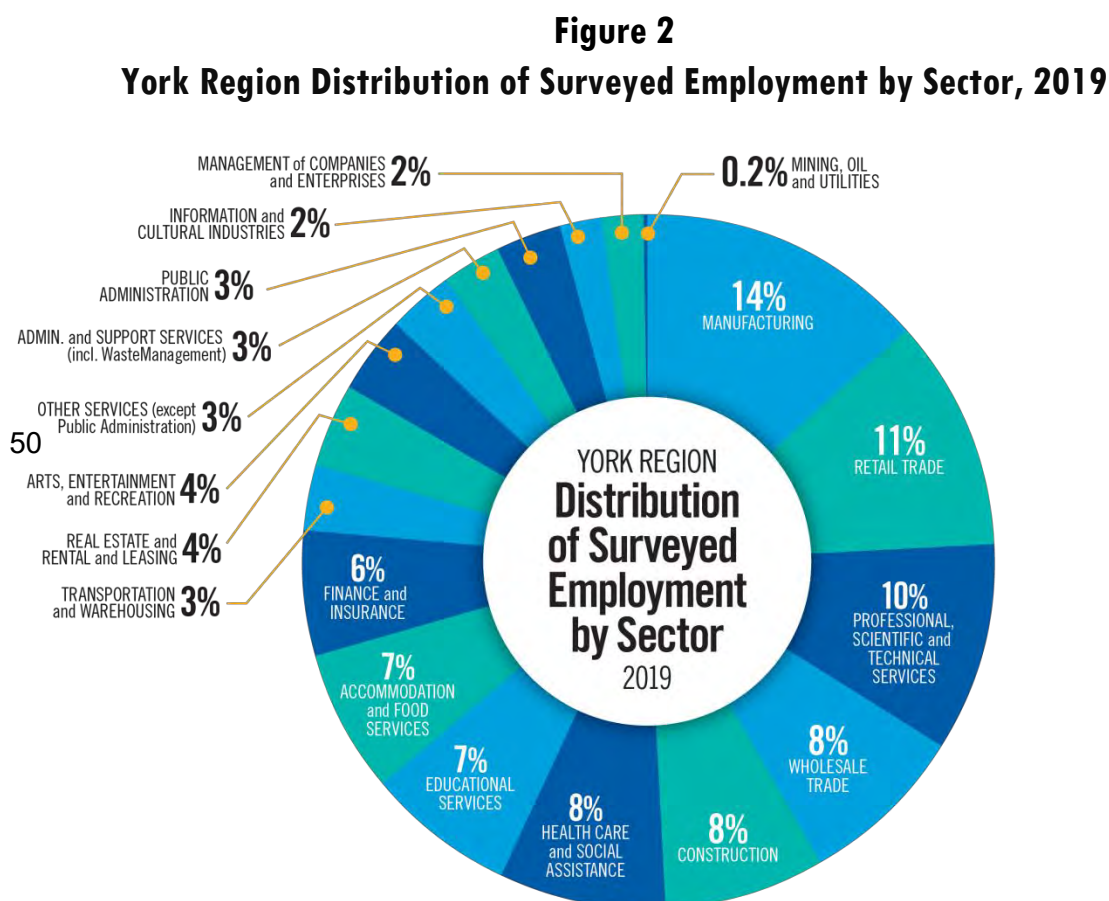
Figure 1
Municipal Comprehensive Review Components



Long term protection of employment areas is important to the Regional economy

York Region is committed to maintaining and enhancing the long term viability of employment lands and recognizes the strategic role they play in the Regional economy. ROP policies strive to ensure long term supply and effective planning of employment lands to deliver future jobs across the Region. Existing employment policies aim to protect employment areas over the long term by prohibiting conversions to non-employment uses, prohibiting major retail uses and limiting ancillary retail uses to 15% of the employment area defined in the local municipal official plan.

As of mid-year 2019, there was an estimated 654,650 jobs in York Region. Since 2001, York Region's employment has grown by over 269,000 jobs, representing a strong average annual growth rate of 3%. The Region contains one of the largest business hubs in the GTA and is home to a number of global companies across a range of key industries including information and communications technology (ICT), finance and business services, distribution and logistics and manufacturing. Employment areas contain over 50% of the Region's employment base and strengthen the Region's economic resilience by supporting a diverse range of businesses (see Figure 2). Continuing to preserve areas designated for employment will contribute to the Region's economic competitiveness and marketability. Employment areas accommodate high quality, good paying jobs, attract new businesses and allow for the expansion of existing operations.



Source: York Region Planning and Economic Development Branch, 2019 Employment Survey

Council endorsed conversion criteria in March 2019

The Growth Plan contains conversion policies that must be considered when assessing conversion requests. Regional staff identified a need for additional criteria to assist with assessing the context of the Region's employment areas. York Region staff in partnership with local municipal staff developed criteria that expand on the Growth Plan criteria (Attachment 1). The criteria provided a comprehensive and equitable approach to assessing conversion requests and were approved by Council in March 2019. The criteria reflect the core principles of supply, viability, access, infrastructure and protection of Region-wide interests. These principles align with conversion policies in the Growth Plan and ROP and work together to support the Region's long term vision. The core principles are reflected in staff recommendations for site specific conversion requests and the proposed ROP employment area mapping.

4. Analysis

Local municipal designations provided the basis for comprehensive assessment of Regional employment areas

Regional staff, in partnership with local municipal staff, undertook a broad analysis and assessment of employment areas in the Region to identify areas appropriate for designation as employment in the ROP. York Region's 2017 employment land inventory, which is based on lands designated employment within local municipal official plans, was used as the basis of staff's assessment of employment areas. The assessment included a review of all lands within employment areas. While informed by the Council endorsed conversion criteria and assessment of site specific conversion requests, the following additional considerations resulted in further refinements to employment area boundaries:

- protecting core and strategic areas while considering areas that would be more appropriate for more permissive uses (both employment and non-employment)
- the context within the regional and local structure
- implications to the land budget and infrastructure
- emerging employment trends that influence the way we plan for future employment needs

The Region received 71 requests for employment area conversion through the Municipal Comprehensive Review

Pressures to convert to non-employment uses persist across all municipalities in the Greater Golden Horseshoe, including York Region. Much of the pressure to convert employment areas to non-employment uses can be attributed to certain land uses, such as residential, retail and commercial, having higher market values and a tendency to be more profitable. Through the MCR, the Region has received a total of 71 requests for employment area conversions. Together, these requests cover approximately 669 hectares (1,653 acres) of

employment land, which is the equivalent of approximately one and a half concession blocks, and account for an estimated 6% of the Region's total 2017 employment area land base. Requests for conversion are within eight of the Region's nine local municipalities (see Table 1).

Table 1
Total Number of Conversion Requests

Municipality	Number of Conversions	Total Gross Area (Ha)
Aurora	8	25
East Gwillimbury	0	0
Georgina	2	24
King	3	31
Markham	12	82
Newmarket	3	37
Richmond Hill	11	55
Vaughan	30	388
Whitchurch-Stouffville	2	29
Total	71	669

A comprehensive evaluation of site specific conversion requests was undertaken to inform employment area mapping

Using the Regional Council endorsed conversion criteria, an internal team of planning and economic development staff undertook a comprehensive evaluation of each employment area conversion request. The criteria were used by staff to inform recommendations on whether a conversion request is appropriate and enhances policy objectives in the ROP, or if it will negatively impact the long term supply and/or viability of employment areas. Local municipal staff and local municipal Council input on conversion requests was considered through the comprehensive assessment. Regional staff undertook extensive consultation (see Attachment 2) through a series of individual meetings with land owners to discuss the initial site specific conversion evaluation and with adjacent landowners who were notified through a mail out.

Economic viability is an important consideration in the assessment of employment areas

York Region's employment areas provide landowners and end users with a broad range of market choice with respect to site selection, size, and transportation access/exposure. These areas often provide the only viable option for businesses requiring separation from residential and other uses that are sensitive to noise, activity or odour. Preserving the economic viability of an employment area is a key principle of the York Region conversion criteria. Economic viability of an employment area will help secure its ability to operate successfully and sustain success over the long term. When assessing employment areas, including site specific conversion requests, factors including impacts to existing businesses operations, opportunities for future business investment, linkages between businesses and compatibility of land uses need to be considered.

Employment land conversions can impact remaining employment lands as they result in a permanent loss of employment land and opportunities for future employment land development. Between 2012 and 2016, approximately 240 hectares of land in employment areas were converted through local Official Plan Amendments. Conversion of lands puts pressures on remaining lands and in some instances restricts the operations of nearby employment uses thereby encouraging the conversion of additional nearby lands to non-employment uses. A number of the Region's conversion requests are likely a result of this precedent-setting pattern, whether it be from requests made in this MCR or results of past conversions. This can jeopardize the economic viability of remaining employment lands and result in the displacement of businesses to outside of the Region, disrupt economic synergies in the area, reduce the diversity of future employment opportunities, discourage future business attraction and potentially result in job loss.

Forecast demand for employment land in York Region is anticipated to remain strong

The Region's preliminary employment forecast, developed using the May 2018 Land Need Assessment methodology, has been used to inform assessment of requests for employment area conversions. Based on current Growth Plan projections, the Region is forecast to grow by an estimated 245,350 jobs between 2019 and 2041 to reach its employment forecast of 900,000. Informed by extensive background analysis presented in [May 2019](#), including a report from Hemson Consulting predicting future employment trends, Figure 3 summarizes the preliminary employment demand forecast to 2041 by employment type. Definitions of different employment types and high level forecast considerations informing the distribution below can be found in Attachment 3.

Figure 3**Preliminary employment forecast growth by type**

2016-2041 Employment Growth – 299,000 jobs			
Major Office Jobs	Employment Area Jobs	Population Related Jobs	Rural Area Jobs
77,000 jobs (26%)	108,000 jobs (36%)	111,000 jobs (37%)	3,000 jobs (1%)

The employment area category has a direct impact on the assessment of employment area conversions. Two of five mandatory Growth Plan criteria speak to a demand-supply analysis.

A demand-supply analysis in employment areas is also the fundamental determinant of whether an urban boundary expansion is required to accommodate employment growth to the planning horizon.

Employment area supply is determined based on the boundaries proposed for designation in Attachment 4 and informed by forecast density assumptions on vacant lands as well as an assumption for employment growth within existing built space found in Attachment 3. Compared to employment area demand of 108,000 jobs in Figure 3, it is estimated that the Region's employment areas have capacity for growth of approximately 113,000 jobs. This adequate supply provided the flexibility to support some conversion of employment area without having negative implications to the Region's employment area supply.

Employment conversions have a direct impact on the Region's ability to preserve a diverse supply of employment land and meet long-term employment needs

Encouraged by the PPS, a supply that exceeds forecast demand is permitted and beneficial to the Region as it provides flexibility and locational choice in the competitive GTHA market for prospective businesses. Conversion of a large quantum of employment land beyond what is being recommended by staff would result in a deficit of employment land when compared to the estimated demand. When land previously designated for employment is converted to non-employment uses, the associated job potential no longer contributes to the employment land supply side of the analysis, making it more challenging for the Region to accommodate forecast employment land demand. Sites converted to non-employment uses, including sites proposed for mixed uses, are counted towards the supply of community land and may provide additional residential supply and/or contribute towards the supply of other employment types such as population-related or major office.

York Region has a supply of approximately 173,000 housing units that can accommodate residential growth

The Region has a healthy supply of residential units with an estimated 172,800 units under application or within approved designated areas as of mid-2019 - over half (55%) of these are ground-related units (singles, semi-detached and rows). Additional residential supply through employment area conversions could result in the Region being over designated from a community land perspective, meaning that the existing urban boundary could accommodate growth beyond the 2041 planning horizon. Another important employment area conversion consideration is that residential developments have far more flexibility in where they can locate compared to employment area uses.

Conversion of employment lands can impact local municipal forecasts and increase demand on infrastructure

Conversions to non-employment uses can impact the distribution of employment growth in the Region and a local municipality's ability to provide live-work opportunities for residents. Given that employment area conversions reduce a local municipality's supply of employment land for future job potential, Regional demand is likely to be distributed elsewhere. In a municipality that already has a limited supply of employment land, additional conversions may result in a significant reduction in the potential for future employment area employment growth. Additional information on the Region's employment land supply by local municipality and its relationship to preliminary estimates of local municipal demand can be found in Attachment 3.

Conversions can also place a greater burden on infrastructure. This occurs for three primary reasons:

- In the long term, conversion to residential uses may trigger the need to prematurely introduce new water and wastewater infrastructure to address higher flows than initially planned
- Employment area conversions to residential uses may result in water-wastewater servicing allocation needing to be re-distributed from other planned residential areas, resulting in competition for growth
- Traffic congestion will increase if large areas across the Region are converted in areas that may not have the roads and transit infrastructure to support increased residential development and introduce conflict with goods movement corridors which support employment activities that require truck and rail traffic

Where employment land conversions are supported in areas of water or wastewater constraints, development will be subject to timing of infrastructure approvals and completion, and confirmation of adequate services and allocation as confirmed by the local municipality. In some instances, infrastructure constraints have been a factor in conversions not being supported as introducing residential land uses will result in water or wastewater demand that exceeds the capacity of existing or planned infrastructure.

Permitting the conversion of employment lands to allow residential uses can result in a lack of necessary public service facilities such as recreation, schools, parks, and cultural services. Ensuring the provision of these services for residents contributes to the achievement of a complete community and provides for a high quality of life. By permitting residential uses in employment areas, residents do not have access to necessary community amenities which in turn can result in additional conversion pressures to the surrounding employment lands.

Comprehensive assessment informed employment areas to be designated in the Regional Official Plan

The employment areas proposed to be mapped in the ROP currently support or have the potential to support the Region's diverse economic base and contribute to key economic clusters in the Region and the GGH. Staff have identified 11,000 hectares of land appropriate for designation as employment in the ROP. These areas are already designated as employment within local municipal official plans and have been captured previously within the Region's employment land inventory.

Of the 71 requests for conversions, 51 are proposed to remain designated as employment in the ROP. These requests are part of viable, strategically located employment areas that contribute to the Regional and Local Municipal economic base and competitiveness and do not satisfy the Council endorsed conversion criteria.

The 51 requests proposed to be designated as employment are generally geographically concentrated along or in proximity to existing or planned 400 series highway and lands surrounding the CP intermodal facility and CN MacMillan yard or fall within employment areas that are recently designated and largely vacant. As these lands are integral to supporting the long term viability of a Provincial goods movement network and long term employment needs, Regional staff propose to map and designate these employment areas in the ROP and are not supportive of conversions within these areas.

Attachment 4 provides mapping of employment areas proposed to be included in the ROP and is reflective of the results of the broader employment area analysis including conversion requests. Attachment 5 provides a summary assessment for each site specific employment area conversion request outlining the primary reasons for including or excluding each site from the employment area mapping.

Twenty of the 71 requests for site specific conversion are supported and are not proposed to be mapped as employment in the Regional Official Plan

A number of conversion requests include concept plans that propose mixed uses including medium to high density residential, rental housing and/or senior residences. Through the application of the conversion criteria and broader employment area assessment, 20 of the 71 site specific conversion requests are supported by staff and not proposed to be mapped as employment in the ROP as they are in a location that is appropriate for these types of uses. These areas are appropriate for non-employment uses as determined through application of criteria or in recognition of the surrounding context that has changed since the lands were originally designated as employment. These areas support the development of transit-supportive, mixed-use communities.

Comprehensive assessment resulted in some areas not subject to conversion requests also being recommended for removal from an employment area. This includes lands with small and isolated parcels, lands within the Greenbelt plan identified as legal non-conforming uses and minor rounding out/boundary clean-ups.

Some employment areas are more appropriately designated by local municipalities and not in the Regional Official Plan

Through the local official plan conformity exercise, local municipalities will be required to maintain and protect employment areas identified in the ROP. Lands not designated employment in the ROP will be at the discretion of the local municipality. Many of the supported 20 conversion requests are proposing a mix of medium to high density uses, however the requests were assessed on the merits of the lands being designated as employment in the ROP and not on the basis of the proposed uses. A local municipality has the ability to maintain an existing employment designation for lands currently designated as employment in their local official plan or to change the designation to permit non-employment uses if not designated employment in the ROP, including the lands of the supported 20 conversion requests. The new ROP will propose a policy framework which will encourage lands identified as employment at the local municipal level, but not at the Regional scale, to continue to be mapped and protected for employment uses in local official plans. These lands (if identified as employment at the local municipal level) will continue to be considered in the Regional employment land inventory.

Extensive collaboration with local municipalities was undertaken to determine proposed employment area mapping

Local municipalities are an important part of planning for employment as the unique context of each municipality should be considered when determining where to plan for employment. Regional staff and local municipal staff worked together extensively to assess existing employment areas and site-specific conversion requests through a series of workshops, one on one meetings, meetings with landowners and MCR working group meetings (see Attachment 2). Local municipal Council positions on employment area planning including site specific conversion requests have been received from a number of municipalities and were considered through the development of Regional staff recommendations. Regional staff worked closely with local municipal partners to align on recommendations for site specific conversion requests where possible. Regional staff recommendations on proposed employment area mapping including the assessment of site specific conversion requests are reflective of Region wide interests and maintain Regional employment area planning objectives.

Public and stakeholder consultation provides input to employment planning decisions

Regional staff hosted landowner meetings between July 2019 and January 2020. These meetings provided Regional and local municipal staff with the opportunity to discuss staff's preliminary evaluation of their site. It also allowed landowners to present additional information for staff to consider when finalizing recommendations. Landowners whose final recommendations differed from the preliminary recommendation have been notified.

Properties within 120 metres of each conversion request were notified through a mail out about the conversion request. The notices provided residents and landowners with the opportunity to identify issues of concern and/or express views on the employment area conversion. Comments were received from residents and business owners, including large employers, who identified issues of concern and expressed views on the employment area conversion. Many enquiries were interested in learning more of the employment area conversion process and the MCR, and some about how to submit a request to convert their own property from employment to non-employment uses. There were also comments regarding concerns with traffic congestion and compatibility issues with locating sensitive land uses such as residential in proximity to existing businesses.

Regional staff to host planning for employment public information centre in Q2 2020

Regional staff recommend hosting a Planning for Employment public information centre in Q2 2020 to engage with the public on the proposed employment area mapping. This session will allow interested parties an opportunity to review the proposed employment area mapping and to discuss recommendations on site specific employment conversion requests. Feedback gathered from the session will be used for the purposes of potential further refinement of employment area mapping. Information on the PIC will be shared on the Region's MCR webpage and members of the Region's MCR distribution list will be extended an invitation to attend the drop-in session. Staff will include a summary of comments received at the PIC in a report back to Council in Q2 2020 seeking direction on employment area designations including conversion requests.

5. Financial

Employment areas play a central role in the Region's economy. The availability of a wide range of employment land is integral to the fiscal health of a community and can directly affect economic development and diversification of the assessment base. Employment growth also has the potential to generate spinoff economic benefits. If not assessed carefully and comprehensively, the conversion of employment land can result in the displacement of businesses outside of the Region and in turn negatively impact the Region's diverse economic base.

6. Local Impact

Local municipalities are key partners in the ongoing preservation, enhancement and planning of employment areas. Extensive consultation with local municipal staff and consideration for local municipal council decisions was used to inform recommendations on site specific conversion requests and the proposed employment area mapping in the ROP. As staff continue to work through the MCR, York Region will continue to engage with local municipal staff on updating the Region's population and employment forecast and developing an employment policy framework for the ROP.

7. Conclusion

Employment areas are strategic and vital to the Regional economy and act as major drivers of economic activity in the Region. Demand for jobs in employment areas is expected to remain strong in the future. Maintaining an adequate supply of employment lands will be important for all types of industry to provide flexibility for employers in high quality locations over the long term. A comprehensive assessment of employment areas, including the evaluation of site specific conversion requests, identified a number of areas that contribute to the Region's economic vitality and should be protected for the long term.

Local municipalities, through their official plan conformity exercise, will be required to designate and protect areas designated as employment in the ROP. Over the coming months, Regional staff will continue to work with local municipalities and other stakeholders in developing the employment policy framework that continues to protect strategic employment areas for traditional uses while identifying employment areas with increased flexibility. This work is anticipated to be presented in Q2 of 2020 and any refinements to employment area mapping as a result of this work will be reflected in the updated draft ROP.

For more information on this report, please contact Paul Bottomley, Manager, Policy, Research, and Forecasting at 1-877-464-9675 ext. 71530. 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

February 28, 2020
Attachments (5)
#10510187

York Region Employment Area Conversion Criteria

Employment Area conversion requests have been assessed using criteria. The provincial Growth Plan employment area conversion criteria have been incorporated into the Region's criteria as listed below. Table 1 provides more detailed information of each criteria and their importance in being considered when evaluating a conversion request.

The conversion of lands within employment areas to non-employment uses may be permitted only through a Municipal Comprehensive Review where it is demonstrated that:

Growth Plan Criteria

1. The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated (Growth Plan 2.2.5.9 b).
2. The Region and local municipality will maintain sufficient employment lands to accommodate forecasted employment growth, including sufficient employment land employment growth, to the horizon of the Growth Plan (modified Growth Plan 2.2.5.9.c).
3. Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (modified Growth Plan 2.2.5.9 d).
4. There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (e.g. sewage, water, energy, transportation) (modified Growth Plan 2.2.5.9 e).
5. There is a need for the conversion (Growth Plan 2.2.5.9 a).

York Region Criteria

6. The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville, Highway 404 - East Gwillimbury (ROPA 1), ROPA 3 - Markham, and Highway 400 North, Vaughan (ROPA 52).
7. The conversion will not be considered if the entire perimeter of the site is surrounded by lands designated for employment uses.

8. Conversion of the site would not compromise the Region's and/or local municipality's supply of large sized employment area sites (i.e. 10 ha or greater) which allow for a range uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics.
9. The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to:
 - a) Hindering the operation or expansion of existing or future businesses
 - b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over the long term
 - c) Attracting a broad range of employment opportunities and maintaining clusters of business and economic activities
 - d) Providing appropriate buffering of employment uses from non-employment uses.
10. The conversion to a non-employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts.
11. The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions.
12. The proposed site is not adjacent to 400-series highways, or is not located in proximity to existing or planned highways and interchanges, intermodal facilities, airports and does not have access to rail corridors
13. The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.
14. Cross-jurisdictional issues have been addressed.

Table 1: York Region Employment Area Conversion Criteria Descriptions

Theme Area	Criteria	Description
Supply	1. The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated (<i>GP 2.2.5.9 b</i>).	<ul style="list-style-type: none"> Intended to ensure an appropriate amount of land designated as employment to accommodate the employment forecast over the planning horizon.
Supply	2. The Region <i>and local municipality</i> will maintain sufficient employment lands to accommodate forecasted employment growth, <i>including sufficient employment land employment growth</i> , to the horizon of the Growth Plan (<i>modified GP 2.2.5.9.c</i>).	<ul style="list-style-type: none"> Intended to ensure that both York Region and the local municipal land needs assessments will be considered when evaluating conversion requests. Additionally, the words “sufficient employment land employment growth” were added to identify that protecting ELE jobs is a Regional priority as employment lands are home to the majority of the Region’s jobs.
Viability	3. Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (<i>modified GP 2.2.5.9 d</i>).	<ul style="list-style-type: none"> Intended to ensure that the viability of the employment area is maintained and that density (Designated Greenfield Area, Employment Area) and intensification (Urban Growth Centres, Strategic Growth Areas, and Major Transit Station Areas) targets can be met.
Infrastructure	4. There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (<i>e.g. sewage, water, energy, transportation</i>) (<i>modified GP 2.2.5.9 e</i>).	<ul style="list-style-type: none"> When evaluating conversions consider if the existing or planned infrastructure and public service facilities are available to support the non-employment uses.

Theme Area	Criteria	Description
Region Wide	5. There is a need for the conversion (GP 2.2.5.9 a).	<ul style="list-style-type: none"> • Need can generally be defined by considering land supply and the urban structure. When applying this criteria, the following questions should be asked: • Is there not enough land to accommodate the development objectives elsewhere? • Are there specific characteristics of the proposed site that would result in a non-employment use being better integrated with the regional or local urban structure or better support Regional and local planning objectives?
Supply	6. The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville, Highway 404 (ROPA 1), ROPA 3, and Highway 400 North (ROPA 52).	<ul style="list-style-type: none"> • Due to the nature, character, and potential success of these employment areas, time to develop should be given prior to considering these areas for conversion. • Queensville: Secondary Plan was approved for this employment area in 1998. Water/wastewater servicing is not available to this area and is contingent on the Upper York Sewage Solution – currently scheduled for 2026. • ROPA 1: Brought into the urban boundary through YROP-2010. Minimal opportunity for development exists in this employment area as full build out is contingent on the Upper York Sewage Solution – currently scheduled for 2026. • ROPA 3: Brought into the urban boundary through the YROP-2010. Additional infrastructure is required to support the full buildout of this employment area. • ROPA 52: Brought into the urban area through YROP-2010. The Northeast Vaughan sewer upgrade (currently scheduled for 2028) is required to support the full buildout of this area. • Keswick Business Park: Secondary Plan for this employment area was approved in 2004. Despite having regional servicing available, the area has no local water/ waste water servicing.

Theme Area	Criteria	Description
Viability	7. The conversion will not be considered if the entire perimeter of the site is surrounded by lands designated for employment uses.	<ul style="list-style-type: none"> • An important component of employment area viability is location. If a site proposed for conversion creates a “hole” in the employment area, the employment area becomes disconnected. If a site becomes disconnected, it has the potential to impact a larger area than just the site being converted as well as sites immediately adjacent. • This can also impact market attractiveness and limit choice of different sized sites for new businesses or existing business expansions in the surrounding area. It can also open the door to future land use compatibility issues depending on the type of non-employment use permitted on those converted lands.
Supply	8. Conversion of the site would not compromise the Region’s and/or local municipality’s supply of large sized employment area sites (i.e. 10 ha or greater) which allow a range uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics.	<ul style="list-style-type: none"> • Protecting a diverse range, size and mix of employment areas ensures a competitive economic environment as stated in policy 2.2.5.1b of the Growth Plan. The Region has been experiencing substantial growth in many land extensive sectors such as manufacturing, warehousing, distribution and logistics, a trend that is likely to continue with automation and artificial intelligence. Preserving these sites for prospective employers is important. • What is the size of the proposed site? • Does the site have the potential to accommodate land extensive uses?
Viability	<p>9. The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to:</p> <p>a) Hindering the operation or expansion of existing or future businesses</p> <p>b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over the long term</p>	<ul style="list-style-type: none"> • Intended to determine if the proposed conversion will impact the current or future viability of the employment area. • There are many factors that can be used to measure the impact a conversion may have on the success of an employment area. • This criteria is supportive of Growth Plan policies 2.2.5.1a and 2.2.5.7c

Theme Area	Criteria	Description
	<p>c) Attracting a broad range of employment opportunities and maintaining clusters of business and economic activities</p> <p>d) Providing appropriate buffering of employment uses from non-employment uses.</p>	
Viability	10. The conversion to a non-employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts	<ul style="list-style-type: none"> • The land uses adjacent to a conversion site must be considered when evaluating the conversion request. • Will the conversion potentially enhance the character and condition of that proposed site? And will it be compatible with existing and future uses in the area?
Viability	11. The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions	<ul style="list-style-type: none"> • Employment areas are not equal in their attributes and desirability. Existing functional attributes of an employment area such as size, configuration, access and physical conditions are an indication of the area's current and long-term viability.
Access	12. The proposed site is not adjacent to 400-series highways, is not located in proximity to existing or planned highways and interchanges, intermodal facilities, airports and does not have access to rail corridors	<ul style="list-style-type: none"> • This criteria supports the Growth Plan and Regional Official Plan policies around preserving employment areas located near major goods movement corridors to support employment activities that require heavy truck and rail traffic (OP policy 4.3.6, GP policy 2.2.5.1.b, 2.2.5.8). Additionally, these sites offer highway frontage, which is a desirable feature for attracting new investment to the Region (Goal 5 of the Economic Development Action Plan)
Region Wide	13. The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.	<ul style="list-style-type: none"> • When evaluating conversion requests, all Regional and Local planning objectives must be met. In the event that a particular conversion request does not meet one of the planning objectives of the Official Plan, but does meet the criteria, a rationale as to why the conversion is not recommended will be considered under this criterion.

Theme Area	Criteria	Description
Region Wide	14. Cross-jurisdictional issues have been addressed	<ul style="list-style-type: none"> Intended to ensure that potential conflicts / shared access/servicing with neighbouring upper- and single-tier municipalities (Peel, Toronto, Durham, Simcoe) as well as local municipalities are considered and addressed when evaluating a conversion request

Summary of Consultation with Local Municipalities on Proposed Employment Area Mapping and Site Specific Conversion Requests

Table 1
York Region Planning for Employment Workshops with Local Municipal Staff

Date	Meeting
October 17, 2018	Local Municipal Working Group Meeting - Conversion Criteria Workshop
May 31, 2019 November 6, 2019	Local Municipal Working Group Meeting – Employment Area Designation Workshops

Table 2
**Employment Area Conversion Landowner Meetings with Local Municipal
Planning Staff**

Date	Meeting
July 29, 2019 September 16, 2019	City of Markham Employment Area Conversion Landowner Meetings
August 8 and 9, 2019 November 4, 2019 January 15, 2020	City of Vaughan Employment Area Conversion Landowner Meetings
August 27, 2019	Town of Whitchurch-Stouffville Employment Area Conversion Landowner Meetings
September 5, 2019 November 1, 2019 January 22, 2020	City of Richmond Hill Employment Area Conversion Landowner Meetings
September 9, 2019	Town of Aurora Employment Area Conversion Landowner Meetings
September, 10 2019 January 22, 2020	Town of Newmarket Employment Area Conversion Landowner Meetings
September 13, 2019 November 1, 2019	Township of King Employment Area Conversion Landowner Meetings
September 23, 2019	Town of East Gwillimbury Employment Area Conversion Landowner Meetings
September 25, 2019	Town of Georgina Employment Area Conversion Landowner Meetings

Table 3
One on One Meetings with Local Municipal Planning Staff regarding Employment
Area Boundaries and Site Specific Conversion Requests

Date	Meeting
November 13, 2019	1 on 1 Meeting with City of Richmond Hill
November 19, 2019	1 on 1 Meeting with Township of King
November 19, 2019	1 on 1 Meeting with City of Markham
November 20, 2019	1 on 1 Meeting with Town of Newmarket
November 22, 2019	1 on 1 Meeting with Town of Aurora
November 22, 2019	1 on 1 Meeting with Town of Whitchurch-Stouffville
November 25, 2019	1 on 1 Meeting with Town of Georgina
November 26, 2019	1 on 1 Meeting with Town of East Gwillimbury
November 13, 2019 November 29, 2019 December 13, 2019	1 on 1 Meeting with City of Vaughan

York Region Employment Forecast Definition & Key Inputs and Assumptions

Employment Type Definitions

The May 2018 Provincial Land Needs Assessment methodology¹ requires employment growth to be distributed by four main employment types:

1. Major office: Employment occurring in free standing buildings of 20,000 square feet or larger (excluding city or town halls, hospitals or school board offices and other local serving office uses)
2. Employment area: Refers to employment within York Region's proposed designated employment areas (Attachment 4) and business parks, excluding major office employment, and includes activities such as manufacturing, research and development, warehousing and ancillary retail, office, and service uses.
3. Population-related: Employment within existing settlement areas and outside of employment areas serving the local population such as retail, services, education, municipal government, institutions, and community services. This type of employment tends to increase with population growth and also includes home-based businesses.
4. Rural: Jobs dispersed outside existing settlement areas as well as home-based jobs in rural areas.

Employment Forecast Distribution by Type

The draft distribution of employment growth by type is informed by a number of different factors - many of which are outlined in detail in the Region's Planning for Employment Background Report in [May 2019](#). Factors included both high level considerations such as historical market shares and shares of GTHA employment growth by type, as well as bottom-up estimates of employment growth by sector based on varying degrees of economic shifts and levels of automation. The allocation of growth assumed in the land needs assessment and shown in Figure A below reflects a blend of a multitude of these factors.

The Region is forecast to grow by an estimated 299, 000 jobs between 2016 and 2041.

1. The draft employment forecast was prepared using the May 2018 Land Needs Assessment Methodology. The Province is in the process of reviewing this document and the results presented above are subject to change once the new methodology has been finalized.

Figure A**York Region preliminary employment forecast growth by type**

2016-2041 Employment Growth – 299,000 jobs			
Major Office Jobs	Employment Area Jobs	Population Related Jobs	Rural Area Jobs
77,000 jobs (26%)	108,000 jobs (36%)	111,000 jobs (37%)	3, 000 jobs (1%)

At a high level, key assumptions are as follows:

- A rising share of total employment in major office as a result of the continued shift to service and knowledge-based jobs. This has been tempered to reflect recent trends of significant shares of major office growth in Toronto and a growing number of office activities within non-office buildings (e.g. office space within industrial buildings). Major office employment is expected to pick up towards the end of the forecast period in line with the planned Yonge subway extension and evolving BRT and GO rail networks.
- A relatively steady ratio of population-related employment to population balancing assumptions for higher growth in sectors such as health care and education with slower growth in the retail sector as a result of e-Commerce.
- A continued strong demand for employment land. Despite an anticipated declining share of job growth tied to lower demand for goods-producing sectors such as manufacturing, demand for land is expected to remain strong as a result of a more diverse mix of employment uses in employment areas as well as expected rapid growth in warehouse and distribution centres, at low employment densities, as a result of e-Commerce.
- A declining share of employment in rural areas

Employment Demand – Supply Analysis

A demand-supply analysis in employment areas is the fundamental determinant of whether an urban boundary expansion is required to accommodate employment growth to the planning horizon. Employment land needs are determined by comparing the forecast employment area demand with the capacity to accommodate job growth within existing designated employment areas. Employment area supply is generated based on the employment area boundaries presented in Attachment 4 and is informed by the following considerations:

- Quantum of existing vacant employment land and projected densities on these lands. Forecast densities range significantly across the Region as they are a function of

geographic location, approved secondary plans, and existing employment in each area. For example, forecast densities as high as 85 jobs/Ha were assumed in employment areas within the 404/407 technology cluster while densities of only 20 jobs/Ha were estimated in West Vaughan in anticipation of low density and land extensive warehouse and distribution centres.

- A requirement of the 2019 Growth Plan, employment area supply includes an assumption to reflect job growth that occurs without absorption of new land. York Region staff have generated a conservative estimate of 10% of employment area employment growth occurring through existing built space, compared to over 50% observed over the past five years. Additional intensification potential has also been assumed through new development on existing built parcels (e.g. building expansions).

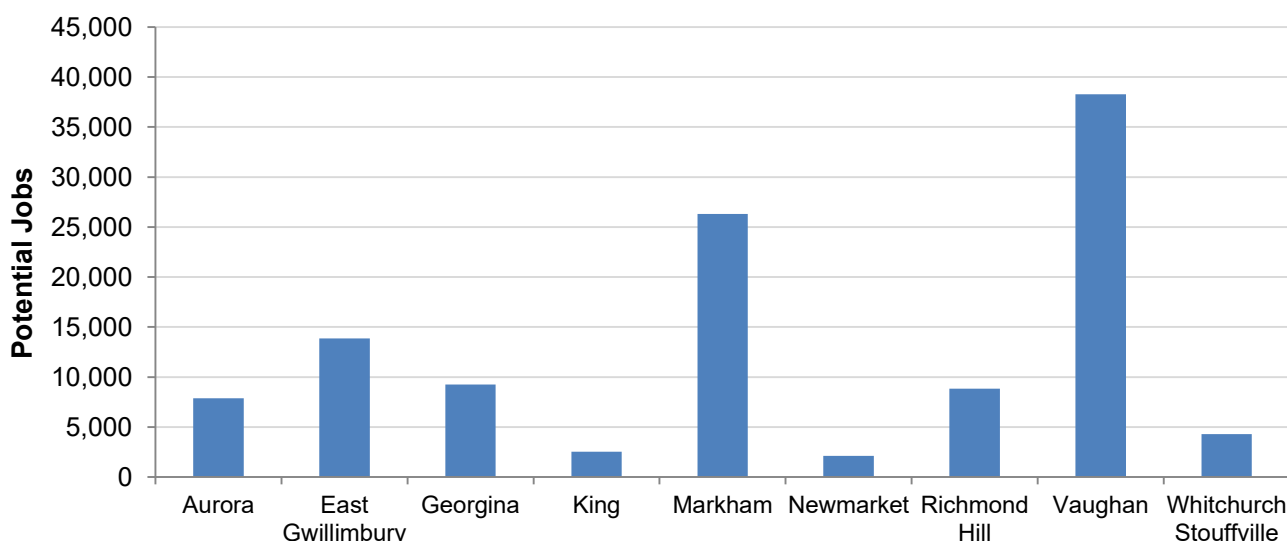
Compared to employment area demand of 108,000, it is estimated that the Region's employment areas have capacity for growth of approximately 113,000 jobs.

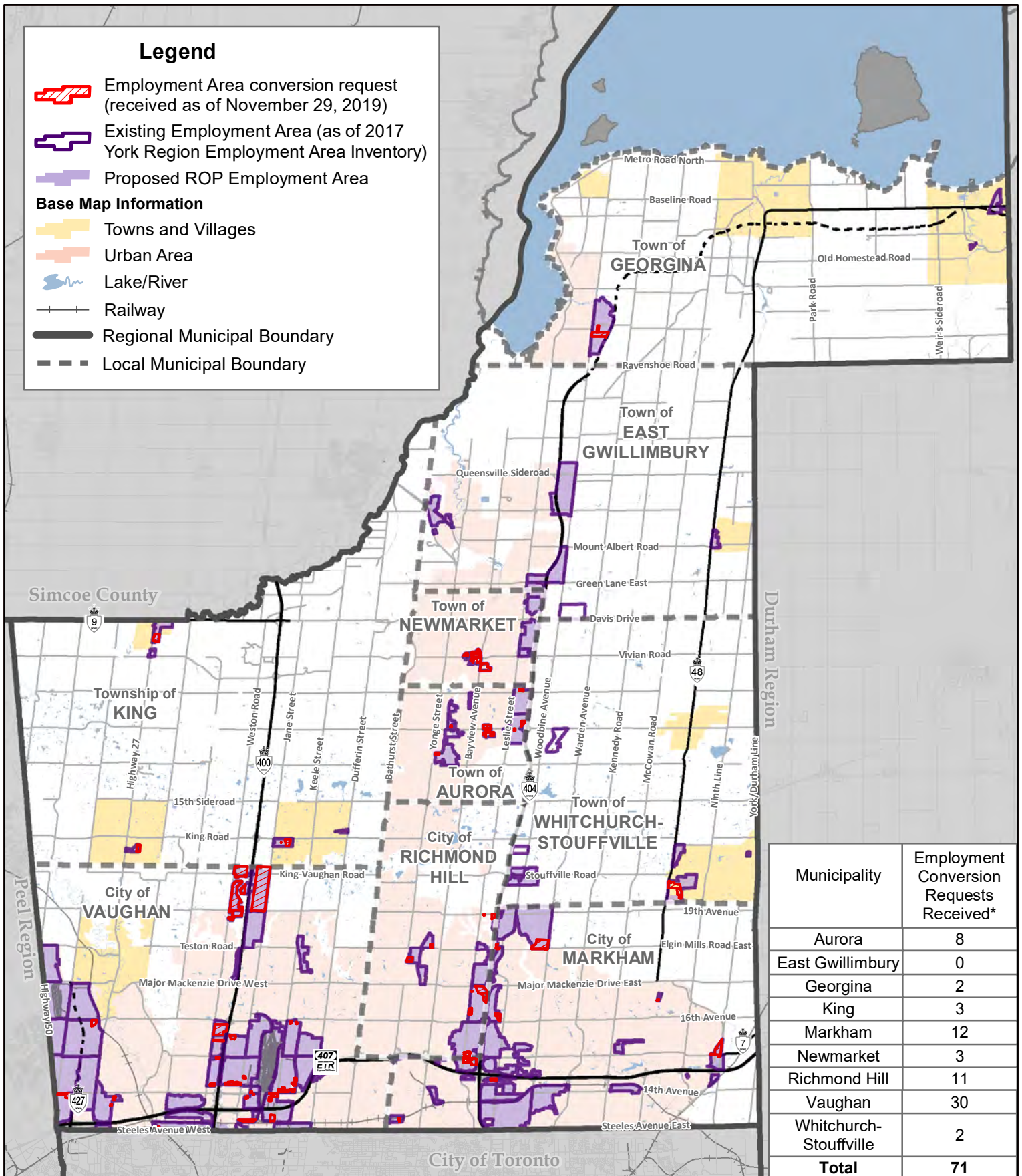
Employment Supply by Local Municipality

Figure B provides the estimated job potential in York Region's proposed designated employment areas by local municipality that was used as input to the draft forecast. These figures reflect the boundaries in Attachment 4 and therefore reflect staff recommendations on employment area conversions.

Figure B

York Region employment area job potential by local municipality (2016)





Proposed ROP Employment Area Mapping and Conversion Requests

March 2020

(*Received as of November 29, 2019)

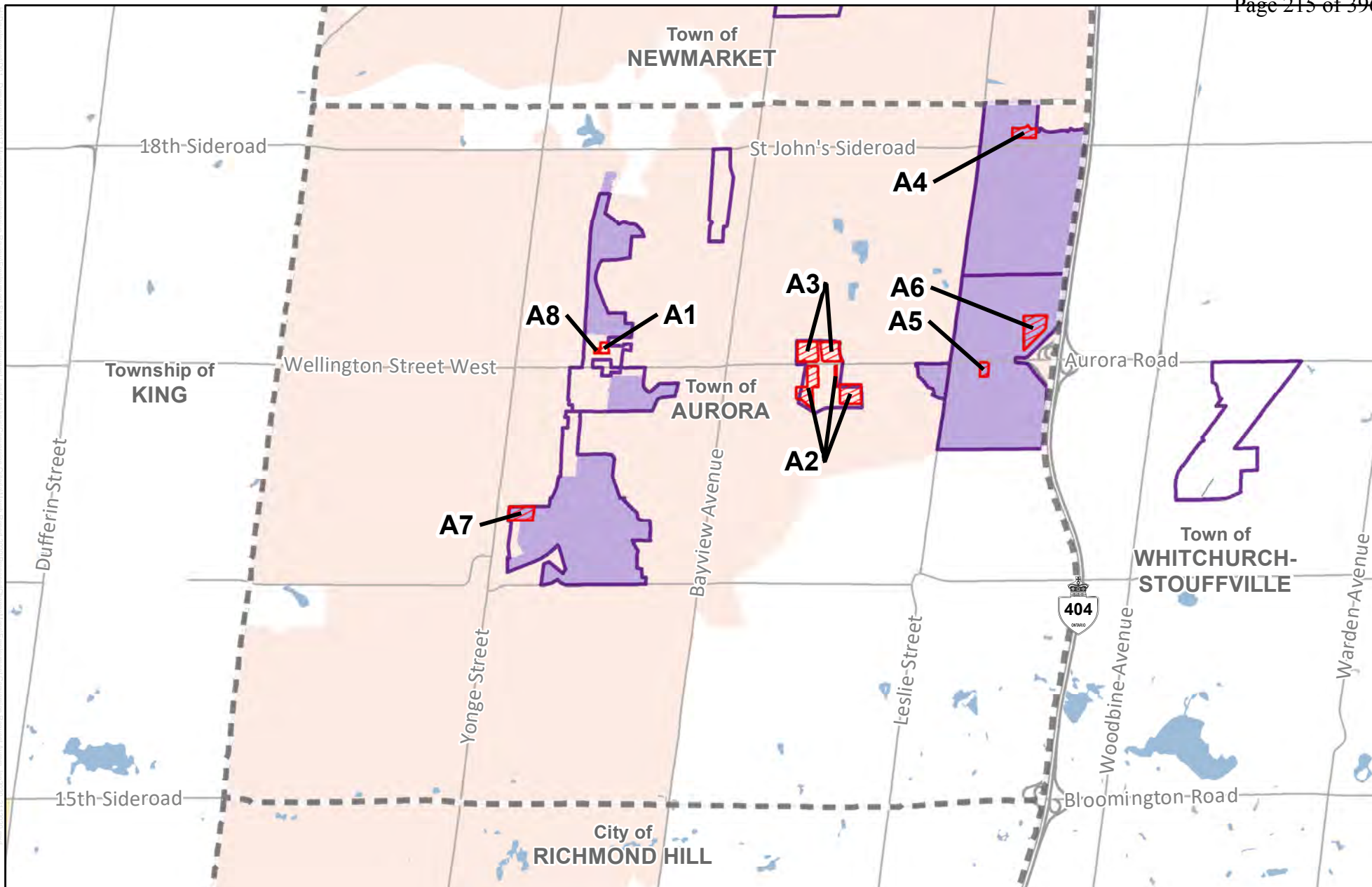


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York Region

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March 2020

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Town of Aurora Proposed ROP Employment Area Mapping and Conversion Requests

March 2020

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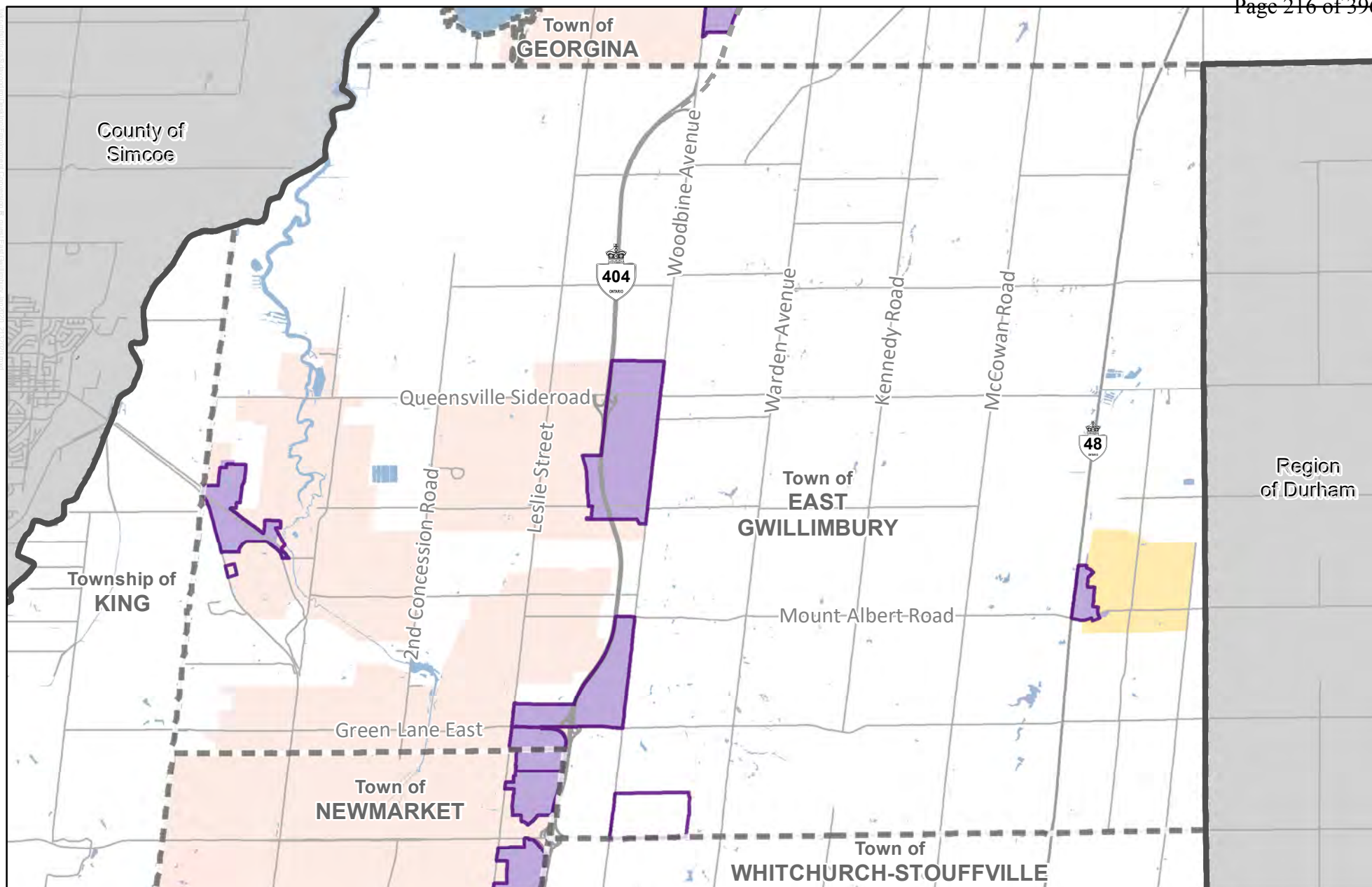
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| | Employment Area conversion request (received as of November 29, 2019) | | Urban Area |
| | Existing Employment Area (as of 2017 York Region Employment Area Inventory) | | Lake/River |
| | Proposed ROP Employment Area | | Railway |
| | Towns and Villages | | Regional Municipal Boundary |
| | | | Local Municipal Boundary |



Town of East Gwillimbury Proposed ROP Employment Area Mapping and Conversion Requests March 2020

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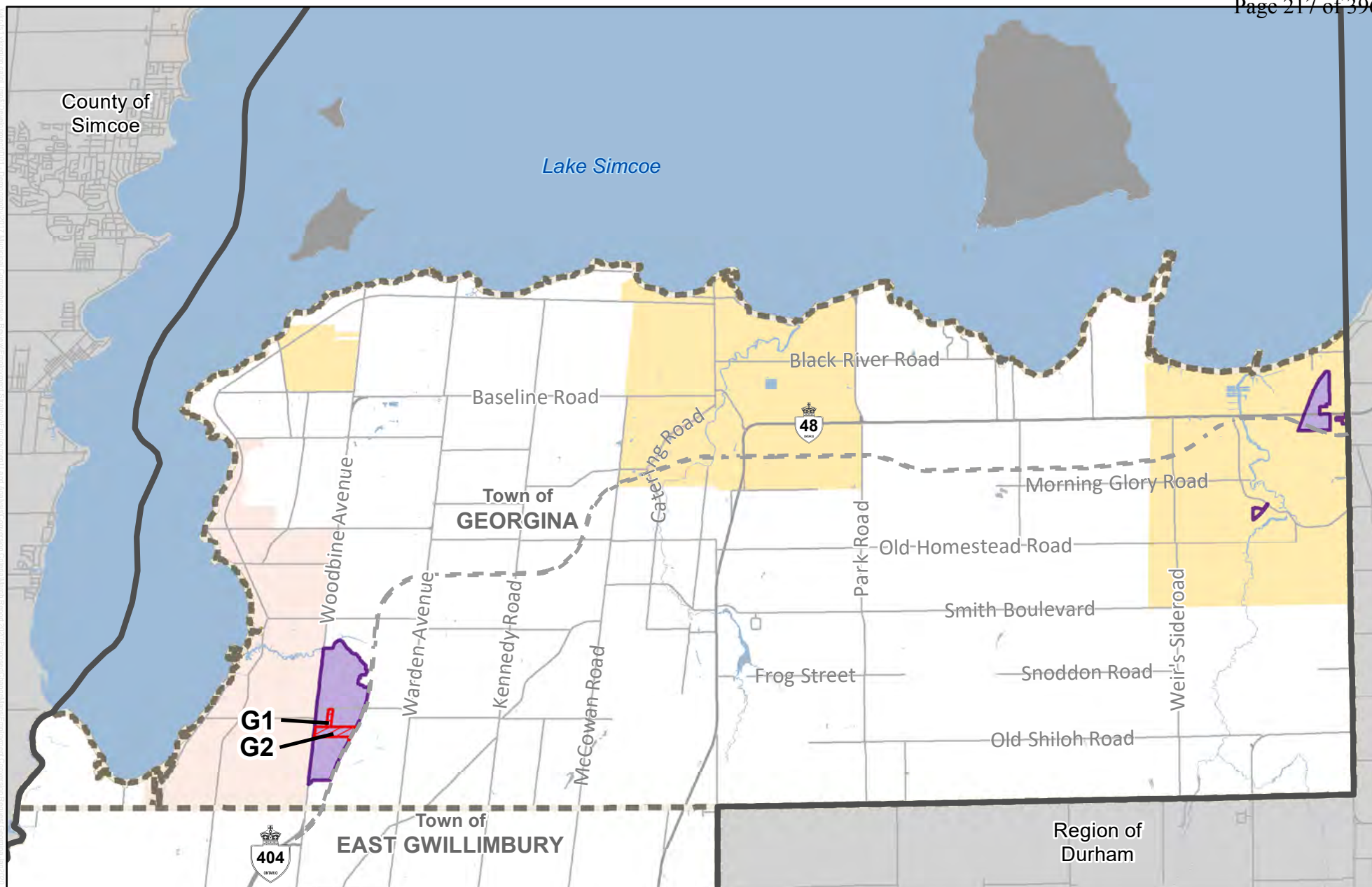
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| | Employment Area conversion request (received as of November 29, 2019) | | Urban Area |
| | Existing Employment Area (as of 2017 York Region Employment Area Inventory) | | Lake/River |
| | Proposed ROP Employment Area | | Railway |
| | Towns and Villages | | Regional Municipal Boundary |
| | | | Local Municipal Boundary |



Town of Georgina Proposed ROP Employment Area Mapping and Conversion Requests

March 2020

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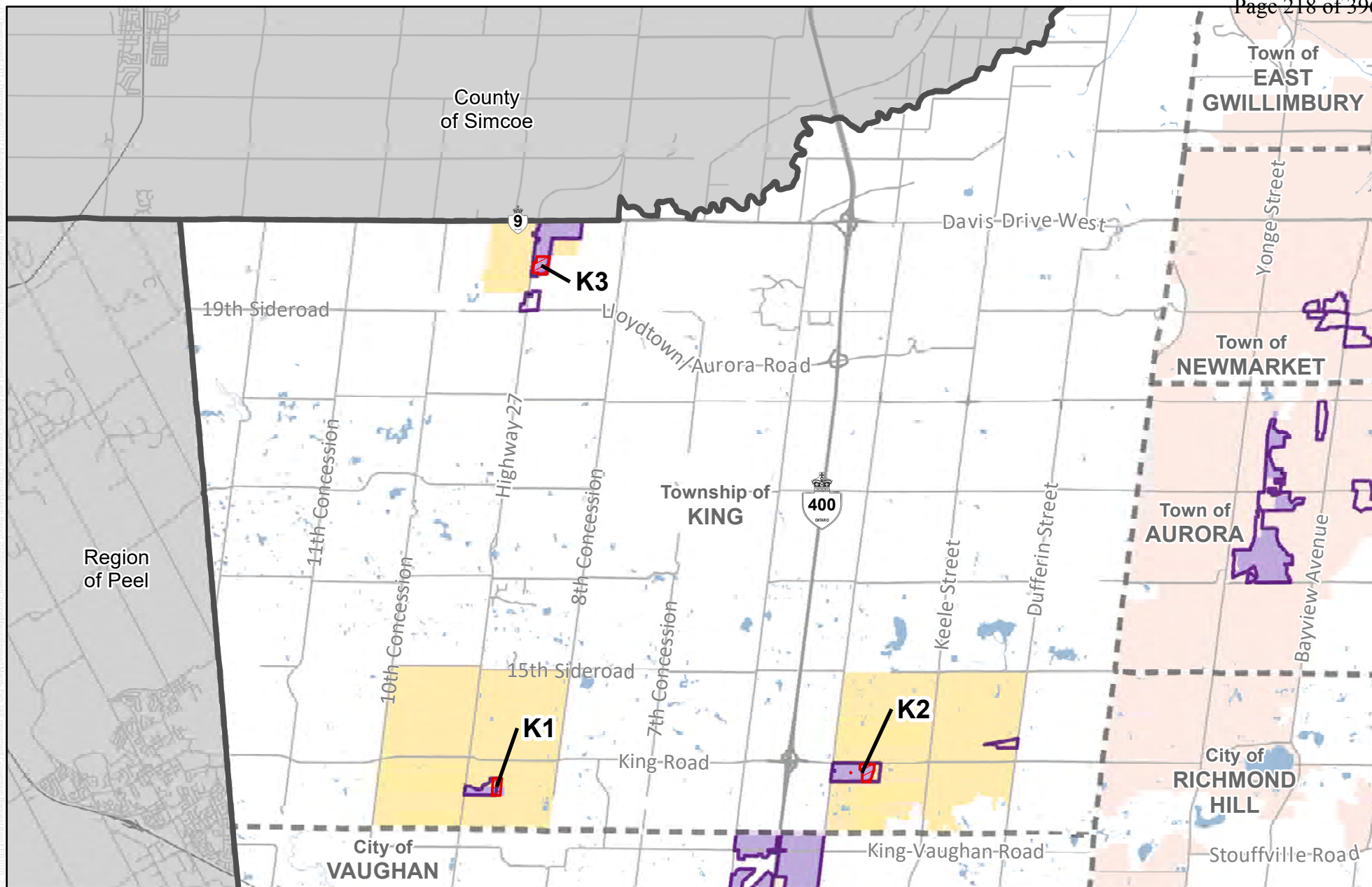
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| | Employment Area conversion request (received as of November 29, 2019) | | Urban Area |
| | Existing Employment Area (as of 2017 York Region Employment Area Inventory) | | Lake/River |
| | Proposed ROP Employment Area | | Railway |
| | Towns and Villages | | Regional Municipal Boundary |
| | | | Local Municipal Boundary |



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Township of King Proposed ROP Employment Area Mapping and Conversion Requests

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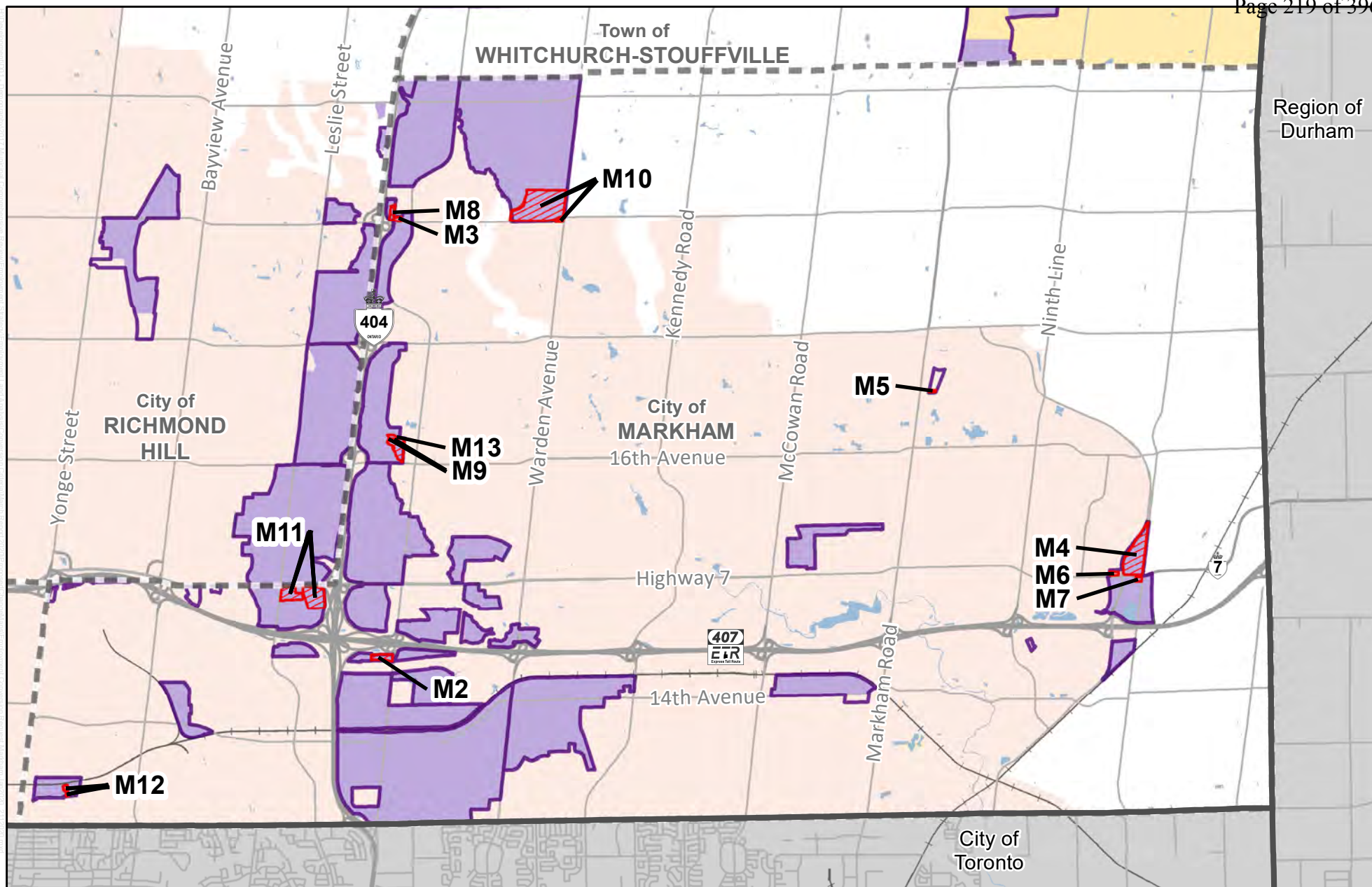
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| | Employment Area conversion request (received as of November 29, 2019) | | Urban Area |
| | Existing Employment Area (as of 2017 York Region Employment Area Inventory) | | Lake/River |
| | Proposed ROP Employment Area | | Railway |
| | Towns and Villages | | Regional Municipal Boundary |
| | | | Local Municipal Boundary |



City of Markham Proposed ROP Employment Area Mapping and Conversion Requests

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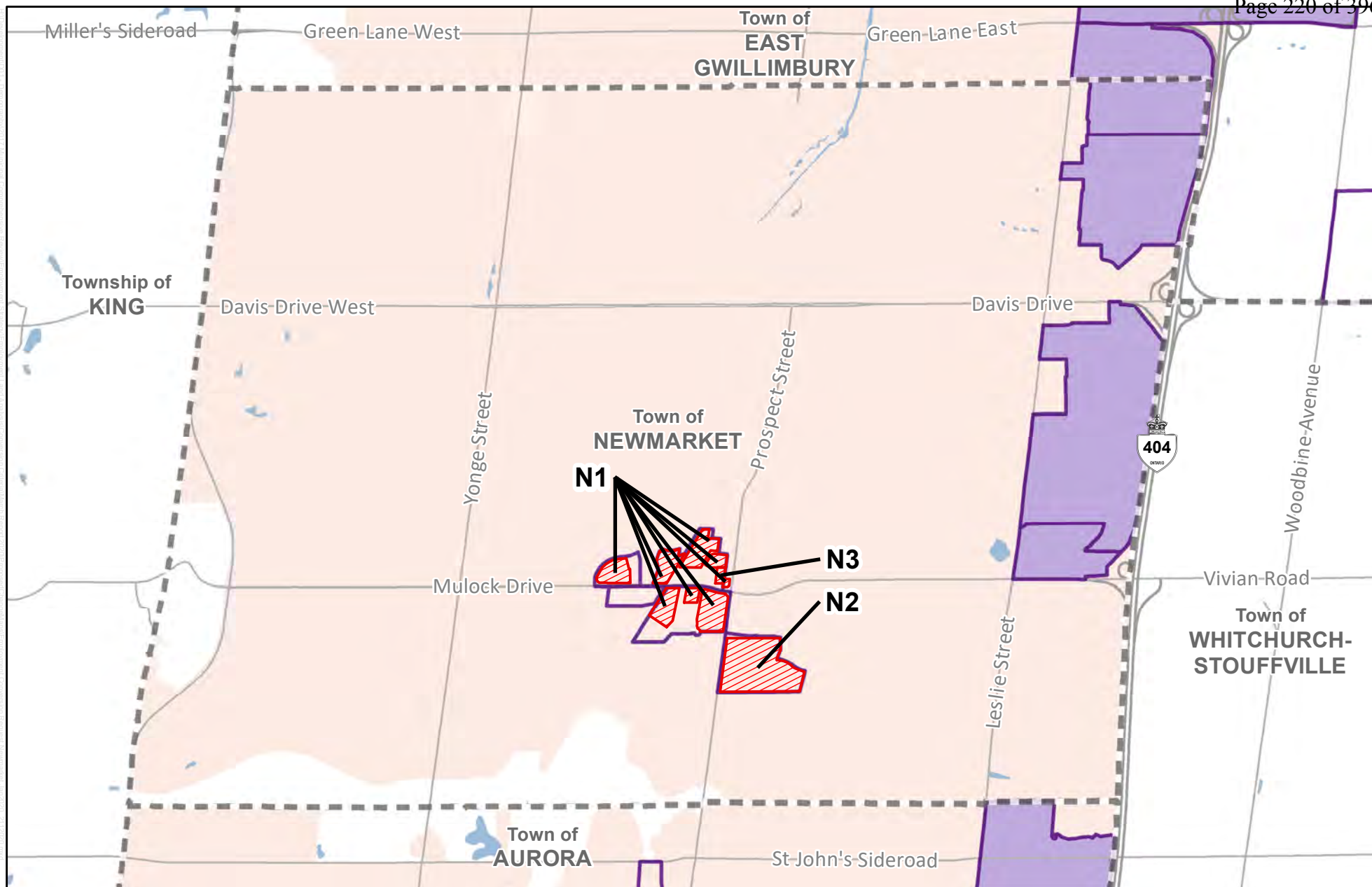
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- Employment Area conversion request (received as of November 29, 2019)
- Existing Employment Area (as of 2017 York Region Employment Area Inventory)
- Proposed ROP Employment Area
- Towns and Villages
- Urban Area
- Lake/River
- Railway
- Regional Municipal Boundary
- Local Municipal Boundary



Town of Newmarket Proposed ROP Employment Area Mapping and Conversion Requests March 2020

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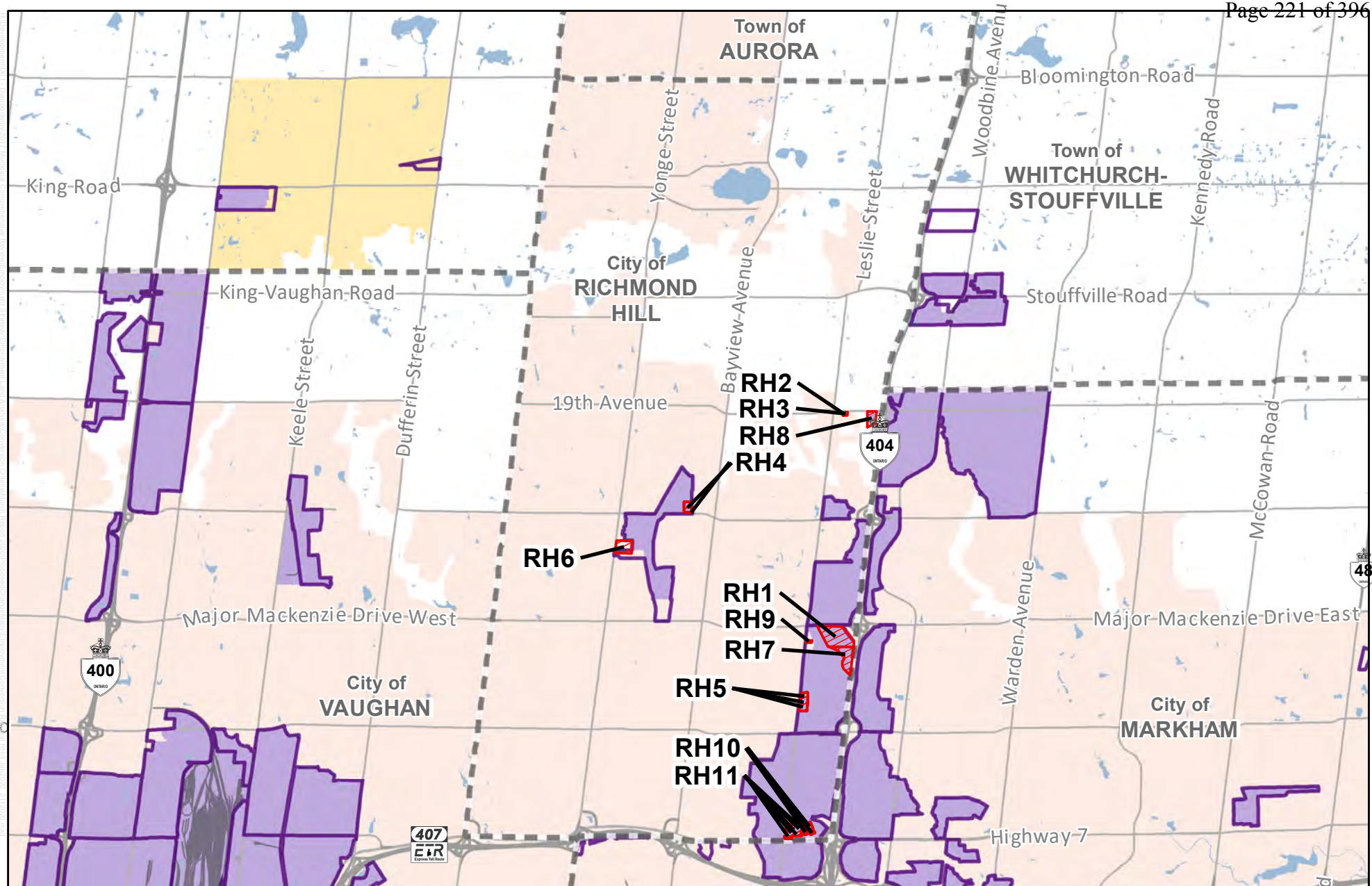
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| | Existing Employment Area (as of 2017 York Region Employment Area Inventory) | | Lake/River |
| | Proposed ROP Employment Area | | Railway |
| | Towns and Villages | | Regional Municipal Boundary |
| | | | Local Municipal Boundary |



Town of Richmond Hill Proposed ROP Employment Area Mapping and Conversion Requests March 2020

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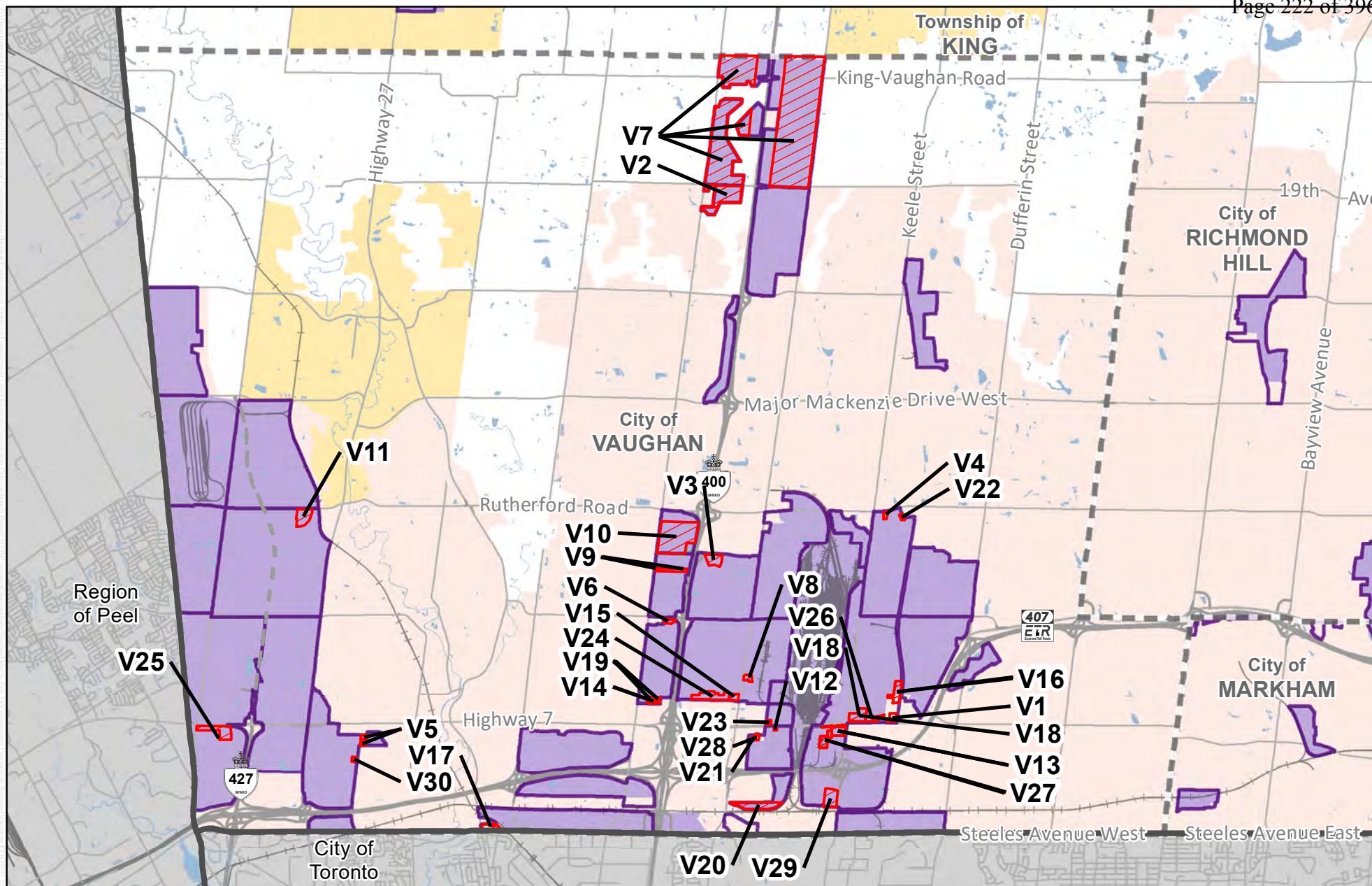
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| | Employment Area conversion request (received as of November 29, 2019) | | Urban Area |
| | Existing Employment Area (as of 2017 York Region Employment Area Inventory) | | Lake/River |
| | Proposed ROP Employment Area | | Railway |
| | Towns and Villages | | Regional Municipal Boundary |
| | | | Local Municipal Boundary |



City of Vaughan Proposed ROP Employment Area Mapping and Conversion Requests

March 2020



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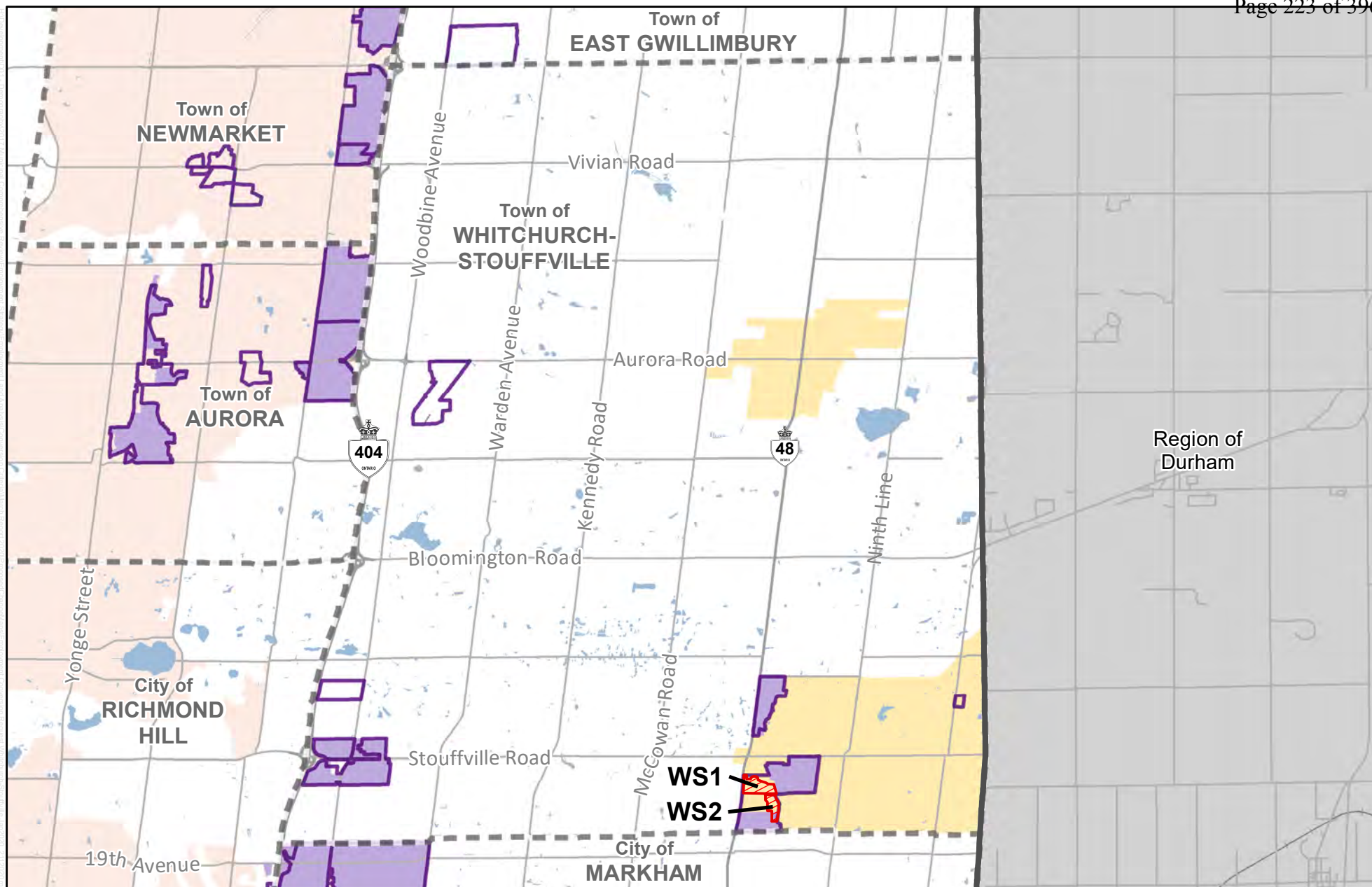
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| | Employment Area conversion request (received as of November 29, 2019) | | Urban Area |
| | Existing Employment Area (as of 2017 York Region Employment Area Inventory) | | Lake/River |
| | Proposed ROP Employment Area | | Railway |
| | Towns and Villages | | Regional Municipal Boundary |
| | | | Local Municipal Boundary |



Town of Whitchurch-Stouffville Proposed ROP Employment Area Mapping and Conversion Requests March 2020

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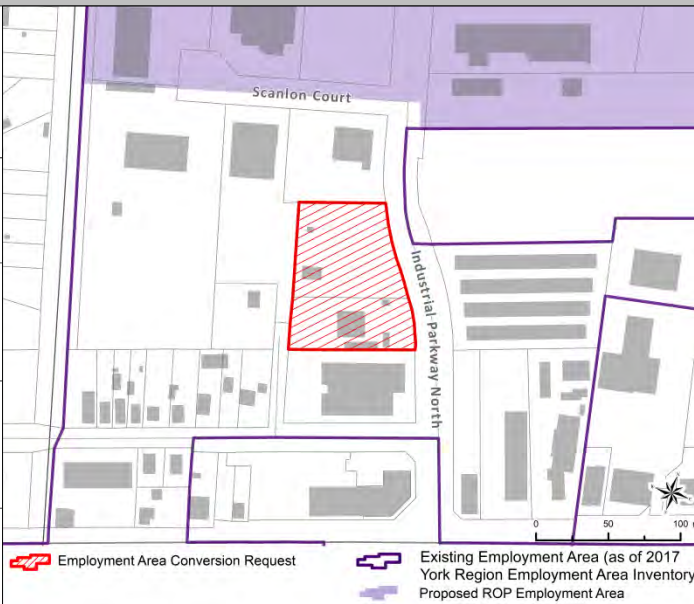


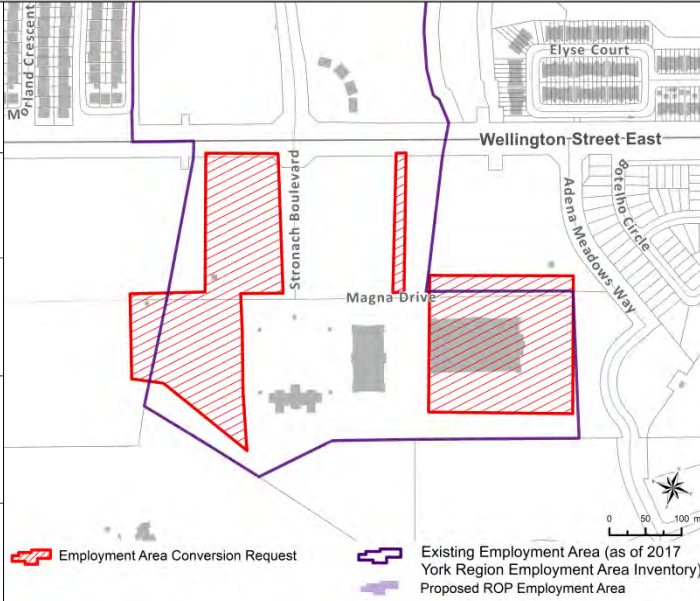
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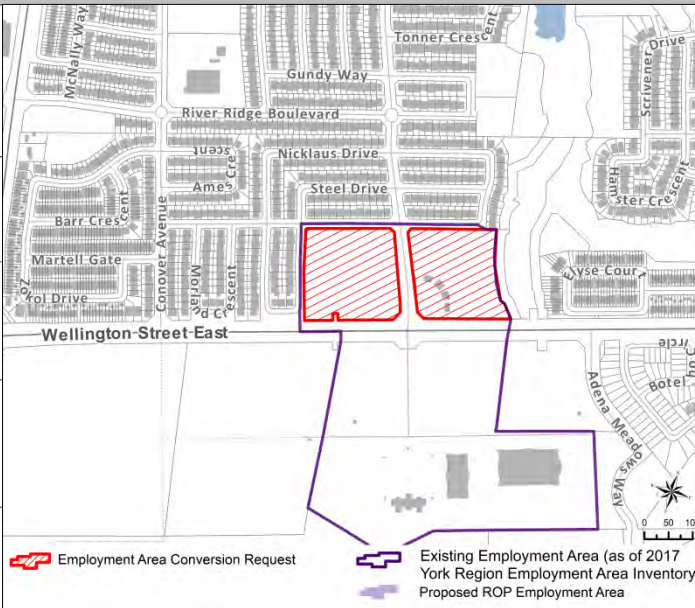
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| | Employment Area conversion request (received as of November 29, 2019) | | Urban Area |
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| | Proposed ROP Employment Area | | Railway |
| | Towns and Villages | | Regional Municipal Boundary |
| | | | Local Municipal Boundary |

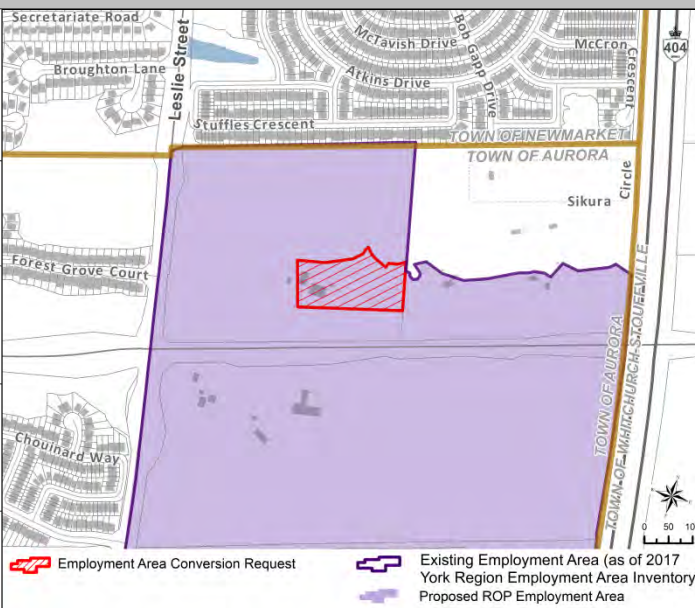
Attachment 5

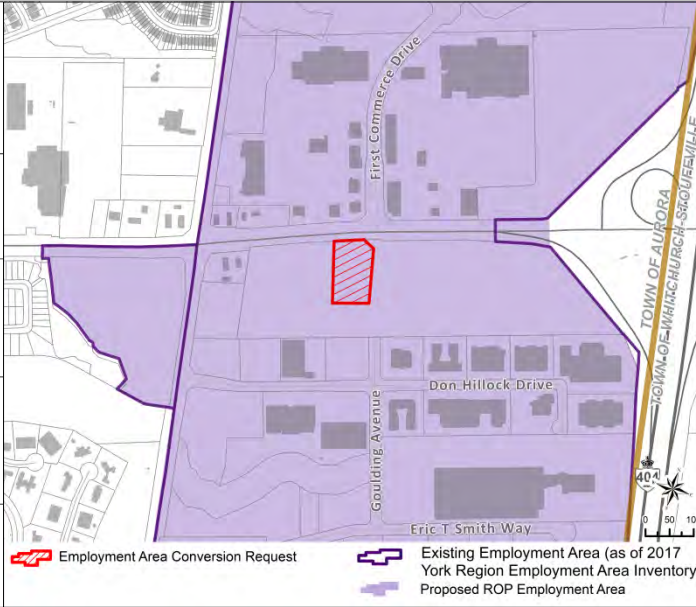
York Region Site Specific Employment Area Conversion Assessment Summary

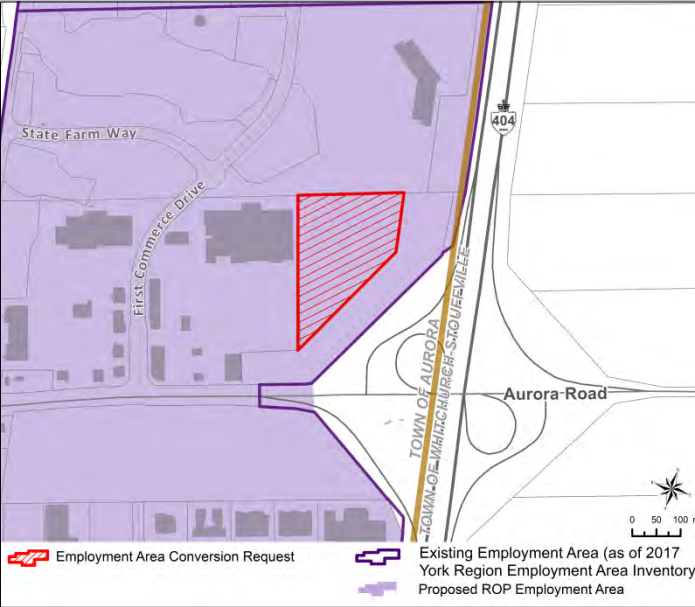
Request#: A1		Town of Aurora	
Address	180 & 182 Centre Crescent		
Site Area	0.73 ha		
Employment Area	Industrial Parkway North		
Applicant	Matt Bagnali, Larkin Plus		
Owner	Victoria Bachlowa		
Nature of Request	A request to re-designate subject lands from employment and light industrial uses to residential use.		
Summary of Assessment	<ul style="list-style-type: none">- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.- Site is not integral to support employment land employment growth to 2041.		
Local Municipal Council Position	No position at this time.		
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.			

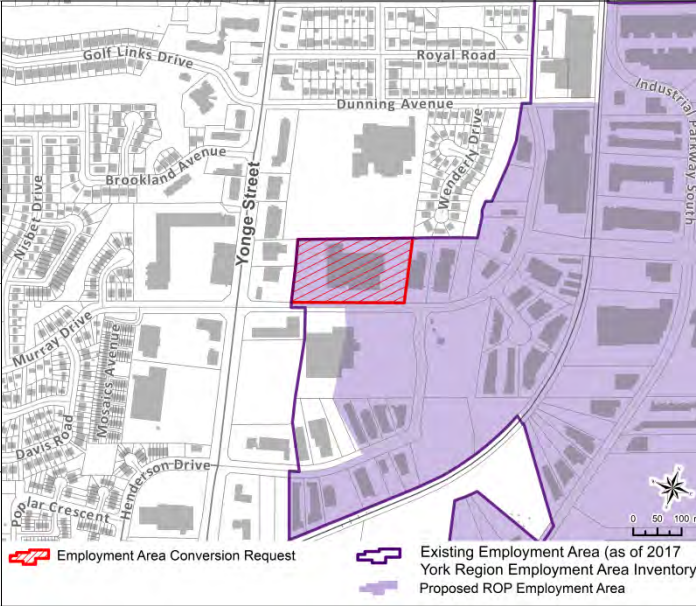
Request#: A2		Town of Aurora	
Address	377 Magna Drive		
Site Area	7.96 ha		
Employment Area	Magna		
Applicant	MGP Malone Given Parsons		
Owner	Stronach Group		
Nature of Request	A request to re-designate lands from Business Park employment use to Mixed Use, Medium – High Density Residential, and Community Commercial uses.		
Summary of Assessment	<ul style="list-style-type: none">- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.- Site is not integral to support employment land employment growth to 2041.		
Local Municipal Council Position	No position at this time.		
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.			

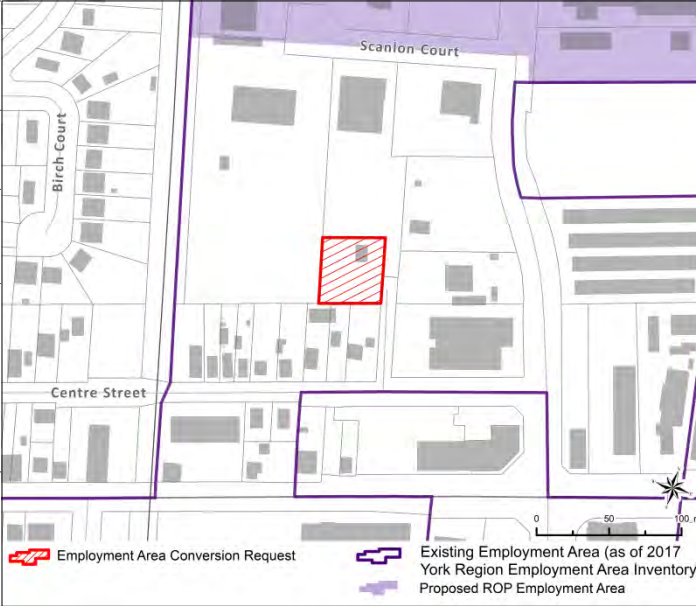
Request#: A3		Town of Aurora
Address	20 & 25 Mavrinac Boulevard	
Site Area	6.90 ha	
Employment Area	Magna	
Applicant	MGP Malone Given Parsons	
Owner	TFP Aurora Development Limited	
Nature of Request	A request to re-designate lands from Business Park employment use to Residential uses.	
Summary of Assessment	<ul style="list-style-type: none">- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.- Site is not integral to support employment land employment growth to 2041.	
Local Municipal Council Position	No position at this time.	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		

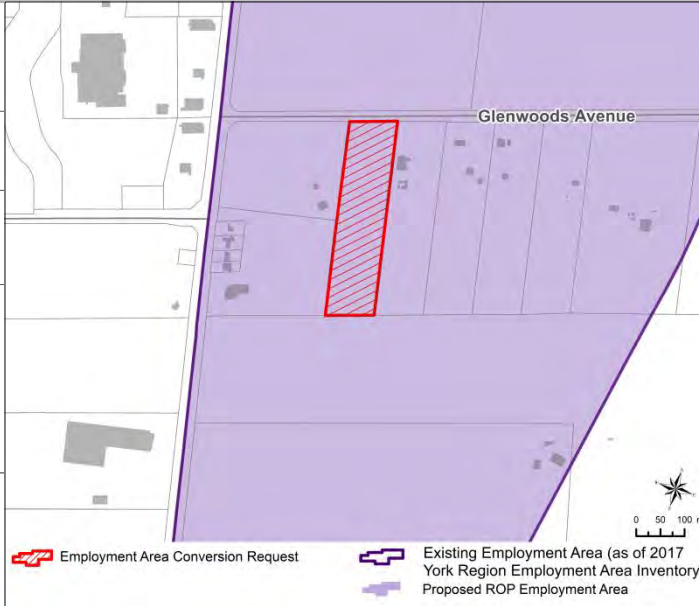
Request#: A4		Town of Aurora	
Address	1588 St. John's Sideroad		
Site Area	1.05 ha		
Employment Area	Aurora 2C		
Applicant	Humphries Planning		
Owner	2352107 Ontario Inc.		
Nature of Request	A request to permit the development of an education and sports complex on Block 5. This use is not permitted through local municipal Business Park designation.		
Summary of Assessment	<div>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</div> <div>- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</div> <div>- The proposed use on these lands is considered an employment use elsewhere in the Town of Aurora Official Plan. On this basis, the proposed use could be accommodated with a local designation change.</div>		
Local Municipal Council	No position at this time.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			


Request#: A5		Town of Aurora	
Address	Southwest Corner of Wellington/First Commerce		
Site Area	0.81 ha		
Employment Area	Wellington/404		
Applicant	MHBC Planning		
Owner	1623 Wellington Street Developments Limited		
Nature of Request	A request to re-designate subject lands from Business Park employment use to mixed-use including retail and residential uses.		
Summary of Assessment	<div>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</div> <div>- Site is in proximity to Highway 404, contributing to the Region’s and local municipality’s economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</div>		
Local Municipal Council Position	No position at this time.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			


Request#: A6		Town of Aurora
Address	Northwest corner of Highway 404 and Wellington Street East	
Site Area	4.35 ha	
Employment Area	Wellington/404	
Applicant	MHBC Planning	
Owner	Whitwell Developments Limited, Calloway REIT (Aurora North) Inc., and SmartREIT (Aurora North II) Inc.	
Nature of Request	A request to re-designate subject lands from Business Park employment use to mixed-use.	
Summary of Assessment	<ul style="list-style-type: none">- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Site has visibility from and/or is adjacent to, Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

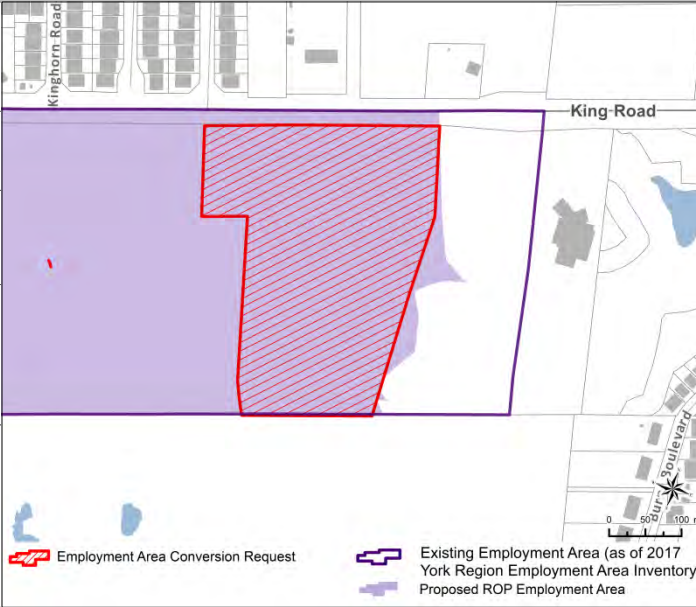
Request#: A7		Town of Aurora
Address	240 Edward Street	
Site Area	3.1 ha	
Employment Area	Industrial Parkway South	
Applicant	Michael Smith Planning Consultants; Development Coordinators Ltd.	
Owner	M6 Developments Inc.	
Nature of Request	A request to re-designate subject lands to a designation that permits the proposal for the redevelopment of the existing building and two new buildings; a 6-storey, 352 bed long-term care facility and a 6-storey retirement home facility	
Summary of Assessment	<ul style="list-style-type: none">- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

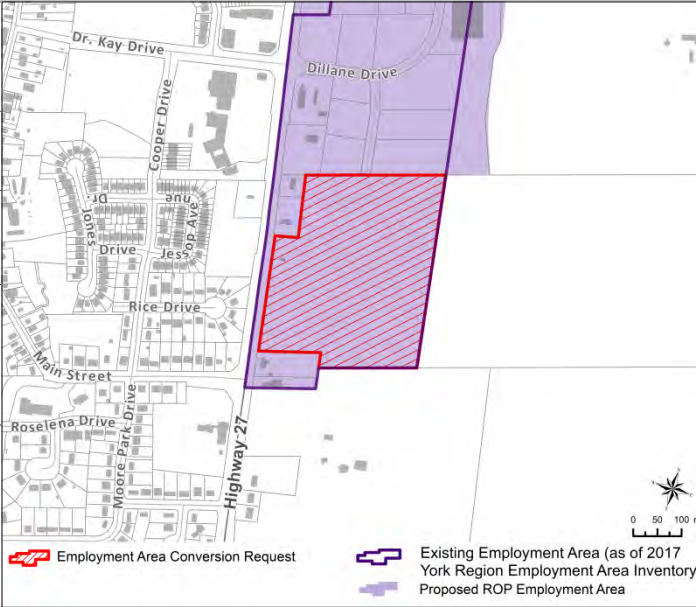
Request#: A8		Town of Aurora	
Address	181 Centre Crescent		
Site Area	0.19 ha		
Employment Area	Industrial Parkway North		
Applicant	David Tomlinson		
Owner	David Tomlinson		
Nature of Request	A request to re-designate the subject lands from employment to non-employment uses.		
Summary of Assessment	<div>- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.</div> <div>- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.</div> <div>- Site is not integral to support employment land employment growth to 2041.</div>		
Local Municipal Council Position	No position at this time.		
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.			
as employment in the Regional Official Plan.			

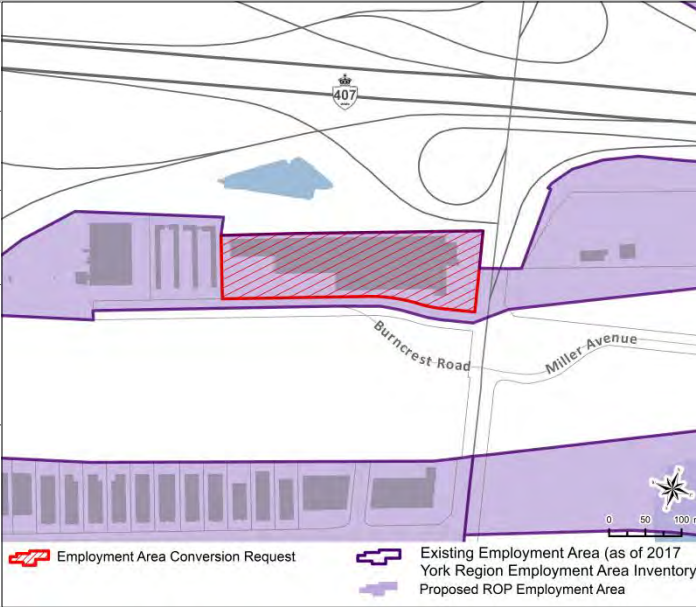
Request#: G1		Town of Georgina	
Address	2400 Glenwoods Avenue	 <p>Employment Area Conversion Request</p> <p>Existing Employment Area (as of 2017 York Region Employment Area Inventory)</p> <p>Proposed ROP Employment Area</p>	
Site Area	4.05 ha		
Employment Area	Keswick Business Park		
Applicant	GSP Group		
Owner	Foch Motor Sports International		
Nature of Request	A request to re-designate lands to permit mixed-use residential, commercial/retail and office uses.		
Summary of Assessment	- The site is within the Keswick Business Park, which due to the nature, character, and potential for future success of this employment area, should not be considered for conversion during the current MCR.		
Local Municipal Council Position	Not Supported.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

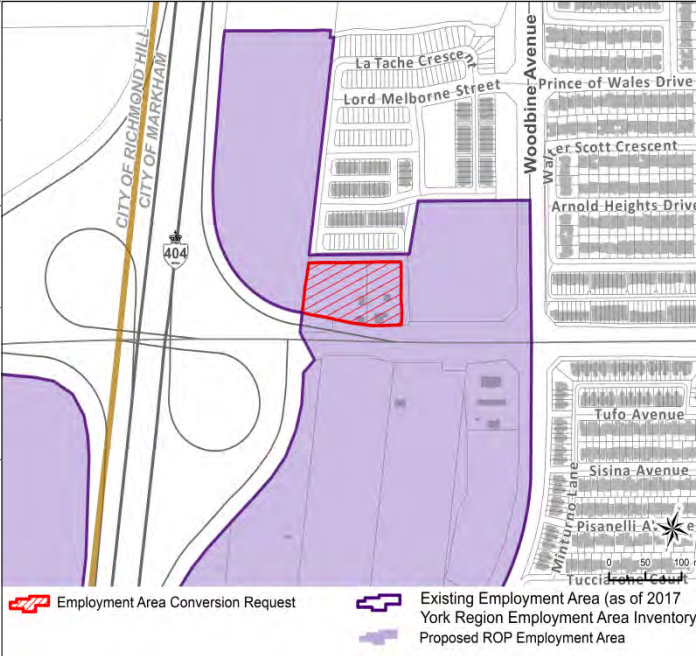
Request#: G2		Town of Georgina
Address	PT LTS 3 & 4 CON 4	
Site Area	19.77 ha	
Employment Area	Keswick	
Applicant	Lennard Commercial Realty	
Owner	Agnes Mark, Linda Bashford, Katherina Volk, Joe Boehm, Nick Boehm	
Nature of Request	A request to re-designate lands to permit residential and/or retail uses.	
Summary of Assessment	- The site is within the Keswick Business Park, which due to the nature, character, and potential for future success of this employment area, should not be considered for conversion during the current MCR.	
Local Municipal Council Position	Not Supported.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

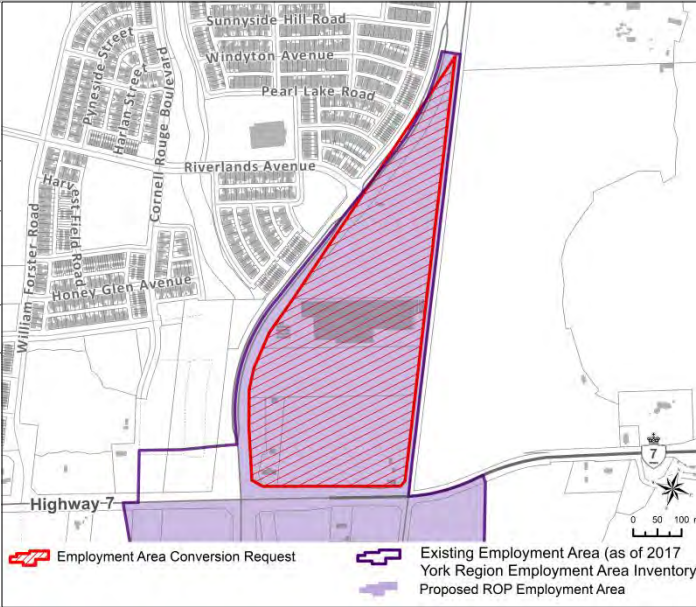
Request#: K1		Township of King	
Address	12805 Highway 27		
Site Area	8.33 ha		
Employment Area	Nobleton		
Applicant	Evans Planning		
Owner	Neil, Ross, Scott and Lawrie Boynton		
Nature of Request	A request to reconfigure employment area on the subject lands		
Summary of Assessment	<p>- In consultation with the Township and the Region, the land owner has proposed revising the Nobleton employment area boundary to better support development objectives. The Region is supportive of the Nobleton employment area boundary being revised, as shown in Attachment 3, to create a more logical planning boundary. The proposed revised boundary results in a negligible loss in employment area.</p>		
Local Municipal Council Position	Supportive of the reconfiguration of employment area.		
Recommendation: Not recommended for conversion to non-employment uses Designate as employment in the Regional Official Plan to reflect the revised employment area boundary			

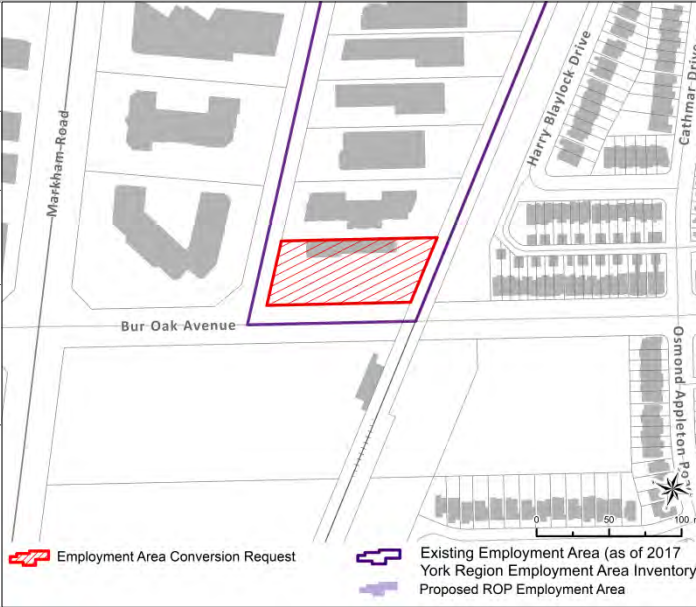
Request#: K2		Township of King	
Address	2955 King Road		
Site Area	9.95 ha		
Employment Area	King City		
Applicant	MGP Malone Given Parsons		
Owner	King Hill Inc.		
Nature of Request	A request to re-designate a portion of the lands from prestige employment area to mixed and residential uses.		
Summary of Assessment	<div>- Site is in proximity to Highway 400, contributing to its economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</div> <div>- Existing water-wastewater infrastructure capacity is limited in King City. Conversion of employment lands to non-employment uses would be premature at this time as additional residential uses cannot be accommodated with existing infrastructure.</div>		
Local Municipal Council Position	Generally supportive of the request subject to comments and conditions outlined in the Township of King December 2, 2019 Committee of the Whole report.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

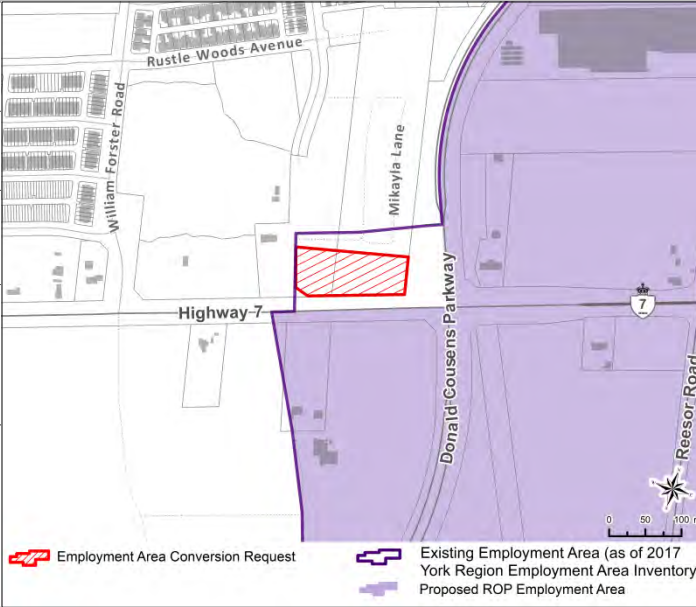
Request#: K3		Township of King
Address	17125 Highway 27	
Site Area	12.31 ha	
Employment Area	Schomberg	
Applicant	Daraban Holdings Limited	
Owner	James and Harry Durbano	
Nature of Request	A request to re-designate employment lands to allow a seniors' healthcare centre.	
Summary of Assessment	<ul style="list-style-type: none">- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Site is a large-sized employment area (12.3Ha) and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.	
Local Municipal Council Position	Not Supported.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

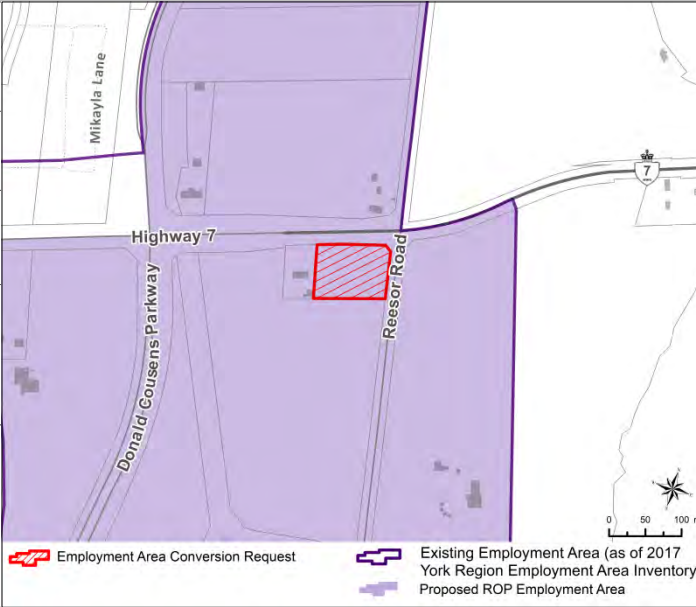
Request#: M2		City of Markham
Address	8050 Woodbine Avenue	
Site Area	3.30 ha	
Employment Area	Rodick	
Applicant	Gowling WLG (Canada) LLP	
Owner	Belfield Investments Inc.	
Nature of Request	A request seeking a site-specific policy, which will add a residential use provision while maintaining our as-of-right employment uses, in order to achieve the redevelopment of the Property into a high density mixed-use site appropriate of an urban Major Transportation Station Area ("MTSA").	
Summary of Assessment	<ul style="list-style-type: none">- The introduction of non-employment uses has the potential to destabilize the employment area and prompt additional conversions of surrounding lands which will negatively impact the viability of the employment area.- Site has visibility from and/or is adjacent to, Highways 407 and 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.	
Local Municipal Council Position	Not supported however the potential for mixed use should be evaluated through a future planning study within a larger area context	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

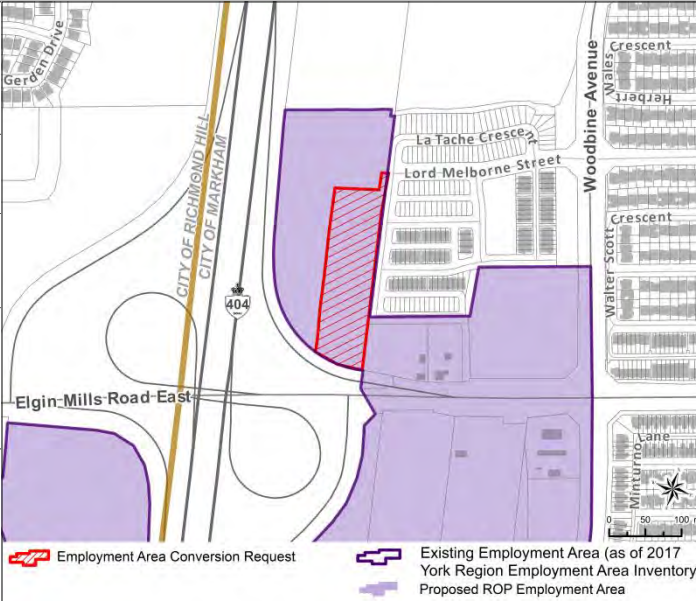
Request#: M3		City of Markham
Address	2718 & 2730 Elgin Mills Road	
Site Area	1.00 ha	
Employment Area	Cathedral	
Applicant	Sandra Wiles	
Owner	1628740 Ontario Inc.	
Nature of Request	A request to re-designate lands from “Service Employment” use to “Low Rise Residential”.	
Summary of Assessment	<ul style="list-style-type: none">- Site has visibility from and/or is adjacent to, Highway 404, contributing to the Region’s and local municipality’s economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- Analysis to date indicates that direct access to Elgin Mills Road is not permitted, due to the location of the Highway 404 northbound on-ramp system relative to the subject lands. The site can be accessed through lands to the north.- The introduction of non-employment uses has the potential to destabilize the employment area and prompt additional conversions of surrounding lands	
Local Municipal Council Position	Request supported subject to York Region confirming that no access to the employment lands along Highway 404 immediately to the west (i.e., Markham Woodmills) is possible from Elgin Mills Rd through the subject lands	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

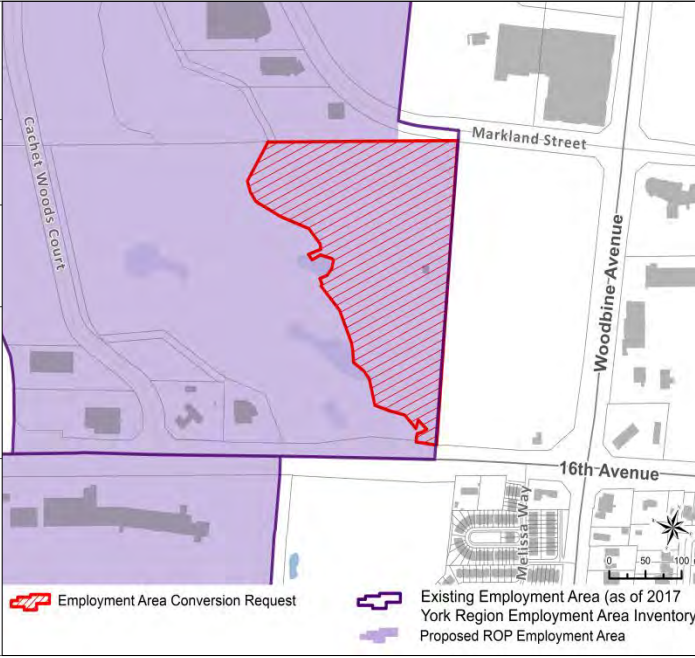
Request#: M4		City of Markham
Address	7386 & 7482 Hwy 7 East 8600 & 8636 & 8662/ 8724 Reesor Rd.	
Site Area	17.90 ha	
Employment Area	Cornell	
Applicant	Bousfields Inc.	
Owner	2432194 & 2536871 Ontario Inc. Cornell Rouge Development Corporation and Varlese Brothers Limited	
Nature of Request	A request to convert employment land to support mixed-use development comprising medium and high density residential, retail, office commercial and a hotel.	
Summary of Assessment	<p>- Site is in proximity to Highway 407, contributing to the Region’s and local municipality’s economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p> <p>-Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p> <p>- The site is 17.9 ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.</p>	
Local Municipal Council Position	Consideration of the request for conversion be postponed and evaluated through secondary plan studies	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

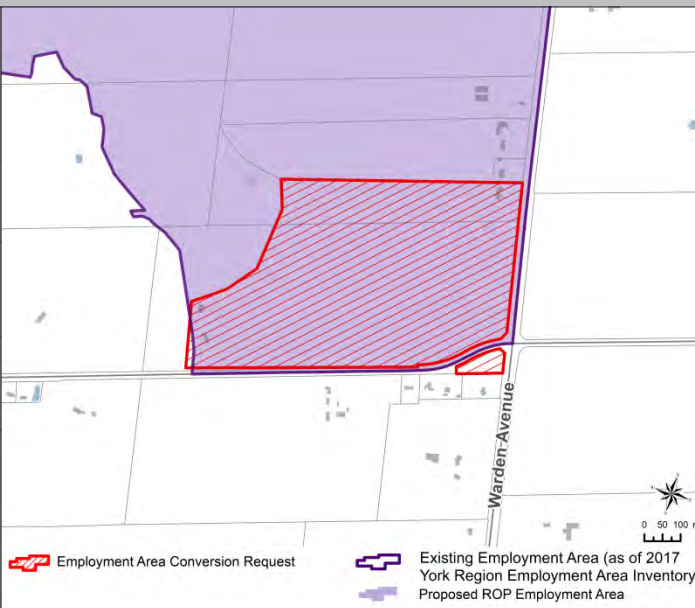
Request#: M5		City of Markham
Address	77 Anderson Avenue	
Site Area	0.45 ha	
Employment Area	Mount Joy	
Applicant	Humphries Planning	
Owner	Meadow Park Investments Inc.	
Nature of Request	A request to re-designate subject lands from Service Employment to Mixed Use High Rise.	
Summary of Assessment	<ul style="list-style-type: none">- A non-employment use is appropriate, has minimal impact on adjacent employment uses, and is compatible with the surrounding context.- Site's role as employment land is not of Regional significance and is more appropriately designated at the local level.- Site is not integral to support employment land employment growth to 2041.	
Local Municipal Council Position	Consideration of the request for conversion be postponed and evaluated through secondary plan studies	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		

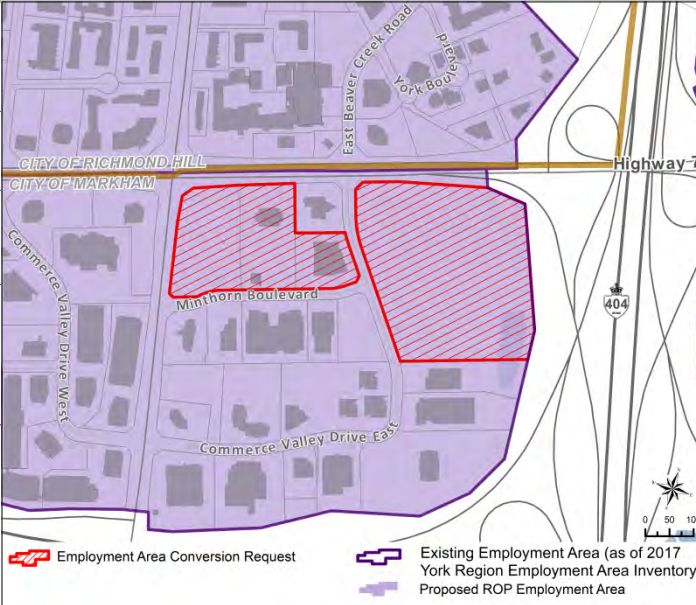
Request#: M6		City of Markham
Address	Part of Lot 11, Concession 9	
Site Area	0.95 ha	
Employment Area	Cornell	
Applicant	KLM Planning Partners	
Owner	Primont Homes and Cornell Rouge Development Corp.	
Nature of Request	A request to re-designate lands from employment use to permit residential use, in addition to retail, office, and employment uses already permitted within the "Business Park Area - Avenue 7 Corridor" designation of the Cornell Secondary Plan (2008).	
Summary of Assessment	<ul style="list-style-type: none">- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.- Site is not integral to support employment land employment growth to 2041.	
Local Municipal Council Position	Support Request.	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		


Request#: M7		City of Markham	
Address	7845 Highway 7		
Site Area	0.75 ha		
Employment Area	Cornell		
Applicant	Planning and Development Services		
Owner	Norfinch Construction		
Nature of Request	A request to re-designate lands from Business Park Employment to Mixed-Use Mid Rise.		
Summary of Assessment	<ul style="list-style-type: none">- Site is in proximity to Highway 407, contributing to the Region’s and local municipality’s economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.		
Local Municipal Council Position	Consideration of the request for conversion be postponed and evaluated through secondary plan studies		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

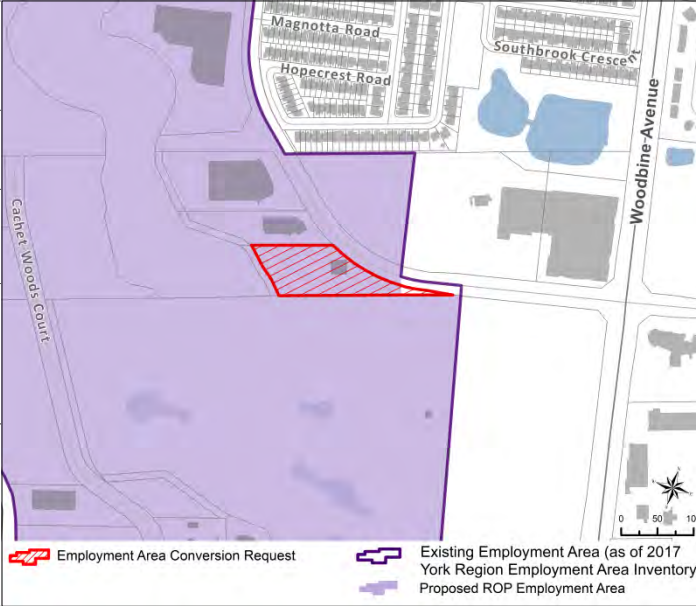
Request#: M8		City of Markham
Address	Northeast Corner of Elgin Mills/ Highway 404	 <p>Employment Area Conversion Request</p> <p>Existing Employment Area (as of 2017 York Region Employment Area Inventory)</p> <p>Proposed ROP Employment Area</p>
Site Area	1.67 ha	
Employment Area	Cathedral	
Applicant	MHBC Planning	
Owner	Markham Woodmills Developments Inc.	
Nature of Request	A request to re-designate lands from employment uses to mixed-use.	
Summary of Assessment	<ul style="list-style-type: none">- Site has visibility from and/or is adjacent to, Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- The introduction of non-employment uses has the potential to destabilize the employment area and prompt additional conversions of surrounding lands which will negatively impact the viability of the employment area.	
Local Municipal Council Position	Request not supported however staff be directed to work with the landowner to identify a broader range of potential non-residential uses for the subject lands	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

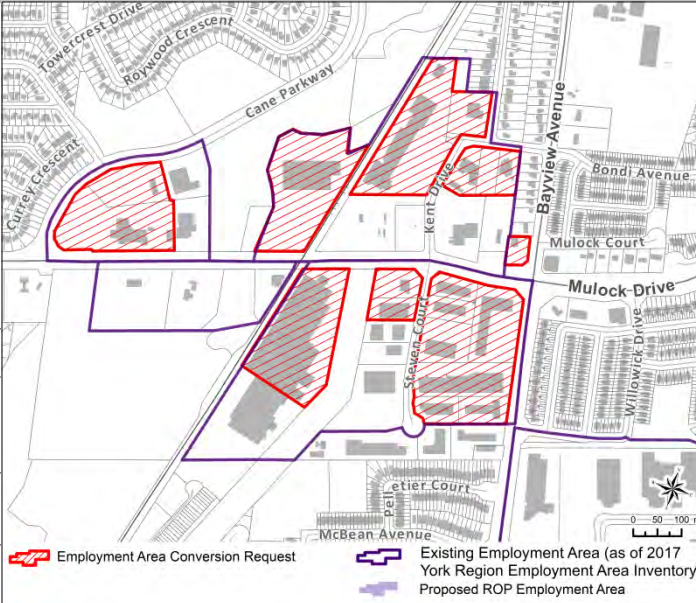
Request#: M9		City of Markham
Address	2920 16th Avenue	
Site Area	5.93 ha	
Employment Area	Cachet	
Applicant	MGP Malone Given Parsons	
Owner	Condor Properties Ltd.	
Nature of Request	A request to re-designate lands from employment to mixed-use.	
Summary of Assessment	<p>- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p> <p>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p>	
Local Municipal Council Position	Request supported subject to the respective landowners entering into an agreement with the City of Markham for submissions of Official Plan and Zoning By-law amendment applications contemplating the provision of affordable purpose-built rental and seniors housing as well as retention of employment uses, prior to ultimate consideration of the conversion requests by York Region Council.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

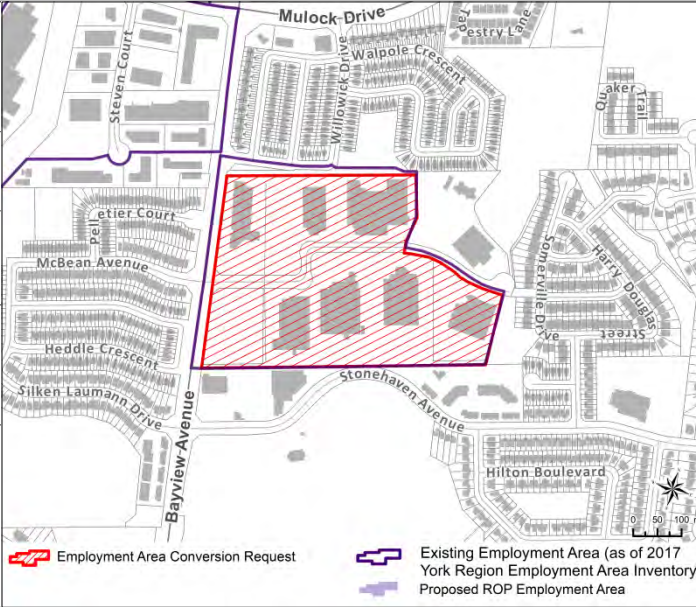
Request#: M10		City of Markham
Address	10900 Warden Avenue & 3450 Elgin Mills Road	
Site Area	29.16 ha	
Employment Area	ROPA 3	
Applicant	MGP Malone Given Parsons	
Owner	Wu's Landmark Group Inc. and First Elgin Mills Developments Inc.	
Nature of Request	A request to re-designate lands from employment to mixed-use.	
Summary of Assessment	- The site is within the ROPA 3 employment area, which due to the nature, character, and potential for future success of this employment area, should not be considered for conversion during the current MCR.	
Local Municipal Council Position	Consideration of the request for conversion be postponed and evaluated through secondary plan studies	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

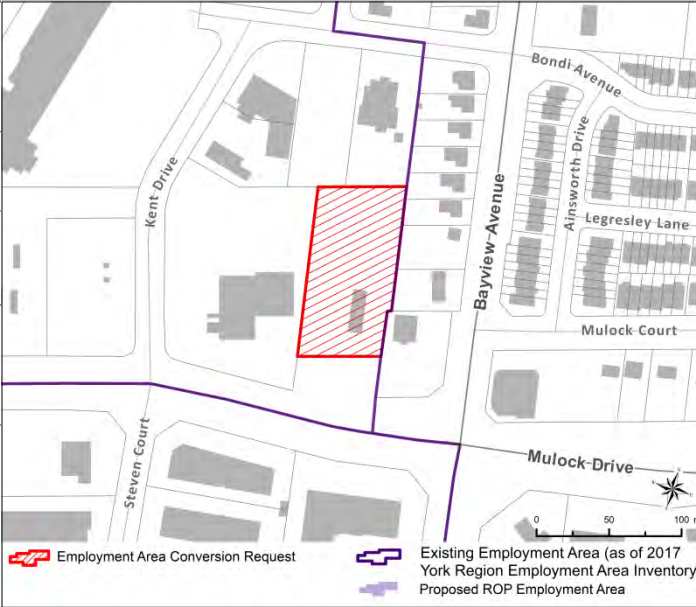
Request#: M11		City of Markham
Address	South side of Highway 7 and Leslie Street	
Site Area	18.50 ha	
Employment Area	Commerce Valley/ Leitchcroft	
Applicant	Bousfields Inc.	
Owner	Wemat	
Nature of Request	A request to re-designate lands from employment to mixed-use.	
Summary of Assessment	<ul style="list-style-type: none">- Site has visibility from and/or is adjacent to, Highways 404 and 407, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- The site is 18.5 ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.	
Local Municipal Council Position	Conversion request postponed to allow for the submission of an appropriate revised development concept plan prior to ultimate consideration of the conversion request by York Region Council	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

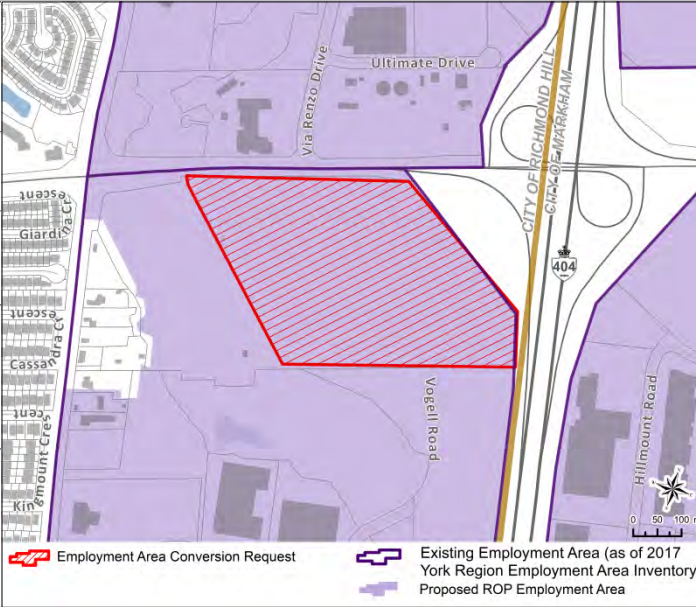
Request#: M12		City of Markham
Address	108-110, 112-118 and 111-113 Doncaster Avenue	
Site Area	0.95 ha	
Employment Area	Thornhill	
Applicant	W.E. Oughtred & Associates Inc.	
Owner	Unknown	
Nature of Request	A request to re-designate lands from employment to medium density residential uses such as townhomes or stacked townhomes.	
Summary of Assessment	- The introduction of non-employment uses has the potential to destabilize the employment area and prompt additional conversions of surrounding lands which will negatively impact the viability of the employment area.	
Local Municipal Council Position	Request not supported	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		


Request#: M13		City of Markham
Address	136 Markland Street	
Site Area	1.10 ha	
Employment Area	Cachet	
Applicant	Bousfields Inc.	
Owner	King Square Ltd.	
Nature of Request	A request to re-designate lands from employment to mixed-use including residential uses.	
Summary of Assessment	<ul style="list-style-type: none">- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.	
Local Municipal Council Position	Request supported subject to the respective landowners entering into an agreement with the City of Markham for submissions of Official Plan and Zoning By-law amendment applications contemplating the provision of affordable purpose-built rental and seniors housing as well as retention of employment uses, prior to ultimate consideration of the conversion requests by York Region Council.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		


Request#: N1		Town of Newmarket	
Address	301 & 395 Mulock Drive, 421 Cane Parkway, 450 & 505 Kent Drive, 460 Oak Street, 489 & 510 Penrose Street, 559, 569, 589, 590 & 611 Steven Court, 16630, 16650 & 16700 Bayview Avenue		
Site Area	18.30 ha		
Employment Area	Mulock Southeast and Mulock North		
Applicant	Town of Newmarket		
Owner	Town of Newmarket		
Nature of Request	The Town of Newmarket has initiated the Mulock GO Station Area Secondary Plan, with plans for converting existing employment areas to allow for mixed-uses, including retail and residential uses.		
Summary of Assessment	<div>- Conversion to non-employment uses is reflective of the changing nature of employment / evolving urban structure.</div> <div>- Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure</div> <div>- Site is not integral to support employment land employment growth to 2041.</div>		
Local Municipal Council Position	Support request.		
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.			

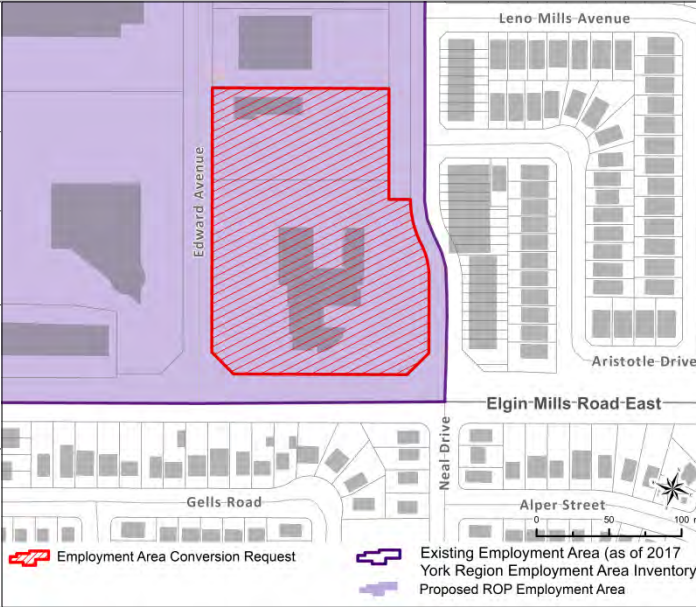
Request#: N2		Town of Newmarket
Address	520, 521, 550 and 630 Newpark Boulevard	
Site Area	17.97 ha	
Employment Area	Bayview South	
Applicant	Weston Consulting	
Owner	521 and 630 Newpark GP Ltd.	
Nature of Request	A request to re-designate a portion of the lands from "Business Park - Mixed Employment" to "Mixed-Use Residential/ Retail/ Office", "Mixed-Use Retail/ Residential", and "Emerging Residential".	
Summary of Assessment	<ul style="list-style-type: none">- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment- Site is not integral to support employment land employment growth to 2041.	
Local Municipal Council Position	Support request.	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		

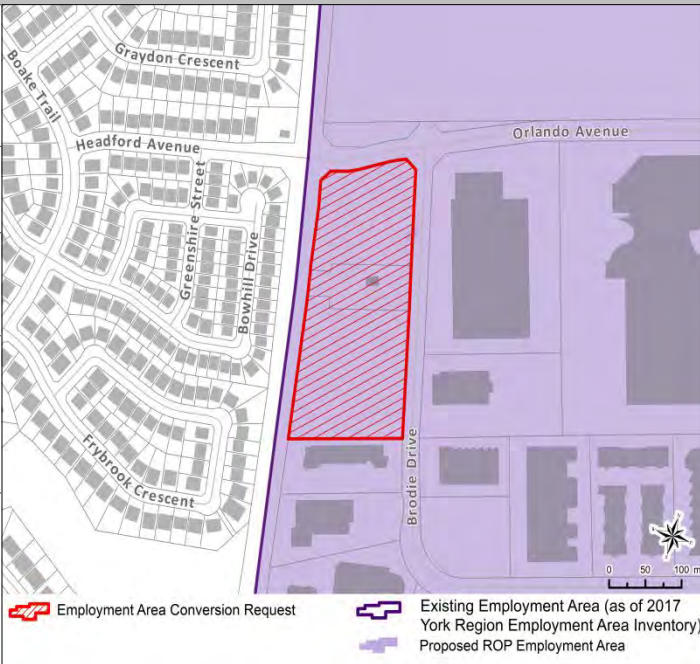
Request#: N3		Town of Newmarket	
Address	507 Mulock Drive		
Site Area	0.70 ha		
Employment Area	Mulock North		
Applicant	Weston Consulting		
Owner	Ganni Kinno Developments Inc.		
Nature of Request	A request to re-designate the lands from employment to a mix of uses including residential, retail and office uses.		
Summary of Assessment	<ul style="list-style-type: none">- Conversion to non-employment uses is reflective of the changing nature of employment / evolving urban structure.- Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure proposed- Site is not integral to support employment land employment growth to 2041.		
Local Municipal Council Position	No position at this time.		
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.			

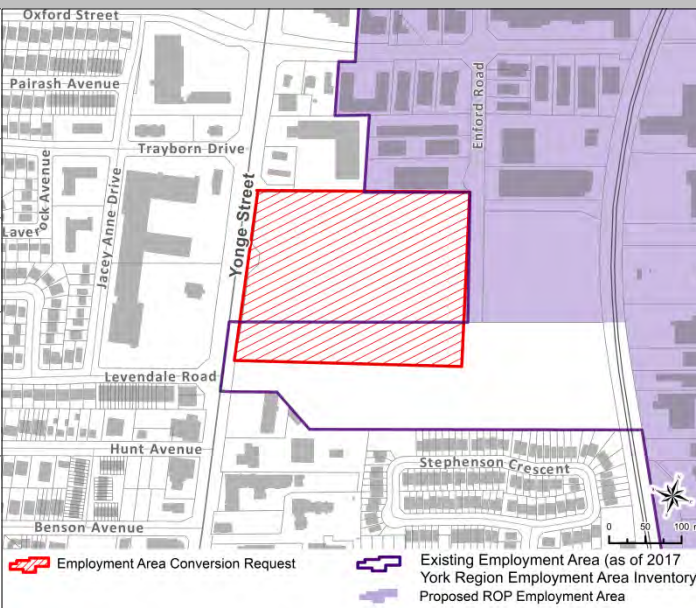
Request#: RH1		City of Richmond Hill
Address	1577 Major Mackenzie Drive East	
Site Area	17.60 ha	
Employment Area	Headford	
Applicant	Dorsky + Yue International, UrbanMetrics	
Owner	Rice Commercial Group, 'Mackenzie Commons'	
Nature of Request	A request to re-designate employment lands to mixed-use to facilitate the development of high-density residential and commercial uses on site.	
Summary of Assessment	<ul style="list-style-type: none">- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- The site is 17.6 ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.	
Local Municipal Council Position	Support request.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

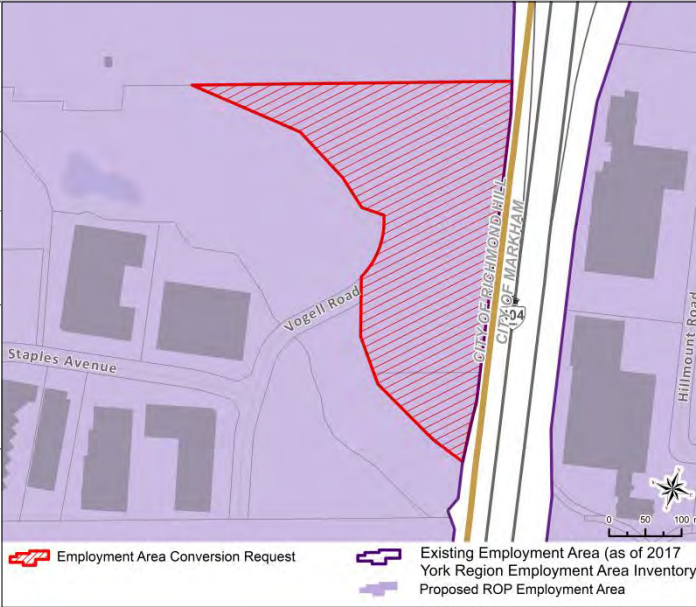
Request#: RH2		City of Richmond Hill
Address	1521 19th Avenue	
Site Area	0.13 ha	
Employment Area	North Leslie	
Applicant	Humphries Planning Group Inc.	
Owner	Cedartrail Developments Inc.	
Nature of Request	A request to re-designate lands from employment to residential use.	
Summary of Assessment	<ul style="list-style-type: none">- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.- Site is not integral to support employment land employment growth to 2041.	
Local Municipal Council Position	Support request.	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		

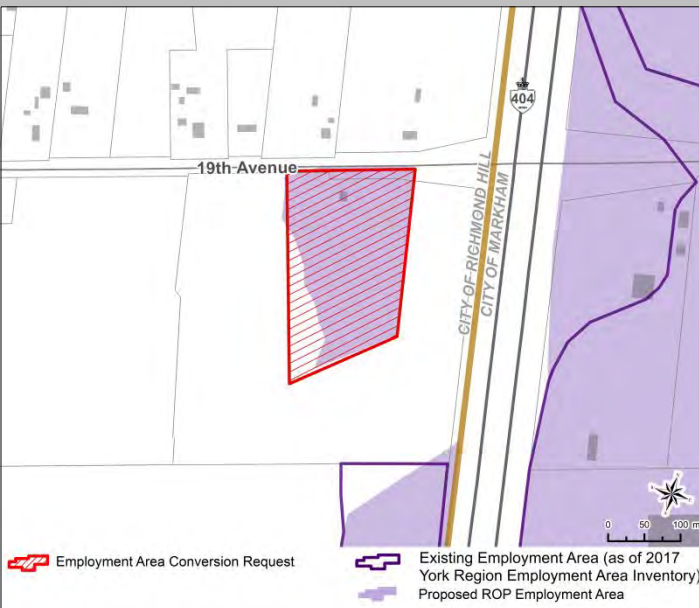
Request#: RH3		City of Richmond Hill	
Address	1585 19th Avenue		
Site Area	0.37 ha		
Employment Area	North Leslie		
Applicant	Humphries Planning Group Inc.		
Owner	Congio Enterprises Inc.		
Nature of Request	A request to re-designate lands from employment to residential use.		
Summary of Assessment	<ul style="list-style-type: none">- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.- Site is not integral to support employment land employment growth to 2041.		
Local Municipal Council Position	Support request.		
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.			

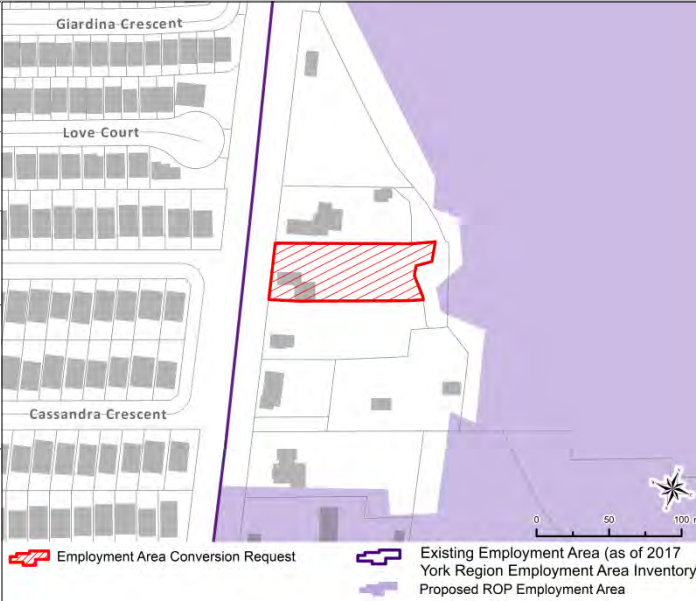
Request#: RH4		City of Richmond Hill	
Address	93 Edward Avenue & 500 Elgin Mills Road East		
Site Area	2.68 ha		
Employment Area	Newkirk		
Applicant	Humphries Planning Group Inc.		
Owner	Toronto Montessori Schools, 1355314 Ontario Inc.		
Nature of Request	A request to re-designate subject lands to permit the expansion of the existing private school facility with outdoor recreation area/sports field		
Summary of Assessment	<div>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</div> <div>- Site should be maintained as employment however further discussions are required to explore opportunities to accommodate the proposed request</div>		
Local Municipal Council Position	Conversion request not supported however the proposed use expansion is supported and recommends staff to work with the applicant to facilitate the applicant's request through the best available means.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

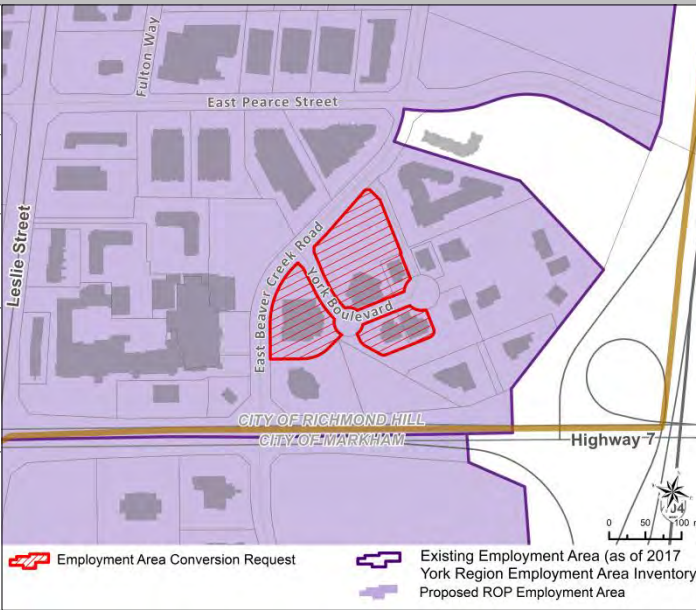
Request#: RH5		City of Richmond Hill	
Address	Blocks 2 and 3, 65M4080		
Site Area	2.50 ha		
Employment Area	Headford		
Applicant	Groundswell Urban Planners Inc.		
Owner	Orlando Corporation		
Nature of Request	A request to re-designate employment lands to permit automotive centres/dealerships on site. This use is not permitted through the local employment area designation.		
Summary of Assessment	<div>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</div> <div>- Site is in proximity to highway 404, contributing to the Region’s and local municipality’s economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</div> <div>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region’s employment policy framework.</div>		
Local Municipal Council Position	Conversion request not supported however the proposed use is supported and recommends staff to work with the applicant to facilitate the applicant's request through the best available means.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

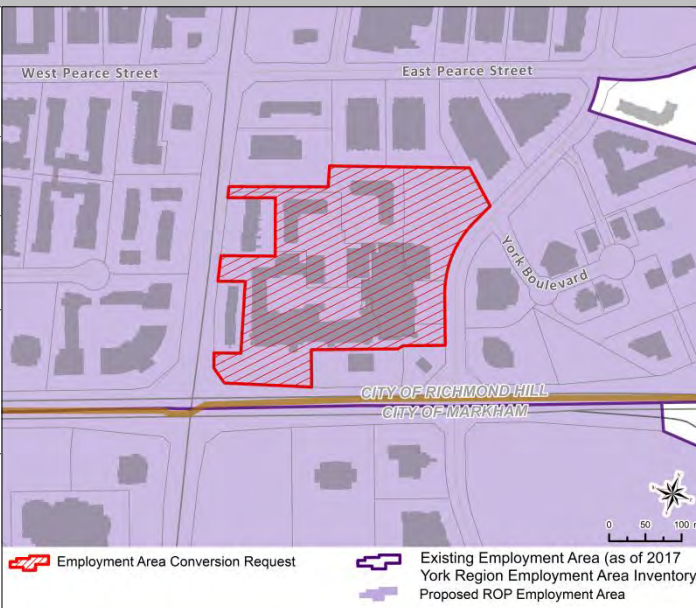
Request#: RH6		City of Richmond Hill
Address	10481 Yonge Street & 10537 Yonge Street	
Site Area	7.07 ha	
Employment Area	Newkirk	
Applicant	Evans Planning Inc.	
Owner	1835942 Ontario Inc.	
Nature of Request	A request to re-designate lands from employment to mixed-use or high density residential uses.	
Summary of Assessment	<ul style="list-style-type: none">- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.- Site is not integral to support employment land employment growth to 2041.	
Local Municipal Council Position	Support request.	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		


Request#: RH7		City of Richmond Hill
Address	West of Hwy 404, south of Major Mackenzie Drive	 <p>Employment Area Conversion Request</p> <p>Existing Employment Area (as of 2017 York Region Employment Area Inventory)</p> <p>Proposed ROP Employment Area</p>
Site Area	9.42 ha	
Employment Area	Headford	
Applicant	Bousfields Inc.	
Owner	Baif Developments Ltd.	
Nature of Request	A request to re-designate employment lands to mixed-use to facilitate the development of high-density residential and commercial uses including office, retail/service commercial and hotels	
Summary of Assessment	<ul style="list-style-type: none">- Site is in proximity to Highway 404, contributing to the Region’s and local municipality’s economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.	
Local Municipal Council Position	Not supported.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		


Request#: RH8		City of Richmond Hill
Address	1751 19th Ave	 <p>19th Avenue</p> <p>404</p> <p>CITY OF RICHMOND HILL</p> <p>CITY OF MARKHAM</p> <p>Employment Area Conversion Request</p> <p>Existing Employment Area (as of 2017 York Region Employment Area Inventory)</p> <p>Proposed ROP Employment Area</p>
Site Area	4.00 ha	
Employment Area	North Leslie	
Applicant	Evans Planning	
Owner	Upper City Corporation	
Nature of Request	A request to re-designate employment lands to non-employment uses.	
Summary of Assessment	- Site has visibility from and/or is adjacent to, Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.	
Local Municipal Council Position	Not supported.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

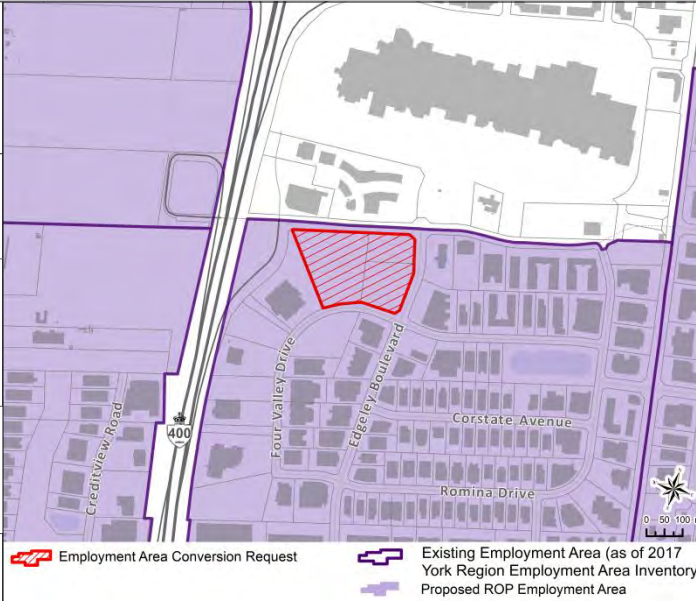
Request#: RH9		City of Richmond Hill
Address	9893 Leslie Street	
Site Area	0.48 ha	
Employment Area	Headford	
Applicant	Urban Growth Inc.	
Owner	Carefirst Seniors and Community Services Association	
Nature of Request	A request to re-designate employment lands to a campus of care including integrated care facilities such as a primary care family practice centre, pharmacy, elderly person centre, office space, and 96 bed long-term care centre.	
Summary of Assessment	<ul style="list-style-type: none">- A non-employment use is appropriate, has minimal impact on adjacent employment uses, and is compatible with the surrounding context.- Conversion provides an appropriate transition between the employment area and the adjacent non-employment uses.	
Local Municipal Council Position	Support request.	
Recommendation: Area not identified as employment in the Regional Official Plan. Request approved by Regional Council on February 27, 2020. Designation at the discretion of the Local Municipality.		

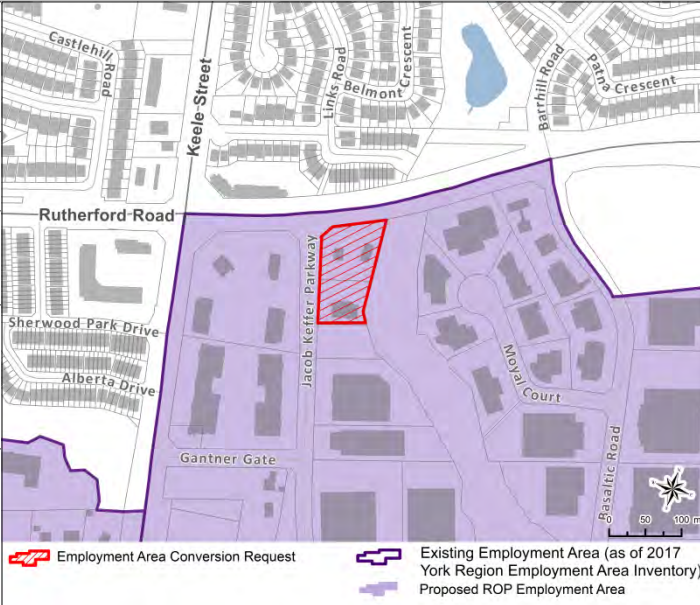
Request#: RH10		City of Richmond Hill
Address	100 & 115 – 140 York Boulevard	
Site Area	2.66 ha	
Employment Area	Beaver Creek	
Applicant	Urban Strategies Inc.	
Owner	Crestpoint Real Estate (YYC) Inc.	
Nature of Request	A request to re-designate employment lands to mixed-use including residential.	
Summary of Assessment	<div>- Site is in proximity to Highways 407 and 404, contributing to the Region’s and local municipality’s economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</div> <div>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</div>	
Local Municipal Council Position	Support request.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

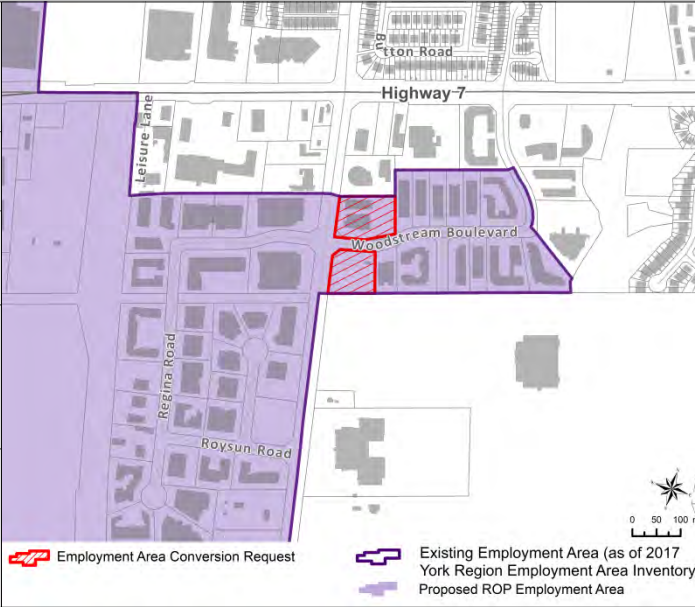
Request#: RH11		City of Richmond Hill
Address	Northeast Corner of Highway 7 and Leslie Street	
Site Area	7.59 ha	
Employment Area	East Beaver Creek	
Applicant	MGP Malone Given Parsons	
Owner	Parkway Hotels and Convention Centre Inc.	
Nature of Request	A request to re-designate the subject lands from employment to non-employment uses to recognize the current non-employment permissions in the City of Richmond Hill's Official Plan and the existing mixed use function of the lands.	
Summary of Assessment	<ul style="list-style-type: none">- Site is in proximity to Highways 407 and 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- Site is part of a larger contiguous employment area, and the introduction of non-employment uses beyond the existing permissions of the site specific policy has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.	
Local Municipal Council Position	Support request.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

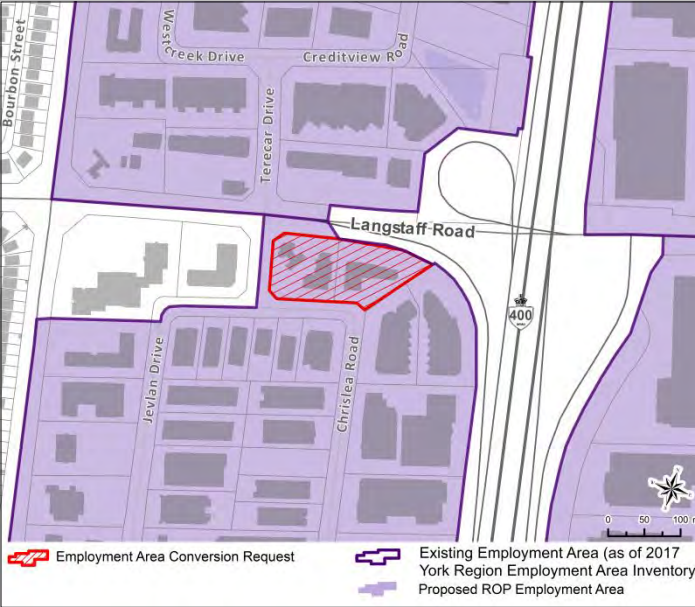
Request#: V1		City of Vaughan
Address	1950 and 1970 Highway 7	
Site Area	2.13 ha	
Employment Area	Keele	
Applicant	Brookvalley Project Management Inc.	
Owner	Various landholdings in Concord GO Center Secondary Plan area	
Nature of Request	A request to re-designate lands from "Employment Commercial Mixed-Use" to "Mixed-Use Commercial/Residential".	
Summary of Assessment	- Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure proposed through the Concord GO Secondary Plan.	
Local Municipal Council Position	No position at this time.	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		

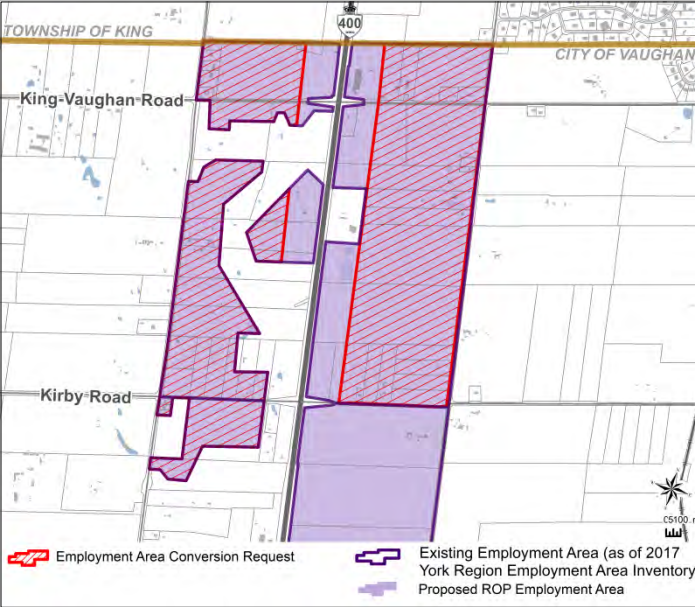
Request#: V2		City of Vaughan	
Address	11421 Weston Road		
Site Area	18.3 ha		
Employment Area	Highway 400 North (Teston West) (ROPA 52)		
Applicant	Humphries Planning Group Inc.		
Owner	Western Point Builders Inc.		
Nature of Request	A request to re-designate lands to allow mixed-use (including residential use) beyond employment uses permitted by the City of Vaughan OPA 637.		
Summary of Assessment	- The site is part of the Vaughan's 400 North Employment Area (also known as ROPA 52) which has not had sufficient time to develop as an employment area. Lands are within areas not considered for conversion.		
Local Municipal Council Position	No position at this time.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

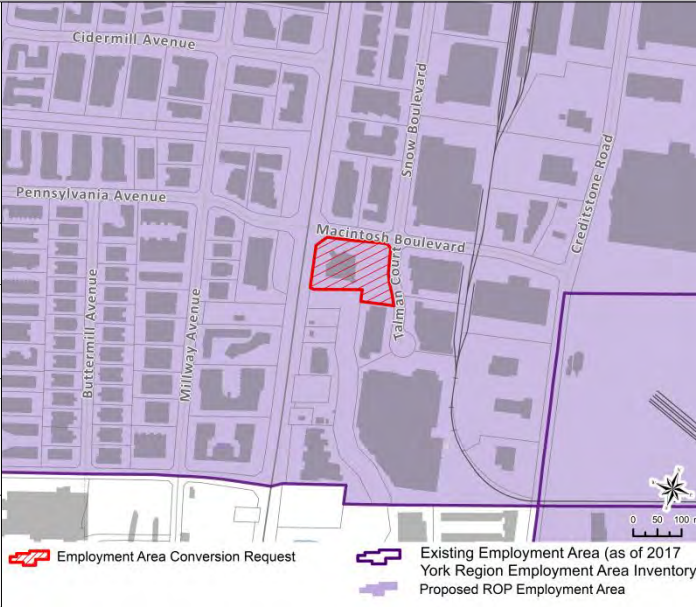
Request#: V3		City of Vaughan
Address	233 Four Valley Drive & 1040-1080 Edgeley Boulevard, Vaughan	
Site Area	5.9 ha	
Employment Area	Vaughan 400 North	
Applicant	Weston Consulting	
Owner	Unknown	
Nature of Request	A request to re-designate employment land to support mixed-use development on site	
Summary of Assessment	<p>- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to negatively impact viability of existing or future surrounding employment uses in the employment area by putting pressure for future conversions in the adjacent parcels.</p> <p>- Site has visibility from, and is adjacent to the Highway 400 goods movement corridor contributing to its economic development potential and supporting goods movement. Converting this site would set precedent for the conversion of other sites located along the 400 series highway and is contrary to Regional and Provincial planning objectives.</p>	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

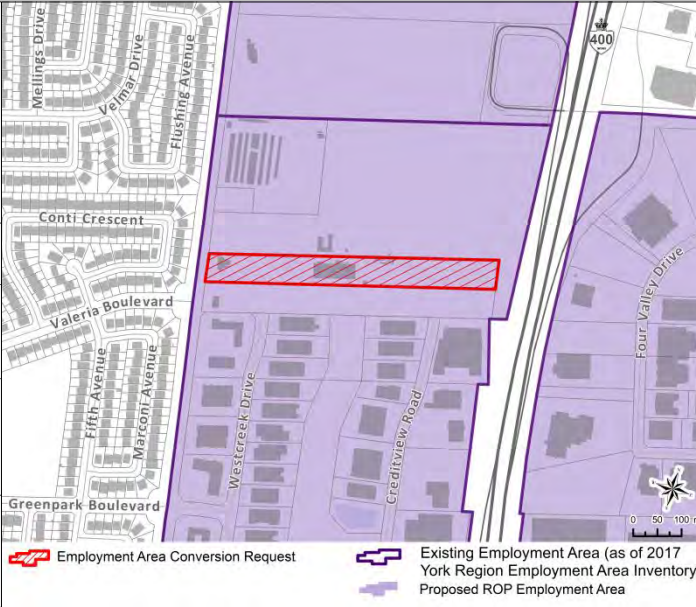
Request#: V4		City of Vaughan
Address	11, 27 and 37 Jacob Keefer Parkway	
Site Area	1.01 ha	
Employment Area	Tutor West	
Applicant	Humphries Planning Group Inc.	
Owner	Robvit Developments Inc.	
Nature of Request	A request to permit residential and/or commercial mixed use on the subject lands currently designated as “Employment Commercial Mixed-use” in the 2010 Vaughan Official Plan.	
Summary of Assessment	<div>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</div> <div>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region’s employment policy framework.</div>	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

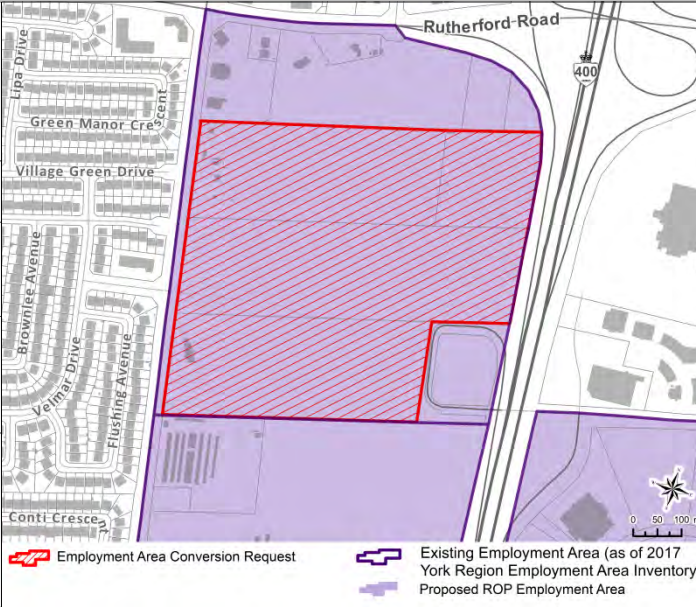
Request#: V5		City of Vaughan
Address	7625 Martin Grove Road & 211 Woodstream Boulevard	
Site Area	1.84 ha	
Employment Area	West Woodbridge	
Applicant	KLM Planning Partners Inc.	
Owner	716051 Ontario Limited & 1214420 Ontario Limited	
Nature of Request	A request to re-designate lands from employment to mid-rise mixed-use.	
Summary of Assessment	<ul style="list-style-type: none">- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

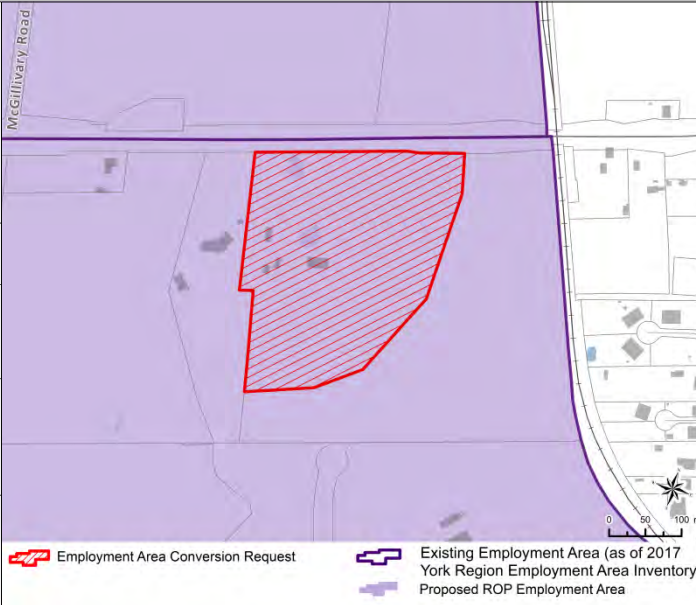
Request#: V6		City of Vaughan
Address	661 & 681 Chrislea Road	
Site Area	1.63 ha	
Employment Area	Weston 400	
Applicant	Weston Consulting	
Owner	Battcorp Holdings (Vaughan) Ltd. (Battista)	
Nature of Request	A request to re-designate the subject lands from employment to residential uses.	
Summary of Assessment	<ul style="list-style-type: none">- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to negatively impact viability of existing or future surrounding employment uses in the employment area by putting pressure for future conversions in the adjacent parcels.- Site has visibility from, and is adjacent to the Highway 400 goods movement corridor contributing to its economic development potential and supporting goods movement. Converting this site would set precedent for the conversion of other sites located along the 400 series highway and is contrary to Regional and Provincial planning objectives.	
Local Municipal Council Position	No position at this time	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

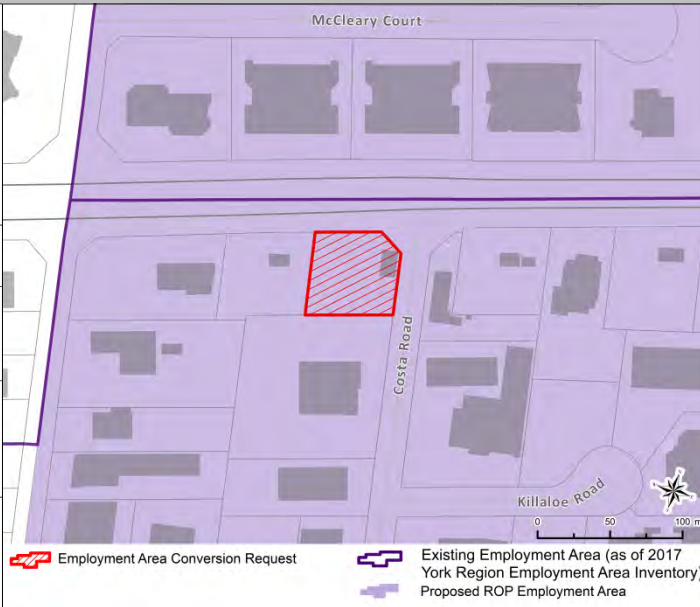
Request#: V7		City of Vaughan
Address	Block 34W and 35, Lots 26 through 35, Concession 5 and Lot 1 King Concession 5	
Site Area	235.0 ha	
Employment Area	Highway 400 North (ROPA 52)	
Applicant	Humphries Planning Group	
Owner	Vaughan 400 North Landowners Group Inc.	
Nature of Request	A request to re-designate the subject lands from employment to residential uses.	
Summary of Assessment	- The site is part of the Vaughan's 400 North Employment Area (also known as ROPA 52) which has not had sufficient time to develop as an employment area. Lands are within areas not considered for conversion.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

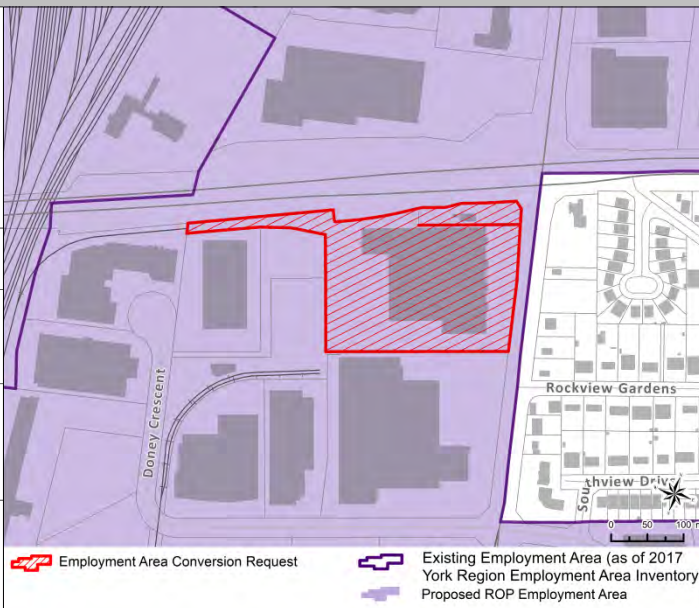
Request#: V8		City of Vaughan
Address	8083 Jane Street	
Site Area	1.76 ha	
Employment Area	Vaughan 400	
Applicant	DLA Piper	
Owner	Chris Barnett	
Nature of Request	A request to re-designate lands from Prestige and General Employment to mixed-use.	
Summary of Assessment	- Entire perimeter of the site is surrounded by lands designated for employment uses. The introduction of a non-employment use would destabilize and/or impact the existing and/or future viability of the employment area.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

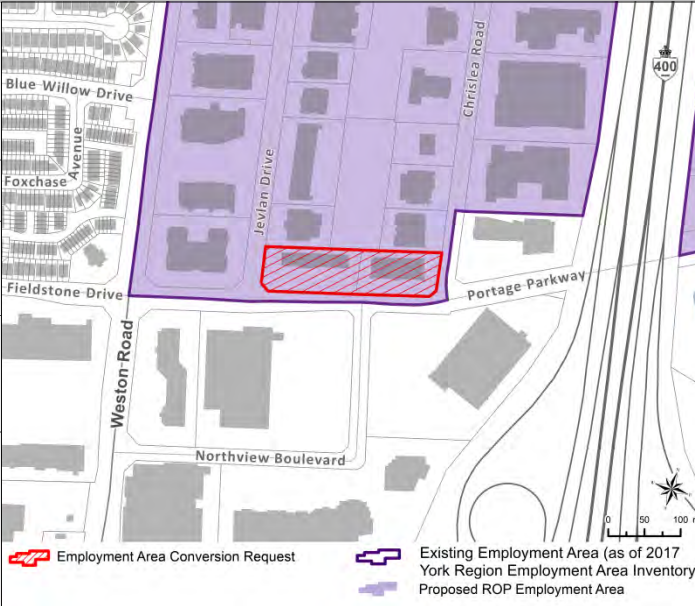
Request#: V9		City of Vaughan	
Address	8821 Weston Road		
Site Area	3.66 ha		
Employment Area	Weston 400 North		
Applicant	Weston Consulting		
Owner	Designscape Enterprises Ltd.		
Nature of Request	A request to re-designate subject lands from Prestige Employment to Employment Commercial – Mixed use.		
Summary of Assessment	<ul style="list-style-type: none">- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to negatively impact viability of existing or future surrounding employment uses in the employment area by putting pressure for future conversions in the adjacent parcels.- Site has visibility from, and is adjacent to the Highway 400 goods movement corridor contributing to its economic development potential and supporting goods movement. Converting this site would set precedent for the conversion of other sites located along the 400 series highway and is contrary to Regional and Provincial planning objectives.- The proposed use on these lands is considered an employment use elsewhere in the City of Vaughan Official Plan. On this basis, proposed use could be accommodated with a local designation change.		
Local Municipal Council Position	No position at this time.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			


Request#: V10		City of Vaughan	
Address	Part of Lot 14 and 15, Concession 5		
Site Area	39.20 ha		
Employment Area	Vaughan Mills Centre		
Applicant	Miele Developments		
Owner	Vaughan Mills Mixed Use Centre Landowners Group		
Nature of Request	A request to re-designate the subject lands from employment to residential/ mixed-use.		
Summary of Assessment	<ul style="list-style-type: none">- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to negatively impact viability of existing or future surrounding employment uses in the employment area by putting pressure for future conversions in the adjacent parcels.- Site has visibility from, and is adjacent to the Highway 400 goods movement corridor contributing to its economic development potential and supporting goods movement. Converting this site would set precedent for the conversion of other sites located along the 400 series highway and is contrary to Regional and Provincial planning objectives.- The site is 39 ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.		
Local Municipal Council Position	No position at this time.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

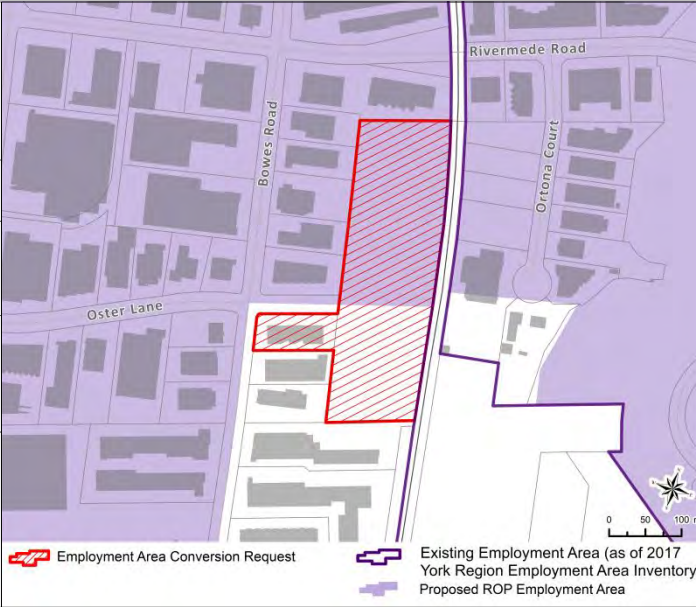
Request#: V11		City of Vaughan	
Address	6241 Rutherford Road		
Site Area	8.18 ha		
Employment Area	West Vaughan – Huntington East		
Applicant	Weston Consulting		
Owner	Di Poce Management Limited		
Nature of Request	A request to convert employment lands from the current Prestige Employment designation to commercial/recreational mixed land use.		
Summary of Assessment	<ul style="list-style-type: none">- Entire perimeter of the site is surrounded by lands designated for employment uses. The introduction of a non-employment use would destabilize and/or impact the existing and/or future viability of the employment area- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.		
Local Municipal Council Position	No position at this time.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

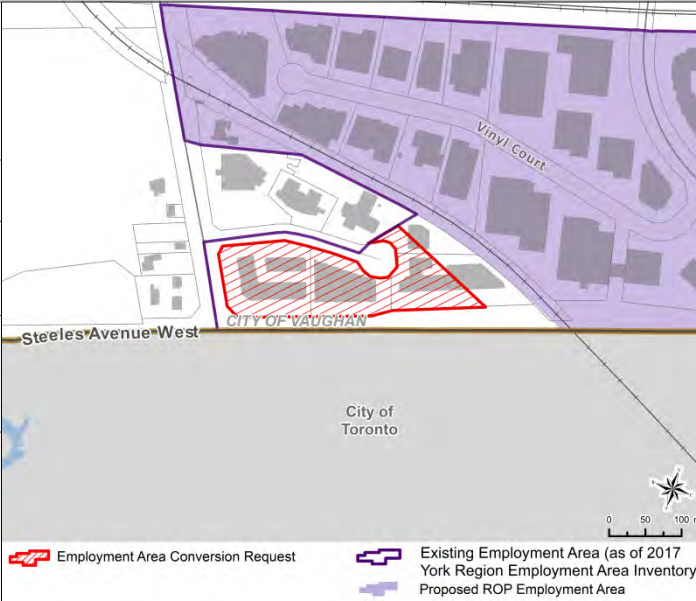
Request#: V12		City of Vaughan	
Address	2739 Highway 7		
Site Area	0.34 ha		
Employment Area	Jane South		
Applicant	Humphries Planning		
Owner	2276771 Ontario Inc.		
Nature of Request	A request to convert employment lands to residential uses.		
Summary of Assessment	<ul style="list-style-type: none">- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.		
Local Municipal Council Position	No position at this time.		
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

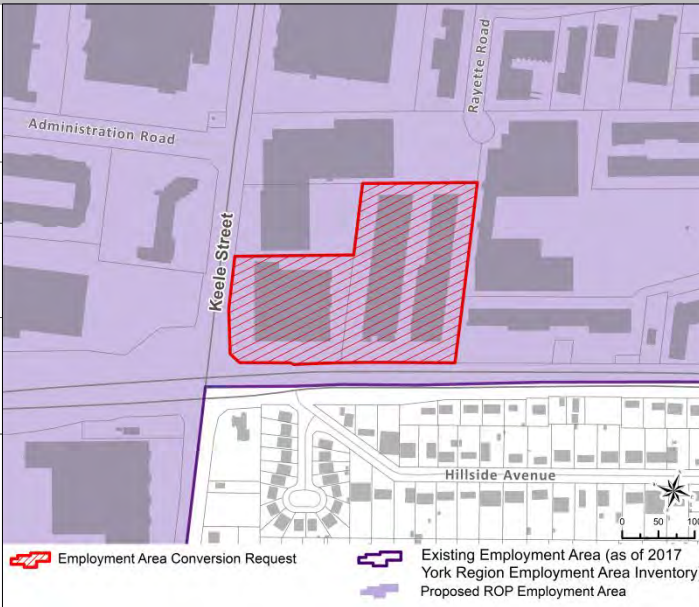
Request#: V13		City of Vaughan
Address	2267 Highway 7 & 7700 Keele Street	
Site Area	5.50 ha	
Employment Area	Keele	
Applicant	KLM Planning	
Owner	Seven Keele Ltd/ 7700 Keele St. Ltd	
Nature of Request	A request to re-designate the subject lands to a residential/ mixed-use.	
Summary of Assessment	<ul style="list-style-type: none">- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

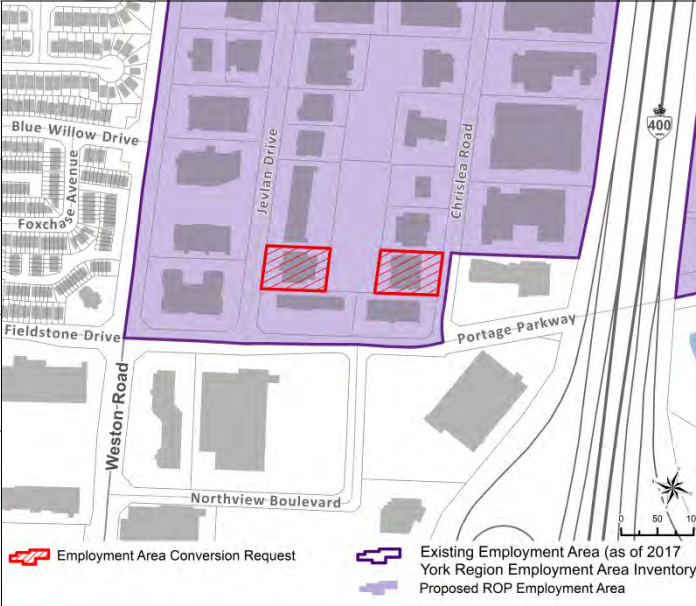
Request#: V14		City of Vaughan
Address	156 Chrislea Road & 15 Jevlan Drive	
Site Area	1.49 ha	
Employment Area	Weston 400	
Applicant	Land Solutions Ontario	
Owner	FDF Investments/Playcor Holdings	
Nature of Request	A request to allow greater flexibility in the permitted uses including more retail and service commercial type uses.	
Summary of Assessment	<ul style="list-style-type: none">- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to disconnect the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Lands should be retained as employment as they provide an appropriate transition between the employment area and the adjacent non-employment uses and may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.- Site is in proximity to Highway 400, contributing to its economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

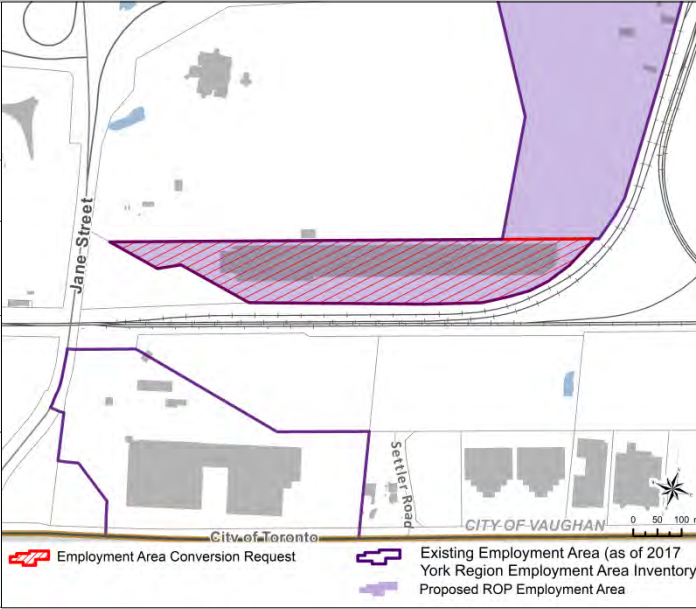
Request#: V15		City of Vaughan
Address	201 Millway Avenue	
Site Area	1.92 ha	
Employment Area	Vaughan 400	
Applicant	Weston Consulting	
Owner	York Region Condominium Corporation 945	
Nature of Request	A request to re-designate lands from Prestige Employment to a mixed-use designation.	
Summary of Assessment	<div>- Lands are part of a larger contiguous employment area and non-employment uses would destabilize and/or adversely affect the overall viability of existing and/or future employment uses in the employment area</div> <div>- The conversion would impact a currently logical employment boundary.</div> <div>- Lands should be retained as employment as they provide an appropriate transition between the employment area and the adjacent non-employment uses and may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</div>	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

Request#: V16		City of Vaughan
Address	163 & 175 Bowes Road	
Site Area	5.91 ha	
Employment Area	Keele	
Applicant	Weston Consulting	
Owner	Unknown	
Nature of Request	A request to re-designate lands from employment to a mixed-use.	
Summary of Assessment	<ul style="list-style-type: none">- Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure proposed through the Concord GO Secondary Plan- The lands north of Oster Lane to be designated as employment in the Regional Official Plan. Lands south of Oster Lane to be designated at the discretion of the Local Municipality.	
Local Municipal Council Position	No position at this time.	
Recommendation: A portion of the area recommended for conversion to non-employment uses. Designate remainder as employment in the Regional Official Plan.		

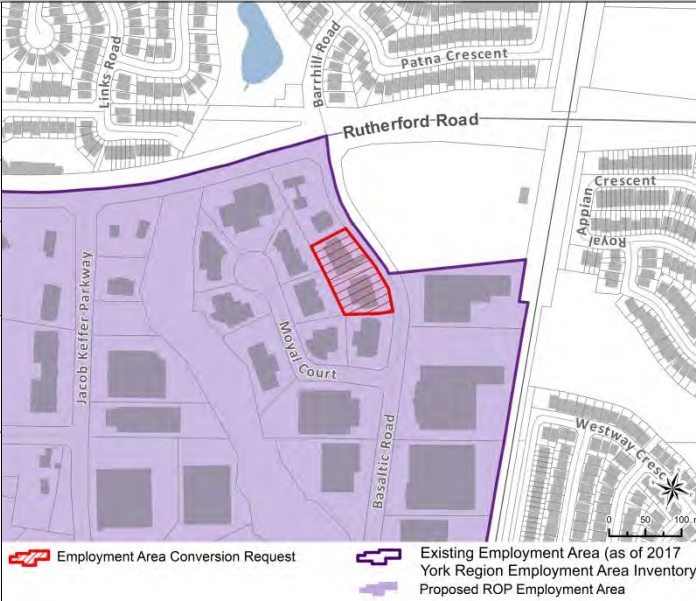
Request#: V17		City of Vaughan
Address	4600 Steeles Ave West	
Site Area	3.00 ha	
Employment Area	Steeles West	
Applicant	MHBC Planning	
Owner	Ricbru Investments Inc.	
Nature of Request	A request to re-designate "Employment Commercial Mixed Use" lands to facilitate mixed use development on site.	
Summary of Assessment	- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.	
Local Municipal Council Position	No position at this time.	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		

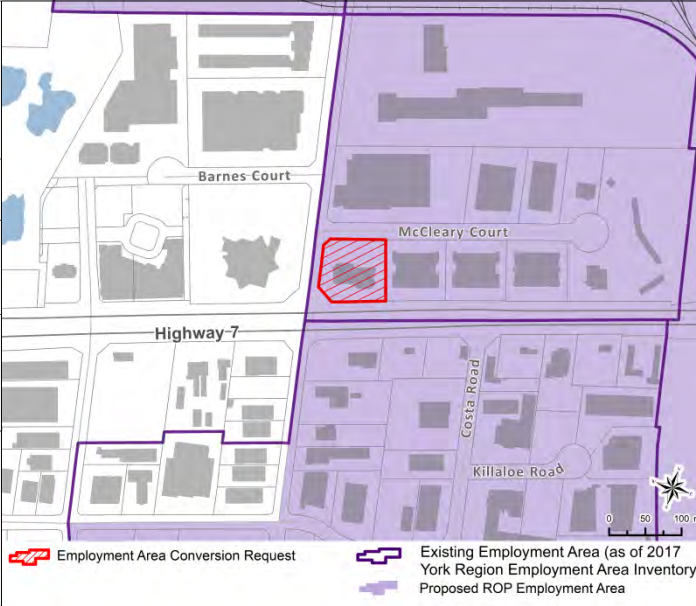
Request#: V18		City of Vaughan
Address	7777 Keele St and 2160-2180 Highway 7	
Site Area	6.20 ha	
Employment Area	Keele	
Applicant	MHBC Planning	
Owner	Steele Valley Developments Limited and Bonneville Homes Limited.	
Nature of Request	A request to re-designate "Employment Commercial Mixed Use" lands to facilitate mixed use development on site.	
Summary of Assessment	<ul style="list-style-type: none">- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

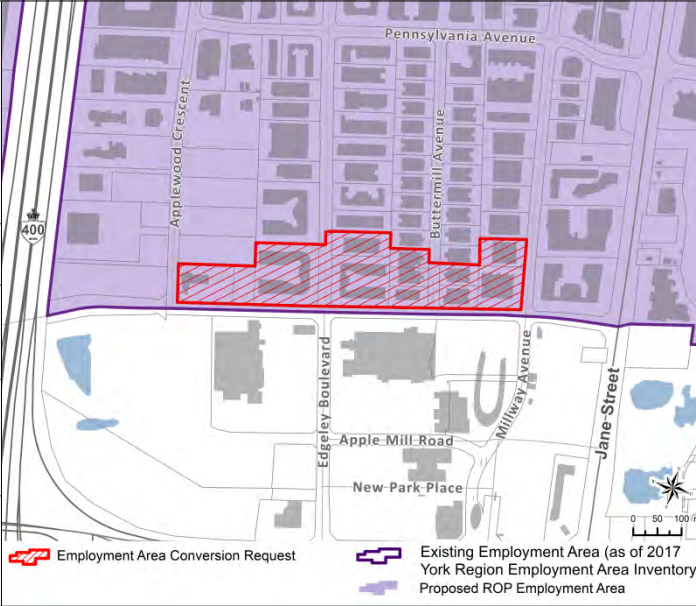
Request#: V19		City of Vaughan
Address	31 Jevlan Drive and 172 Chrislea Road	
Site Area	1.03 ha	
Employment Area	Weston 400	
Applicant	Weston Consulting	
Owner	Luana Colalillo	
Nature of Request	A request to broaden land permission to allow for a greater range of development opportunities on the subject lands, including residential uses.	
Summary of Assessment	<ul style="list-style-type: none">- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to disconnect the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Lands should be retained as employment as they provide an appropriate transition between the employment area and the adjacent non-employment uses and may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.- Site is in proximity to Highway 400, contributing to its economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

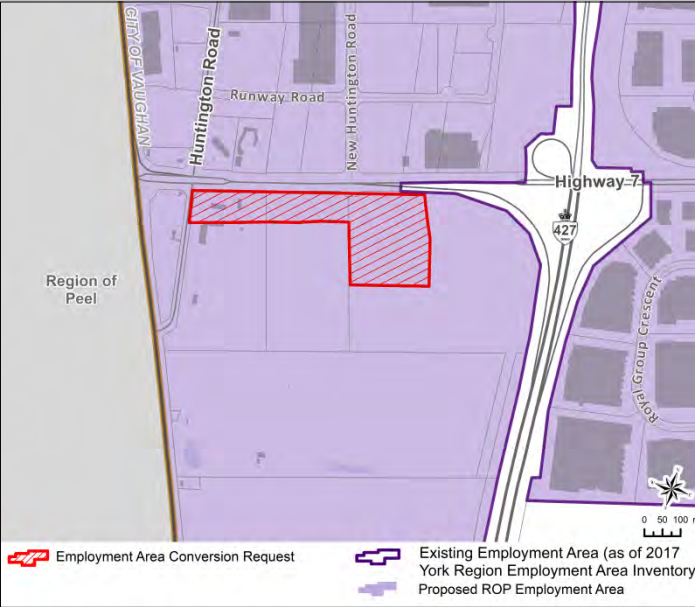
Request#: V20		City of Vaughan
Address	7171 Jane Street	
Site Area	9.93 ha	
Employment Area	Beechwood	
Applicant	Stellarbridge Management Inc.	
Owner	Stellarbridge, ARG Group of Companies	
Nature of Request	Request that lands be re-designated from their current employment designation to a mixed-use designation permitting higher density residential and commercial uses.	
Summary of Assessment	<ul style="list-style-type: none">- The site is 9.93ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.- Site is in proximity to Highway 407, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

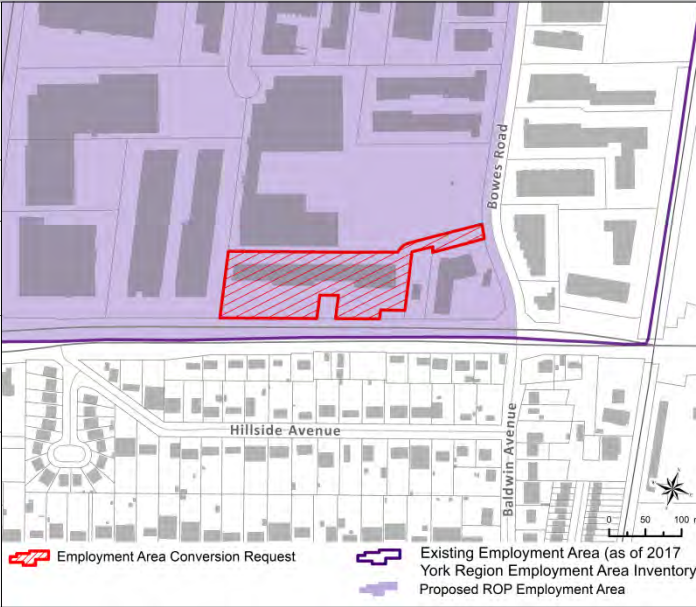
Request#: V21		City of Vaughan	
Address	140 Doughton Road		
Site Area	0.31 ha		
Employment Area	Jane South		
Applicant	Weston Consulting		
Owner	Omer Investments Inc.		
Nature of Request	Request that the subject property be converted from the General Employment designation to the Station Precinct designation and the subject property be incorporated within the Vaughan Metropolitan Centre Secondary Plan boundary as part of the ongoing Municipal Comprehensive Review.		
Summary of Assessment	<p>- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.</p>		
Local Municipal Council Position	No position at this time.		
<p>Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

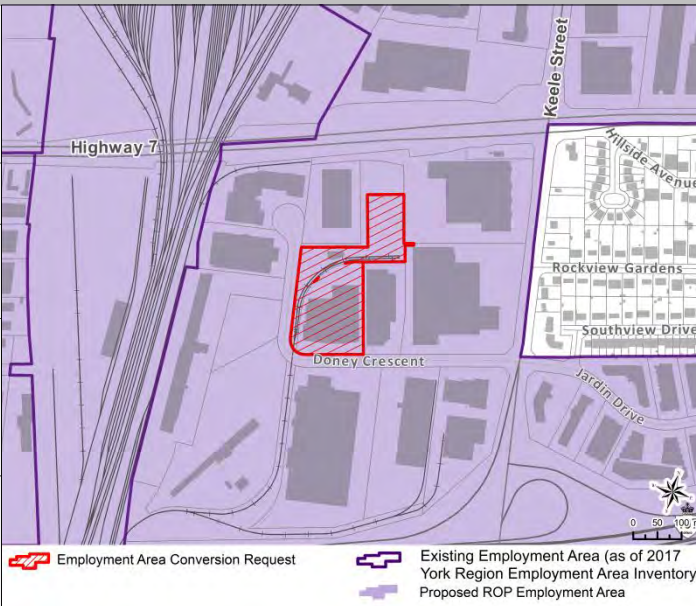
Request#: V22		City of Vaughan
Address	676, 696 Westburne Drive	 <p>Employment Area Conversion Request</p> <p>Existing Employment Area (as of 2017 York Region Employment Area Inventory)</p> <p>Proposed ROP Employment Area</p>
Site Area	1.02 ha	
Employment Area	Tudor West	
Applicant	KLM Planning Partners Inc.	
Owner	Arcovit Holdings Inc.	
Nature of Request	Allow for the re-designation of subject lands to allow for a mixed use high density residential development.	
Summary of Assessment	<p>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p>	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

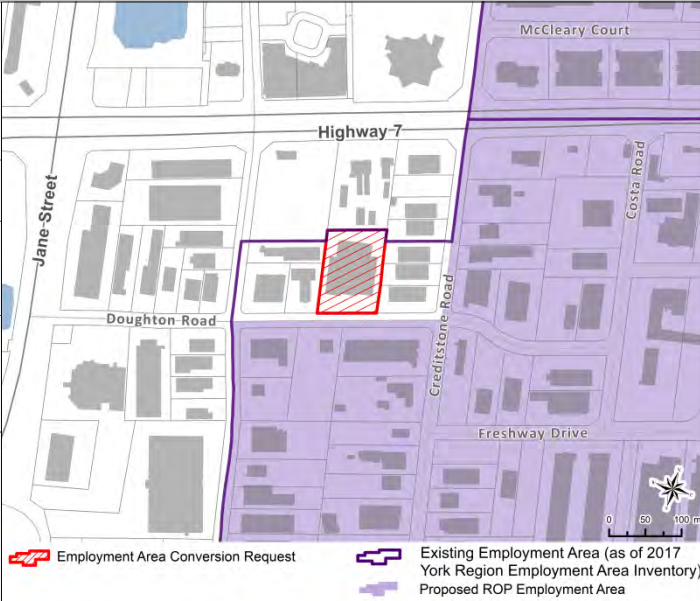



Request#: V23		City of Vaughan
Address	2780 Highway 7	
Site Area	0.75 ha	
Employment Area	Vaughan 400	
Applicant	Evans Planning Inc.	
Owner	2780 Highway 7 Investments	
Nature of Request	A request to allow for the conversion of these lands from only employment generating purposes to also permit residential uses and the associated population to support transit infrastructure investment and so fulfill the intensification and complete community objectives of the Province, Region and City.	
Summary of Assessment	<ul style="list-style-type: none">- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

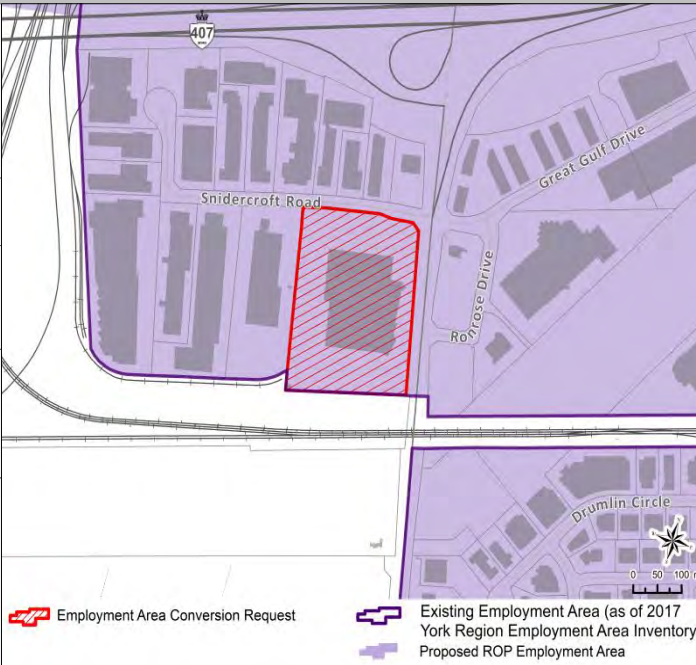
Request#: V24		City of Vaughan
Address	705 Applewood Cres, 200/225/207 Edgeley Blvd, 10/11/27/38 Buttermill Ave, 190/212 Millway Ave	
Site Area	7.54 ha	
Employment Area	Vaughan 400	
Applicant	Malone Given Parsons Ltd.	
Owner	Portage Landowners Group	
Nature of Request	A request to convert the employment lands to non-employment uses to recognize its location as a transitional area from the VMC.	
Summary of Assessment	<ul style="list-style-type: none">- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Lands should be retained as employment as they provide an appropriate transition between the employment area and the adjacent non-employment uses and may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.- The conversion would impact a currently logical employment boundary.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

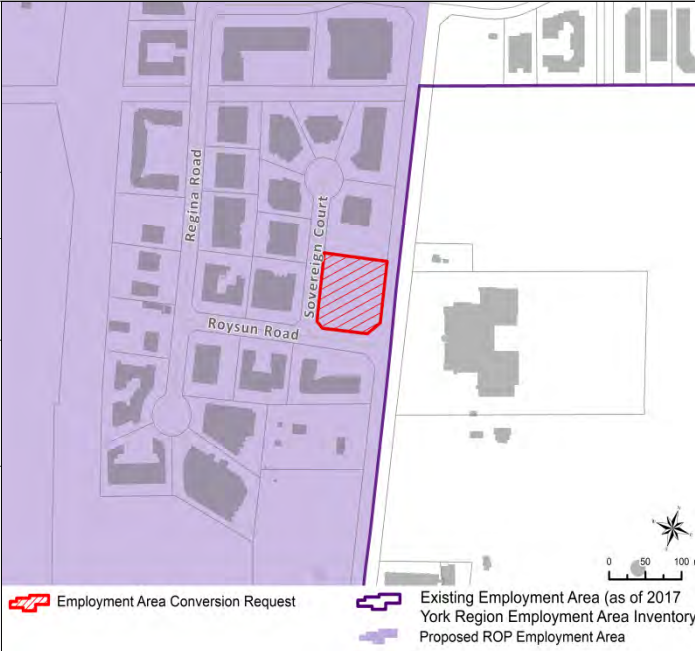
Request#: V25		City of Vaughan
Address	Part of Lots 4 and 5, Concession 9	
Site Area	7.32 ha	
Employment Area	Highway 427 West	
Applicant	KLM Planning Partners Inc.	
Owner	1406979 Ontario Inc. (affiliate of the ZZEN Group)	
Nature of Request	Lands are currently designated Employment Commercial Mixed Use. Proposing to retain some employment area, and convert remainder to high density residential including eleven 35-storey residential towers.	
Summary of Assessment	<ul style="list-style-type: none">- Site has visibility from and/or is adjacent to Highway 427, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

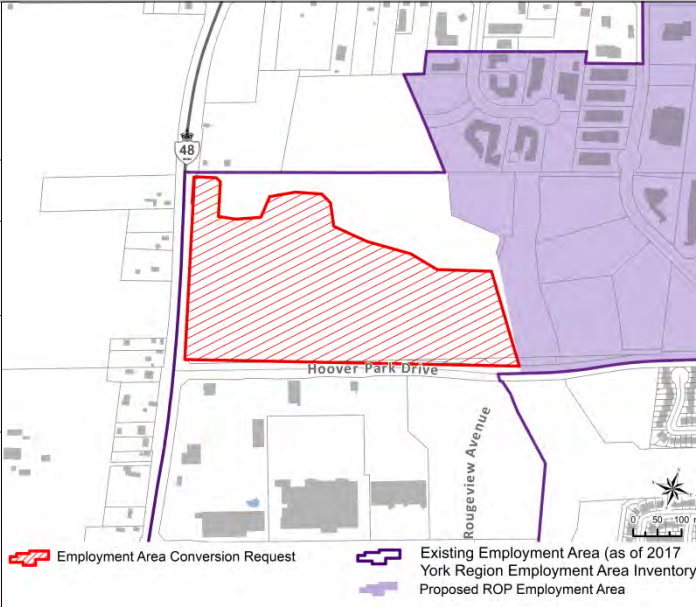
Request#: V26		City of Vaughan
Address	2104 Highway 7	
Site Area	2.4 ha	
Employment Area	Keele	
Applicant	Weston Consulting	
Owner	York Region Condominium Corporation 549 ("YRCC 549")	
Nature of Request	A request to re-designate the subject lands to a mixed-use.	
Summary of Assessment	<ul style="list-style-type: none">- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

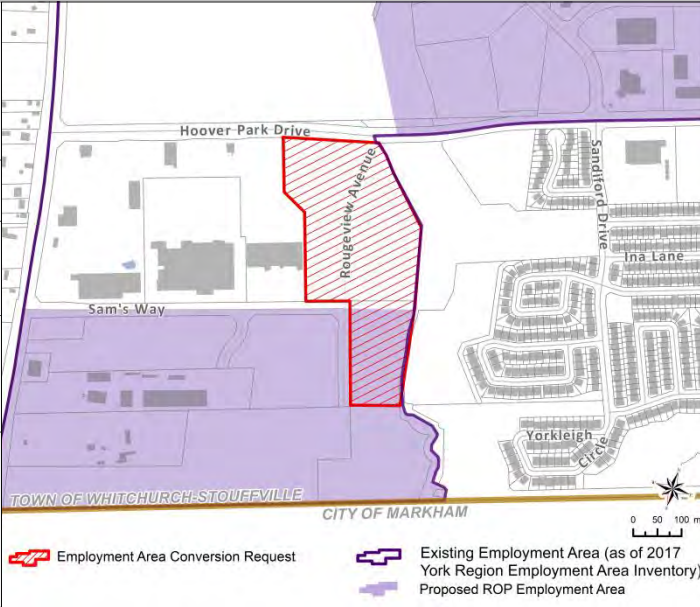
Request#: V27		City of Vaughan
Address	80, 82 & 220 Doney Crescent	
Site Area	4.16 ha	
Employment Area	Keele	
Applicant	Brookvalley Project Management Inc., Frank Filippo	
Owner	Doney 80 Corp and Doney Hill Holdings Inc	
Nature of Request	A request to re-designate the subject lands to residential/mixed use. To be considered along with conversion request V13.	
Summary of Assessment	<ul style="list-style-type: none">- Entire perimeter of the site is surrounded by lands designated for employment uses. The introduction of a non-employment use would destabilize and/or impact the existing and/or future viability of the employment area.- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

Request#: V28		City of Vaughan
Address	130 Doughton Road	 <p> Employment Area Conversion Request  Existing Employment Area (as of 2017 York Region Employment Area Inventory)  Proposed ROP Employment Area</p>
Site Area	0.82 ha	
Employment Area	Jane South	
Applicant	KLM Planning Partners Inc.	
Owner	130 Doughton Road Investments Inc.	
Nature of Request	To re-designate from employment uses to a 'Station Precinct' designation to permit residential and major retail uses.	
Summary of Assessment	- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.	
Local Municipal Council Position	No position at this time.	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		

Request#: V29		City of Vaughan
Address	7250 Keele Street	
Site Area	8.54 ha	
Employment Area	Keele	
Applicant	Weston Consulting	
Owner	York Region Standard Condominium Corporation No. 1311	
Nature of Request	A request to permit greater retail permission on the property.	
Summary of Assessment	<ul style="list-style-type: none">- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Site is in proximity to Highway 407, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.- Site should be maintained as employment however further discussions are required to explore opportunities to accommodate the proposed request	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

Request#: V30		City of Vaughan
Address	20 Roysun Road	
Site Area	0.8 ha	
Employment Area	West Woodbridge	
Applicant	Weston Consulting	
Owner	Co-Mart Holdings Limited	
Nature of Request	Proposes intensification of the site with a broader range and mix of uses including office, commercial and residential uses.	
Summary of Assessment	<ul style="list-style-type: none">- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.	
Local Municipal Council Position	No position at this time.	
Recommendation: Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		

Request#: WS1		Town of Whitchurch-Stouffville
Address	12049 Highway 48	
Site Area	18.20 ha	
Employment Area	Stouffville South	
Applicant	Corebridge Development Corp	
Owner	Zhawd Corporation	
Nature of Request	A request to re-designate the subject lands to allow for mixed use residential and commercial development.	
Summary of Assessment	- Site's role as employment land is not of Regional significance and is more appropriately designated at the local level.	
Local Municipal Council Position	Support request and direct staff to require approximately 400 square feet of non-residential space to be built for the approval of each dwelling unit proposed within this area	
Recommendation: Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.		

Request#: WS2		Town of Whitchurch-Stouffville	
Address	300 Rougeview Avenue		
Site Area	11.0 ha		
Employment Area	Stouffville South		
Applicant	MHBC Planning		
Owner	SmartCenters		
Nature of Request	Proposal to allow for a mixed use district and innovation hub which accommodates a mix of office, industrial, retail, residential and park space.		
Summary of Assessment	<div>- Site's role as employment land is not of Regional significance and is more appropriately designated at the local level</div> <div>- The lands north of Sam's Way to be designated at the discretion of the Local Municipality. Lands south of Sam's Way to be designated as employment in the Regional Official Plan.</div>		
Local Municipal Council Position	Support request and direct staff to require approximately 400 square feet of non-residential space to be built for the approval of each dwelling unit proposed within this area		
Recommendation: A portion of the area recommended for conversion to non-employment uses. Designate remainder as employment in the Regional Official Plan.			

From: Switzer, Barbara **On Behalf Of** Regional Clerk
Sent: Friday, April 3, 2020 3:44 PM
Subject: Regional Council Decision - The Missing Link

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

On April 2, 2020 Regional Council received the communication presented by Mayor Scarpitti from Phil Verster, President and Chief Executive Officer, Metrolinx to Bonnie Crombie, Mayor, City of Mississauga dated December 18, 2019 and adopted the following recommendation:

1. The Regional Clerk forward this communication to the local municipalities

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 | www.york.ca

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



Office of the President & Chief Executive Officer

Phil Verster

Phil.Verster@metrolinx.com

(416) 202-5908

December 18, 2019

Mayor Bonnie Crombie
Office of the Mayor
City of Mississauga
300 City Centre Drive
Mississauga, ON
L5B 3C1

Dear Mayor Crombie,

I am writing today to share some progress on a file that I know is of great interest to your office and to the residents of Mississauga. I am pleased to share that on November 22, the Metrolinx Board of Directors unanimously approved updates to both the Kitchener and Niagara Expansion business cases, formally adopting a new approach to increasing GO services on freight-owned corridors. As you will appreciate, this new approach is also a positive step forward for the Milton line, which runs on a fully CP-owned corridor.

Metrolinx is grateful for the ongoing support of the City of Mississauga as we work to deliver on our commitment to expand GO services and transform transit in the Greater Golden Horseshoe. To be clear, though we did not sponsor or endorse the approach outlined in the proposed *"Feasibility Study and Business Case of Constructing the "Missing Link" - Strategic Investment for Growth and Innovation in Canada's Continental Gateway"*, we do share your vision (and the vision of your partners in that report, Toronto, Milton and Cambridge) for a regionally-integrated rapid transit network in the Western GTA.

The freight network is vital to our economy in the same way that moving passengers and connecting communities is vital to the development of our towns and cities. The "Missing Link" proposal would have required a significant shift in operations for both CN and CP, as well as a significant infrastructure investment. In the past, Metrolinx may not have sufficiently valued what we can achieve by working in partnership with CN and CP, rather than building our way to enhanced transit at great financial cost, and at great cost to our communities. The CN *Freight Bypass*, the diversion we were pursuing to separate freight and passenger rail between Bramalea and Georgetown on the Kitchener corridor, was initially costed at \$2 Billion. That cost increased exponentially as the project was further developed, spiraling above \$3.78B - for less than half of the Missing Link route.

We are having equally positive conversations with CP and I am optimistic that we will have good news to share on the path forward to improved two-way service on the Milton corridor. Our new approach, working in a positive and collaborative way with CN, is already yielding results. As you know, in the last 18 months we doubled service on the Kitchener line, adding new and popular off peak and evening options through Toronto, Brampton, Mississauga, Halton Hills, Guelph and Kitchener. We have moved service to Niagara from seasonal to all year weekend service, and added new early morning weekday options. More is still to come, and all of this has been achieved before building any new infrastructure; it is based solely on an improved relationship with our rail partner on those corridors, CN. I am excited to share that this approach will benefit Mississauga even further in the future.

I hope this provides you with clarity on the progress we have made to date and next steps for our customers, present and future, on the Milton line. Senior Metrolinx staff with expertise in this area would be more than happy to meet and brief you in more detail, and to answer any questions you may have, at your convenience. With our rail and municipal partners, we are delivering on the promise of a more connected region. It's happening.

Sincerely,

A handwritten signature in black ink, appearing to read 'Phil Verster', with a stylized, sweeping flourish extending to the right.

Phil Verster
President and CEO

cc. Mayor Frank Scarpitti
Mayor Gordon Krantz

From: Van Dusen, Regina **On Behalf Of** Regional Clerk
Sent: Monday, April 6, 2020 8:50 AM
Subject: Regional Council Decision - ventureLAB 2019 Results

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

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

1. The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, ventureLAB and the local municipalities.

The original staff report is enclosed for your information.

Please contact Jonathan Wheatle, Director, Economic Strategy at 1-877-464-9675 ext. 71503 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
March 12, 2020

Report of the Commissioner of Corporate Services and Chief Planner

ventureLAB 2019 Results

1. Recommendations

The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, ventureLAB and the local municipalities.

2. Summary

This report provides Council with an update on ventureLAB's activities and results from 2019.

Key Points:

- In 2019, ventureLAB, York Region's provincially recognized Regional Innovation Centre, supported \$8.95 million in economic impact, generated job growth, and was awarded \$6.7 million in government funding for new programming
- Funding included \$5 Million for the Hardware Catalyst Initiative – Canada's first hardware and silicon-focused lab and incubator
- A new \$100,000 Entrepreneurship and Innovation fund was created in the 2019 Regional budget that is administered by ventureLAB. Over 60 funding applications have been received and \$20,000 was disbursed in 2019
- ventureLAB's funding partners, including the Region, have increased funding to facilitate growth and expand services to entrepreneurs

3. Background

ventureLAB is York Region's provincially recognized Regional Innovation Centre

ventureLAB is a not-for-profit organization that is part of a collaborative provincial innovation and entrepreneurship network called the Ontario Network of Entrepreneurs. The network includes 17 Regional Innovation Centres and 47 Small Business Enterprise Centres. Four of the Small Business Enterprise Centres are located within York Region in Markham, Richmond Hill, Newmarket and Vaughan.

This network of organizations across Ontario was designed to help entrepreneurs, businesses and researchers commercialize ideas. Regional Innovation Centres like ventureLAB provide a suite of programs and services spanning the full commercialization continuum from idea to market. A list of the 17 Regional Innovation Centres is in Attachment 1.

ventureLAB's mandate extends across all nine municipalities in York Region, as well as Simcoe County and Muskoka District. This report addresses ventureLAB's activities as they pertain to York Region.

York Region has provided funding to ventureLAB to deliver business innovation and commercialization programming since 2011

York Region is a founding member of ventureLAB and holds a seat on the Board of Directors. York Region has provided annual funding to ventureLAB since 2011, when it was founded. Other funders include the provincial and federal governments, the City of Markham, City of Vaughan, York University, Seneca College, Saint Elizabeth Health and several private firms.

ventureLAB is mandated as part of the provincial network to advise and develop talented entrepreneurs to build world-class growth companies in Ontario. ventureLAB develops and delivers support programs and services that target technology-based entrepreneurs starting and growing global enterprises.

4. Analysis

In 2019, ventureLAB continued to demonstrate value to the Region's economy through program results

ventureLAB operates the IBM Innovation Space-Markham Convergence Centre, a 50,000 square foot innovation hub that is home to over 40 tech companies, innovation partners and over 300 jobs. Since 2011, ventureLAB has helped 2,000 businesses create over 3,500 jobs in the region, and supported York Region based companies to raise more than \$58 Million in private and public investment, which includes \$8.95 million in 2019. Last year, ventureLAB engaged 122 York Region based companies through one-on-one advisory services.

Highlights of ventureLAB's programming include:

- **Hardware Catalyst initiative:** ventureLAB received \$5 Million in federal funding, for the Hardware Catalyst initiative (HCI) as Canada's first hardware and silicon-focused lab and incubator. The first cohort of companies is expected to start in early 2020. This project is funded in part by the Government of Canada through the Federal Economic Development Agency for Southern Ontario.
- **Tech Undivided:** ventureLAB received a \$1.7 million investment from the federal government through the Federal Economic Development Agency for Southern Ontario, as part of the Women Entrepreneurship Strategy. This new initiative aims to

bridge gender and diversity gaps in the technology sector to support women in tech; female founders, women working in technical roles, and women leaders in tech companies.

- **Made in York Region – The Future of Tech:** On November 7, 2019 ventureLAB hosted the second annual event at the IBM Innovation Space-Markham Convergence Centre, showcasing 32 exhibitors, and attracted 370 attendees. This event included an ecosystem bus tour with stops at Mircom (Vaughan), Compugen (Richmond Hill) and ventureLAB (Markham) with 43 bus tour participants.
- **Innovation Portal:** In partnership with Economic Strategy, and other regional innovation partners, ventureLAB launched a new digital hub for innovation and entrepreneurial resources. Yrinnovation.ca allows users to find jobs, learn about events, read stories on business leaders and get exciting news from across the Region.
- **Accelerated Growth Program:** 14 companies were accepted into ventureLAB's program that provides free desk space in the innovation hub, a dedicated advisor to help define company milestones and growth plan, as well as access to educational programs, clinics and consulting services.

ventureLAB directly and positively impacted businesses from across York Region

In 2019 ventureLAB registered 194 new clients with 60 from York Region-based companies. ventureLAB worked on building its profile with activities in targeted York Region municipalities throughout the year, which resulted in an upward movement in client leads from Newmarket, Richmond Hill and Vaughan. ventureLAB's client uptake in the region came from 6 municipalities in 2019, compared to 5 municipalities in 2018. A breakdown of registered clients per municipality is shown in Table 1 below.

Table 1
New Registered Clients by York Region Municipalities in 2019

Municipality	2019
Aurora	3
East Gwillimbury	0
Georgina	0
King	0
Markham	21
Newmarket	7
Richmond Hill	15
Vaughan	13
Whitchurch-Stouffville	1
Total:	60

Some of the local success stories from ventureLAB's 2019 client engagements include:

- **Caribou** is an Aurora based company that has a platform for matching caregivers who have idle time with patients who are in need of homecare services. Caribou enrolled in the Accelerated Growth Program at ventureLAB where they've received advisory services, help with investor pitch refinement and introductions to the Government of Ontario. In 2019, ventureLAB helped the company revise their business model, helping them raise over \$1 million in private funding and expand their team by 30%.
- **EndBoss Inc.**, is a Markham based game developer that focuses on leveraging the best of digital and real-life experiences. In 2019 they joined ventureLAB's Pre-Accelerator Support Program and became a tenant in the IBM-MCC Innovation Space. They've recently hired a new staff member, and plan to take their business even further in 2020.
- **Intellizence** is located in Richmond Hill and is an award-winning Artificial Intelligence Platform that discovers insights from external unstructured data sources for revenue generation and risk mitigation. They are currently a part of Pre-Accelerator Support Program, accessing ventureLAB's mentoring services, and business educational services.

The Entrepreneurship and Innovation fund will help build York Region's Innovation Network

The Entrepreneurship and Innovation fund is an annual commitment of \$100,000, from the Economic Strategy budget to ventureLAB to drive innovation and entrepreneurship throughout York Region by supporting promising early stage start-ups, accelerators, incubators and community partners. The Region works with ventureLAB, as the program administrator to distribute funds each year to three groups:

- **Stream 1: Community Partners:** focusing on qualified community partners with up to \$10,000 in funding for activities or initiatives that promote, support or enhance entrepreneurship or innovation in York Region.
- **Stream 2: Small Businesses and Entrepreneurs:** provides qualified small businesses or entrepreneurs up to \$15,000 for activities or initiatives related to key business or market development projects.
- **Stream 3: Annual Pitch Competition:** targeted at start up and early stage companies looking for seed funding.

Applications for 2019 launched in November and ventureLAB received 15 applications for Stream 1 and 50 for Stream 2. In addition, 2019 funding was disbursed to one organization through the Community Partners stream and a York Region-based company received \$10,000 under the Pitch Competition stream. It is anticipated the remaining first year of

funding will be distributed by spring 2020, the next call for applications is anticipated to be released by summer 2020.

5. Financial

To support ventureLAB's growth needs and expand services, the Regions approved 2019 included Core Funding of \$150,000 and Entrepreneurship and Innovation Funding of \$100,000 that carries forward into 2020. The new Entrepreneurship and Innovation Fund will be administered by ventureLAB for distribution to promising start-ups, incubators, and accelerators in York Region. Currently, Regional funding accounts for 6% of ventureLAB's total public revenue which includes both core funding and program grants in 2019.

6. Local Impact

ventureLAB serves as an innovation and commercialization hub for companies in York Region across all nine local municipalities. ventureLAB delivers services with municipalities and activities to directly promote economic success and growth of enterprises looking to commercialize products and services. These services compliment overall network development which includes the four Small Business Enterprise Centres as well as innovation hubs and business accelerators across the Region. Local communities looking for provincial support for innovation services and initiatives work through ventureLAB to access programs. The City of Markham provides funding to ventureLAB as a founding member of the organization with a seat on the Board of Directors, and the City of Vaughan also became a funding partner in 2019.

7. Conclusion

Regional Innovation Centres across the province, including ventureLAB, continue to support development and delivery of many support programs and services that target technology based entrepreneurs seeking to start or grow a business. ventureLAB is a key delivery partner with the Region and will play a critical role with innovation initiatives that will help drive Regional economic growth and job creation.

The progress of ventureLAB's results and impact of programs through the Entrepreneurship and Innovation Fund will be reported as part of the annual update to Council.

For more information on this report, please contact Jonathan Wheatle, Director, Economic Strategy at 1-877-464-9675 ext. 71503. 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

February 28, 2020

Attachments (1)

#10372846

ATTACHMENT 1**List of 17 Regional Innovation Centres across Ontario**

Name	Location (City/Region)
Communitech	Waterloo
HalTech Innovation Centre	Halton
Innovation Initiatives Ontario North (IION)	North Bay
Innovate Niagara	Niagara
Innovation Factory	Hamilton
Innovation Guelph	Guelph
Invest Ottawa	Ottawa
Launch Lab	Kingston
MaRS	Toronto
Northern Centre for Advanced Technology (NORCAT)	Sudbury
Northwestern Ontario Innovation Centre	Thunder Bay
RIC Centre	Mississauga
Sault Ste. Marie Innovation Centre	Sault Ste. Marie
Spark Centre	Durham
TechAlliance of Southwestern Ontario	London
ventureLAB	York Region
We-Tech Alliance	Windsor

Subject: RE: Regional Council Decision - Draft York Region Climate Change Action Plan

From: Van Dusen, Regina **On Behalf Of** Regional Clerk

Sent: Monday, April 6, 2020 8:48 AM

Subject: Regional Council Decision - Draft York Region Climate Change Action Plan

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

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

1. The Regional Clerk circulate this report and the draft Climate Change Action Plan to Ontario Ministry of Environment, Conservation and Parks, Ministry of Municipal Affairs and Housing, Lake Simcoe and Toronto and Region Conservation Authority, and the local municipalities with a request that comments be provided by June 30, 2020.

The original staff report is enclosed for your information.

Your comments on the Climate Change Action Plan are requested by June 30, 2020.

Please contact Teresa Cline, Program Manager, Climate Change at 1-877-464-9675 ext. 71591 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
March 12, 2020

Joint Report of the Commissioner of Environmental Services
and
Commissioner of Corporate Services and Chief Planner

Draft York Region Climate Change Action Plan

1. Recommendation

The Regional Clerk circulate this report and the draft Climate Change Action Plan to Ontario Ministry of Environment, Conservation and Parks, Ministry of Municipal Affairs and Housing, Lake Simcoe and Toronto and Region Conservation Authority, and the local municipalities with a request that comments be provided by June 30, 2020.

2. Summary

This report presents the draft York Region Climate Change Action Plan (Action Plan) provided in Attachment 1 and outlines next steps.

Key Points:

- In 2017, York Region Council endorsed development of a Climate Change Action Plan to coordinate and align efforts to address climate change
- Internal and external stakeholders were engaged to help develop the draft Action Plan
- The draft Action Plan identifies corporate and community actions to reduce greenhouse gas emissions and adapt to impacts of climate change
- Staff will undertake public and stakeholder consultation on the draft Action Plan
- Staff will report back to Council in early 2021 with a final Action Plan

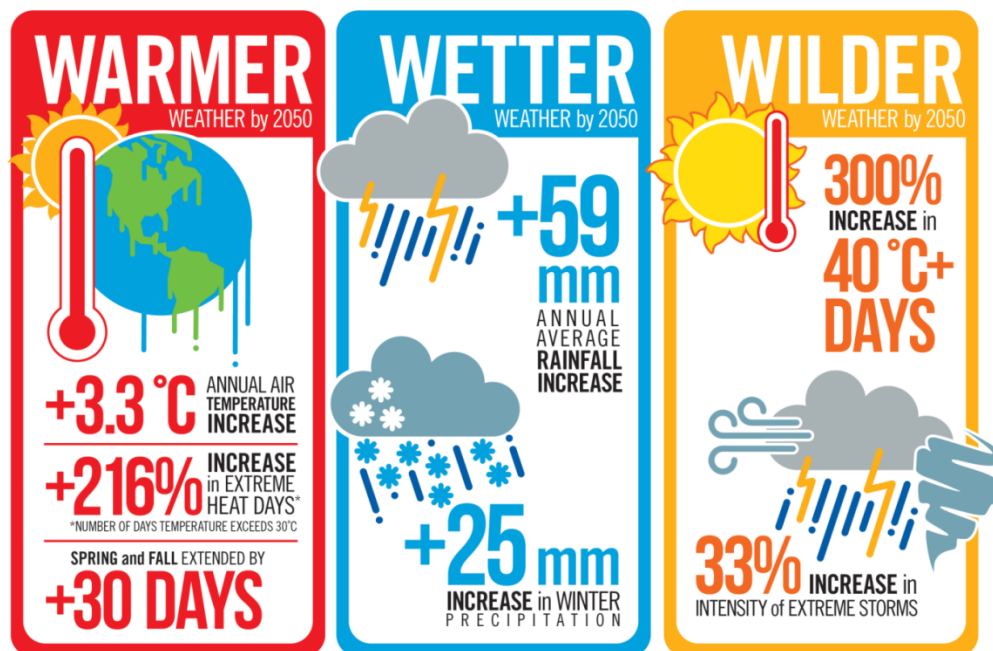
3. Background

York Region is experiencing impacts of climate change

Impacts of a changing climate result in winter getting shorter, annual average temperatures growing warmer and an increasing number of extreme weather events, as shown in Figure 1. Regional climate projections indicate these trends will continue to increase over time.

Communities in York Region will likely continue to experience financial impacts and service disruptions resulting from intense storms, heat waves and flooding.

Figure 1
Future Climate Projections for York Region



Source: Ontario Climate Consortium

Public awareness of cause and effect of climate change has increased

Climate change is a complex issue, with no single entity directly responsible for causing it or fixing it. Addressing climate change requires collective effort and innovation at multiple levels. Increasingly, the public is asking governments to issue 'climate emergencies' to drive local action. Aurora, King, Newmarket and Vaughan Councils have declared climate emergencies indicating the importance of taking action to address climate change in York Region. Development of the Action Plan will clearly identify York Region's commitment and leadership to address climate change.

Council's commitment to address climate change is well established

York Region Council has demonstrated commitment to address Climate Change through endorsement of the Sustainability Strategy (2007), Corporate Clean Air Strategy (2008) and Climate Change Adaptation Strategy (2010). Council's commitment to address climate change is identified in Vision 2051 and the York Region Official Plan, 2010 (ROP). In 2016, this commitment was reaffirmed through Council's endorsement of the Energy and Conservation Demand Management Plan Update that sets corporate greenhouse gas emission reduction targets to 2051.

A comprehensive and integrated approach will align efforts to address climate change

In [November 2017](#), Council endorsed development of an Action Plan recognizing the need for a comprehensive and integrated approach to address climate change. The draft Action Plan aligns action required to address climate change including meeting legislative and regulatory mandates, delivering on corporate strategic priorities and demonstrating leadership.

An Internal Climate Change Working Group was created to bring together staff from across all departments to provide strategic direction on development of the Action Plan. Through the Joint Municipal Climate Change Working Group, local municipal staff provided input and identified opportunities for collaborative action to address climate change.

A jurisdictional scan and best practice review was undertaken to support development of the draft Action Plan to help identify innovative and regionally-relevant initiatives. Development of the draft Action Plan was also informed by consultation with community stakeholders and youth. A detailed list of research and consultation activities is included in Attachment 1.

4. Analysis

The draft York Region Climate Change Action Plan identifies how our communities can mitigate and adapt to effects of climate change

Addressing climate change mitigation and adaptation simultaneously results in synergies that support cost effective implementation and long term resiliency of communities. This approach is emerging as a best practice among government bodies to drive more comprehensive outcomes given the complex nature of taking action to address climate change. To leverage these opportunities, the draft Action Plan is structured to address four components, including:

- Corporate Mitigation
- Corporate Adaptation
- Community Mitigation
- Community Adaptation

The draft Action Plan (Attachment 1) is founded on the goal that York Region communities will continue to thrive under changing climate conditions. To achieve this goal, the Action Plan proposes two key outcomes:

- Reducing greenhouse gas emissions with a long term goal of becoming a net-zero Region by 2050 (climate mitigation)
- Increasing resilience and capacity of the Region to withstand and respond to current and future climate change impacts (climate adaptation)

Priority Actions have been identified to focus efforts on reducing greenhouse gas emissions and adapting to climate change

To achieve the expressed outcomes, actions have been organized into three priority areas: Resilient Communities and Infrastructure, Low Carbon Living and Supporting an Equitable Transition. Key actions in the draft Action Plan include:

- Undertaking vulnerability and risk assessments on all Regional infrastructure, systems and assets using a common methodology
- Prioritizing infrastructure and asset repairs in climate vulnerable areas
- Establishing community-wide greenhouse gas emissions reduction targets
- Coordinating strategies York Region and its partners can undertake to increase community resilience and emergency preparedness
- Applying an equity lens to prioritizing and supporting climate mitigation and adaptation actions. Essentially this means prioritizing and balancing actions to reduce the most pressing vulnerabilities while recognizing climate change impacts can magnify other existing inequalities.
- Developing communication and education strategies on the impacts of climate, reducing greenhouse gas emissions and increasing resiliency

The draft York Region Climate Change Action Plan builds on existing efforts to address climate change already underway

Leveraging climate-related initiatives that York Region, local municipalities and other stakeholders are already undertaking is essential to focus efforts. The draft Action Plan builds on work and key policies guiding climate-related action aligned with York Region's core service areas.

The Growth Plan 2019 requires Official Plans to include policies that address climate mitigation and adaptation to make communities more resilient to the impacts of a changing climate. The draft Action Plan is being developed in alignment with Municipal Comprehensive Review and will inform Official Plan policy development.

In addition to the draft Action Plan, a Community Energy and Emissions Plan is also under development and will address community energy use and greenhouse gas emissions across a broad range of sectors. Community actions developed through the Community Energy and Emissions Plan will contribute toward the goal and outcomes identified in the York Region Energy Conservation Demand Management Plan and York Region Climate Change Action Plan.

Developing and implementing community action requires governance to drive engagement and partnerships

The draft Action Plan identifies community actions that will require an internal governance structure to drive engagement and partnership across multiple disciplines and jurisdictions. A clear definition of roles and responsibilities will be further explored through development of an Implementation Plan and as projects move forward. As discovered through development of the draft Action Plan development, there are multiple opportunities to leverage existing partnerships to undertake community-scale climate analysis, coordinate consistent climate action at the local municipal level and encourage public participation.

Staff will develop an Implementation Plan to track progress on implementation of the Action Plan. Given the unique combination of corporate and community actions, additional discussion is required to identify key performance indicators and a regular monitoring and reporting schedule for the Action Plan. The implementation plan will also have to identify how actions are prioritized, resourced and coordinated.

A Final York Region Climate Change Action Plan will be presented to Council following public consultation

Consultation on the draft York Region Climate Change Action Plan is proposed to confirm actions, partnerships and implementation. To the extent feasible, consultation efforts will be aligned with planned engagement opportunities such as those occurring through the Municipal Comprehensive Review and Official Plan Update. Subject to any refinements made through consultation, a final version of the Action Plan, including an implementation and monitoring plan will be presented to Council early 2021.

Initiative supports strategic goals of Vision 2051 and Strategic Plan

Development of the draft Action Plan supports the Living Sustainably and Open and Responsive Governance goal areas of Vision 2051. The draft Action Plan is also aligned with Strategic Plan Priority to Build Sustainable Communities and Protect the Environment. The draft Action Plan will also support implementation of the Healthy Communities policies in the ROP.

5. Financial

Investing in climate change action has an anticipated return on investment

The National Round Table on Environment and Economy estimates that, at a national level, the economic costs of failing to address climate change risks could be between \$21 and \$43 billion a year by 2050. Building on existing actions and making new investments to give York Region greater resiliency will help minimize high costs and severe impacts of inaction.

To the extent possible, short term corporate actions build or incrementally improve upon work already underway. Like the Corporate Energy Conservation and Demand Management Plan, this Plan builds on programs across departments. For longer term actions, lead

departments will develop detailed work plans and business cases to support additional resources or future budget requests, if required.

York Region has been successful in obtaining funding to support climate action from other levels of government. In 2019, York Region was awarded over \$66 million in Disaster Mitigation and Adaptation funding through Infrastructure Canada for shovel ready projects that help reduce wastewater failures due to flooding and reduce greenhouse gas through increased forest and street tree cover. It is anticipated that developing the Action Plan will better position the Region to leverage additional funding opportunities.

6. Local Impact

Local municipalities are already taking action to address climate change including corporate and community energy plans, sustainability and environmental strategies, vulnerability assessments and climate adaptation action plans. In some cases, local municipalities have dedicated staff offering a corporate focus on these efforts.

To promote alignment, York Region established the Joint Municipal Climate Change Working Group to work collaboratively with our local municipal partners on addressing climate change. This Working Group was used to seek local municipal input into development of the draft Action Plan.

The draft Action Plan identifies opportunities for collaborative action to address climate change by recognizing and building on local municipal efforts. Local municipalities can use York Region's Climate Change Action Plan as a starting point from which to build more locally-specific plans. The Working Group will continue to provide local municipal perspective on implementation of the Action Plan.

7. Conclusion

York Region is already experiencing a changing climate. Increasingly, the work York Region undertakes will need to consider climate change. The draft Action Plan identifies priority actions that leverage existing efforts already underway and promote collective action with internal and external partners. York Region staff propose to undertake public and stakeholder consultation on this draft Action Plan. A final Action Plan informed by feedback received and including an implementation and monitoring plan will be presented to Council in early 2021.

For more information on this report, please contact Teresa Cline, Program Manager, Climate Change at 1-877-464-9675 ext. 71591. Accessible formats or communication supports are available upon request.

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

Erin Mahoney, M. Eng.
Commissioner of Environmental Services

Dino Basso
Commissioner of Corporate Services

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

February 28, 2020
Attachment (1)
#10105595

YORK REGION DRAFT CLIMATE CHANGE ACTION PLAN

MARCH 2020


York Region

Attachment 1



Mayor
Frank Scarpitti
City of Markham



Regional Councillor
Don Hamilton
City of Markham



Regional Councillor
Jack Heath
City of Markham



Regional Councillor
Joe Li
City of Markham



Regional Councillor
Jim Jones
City of Markham



Mayor
David Barrow
City of Richmond Hill



Regional Councillor
Joe DiPaola
City of Richmond Hill



Regional Councillor
Carmine Perrelli
City of Richmond Hill



Mayor
Maurizio Bevilacqua
City of Vaughan



Chairman & CEO
Wayne Emmerson

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

Climate change has both immediate and long-lasting impacts on our infrastructure, health care, human services, emergency services, natural systems and economies. Changes to the climate are also impacting how we plan communities and deliver programs.

York Regional Council recognizes the importance of addressing climate change and has long been committed to taking action to mitigate the impacts and improve climate resiliency.

Through endorsement of Vision 2051, the Sustainability Strategy and the Corporate Clean Air Plan, we are reducing greenhouse gas emissions, piloting electric buses and integrating climate change considerations into infrastructure design and asset management.

These actions, combined with good planning and robust infrastructure, provide a solid foundation to build the York Region Climate Change Action Plan.

Developed over two years and based on the principles of sustainable urban development, this plan addresses climate mitigation and adaptation from a corporate and community perspective. By working in alignment with local, provincial and federal levels of government, we are providing benefits to residents and businesses to create more sustainable lifestyles and help our communities thrive under changing climate conditions.

We are continuously improving our programs and services to provide convenient, efficient and sustainable options to our growing community.



Mayor
John Taylor
Town of Newmarket



Regional Councillor
Tom Vegh
Town of Newmarket



Regional Councillor
Gino Rosati
City of Vaughan



Regional Councillor
Linda Jackson
City of Vaughan



Mayor
Margaret Quirk
Town of Georgina



Regional Councillor
Robert Grossi
Town of Georgina



Mayor
Tom Mrakas
Town of Aurora



Mayor
Virginia Hackson
Town of East Gwillimbury



Mayor
Steve Pellegrini
Township of King



Mayor
Iain Lovatt
Town of Whitchurch-Stouffville

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ACKNOWLEDGMENTS

This report reflects accumulated knowledge, insights and expertise of a wide range of people within Regional government, in our nine local municipalities, at other organizations, and across the community. York Region extends its thanks and appreciation.

YORK REGION AT A GLANCE

WE ARE COMMITTED TO
DELIVERING QUALITY SERVICES:

- Children's Services
- Court Services
- Economic Development
- Forestry
- Housing Services
- Long-Term Care
- Paramedic Services
- Planning
- Police Services
- Public Health
- Regional Roads
- Social Assistance
- Transit
- Waste Management
- Water

Comprised of
9
MUNICIPALITIES



TOTAL POPULATION ESTIMATE
1,192,600
(as of September 30, 2018)

Source: York Region, Corporate Services, Long Range Planning Branch, based on Statistics Canada data and CMHC Housing Completion data. Note: Population totals do not total to estimated population due to rounding.

WHAT DOES YORK REGION DO?

York Region offers a wide range of programs and services in 15 key areas ranging from children's services to water and wastewater infrastructure. As an upper-tier municipality, York Region works through various plans and processes to ensure delivery of high quality programs and services to meet the evolving needs of our communities.

INTRODUCTION

The Intergovernmental Panel on Climate Change determined the need for urgent action to reduce carbon emissions by 2030 to avoid catastrophic climate change impacts. The need for urgent action is equally significant for Canada, Ontario¹ and York Region. Canada's climate is projected to warm at twice the global rate and this accelerated pace of warming is anticipated regardless of the emissions scenario resulting from human activity.²

York Region has already experienced effects of climate change with higher average temperatures, increased extreme heat and rainfall and more extreme weather events.³

As a result of this warming, York Region has experienced the following impacts:

- › Blacklegged ticks that can spread Lyme Disease are increasing in York Region as a result of warmer temperatures⁴
- › Extended season for road maintenance as a result of less predictable patterns for snow and ice storms
- › Heat island effect in areas of increased urbanization
- › Flooding as a result of extreme rain events (as in the spring of 2019 when 52mm of rain fell in 12 hours)
- › Power outages and tree loss as a result of ice storms (as in December 2013)
- › Need to increase capacity of wastewater infrastructure to adapt to more extreme weather events

These and other impacts are expected to increase with further warming of our climate.

¹ Annual Report, 2019 of the Office of the Auditor General of Ontario Reports on the Environment

² Bush, E. and Lemmen, D.S., editors (2019): *Canada's Changing Climate Report*; Government of Canada, Ottawa, ON. 444 p.

³ Fausto, E., Milner, G., Nikolic, V., Briley, L., Basile, S., Behan, K., and Trainor, E. 2015. *Historical and Future Climate Trends in York Region*. Ontario Climate Consortium: Toronto, ON: pp.48.

⁴ York Region Vector Borne Diseases Statistics, September 19, 2019

York Region recognizes the need to address climate mitigation and adaptation from a corporate and community perspective. This commitment is identified in Vision 2051 and the York Region Official Plan. Initial efforts to address climate change occurred through implementing the Sustainability Strategy in 2007 and Corporate Clean Air Strategy in 2008.

The York Region Climate Change Action Plan (Action Plan) builds upon foundational work and key policies that have guided climate-related action at York Region. Through this Action Plan, York Region continues to expand the use of a climate change lens on its own activities and inspires others to do the same. The Action Plan:

- › Outlines the projected impacts of climate change on York Region
- › Describes and prioritizes actions needed in three priority areas: Resilient Communities and Infrastructure, Low Carbon Living, and Supporting an Equitable Transition
- › Identifies the role York Region will play in implementing actions, and
- › Provides a framework for all levels of government, businesses and communities to work together

The intent of these actions is to maintain residents' quality of life, minimize disruptions to the natural environment, avoid significant costs over the coming decades and to ensure communities in York Region continue to thrive under changing climate conditions.



CLIMATE CHANGE and its POTENTIAL IMPACTS on YORK REGION

CLIMATE CHANGE is HERE

Climate change occurs when long-term weather patterns are altered through natural or human causes. Global warming, a rise in the average global temperature, is one aspect of climate change.

Scientific evidence shows human activity is a major contributor to climate change. Burning fossil fuels release carbon dioxide and other heat-retaining gases into the atmosphere. The build up of these gases creates a “greenhouse” effect that raises temperatures globally and has other profound climatic effects.⁵

Canada’s climate has warmed and will continue to warm in the future, driven by human influence. Canada’s Changing Climate Report, identifies Canada’s climate has been and is projected to continue warming at twice the global rate.⁶ Effects of widespread warming are evident in many parts of Canada and are projected to intensify in the future.⁷

Any benefits resulting from climate change, such as longer growing seasons and increased agricultural yields, will be outweighed by long-term changes in York Region’s climate from both warming and more extreme weather. Impacts from the changing climate have already begun:

- › According to data from Lake Simcoe Region Conservation Authority, average annual air temperature in northern York Region has increased by 1.1 °C over the last 30+ years, starting in the 1980s
- › From 1985 to 2015, southern Ontario, including York Region, saw more frequent and powerful rain and snow storms, greater temperature volatility and more episodes of extreme heat
- › In August 2009, a powerful tornado touched down in Vaughan, with clean up costs to the city of \$730,000, not including the cost of replacing 1,800 street trees
- › In December 2013, an ice storm across eastern North America resulted in widespread and prolonged power outages and 27 deaths. York Region spent \$20 million in clean-up costs
- › In June 2019, heavy spring rains and rapid snow melt resulted in localized flooding in close proximity to wastewater infrastructure in Aurora, East Gwillimbury and Newmarket

⁵ Definition of Climate Change. (2017, October 5). Retrieved from <https://davidsuzuki.org/what-you-can-do/what-is-climate-change/>

⁶ Bush, E. and Lemmen, D.S., editors (2019): *Canada’s Changing Climate Report*; Government of Canada, Ottawa, ON. 444 p.

⁷ Bush, E. and Lemmen, D.S., editors (2019): *Canada’s Changing Climate Report*; Government of Canada, Ottawa, ON. 444 p.

There are significant benefits to acting quickly to prepare for climate change including avoiding future damages and associated costs, new jobs through transition to a low-carbon economy, improved air quality by reducing greenhouse gas emissions, and delivering co-benefits to vulnerable populations and businesses.

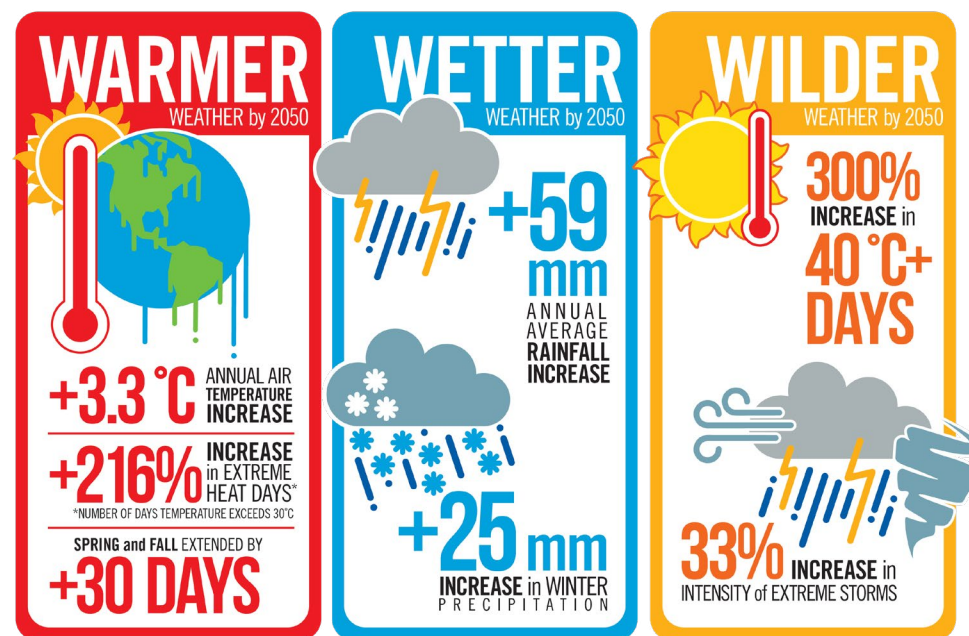
CLIMATE will CONTINUE to CHANGE

Climate-related impacts under high and low-emission scenarios project two very different futures for Canada.⁸ Scenarios with substantial and rapid warming illustrate the effects continued increases in greenhouse gas emissions will have in Canada. Limited warming will only occur if Canada and the rest of the world substantially reduce greenhouse gas emissions meaning everyone has a role to play.

Climate change projections⁹ predict that by 2050, if present trends continue, York Region could expect to experience:

- An increase in annual mean temperature by as much as 2.7 to 3.6°C above current levels, bringing hotter summers and winters
- A longer growing season by as much as 30 days each in both spring and fall
- A 59+ mm increase in annual average rainfall with more precipitation occurring in the winter months
- More than twice as many days above 30°C (26 days a year versus the current average of 12) and several days that exceed 40°C annually
- More frequent rain, hail, freezing rain and snowstorms
- A 33% increase in the intensity of extreme storms

PREDICTED CLIMATE TRENDS for YORK REGION by 2050



SOURCE: ONTARIO CLIMATE CONSORTIUM

⁸ Bush, E. and Lemmen, D.S., editors (2019): *Canada's Changing Climate Report*; Government of Canada, Ottawa, ON. 444 p.

⁹ Fausto, E., Milner, G., Nikolic, V., Briley, L., Basile, S., Behan, K., and Trainor, E. 2015. *Historical and Future Climate Trends in York Region*. Ontario Climate Consortium: Toronto, ON: pp.48.



ASSESSING FUTURE IMPACTS

Impacts of climate change could be costly. Residents and businesses could face increased costs of recovery from more frequent power outages and damage to property caused by flooding, hail, ice, snow and wind.

Transportation networks may face additional challenges due to road closures or difficult driving conditions. Farmers may need to adjust their operations as some crops could no longer be grown in York Region.

Rising temperatures may impact health through increased number of extreme heat events and the spread of mosquitoes and ticks which may transmit disease.

Tourism, particularly ice fishing on Lake Simcoe, may suffer due to warmer winters and less ice cover.

POSSIBLE FUTURE IMPACTS of CLIMATE CHANGE

WHAT are the RISKS for YORK REGION?

IF WE DON'T ACT NOW, the COSTS and CONSEQUENCES WILL GROW

HEALTH

HEALTH IMPACTS from
HEAT EXPOSURE
and SUMMER AIR
POLLUTION



CHANGES in
ILLNESSES CARRIED
by TICKS and MOSQUITOS



RISK of INJURY and PROPERTY DAMAGE
from EXTREME WEATHER EVENTS

ENVIRONMENT

IMPACTS on FORESTS
from INSECTS,
DISEASE and FIRE



LOSS of AQUATIC and
TERRESTRIAL HABITAT



INCREASED SUMMER DROUGHT STRESS

ECONOMY

INCREASED
ENERGY USE

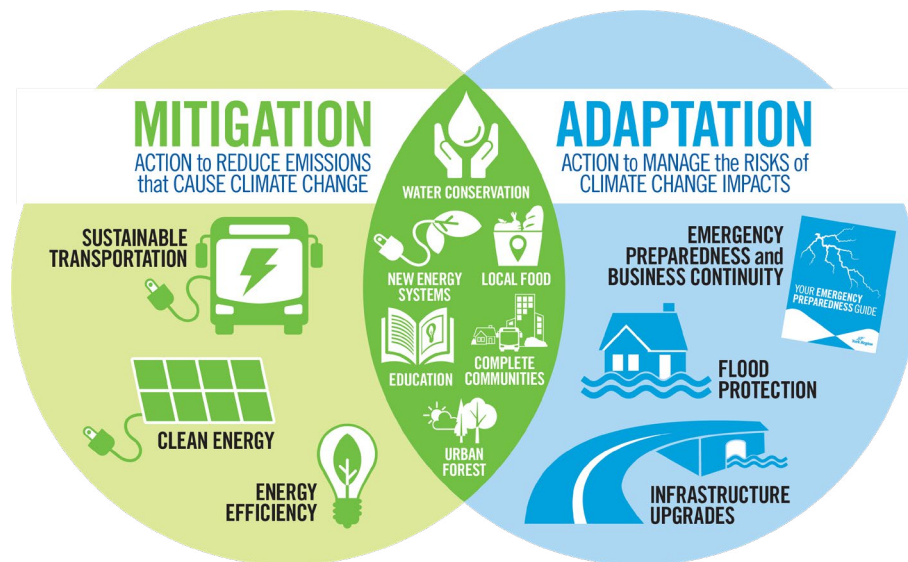


CHANGES to
the FOOD SYSTEM



GREATER RISKS to HOMES, BUSINESSES
and INFRASTRUCTURE





BRINGING TOGETHER MITIGATION and ADAPTATION

Addressing climate change calls for two approaches: mitigation and adaptation. Mitigation refers to reducing greenhouse gas emissions in order to slow human-induced global warming. Even with substantial mitigation efforts York Region, will continue to feel and need to adapt to climate change impacts. Adaptation refers to taking action to reduce negative impacts associated with existing and future climate change.

Integrating efforts to mitigate and adapt is the most effective way to manage climate change risks. The Intergovernmental Panel on Climate Change has suggested this approach as an efficient way of making communities more resilient over the long term by building both types of action into strategies, plans and policies. The graphic gives examples of actions related to mitigation, adaptation, or both.

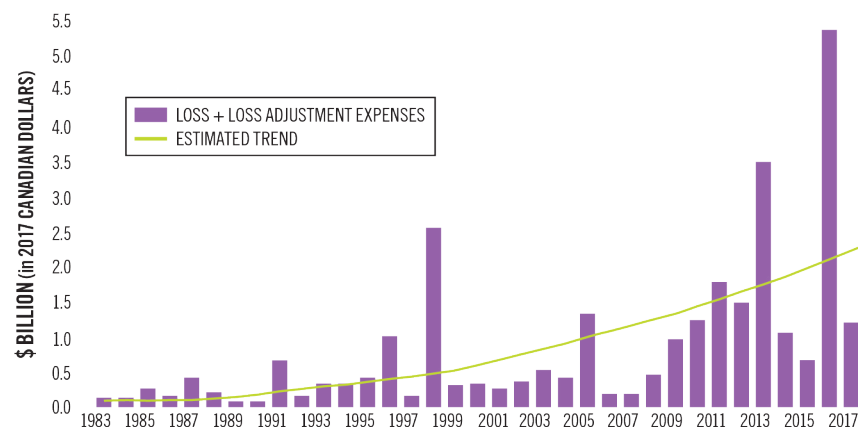
Low impact development provides a good example of how adaptation and mitigation benefits can be achieved at the same time. In low impact development, natural processes and landscaping are used to manage stormwater and the greenery stores carbon providing mitigation benefits.

In addition to being more cost-effective, integration may make actions more attractive to stakeholders by providing opportunities to address multiple priorities or achieve multiple co-benefits and may increase eligibility for federal and provincial funding opportunities.



ACTING NOW to AVOID HIGHER COSTS LATER

CATASTROPHIC INSURED LOSSES* from NATURAL DISASTERS in CANADA - 1983 to 2017



* Insured Losses for a given disaster are deemed catastrophic when they total \$25 million or more. Catastrophic losses for a year are the sum total of insured losses from these natural disasters. Source: Insurance Bureau of Canada (January 2018)

This graph from the Insurance Bureau of Canada shows rising expenses resulting from natural disasters occurring more frequently, at least in part due to climate change. Large scale annual losses due to natural disasters are becoming increasingly commonplace, and in recent years, expenses often exceed \$1 billion CAD per year. The cost of responding to extreme weather events is estimated to range from 5 and 25% of Canada's gross domestic product.¹⁰

The National Round Table on the Environment and the Economy estimates that, at a national level, the economic costs of failing to address climate change risks could be between \$21 and \$43 billion a year by 2050. Ontario would incur the largest absolute economic impact.¹¹

Building on existing actions and making new investments to give York Region greater climate change resiliency will help minimize the high costs and severe impacts of inaction.

Research and real world experience show the benefits of being proactive:

- ▶ The Round Table Report concluded that "adapting to climate change is both possible and cost-effective,"¹² citing return on investment as great as 1:38 for some adaptation actions (that is, every \$1 invested now results in \$38 of savings later)
- ▶ The Canadian Federal Disaster Mitigation and Adaptation Fund is a \$2-billion, 10-year program to help communities build infrastructure needed to better withstand natural hazards such as floods, wildfires, earthquakes and droughts. To qualify, proposed projects must show an expected return on investment ratio of more than 2:1

WORKING TOGETHER is VITAL

Regional and local municipal governments are leading the way to address climate change issues in Canada through municipal policy and citizen engagement. Strategic partnerships and collaboration around climate change issues and actions are essential to improving community resiliency. York Region is positioned to facilitate co-ordinated and co-operative action on many fronts that bring benefits to households and businesses, create more sustainable lifestyles and maintain a thriving community.

¹⁰ National Round Table on the Environment and the Economy: Paying the Price: The Economic Impacts of Climate Change for Canada (March 2011)

¹¹ National Round Table on the Environment and the Economy: Paying the Price: The Economic Impacts of Climate Change for Canada (March 2011)

¹² National Round Table on the Environment and the Economy: Paying the Price: The Economic Impacts of Climate Change for Canada (March 2011)



CLIMATE CHANGE ACTION PLAN

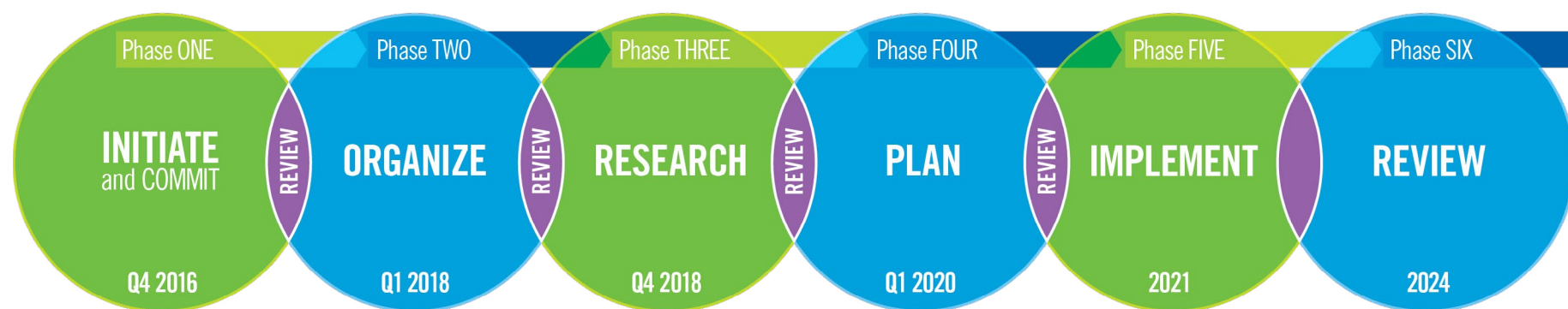
HOW the PLAN was DEVELOPED

The Action Plan was developed using a framework specific to York Region's context and the preferred approach of addressing both climate mitigation and adaptation simultaneously.

The framework aligns with the Partnership for Climate Protection and Building Adaptive and Resilient Communities Programs, delivered by Local Governments

for Sustainability, a global network of more than 1,750 local and regional governments committed to sustainable urban development.

This graphic identifies how the original and subsequent versions of the Action Plan will be developed, monitored and reviewed.



York Region's process involves this progressive work:

Phase ONE: The Initiate and Commit Phase was started by establishing the Internal Climate Change Working Group in Q4 2016. Building on Council's commitment to address climate change, the working group began the process of examining how York Region would be impacted by a changing climate.

Phase TWO: In the Organize Phase, staff began to build internal capacity, identifying and communicating with stakeholders. This included confirming information, research and resources and the framework required to develop the Action Plan. The framework was endorsed by Council in Q4 2017.

Phase THREE: The Research Phase included assessing climatic change, assessing climate vulnerabilities and impacts, and undertaking a best practices review and scan of leading jurisdictions. Staff also inventoried existing internal and external actions that directly or indirectly address climate change.

Phase FOUR: The Plan Phase builds on consultation activities and research carried out earlier in the process to address mitigation and adaptation from the corporate and community perspective including a community stakeholder workshop held in Q2 2019. This Phase includes establishment of an overarching goal, and identification of priority action areas. Once received by Council the draft Action Plan will be released for further comment.

Phase FIVE: The Implementation Phase will officially start with Council endorsement of the Action Plan as well as establishment of a monitoring and evaluation framework.

Phase SIX: In the Review Phase, monitoring and reporting will occur annually. The Action Plan will be reviewed after 5 years to allow course correction if required.



York Region has undertaken the following actions to support development and implementation of the Action Plan, including:

- › Commissioned Regional climate projections
- › Conducted a corporate risk scan to identify the most likely and severe risks it faces from climate change under current forecasts. This scan identified the following priority risks:
 - Significant costs resulting from damage to Regional buildings, roads, wastewater systems, street trees and other infrastructure
 - More disruptions to services, including communications, energy, water and wastewater, and transportation
- Higher demand for emergency shelter, housing, medical and social supports, particularly for vulnerable populations
- Greater and more complex demands on emergency services
- › Engaged staff across the corporation to identify emerging climate-related initiatives and concerns, helping to determine priorities for corporate actions in the Action Plan
- › Engaged local municipal staff to identify opportunities for alignment and partnership on climate initiatives
- › Hosted a community climate change workshop to discuss potential impacts of climate change with community stakeholders, obtain feedback

on impacts being felt on the ground, and seek input into roles, responsibilities and actions at the community-wide scale

- › Updated the Corporate Energy and Conservation Demand Management Plan to identify actions to reduce corporate emissions in alignment with Vision 2051

Community greenhouse gas emissions reduction targets will be identified, through the York Region Energy and Emissions Plan, and aligned with provincial and federal targets and Vision 2051. The York Region Energy and Emissions Plan will be aligned with, and support, existing municipal energy plans and inform the Regional Official Plan Update.



Photo courtesy of Toronto and Region Conservation Authority

PLAN BUILDS on a STRONG FOUNDATION

York Region Council has shown leadership in addressing climate change by endorsing the Sustainability Strategy in 2007 and Corporate Clean Air Strategy, in 2008. Council's commitment is further outlined in Vision 2051 and the York Region Official Plan.

This Action Plan builds on this previous work and several existing Regional directions and initiatives:

- › **Land use planning.** Decisions in this area have enormous impact on how new and existing communities will manage climate change impacts. York Region Official Plan is already taking action to ensure more complete communities are built, which offer a wealth of benefits for climate change mitigation and adaptation. These include reduced reliance on automobiles, applying low impact design approaches, incorporating trees and green spaces and fostering a stronger sense of community. The award-winning New Communities Guidelines, released in 2013, support implementation of the Official Plan in these areas. York Region has demonstrated leadership by adopting a Corporate Sustainable Building policy building on experience with green building programs such as LEED, and Living Building Challenge.

York Region has two sustainable building incentive programs, the Sustainable Development through LEED and the Servicing Incentive Program to encourage leadership with development industry partners.

- › **Infrastructure and asset management.** The Region relies on more than \$12.3 billion worth of assets to deliver important services for water and wastewater, waste management, transit and roads, often in partnership with local municipalities. Several programs are in place to plan and manage Regional infrastructure, including master plans for transportation, water and wastewater, and waste management, a corporate asset management plan, business continuity plans and a climate change risk assessment (for transportation and water and wastewater). York Region increasingly recognizes the key role green infrastructure plays in both mitigating and adapting to climate change, and is looking at asset management and planning practices with a climate change lens.



- › **Natural heritage and forestry.** Natural systems help to mitigate and adapt to climate change. Ecosystem-based approaches provide multiple benefits, including carbon sequestration, regulating climate, improved air quality and water storage, and enhanced well-being of residents. They provide these benefits in very cost-effective ways. York Region has demonstrated a commitment to protection, enhancement and restoration of green spaces. The Region has put in place forward-thinking programs for forest management, urban forestry, green infrastructure, and land securement preserving and restoring natural areas.
- › **Emergency management programs and plans.** York Region and its municipal partners work together on emergency management programs and plans. Annual Hazard Identification and Risk Assessment is undertaken to identify significant threats and considers climate trends and future climate projections as part of this process.
- › **Enterprise risk management.** Corporately, York Region has an Enterprise Risk Management practice that facilitates the identification of potential risks that could impact the services York Region delivers from an operational and strategic perspective.

Recognizing Climate change as a strategic risk, York Region's Enterprise Risk Management practice considers climate trends and future climate projections as part of this process.

- › **Waste management.** Circular economy has the potential to increase resilience to climate change by extending the life of materials and products and decreasing dependence on raw materials, which allows for greater adaptability and flexibility. As an economic system focused on elimination of waste and continual use of resources, the circular economy aims to:
 - Reduce waste and the negative environmental impacts associated with waste;
 - Reuse, repair, repurpose, and recycle used products and packaging;
 - Maximize capacity and efficiency of waste processing technologies
 - Improve environmental, economic, and social outcomes; and
 - Prioritize access over ownership where consumers collaboratively share, use, and focus on what the product provides rather than the product itself



Through the SM4RT Living Plan, York Region and its local partners continue to show leadership by pursuing waste reduction targets through innovating and inspiring behaviour change resulting in less waste. In particular, the Region has created a commitment to reduce waste through a circular economy system.

- › **Economic development.** Services provided by the Region include market intelligence and innovation, business investment, small business start-up, export development, location selection assistance, local business connections and providing access to government funding programs.

With good farmland and proximity to large urban centres, the Region boasts a food system that extends from growing and harvesting crops and livestock to processing and transporting food to consumers. York Region is committed to protecting its agricultural sector and local food opportunities, and its Agriculture and Agri-food Strategy supports innovation in the agricultural sector, including improved farming practices and greater use of technology. Applying a climate change lens to this strategy is increasingly important as farmers feel the impacts of a longer growing season, less winter protection and more extreme weather.

- › **Community supports.** Often in partnership with others, York Region provides community supports to those in need through programs for housing, public health, paramedic services, childcare and children's services, and services for seniors, including a Seniors Strategy.

Climate change can exacerbate challenges for vulnerable residents and may result in increased need for services and supports.

- › **Energy management.** The Energy Conservation and Demand Management Plan, updated in 2019, aims to mitigate climate change by reducing greenhouse gas emissions under York Region's control and influence. A particular focus is transit and corporate fleet operations, which account for more than 60% of York Region's total emissions. Other sources include energy for water and wastewater systems and to heat buildings. The goal of the plan is to reduce emissions by approximately 60,000 tonnes a year by 2051 compared to 2014. The plan also aligns with York Region's Vision 2051, which sets an aspirational goal of net-zero corporate greenhouse gas emissions.

This Action Plan continues to integrate and build on these existing initiatives.



HOW this ACTION PLAN will be USED and IMPROVED

The Action Plan identifies actions across a range of areas identified as priorities from a climate change perspective. Some actions are aimed at mitigating impacts, others at adapting to changes, and some are designed to do both.

Each action also identifies the primary area of impact, indicating whether the action influences York Region's operation, has a larger community-scale impact or both. The timeframe provides an implementation scale for short (one to two years), medium (two to three years) and long term (four to five years) actions.

GOAL, OUTCOMES and PRIORITY ACTION AREAS

This plan is founded on the following **goal**:

Working together, the strong, caring and safe communities of York Region will continue to thrive under changing climate conditions

To achieve the following **outcomes**:

- › **Reduce Greenhouse gas emissions** with a long-term goal of becoming a net-zero Region by 2050
- › **Increase resilience and capacity of the Region** to withstand and respond to current and future climate events

The Action Plan has been developed as a living document. Although the impacts of climate change are already being felt, its long-term consequences continue to evolve and the effects of mitigation efforts are still uncertain. As the plan rolls out, the Region and its partners will learn lessons and gain new information and knowledge.

York Region and its partners need to be flexible and agile in implementing this Action Plan. An agile approach will allow the Region to fine-tune identified actions and add new ones to take advantage of opportunities, adapt to unexpected events and trends, and learn from other leading jurisdictions.

Achieving the outcomes involves three **Priority Action Areas**:

- › **Resilient Communities and Infrastructure**
- › **Low Carbon Living**
- › **Supporting an Equitable Transition**

Each Priority Action Area has several actions associated with it, as outlined in the following sections.

PRIORITY ACTION AREA: RESILIENT COMMUNITIES and INFRASTRUCTURE

The following priority action area supports increasing capacity to adapt. The Region will continue to guide and encourage the creation of complete communities. The Region will also work to ensure infrastructure systems are built and maintained for both the current and future climate.

COMMUNITY RESILIENCY ACTIONS:

ACTION 1	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Track, report, and identify actions required to adapt to the migration of invasive species	Partner	Local Municipalities, Conservation Authorities and Provincial Government	Adaptation	Community	Short
ACTION 2	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Integrate climate change considerations into existing and new municipal planning and development tools (e.g. climate change by-laws, development guidelines)	Lead	Local Municipalities and Development Industry	Adaptation and Mitigation	Community	Medium
ACTION 3	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Conduct a vulnerability assessment on natural systems and integrate adaptive actions into watershed planning	Partner	Local Municipalities, Conservation Authorities and Provincial Government	Adaptation	Community	Medium



COMMUNITY RESILIENCY ACTIONS: CONTINUED

ACTION 4	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Assess the role natural systems play in mitigating and adapting to climate change	Partner	Local Municipalities, Conservation Authorities and non-governmental organizations	Adaptation and Mitigation	Community	Long
ACTION 5	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Enhanced building energy and water performance in new and existing buildings through performance targets and benchmarking within the community	Partner	Local Municipalities, Utility Companies, Businesses and Development Industry	Mitigation	Community	Long

ROBUST INFRASTRUCTURE ACTIONS:

ACTION 6	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Adopt emission reduction targets and guidelines for low-carbon infrastructure construction practices	Lead	Local Municipalities and Industry Associations	Mitigation	Corporate	Short
ACTION 7	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Undertake climate change vulnerability and risk assessments on all Regional infrastructure, systems and assets using a common methodology	Lead	Local Municipalities and Development Industry	Adaptation	Community and Corporate	Medium
ACTION 8	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Prioritize infrastructure and asset repairs in climate vulnerable areas using the asset management framework	Lead	Local Municipalities, Conservation Authorities and Community Agencies	Adaptation and Mitigation	Community and Corporate	Long



PRIORITY ACTION AREA: LOW CARBON LIVING

Reduced greenhouse gas emissions are critical to mitigating climate change, and also offer near-term benefits to the Region and its residents, like improving local air quality.

Low-carbon living also relies on changing attitudes about how we purchase, use and dispose of consumer goods, and food.

While Regional actions are important, the Action Plan recognizes actions by individual residents and business also needed to achieve net-zero greenhouse gas emissions and zero waste by 2051.

Actions below will help support and accelerate the move to reduced carbon emissions in the way we live, work and play.

REDUCING EMISSIONS ACTIONS:

ACTION 9	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Establish community-wide greenhouse gas emission reduction targets	Lead	Local Municipalities, Community Stakeholders, Businesses and Development Industry	Mitigation	Community and Corporate	Long
ACTION 10	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Increase use of more sustainable modes of transportation, such as walking, cycling and transit, and community adoption of electric and low-emissions vehicles	Lead/Partner	Local Municipalities, Provincial Government and Businesses	Mitigation	Community and Corporate	Long

FOOD SYSTEMS ACTIONS:

ACTION 11	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Promote a sustainable and resilient food system	Partner	York Region Federation of Agriculture, Agriculture Industry and York Region Food Network	Adaptation	Community	Long

CIRCULAR ECONOMY ACTIONS:

ACTION 12	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Support waste prevention and circular economy practices in York Region	Partner	Local municipalities, Academic Institutions, Community Stakeholders , Businesses and Residents	Mitigation	Community and Corporate	Long

ACTION 13	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Identify resources and opportunities that show program alignment to support a circular economy approach through regional and local climate mitigation projects	Partner	Local municipalities, Academic Institutions, Community Stakeholders , Businesses and Residents	Mitigation	Community and Corporate	Long

PRIORITY ACTION AREA: SUPPORTING an EQUITABLE TRANSITION

It is important to assess climate risks and opportunities while working to ensure the health and prosperity of all Regional residents and businesses. Climate change impacts will not affect every resident or every area the same way. Having more information about specific vulnerabilities will be essential in developing the right responses to differing climate change impacts.

The priority actions below aim to support an equitable approach to addressing climate risks and opportunities while working to ensure the health and prosperity of people and businesses.

PREPARED and RESPONSIVE YORK REGION ACTIONS:

ACTION 14	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Include the most severe and likely climate-related risks in Enterprise Risk Management practice	Lead	All Departments	Adaptation	Corporate	Short
ACTION 15	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Integrate future climate information and adaptation planning into York Region's Emergency Preparedness Plans and Business Continuity Plans	Lead	All Departments	Adaptation	Corporate	Short
ACTION 16	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Co-ordinate strategies York Region and its partners can undertake to increase community resilience and emergency preparedness	Lead	Local Municipalities	Adaptation	Community and Corporate	Medium



LOW CARBON ECONOMY ACTIONS:

ACTION 17	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Update existing procurement policies to specify climate-related performance targets	Lead	All Departments	Mitigation	Corporate	Medium

ACTION 18	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Leverage existing programs to support the transition to a low-carbon economy	Partner	Chambers of Commerce, Local Municipalities and Industry Associations	Mitigation	Community	Long

ACTION 19	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Work with vulnerable economic sectors and businesses to increase resiliency to climate change impacts	Lead	All Departments	Mitigation	Community	Long

SUPPORTING RESILIENCE ACTIONS:

ACTION 20	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Complete the York Region Climate Change and Health Vulnerability Assessment and share the findings with internal and external stakeholders	Lead	Local Municipalities, Community Stakeholders and Residents	Adaptation	Community	Short
ACTION 21	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Update policies and plans to ensure safety during extreme weather events (inclement weather policy)	Lead	All Departments	Adaptation	Corporate	Medium
ACTION 22	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Apply an equity lens to prioritizing and supporting climate mitigation and adaptation actions	Partner	Local Municipalities, Conservation Authorities, Academic Institutions and Community Stakeholders	Adaptation	Community and Corporate	Long
ACTION 23	YORK REGION ROLE	POTENTIAL PARTNERS	ACTION TYPE	ACTION AREA	TIMEFRAME
Continue to build relationships with Indigenous communities around resilience	Partner	Indigenous Communities	Adaptation	Community	Long



PRIORITY ACTION AREA: IMPLEMENTATION

Implementing the Action Plan requires the creation of innovative and strong partnerships to enable collaborative climate action. It also requires a commitment to educating and engaging the Region's residents, businesses, local municipalities and others.

IMPLEMENTATION ACTIONS:

ACTION 24	TIMEFRAME
Develop performance indicators to track climate change indicators, greenhouse gas reduction, adaptive action and implementation of this plan	Short
ACTION 25	TIMEFRAME
Develop communication and education strategies on the impacts of climate change and strategies for reducing greenhouse gas emissions and increasing resiliency	Short
ACTION 26	TIMEFRAME
Develop or acquire the data and information needed to integrate climate change considerations into all decision-making (e.g. best available)	Long

APPENDICES

DEFINITIONS

Adaptation: The process of adjustment to actual or expected climate and its effects, in order to moderate harm or exploit beneficial opportunities

Circular Economy: The circular economy is an economic system aimed at eliminating waste and the continual use of resources. Circular systems employ reuse, sharing, repair, refurbishment, remanufacturing and recycling to create a close-loop system, minimizing the use of resource inputs and the creation of waste, pollution and carbon emission

Climate: Climate is usually defined as the average weather or, a statistical description of climate variable such as surface temperature, precipitation and wind over an extended period of time ranging from months to thousands or millions of years. The classic period for averaging these variables is 30 years, as defined by the World Meteorological Organization.

Climate change: Climate change refers to a change in the state of the climate that can be identified (e.g. by using statistical tests) by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer. Climate change may be due to natural internal processes or external forcing factors, or to persistent anthropogenic changes in the composition of the atmosphere or in land use.

Climate extreme: The occurrence of a value of a weather or climate variable above (or below) a threshold value near the upper (or lower) ends of the range of observed values of the variable. For simplicity, both extreme weather events and extreme climate events are referred to collectively as 'climate extremes'.

Climate Change and Health Vulnerability Assessment: A study undertaken to better understand how York Region communities may be vulnerable to the impacts of climate change for a health perspective.

Co-Benefits: The benefits that occur in addition to a single prioritized policy goal. In the context of this Plan, these are other benefits that result from a specified action over and above those directly tied to climate change mitigation and adaptation which can increase plan effectiveness.

Co-Harms: Unintended or incidental effects resulting from adaptation and mitigation efforts and can range from being small to highly significant.

Equity: The principle of fairness in burden sharing and is a basis for understanding how the impacts and responses to climate change, including costs and benefits, are distributed in and by society in more or less equal ways. It is often aligned with ideas of equality, fairness and justice and applied with respect to equity in the responsibility for, and distribution of, climate impacts and policies across society, generations, and gender, and in the sense of who participates and controls the processes of decision-making.

Emission Scenario: An emission scenario describes a possible future evolution of emissions of greenhouse gases, and other climate drivers. They assist in climate change analysis, including climate modelling and the assessment of impacts, adaptation, and mitigation. The likelihood of any single emissions path described in a scenario is highly uncertain.

Greenhouse Gases: Greenhouse gases are gases in Earth's atmosphere that trap heat. They let sunlight pass through the atmosphere, but they prevent the heat that the sunlight brings from leaving the atmosphere. The main greenhouse gases are carbon dioxide, chlorofluorocarbons, methane, nitrous oxide, and water vapour.

Intergovernmental Panel on Climate Change: The Intergovernmental Panel on Climate Change (IPCC) is the United Nations body for assessing the science related to climate change.

APPENDICES CONTINUED

DEFINITIONS CONTINUED

Mitigation: A human intervention to reduce sources or enhance sinks of greenhouse gases.

Model: Climate models are developed and used at climate research institutions around the world to make projections of future climate, based on future scenarios of greenhouse gas and aerosol forcing

National Assessment Report: Canada's Changing Climate Report is a stand-alone assessment of how and why Canada's climate has changed, and what changes are projected for the future.

Resilience: The capacity of social, economic, and environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganizing in ways that maintain their essential function, identity, and structure, while also maintaining the capacity for adaptation, learning, and transformation.

Urban Heat Island: An urban area or metropolitan area that is significantly warmer than its surrounding rural areas due to human activities. The main cause of the urban heat island effect is from the modification of land surfaces.

Vulnerability: The tendency or susceptibility to be adversely affected. Vulnerability encompasses a variety of concepts and elements including sensitivity or susceptibility to harm and lack of capacity to cope and adapt.

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CONTACT INFORMATION

For more information on York Region's Climate Change Action Plan, please call 1-877-464-9675 or visit **york.ca/climatechangeactionplan**

YORK REGION DRAFT CLIMATE CHANGE ACTION PLAN

MARCH 2020



Unionville BIA Minutes

Date: Wednesday, February 5, 2020

Location: BIA office - 157 Main Street

BIA BOARD MEMBERS	In attendance	Regrets
Sarah Gratta	Yes	
Natasha Usher		x
Niina Felushko	Yes	
Shibani Sahney	Yes	
Roger Kanda		x
Tom Vasilovsky	No	
Sylvia Morris		x
Rob Kadlovski	Yes	
Tony Lamanna	Yes	

City: Councillor Reid McAlpine, Deputy Mayor Don Hamilton

Staff: Sara Sterling

Late arrivals:

Guests:

Ray Smylie, Wes Rowe-Unionville Villagers Association

Rachel D'Oliveira, Bowie Fan, Francesca from Varley Art Gallery

Christie Day, Markham Jazz Festival

Call to order - At 9:24 am by the Chair Sarah Gratta

Approval of December Minutes (as January meeting was cancelled):

Motion by Rob Kadlovski

Seconded by Niina Felushko

No approval of financials as we do not have finals yet



Budget Discussion

Niina walked through the financials and our proposed budget for 2020. Various questions were asked and answered to everyone's satisfaction.

- Sarah requested the Board's approval to increase ED Sara Sterling's hours and pay from 20 hours to 30 hours, the 2020 budget allows it and everyone felt it was necessary in order to complete all the work required this coming year.
- Sarah Gratta asked that we add \$5000 to the budget to pay a previous invoice from Minken Employment Lawyers, which was agreed upon.

Motion to approve 2020 budget including Sara Sterling salary increase and Minken payment:

Motion by Rob Kadlovski

Seconded by Don Hamilton

Presentation by Markham Jazz Festival Chair:

Christie Day presented an informative slide show about the Festival and requested \$4,500 from the UBIA in sponsorship funds for the Festival.

Motion to approve \$4,500 donation to the Markham Jazz Festival:

Motion by Rob Kadlovski

Seconded by Niina Felushko

ED Report:

Sara Sterling

- **Winter Passports:** Program has started and is going well. We have printed more passports for distribution to the stores. We will report back to the Board once the program is complete as to its success and potential to use in other seasons.
- **Unionvillicious:** Began on January 31st and will continue to February 13th. Five restaurants have joined the program this year. We are advertising a lot on social media, with posters, and have reached out to the Marriott and Hilton as well as the Pan Am Centre to help promote. We will survey the restaurants after the program is over to see how successful it was this year.
- **Unionville Market:** The UBIA has agreed to start a new market now that the Stiver Mill Farmers Market has closed. It will be held at the Bandstand on Sundays from 9am to 1pm from June 14 to October 18. We have hired a Coordinator to manage vendor communications and attend the markets.
- **Thursday nights at the Bandstand:** The City, Bill Dawson and the Police have suggested to close the entire road on Thursday nights during the summer. Next steps is a meeting with affected businesses on the West side of the street and the City and YRP to discuss the details of the closure.



- **Olde Tyme Christmas:** Rob reminded the Board that he thinks sticking with Friday night might be better for the Parade. Sarah reminded Rob that the Board has already voted on changing the date to Saturday.
- **Unionville Streetscape Plan:** Reid explained that various groups in Unionville have reviewed and given support of the plan, which is the 2nd plan offered costing \$2M base and \$2M in reasonable upgrades – which will allow the street to flourish for 40 years with the upgraded materials. Sara reminded the group that the UVA is holding an information session about it next Monday night Feb 10th at 7pm at the train station. The Board discussed putting forth a motion at the AGM next week to support the plan.

Unionville Villagers Association (UVA): Councillor McAlpine mentioned a meeting will be taking place Monday February 10th to discuss the proposed Main Street Streetscape plan. All members are encouraged to attend, Sara has sent out notice to the membership. The options are 1) leave everything status quo or 2) spending \$4 million on pavers and other upgrades that will last 40 years. This will include other items such as necessary wiring, and widening the east side of the street sidewalks as opposed to the west side. Timeline is one year for planning then implementation in 2021 or 2022. Harshal Dave's planning may impact timing.

Annual General Meeting: there was some discussion about agenda for AGM next week and all that needs to be done ahead of time. Sara will consult with the Clerks office at the City to ensure we are following all guidelines. A reminder the meeting will be held Wednesday February 12th at 7pm at Varley Art Gallery.

Motion to adjourn the meeting

Motion by Rob Kadlovski

Seconded by Tony Lamanna

Meeting adjourned at 10:27 am

In camera: Sarah Gratta announced she will be closing Too Good General Store as of April 30th. The Board congratulated and thanked her for all she has done for Main Street and wish her well in her future endeavours. Natasha Usher, Vice Chair, is away at this time but Sarah will connect with her to discuss if Natasha would like to take over as Chair.

Next meeting: Wednesday, March 25, 2020

Time: 9:15 am

Location: UBIA office

157 Main Street

Unionville



Unionville BIA Minutes

Date: Wednesday, March 4, 2020

Location: BIA office - 157 Main Street

BIA BOARD MEMBERS	In attendance	Regrets
Natasha Usher	Yes	
Niina Felushko	Yes	
Shibani Sahney	Yes	
Roger Kanda	Yes	
Sylvia Morris	Yes	
Rob Kadlovski	Yes	
Tony Lamanna		x

City: Councillor Reid McAlpine, Regrets Deputy Mayor Don Hamilton

Staff: Sara Sterling

Late arrivals:

Guests:

Ray Smylie, Wes Rowe-Unionville Villagers Association

Rachel D'Olivera, Bowie Fan, Francesca from Varley Art Gallery

Rob Hyland, Unionville Festival Committee

Call to order - At 9:20 by Natasha Usher, Vice Chair

Approval of February Minutes:

Motion by Rob Kadlovski

Seconded by Roger Khanda

Approval of Financials:

Motion by Reid McAlpine

Seconded by Niina Felushko

Election of New Executive:

As the previous Chair has stepped down, a new Chair was elected.

Motion to nominate Niina Felushko as Chair: Rob Kadlovski

Seconded by: Natasha Usher

Unanimous vote in support



Motion to nominate Shibani Sahaney as Secretary/Treasurer: Rob Kadlovski

Seconded by: Natasha Usher

Unanimous vote in support

Presentation – Unionville Festival

John Cabrelli was invited to speak but unable to attend. Reid gave an update from his knowledge that all was moving forward. He gave a brief description of the road closure and parking, as well as meetings updates with the City of Markham.

ED Report:

Sara Sterling

- **Unionvillicious:** Went very well, we asked for feedback and 2 of the restaurants responded to say that it went much better than last year thanks we think to increased marketing.
- **Unionville Market:** The new Unionville Market is moving along well, we have hired a Coordinator Nicki Traikos, and she has begun speaking with and booking vendors.
- **Thursday nights at the Bandstand:** no new information on the road closure as of yet, I will continue to update the Board on this.
- **Ladies Night April 16:** Planning is well underway for this new event and many of the stores are participating. Ticket sales have just begun and we are hoping for 200 attendees.
- **Marriott Markham:** I met with the Manager at the Marriott Markham to discuss possible cross-promotion. We agreed to share some social media posts etc., more discussions to be had.

New items: There was discussion around the somewhat dismal real estate situation on the street, and how we might tackle it. Niina and Sara will speak with Reid about potentially meeting with Economic Development at the City for some advice. Balzac's coffee has said they are interested in coming within a year or so.

Motion to adjourn the meeting

Motion by Rob Kadlovski

Seconded by Reid McAlpine

Meeting adjourned at 10:42 am

Next meeting: Wednesday, April 15th, 2020

Time: 9:15 am

Location: UBIA office

157 Main Street

Unionville



Report to: General Committee

Meeting Date: May 4, 2020

SUBJECT: Single Use Plastic Reduction Strategy – Phase 1
PREPARED BY: Claudia Marsales, Senior Manager, Waste & Environmental Management

RECOMMENDATION:

- 1) That the report entitled “Single Use Plastic Reduction Strategy – Phase 1” be received; and,
- 2) That the presentation entitled “Single Use Plastic Reduction Strategy - Phase 1 - Presentation” be received; and,
- 3) That the Waste and Environmental Management Department undertake a review of all municipal facilities for opportunities to eliminate or reduce non-essential single use plastic (“SUP”) products and collaborate with the appropriate staff to source alternative products; and,
- 4) That a community-wide education program be implemented to raise awareness of the SUP issue and provide options for SUP reduction; and,
- 5) That effective October 20, 2020 (Waste Reduction Week) packaging Styrofoam be banned from curbside collection; and,
- 6) That staff report back on the results of Phase 1 actions and outline Phase 2 recommendations regarding the implementation of a potential municipal by-law or other methods to reduce plastic retail shopping bags and polystyrene convenience food containers from distribution in Markham including the estimated financial impact and legal implications associated with the implementation and enforcement of a by-law; and,
- 7) That a copy of this report be forwarded to York Region and the local municipalities for their information; and further,
- 8) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

N/A

PURPOSE:

The purpose of this report is to provide an overview of the SUP issue, review how other governments are addressing the problem, and to provide options and recommendations

for a phased approach that demonstrates leadership in the reduction of SUPs at the local level.

BACKGROUND:

At the November 2019 meeting of General Committee the following motion was approved:

That staff be directed to report back to General Committee relative to the proposed motion for Single Use Plastics (SUPs) Declaration.

Environmental Impact of SUPs

SUPs are plastic items that are typically used only once before being discarded. SUP products are commonly defined as the following types of plastic material:

- Beverage and party cups and lids
- Coffee/hot beverage stoppers
- Straws and stir sticks
- Cutlery
- Styrofoam packaging and take-out food containers
- Grocery/produce bags

The commonly targeted list of SUPs does not include dog waste bags or water/pop bottles. Dog waste bags are compostable in Markham's Green Bin and water/pop bottles are recyclable in all municipal Blue Box systems. In 2008, Council endorsed a Zero Waste policy, which encourages refillables and restricts the use of single use bottled water when potable water is available.

The above list of SUPs are particularly problematic from an environmental sustainability perspective because they are inherently designed to be discarded immediately after use, and have limited reuse, recyclability or compost options. Additionally, many SUPs end up as litter on roads, parks and trails and in creeks. SUPs placed at the curb for recycling can become litter when blown from open Blue Boxes, or while the containers are being emptied into the collection vehicle.

Once in the natural environment, SUPs are unsightly, expensive to remove and pose a physical and chemical threat to wildlife and our own food chain.

Further, as plastics in the environment age, they disintegrate into smaller and smaller pieces, making them ingestible by smaller and smaller organisms, which allows plastic to infiltrate further into the food chain and pollute our food sources. Eventually, plastics are broken into such small fragments that they become virtually impossible to remove from the environment and continue to accumulate in the ecosystem.

The carbon footprint of an SUP item can be reduced over its useful lifespan by switching to paper/fiber-based or compostable items, or with more durable materials that can be reused over and over.

Federal Government Approach to SUP

In 2018, Canada became one of five G7 signatories to the Ocean Plastics Charter. The Federal Government has also announced more specialized actions including working with industry to prevent and retrieve abandoned, lost or discarded fishing gear, which is a major contributor to plastic debris in the ocean. They also committed to reduce SUPs by 75% by 2030 within its own federal operations.

More recently, the Federal Government announced a ban on harmful single-use plastics as early as 2021 under the *Canadian Environmental Protection Act*. This ban would also ensure companies, which manufacture plastic products or sell items with SUP packaging are responsible for managing the collection and recycling of this material.

Provincial Government Approach to SUPs

In March 2019, the Provincial Government released a discussion paper on reducing litter and waste, which included recognition of the need to reduce plastic waste. The discussion paper proposed action in the following four areas:

- Reducing and diverting food and organic waste from households and businesses
- Reducing plastic waste
- Reducing litter in our neighborhoods
- Increasing opportunities for the people of Ontario to participate in waste reduction efforts – possibility invoking measures that include deposit return systems for plastic beverage containers – and bans or other restrictions on specific types of SUPs

Prince Edward Island and Newfoundland & Labrador have enacted province-wide bans on the free distribution of plastic shopping bags and require retailers to charge a minimum fee per bag.

Municipal Approach to SUPs

Municipalities across Canada have implemented or are in the process of implementing programs to reduce the prevalence of SUPs in their communities. Many municipalities in British Columbia, Alberta, Manitoba and Quebec have addressed SUP's with a variety of approaches.

Controls on plastic bags and other forms of SUP's are currently being considered by Toronto and Edmonton.

Vancouver is putting in place strong controls on many forms of SUPs including straws, take-out food containers, cups, cutlery and bags. Most municipal controls that have been introduced are in the form of bans on the free distribution of plastic shopping bags. They typically specify a film thickness below which low-grade bags are subject to the ban, and most require a minimum fee to be charged for shopping bags. Many provide exceptions for specialty uses where alternatives are more difficult for consumers and retailers to use.

Options for Markham to Reduce SUPs

Staff have examined options available for SUP reduction as well as the trajectories of potential regulation at the federal and provincial levels and recommend an approach that focuses on the following areas of activity and action:

1. Demonstrate Municipal Leadership in SUPs with Reduction at City Facilities

The significant reduction or complete elimination of SUPs from Markham facilities would publicly demonstrate the importance the City places on environmental stewardship and leadership, which will contribute to the success of the 2020-2023 Strategic Plan: Building Markham's Future Together in protection of the natural environment.

Staff recommends a review of all municipal processes and policies that are recognized to generate the use of non-essential SUP products on municipal property and identify opportunities to work with the appropriate departments to reduce, remove or eliminate SUP products. SUP items that could be replaced with viable fibre options include plastic cups, stir sticks, straws, cutlery, food plates and plastic bags.

The City also hosts numerous public events and provides facilities where others host events and provide services on behalf of the City. While staff are confident that most SUPs can be reduced or eliminated from municipal facilities, it will be an ongoing challenge to discourage facility users from bringing SUPs on-site. Ongoing education will be needed.

2. Public Education to Reduce SUPs

Staff recommend that the City undertake a public education program to raise awareness of the importance and benefits of SUP reduction in our community. This program would also be used to prepare residents for the potential regulations being brought forward at the federal level and provincial levels.

SUP education is critical to generating the kind of individual action that the community will need to make significant reductions in the procurement and use of these materials. Information would be provided about the financial impacts associated with SUPs in the natural environment and include details concerning the Keep Markham Beautiful program and other community clean-up initiatives. Additionally, education would provide recognition of other programs, businesses and organizations that have taken measures to reduce SUP use.

Public education would be conveyed via the City's website and through social media channels. Additionally, information would be provided to City employees via online training, incentives and other means to raise awareness of the SUP reduction objectives of the City and how employees can reduce SUPs during their workday.

3. Implementing a Curbside Ban for packaging Styrofoam

In 2013, Markham successfully banned electronic materials (e.g. TVs, computers, etc.) from curbside garbage collection. The ban resulted in increased electronic waste diversion and contributed directly to collection cost savings.

In 2017, a ban of household textiles from curbside collection was implemented by Council and resulted in over 17 million pounds of textile material diverted for re-wear, re-use and recycling in support of local charities.

Packaging Styrofoam refers to the large pieces that encase electronic equipment, furniture, and appliances; not food packaging such as meat trays or take-out containers. Currently residents are encouraged to take this material to Markham's Recycling Depots; however, residents can place this material in clear bags for collection in the garbage stream. Styrofoam is not accepted in the blue box system in York Region.

If approved, staff recommends the packaging Styrofoam ban become effective Tuesday October 19, 2020. This is the first collection day during Ontario's annual Waste Reduction Week.

An extensive education and promotion program would be launched over the summer of 2020 to educate residents on all available opportunities to recycle packaging Styrofoam at any of Markham's four Recycling Depots and at the Region of York's Community Environmental Centers.

A ban on the curbside collection of packaging Styrofoam is a bold step that would help raise awareness on the recyclability of this material.

Packaging Styrofoam is currently processed at Markham's Styrofoam densification facility at 8100 Warden Avenue and recycled into plastic building material such as crown mouldings and baseboards.

OPTIONS/ DISCUSSION:

While senior levels of government have announced their intention to implement measures to reduce SUP material, Ontario municipalities are actively considering how best to proceed with local level programs and initiatives.

It is important to recognize that many local businesses and organizations are already leading by example. Early adopters of plastic reduction initiatives like A&W Restaurants, Whole Foods, the LCBO, Sobeys and many others have either taken steps to substitute SUPs with other types of materials or provide products that can be reused.

Through these recommended actions, Markham has an opportunity to not only become part of this movement, but to be recognized as a leader in community action to reduce SUPs in the environment.

FINANCIAL CONSIDERATIONS

SUP elimination and outlined education initiatives in 2020 will be borne by existing budgets and, if required, would be added to future operating and capital budget for consideration.

HUMAN RESOURCES CONSIDERATIONS

Accessibility Considerations: SUP products may be required for those with disabilities. While most SUPs are items of convenience, consideration must be included to not restrict access to products that may be required for those who require them for daily living.

Potential impacts to those with disabilities will be considered.

ALIGNMENT WITH STRATEGIC PRIORITIES:

Building Markham's Future Together: 2020-2023 Strategic Plan: This initiative furthers the Safe, Sustainable & Complete Community goal by enhancing the natural environment through sustainable integrated planning, public awareness, and municipal leadership.

Aligns with goals of greenMarkham.

BUSINESS UNITS CONSULTED AND AFFECTED:

Finance, Recreation Services, Culture, Sustainability & Asset Management, Corporate Communications.

RECOMMENDED BY:

Phoebe Fu,
Director Environmental Services

Brenda Librecz
Commissioner of Community and
Fire Services

ATTACHMENTS:

N/A



**General Committee
Monday May 4, 2020**

**Single Use Plastics
Reduction Strategy –
Phase 1**



1. Purpose of Report

- ✓ Provide an overview of the Single-use Plastic (SUP) issue
- ✓ Review how other governments are addressing the problem
- ✓ Provide options and recommendations for a phased approach that demonstrates leadership in the reduction of SUPs at the local level.





2. Environmental Impact of SUP's

SUPs are plastic items that are used only once before being discarded.

Common single-use plastics:

- Beverage/party cups and lids
- Coffee/hot beverage stoppers
- Straws, stir sticks, cutlery
- Styrofoam packaging and take-out food containers
- Grocery/produce bags

Top reasons these items are particularly problematic:

1. Inherently designed to be discarded immediately after one use
2. Have limited reuse, recyclability or compost options
3. End up as litter on roads, parks, trails and in creeks

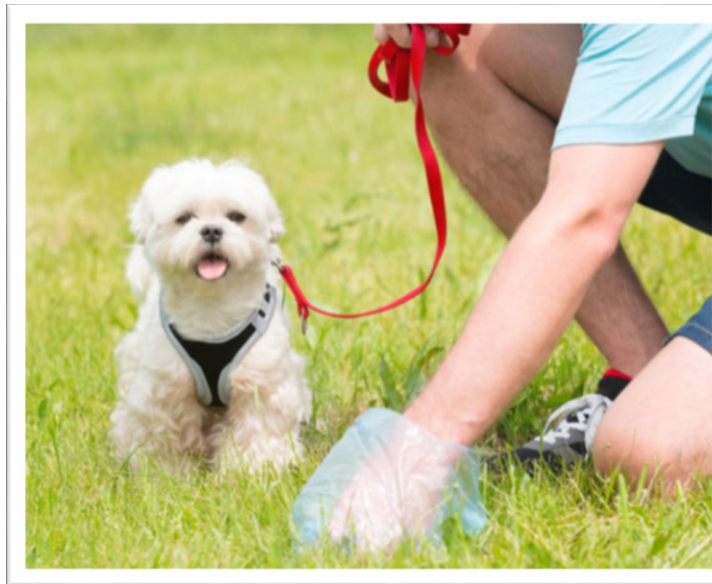




3. Exclusions

Targeted list of SUPs does not include:

- Dog waste bags are compostable in Markham's Green Bin
- Water/pop bottles are recyclable in all municipal Blue Box systems
 - In 2008, Council endorsed a Zero Waste policy, which encourages refillables and restricts the use of single use bottled water when potable water is available.





4. Government Approach to SUP

Federal Government announced a ban on harmful single-use plastics as early as 2021 under the Canadian Environmental Protection Act.

- Provincial Government released a discussion paper on reducing litter and waste, which included recognition of the need to reduce plastic waste:
 - Reducing plastic waste
 - Reducing and diverting food and organic waste
 - Reducing litter
 - Increasing waste reduction efforts - Potentially invoking measures that include deposit return systems and bans or other restrictions on specific types of SUPs
- Prince Edward Island and Newfoundland & Labrador have enacted province-wide bans on the free distribution of plastic shopping bags



5. Municipal Approach to SUP

Municipalities across Canada have implemented or are in the process of implementing programs to reduce the prevalence of SUPs in their communities.

Controls on plastic bags and other forms of SUP's are currently being considered by Toronto and Edmonton.

Vancouver is putting in place strong controls on many forms of SUPs including straws, take-out food containers, cups, cutlery and bags.



Most municipal controls that have been introduced are in the form of bans on the free distribution of plastic shopping bags.



6. Options for Markham to Reduce Single Use Plastics

**Facilities
& Public
Events**

**Promotion
&
Education**

**Curbside
Ban of
Packaging
Styrofoam**



A. Facilities

- Significant reduction or complete elimination of SUPs from Markham facilities would:
 - Publicly demonstrate the importance the City places on environmental stewardship and leadership
 - Contribute to the success of the 2020-2023 Strategic Plan: Building Markham's Future Together in protection of the natural environment.

Staff Recommendations:

- Review all municipal processes and policies that generate the use of non-essential SUP products on municipal property
- Identify opportunities to work with the appropriate departments to reduce, remove or eliminate SUP products
- Replace SUP items with viable paper based options including plastic cups, stir sticks, straws, cutlery, food plates and plastic bags.



B. Public Education

- City undertake a public education program to raise awareness of the importance and benefits of SUP reduction in our community. This program would also be used to prepare residents for the potential regulations being brought forward at the federal level and provincial levels.
- Public education via the City's website and through social media channels.
- Information would be provided to City employees via online training, incentives and other means to raise awareness of the SUP reduction objectives of the City and how employees can reduce SUPs during their workday.





C. Curbside Ban of Packaging Styrofoam

Markham's Waste Diversion Strategies:

- In 2013 banned electronic materials from curbside collection.
- In 2017 banned household textiles from curbside collection resulting in 17 million pounds of diverted textile material.

A ban on the curbside collection of packaging Styrofoam is a bold step that would help raise awareness on the recyclability of this material.

Packaging Styrofoam - Large pieces that encase electronic equipment, furniture, and appliances; *not* food packaging such as meat trays or take-out containers.

- Styrofoam is not accepted in the York Region's blue box system.
- Residents are encouraged to take this material to Recycling Depots or place in clear bag garbage.

Staff Recommendations:

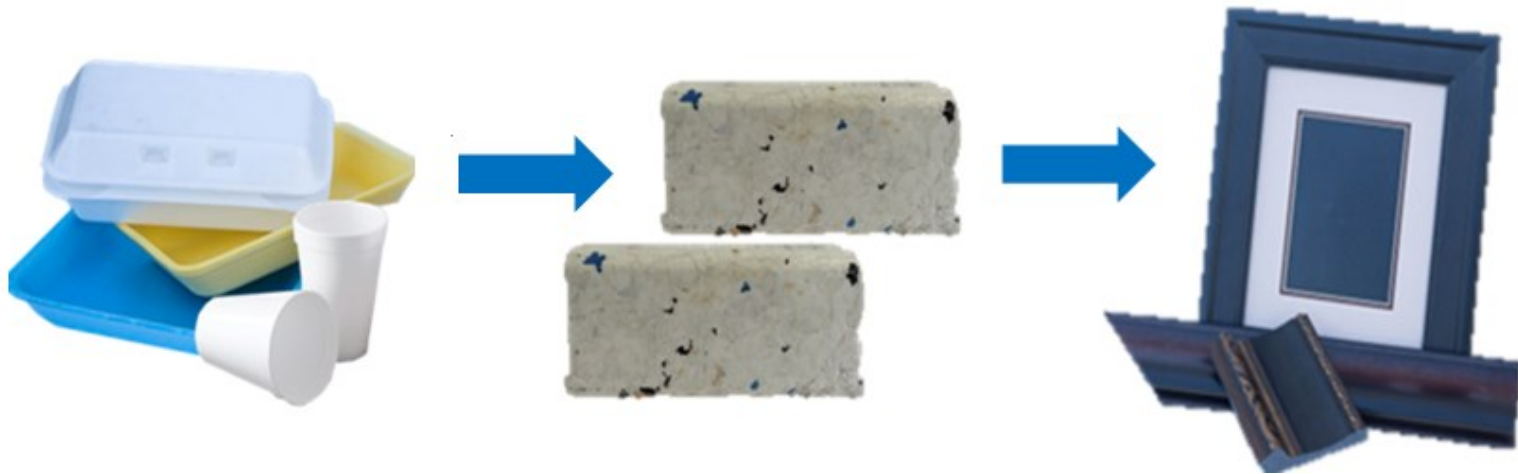
- Introduce a packaging Styrofoam ban effective Tuesday October 19, 2020 - the first collection day during Canada's annual Waste Reduction Week.
- Launch an extensive promotion & education program over the summer of 2020





7. Markham's Polystyrene Foam Densifier

- ✓ Densifier is located at the rear of 8100 Warden Ave.
- ✓ Markham was the first Ontario community to establish a densification program for residential polystyrene
- ✓ Clean polystyrene (Styrofoam) is collected at all Markham Recycling Depots and compacted into bricks for transportation
- ✓ Recycled into building material, such as picture frames, crown moulding, plastic lumber and baseboards
- ✓ Has capacity to process additional material





8. Markham's Polystyrene Foam Densifier Video

<https://www.dropbox.com/s/sl8pvhozcdy6hrt/Markham%20Polystyrene%20Recycling%20Program%202012.mp4?dl=0>



9. CONCLUSION

- While senior levels of government have announced their intention to implement measures to reduce SUP material, Ontario municipalities are actively considering how best to proceed with local level programs and initiatives.
- It is important to recognize that many local businesses and organizations are already leading by example. Early adopters of plastic reduction initiatives like A&W Restaurants, Whole Foods, the LCBO, Sobeys and many others have either taken steps to substitute SUPs with other types of materials or provide products that can be reused.

Through these recommended actions, Markham has an opportunity to not only become part of this movement, but to be recognized as a leader in community action to reduce SUPs in the environment.





10. RECOMMENDATIONS:

- 1) **THAT** the report entitled “Single Use Plastic Reduction Strategy – Phase 1” be received;
- 2) **AND THAT** the Waste and Environmental Management Department undertake a review of all municipal facilities for opportunities to eliminate or reduce non-essential single use plastic (“SUP”) products and collaborate with the appropriate staff to source alternative products;
- 3) **AND THAT** a community-wide education program be implemented to raise awareness of the SUP issue and provide options for SUP reduction;
- 4) **AND THAT** effective October 20, 2020 (Waste Reduction Week) packaging Styrofoam be banned from curbside collection;
- 5) **AND THAT** staff report back on the results of Phase 1 actions and outline Phase 2 recommendations regarding the implementation of a potential municipal by-law or other methods to reduce plastic retail shopping bags and polystyrene convenience food containers from distribution in Markham including the estimated financial impact and legal implications associated with the implementation and enforcement of a by-law.
- 6) **AND THAT** a copy of this report be forwarded to York Region and the local municipalities for their information;
- 7) **AND FURTHER THAT** Staff be authorized and directed to do all things necessary to give effect to this resolution.



MEMORANDUM

To: Mayor and Members of Council

From: Andy Taylor, Chief Administrative Officer
Brenda Librecz, Commissioner, Community & Fire Services

Prepared by: Andy Taylor, Chief Administrative Officer
Brenda Librecz, Commissioner, Community & Fire Services

Date: April 20, 2020

Re: Response to York Region – Fire Regionalization

RECOMMENDATION:

The York Region Council met on February 27, 2020, and approved the attached motion (Attachment 1). The motion asks local municipal Councils to provide a resolution by May 29, 2020, indicating whether they support proceeding with a study on the potential creation of a Regional Fire Service.

A Briefing Note on this subject (see Attachment 2) was prepared for the March 13th meeting of the Fire Response Task Force, which was cancelled due to COVID-19. Some of the key considerations highlighted in the Briefing Note include:

- **Markham's 2020 Estimated Operating Budget Cost per Capita for Fire Services is 40% Lower than Central York Fire Services** - Using current budget data, we note that Aurora and Newmarket residents pay a higher operating budget per capita cost for fire protection services than the City of Markham. MFES is currently delivering its suppression services with less staff than Central York Fire Services (CYFS).
- **Past amalgamations have not demonstrated savings** – It tends to create larger unionized bargaining units. Regionalization will create winners and losers. Winners will be those municipalities that gain access to a larger tax base and higher service standards in order to pay for enhancements in their local community. It is unlikely Markham will be a winner in the regionalization of fire services.

- **Increased Efficiencies and Effectiveness can be achieved through Partnerships -**
Staff have located no empirical data to indicate the regionalization of fire services will increase efficiencies and effectiveness for the City of Markham. The cities of Markham, Richmond Hill, and Vaughan have created a Shared Service Committee to maximize the benefits provided by Automatic Aid, Joint Training Initiatives, Joint Technical Rescue Response, Communications, and Procurement, all without relinquishing decision-making control from the local municipal Councils.

It is the opinion of senior staff that without measurable benefits and cost savings demonstrated over the many years that this topic has been discussed and pursued, we recommend against proceeding with a study to pursue the consolidation of services through the creation of a Regional Fire Service. Staff believe that time spent on studying Regional Fire Service may inadvertently distract and slow down the advancement of the current partnerships among Markham, Richmond Hill, and Vaughan for the shared communications centre. The centre will be a critical stepping-stone for the three cities to realize greater efficiencies through other partnership opportunities. We believe this partnership will yield greater return on investment (ROI).

In light of COVID-19 pandemic, this study is not a priority for staff. Our attention needs to be focused on keeping our essential services running and then putting our energies into a solid recovery plan for our corporation and our community.

RECOMMENDATIONS:

1. That Council not support proceeding with a Regional Fire Service study; and,
2. That Staff recommend that we continue current efforts with Richmond Hill and Vaughan, in particular the creation of a shared communications centre that will enable further joint/shared opportunities to achieve efficiencies and to improve services to our residents and businesses.

Andy Taylor
Chief Administrative Officer

Brenda Librecz
Commissioner, Community & Fire Services

Attachment 1 – York Region Council Motion

Attachment 2 – Briefing Note: 2020 York Region Committee of the Whole Item - Regional Fire Service

From: Van Dusen, Regina on behalf of Regional Clerk
Monday, March 2, 2020 4:06 PM

Subject: Regional Council Decision - Regional Fire Service

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

On February 27, 2020, Regional Council made the following decision:

1. WHEREAS the consolidation of Aurora and Newmarket fire services into Central York Fire Service has resulted in efficiencies through enhanced levels of fire service and cost efficiencies;
2. WHEREAS a Regional Fire Service may achieve further operating efficiencies, improved department structure, increased service level(s), and cost avoidance opportunities;
3. BE IT RESOLVED THAT the Regional Clerk share this motion with local municipal Councils requesting a resolution by May 29, 2020 indicating whether they support proceeding with a study on the potential creation of a Regional Fire Service.

Please contact me at 1-877-464-9675 ext. 71300 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**



Briefing Note

Community & Fire Services Commission

Subject: 2020 York Region Committee of the Whole Item - Regional Fire Service

Purpose and Background

The purpose of this Briefing Note is to provide information in light of the February 6, 2020, York Region Committee of the Whole motion on Regional Fire Service. The motion will be tabled at the February 27, 2020, York Region Council meeting.

Overview

Over the past 20 years, there have been various attempts to pursue regionalization of Fire Services. Markham staff researched the subject most recently in 2012, resulting in a presentation to Council members in 2013, *"Regionalization of Municipal Fire Services – Maximizing Markham's Investments and Advocating for its Constituents"* (Attachment 2). As a result, Markham Council directed staff in 2013 to pursue shared services to achieve efficiencies among the southern three urban centres.

Staff would like to reiterate the following:

- Regionalization will likely result in the **leveling up of services** for rural communities in the pursuit of standardization and equity and urban communities, such as the City of Markham, will provide the increased tax base to pay for the enhancements of services in rural local municipalities with no significant benefits provided to the larger existing urban communities. When Aurora and Newmarket consolidated their Fire Services, this was the outcome. Both departments eliminated their volunteer firefighters, which resulted in a fully career fire department and increased labour costs.
- Important decisions should be supported by **facts and fact-based decision-making**. Staff have not been able to locate any empirical data to verify Mayor Mrakas' assertion, a conclusion shared by consultants hired by the Town of Richmond Hill in 2016. They hired four consulting firms to evaluate the business case for joining Central York Fire Services (CYFS) or to demonstrate benefits of regionalizing fire services. Their key conclusion was that the costs would have been higher if they joined Central York Fire Services, hence their Council opted not to proceed.
- There are untapped opportunities in the urban areas, namely **Markham, Richmond Hill and Vaughan, to be achieved through partnerships** without regionalizing fire services or relinquishing local Council's authority on this important public service. Senior staff from each municipality, through their Fire Chief, are already reviewing opportunities to provide shared training, undertaking a feasibility study for the creation of a shared Communications Centre, joint training opportunities, automatic aid and joint procurement. First priority is the Shared Communications Centre which will enable further evaluation of shared services, such as training and automatic aid. Automatic Aid currently does not provide significant improvements to



Briefing Note

Community & Fire Services Commission

response time for these three municipalities but there is great potential to do so in the future, e.g., Langstaff intensification area.

- **City resources better spend on pursuing higher value opportunities** to achieve better outcomes for Markham residents through continued collaborations with Richmond Hill and Vaughan, as endorsed by Council in 2013, versus expending limited staff resources and time on the regionalization agenda and the uncertainties such discussion will create. History of amalgamations is a good teacher.
- The **Provincial Review completed in 2019 encouraged cities to focus on partnerships** on their own to realize savings and customer service improvements. One size does not fit all. That is exactly the direction being pursued by Markham Council and staff. During the Provincial regionalization discussion, none of proponents involved in the current Regional Fire Service motion in York Region expressed interest in making any changes to services, including fire services.

Discussion

In reference to York Region's 2020 discussion about a Regional Fire Service, staff highlight the following findings:

1. Markham Council Last Considered Regionalization of Fire Service in 2013 and Opted to Explore Shared Services with Richmond Hill and Vaughan instead of pursuing Regionalization

Regionalization of fire services has been discussed in the City of Markham over the last two decades. Notably,

- **June 24, 1997** – York Region Fire Services Review Committee was initiated in February 1995 and ARA Consulting Group, in association with Tri Data Corporation, were retained to provide a report. It made a number of recommendations, including a move towards an Urban-Rural Organizational Model, centralized communication/dispatch and automatic aid, etc. Town of Markham Council decided to support fire dispatch system in York Region, Automatic Aid, and a joint training facility.
- **April 15, 2003** – York Region Centralized Fire Dispatch was reviewed by the Town of Markham and concluded it did not support the single Regional Dispatch Model (Model 2) and endorsed the Regional Dispatch Centre and the Town of Markham maintaining its existing Dispatch Centre.
- **June 26, 2013** – Town of Markham approved the Fire Services Automatic Aid Pilot Project with the City of Vaughan and the Town of Richmond Hill. At that time, staff reported that “based on the track record for collaboration among the fire services in York Region the Automatic Aid Agreements have a higher probability of success than regionalization and could be achieved significantly faster with the benefits accruing to our residents.” A confidential presentation,



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"Regionalization of Municipal Fire Services – Maximizing Markham's Investments and Advocating for its Constituents", was completed in March 2013.

- **February 14, 2017** – Staff created a briefing note to provide a status update on Automatic Aid, Mutual Aid, and a brief history on Regional Fire Service.

2. February 6, 2020, York Region Committee of the Whole did not Disclose Facts on the "Efficiencies and Cost Efficiencies" cited in the Notice of Motion

At the Notice of Motion discussion on January 16, 2020 ([link](#)), Mayor Scarpitti specifically requested for details on the efficiencies achieved by the Central York Fire Services (CYFS) to be provided at the February 6, 2020, York Region of the Whole Committee meeting. A review of the online minutes and video of the February 6th meeting ([link](#)) did not reveal any documented CYFS efficiencies. When Mayor Mrakas refuted Mayor Jackson's comment that there was little savings achieved when CYFS was created, he did so without providing any details.

Regionalization is appealing as a concept and perhaps, it is pragmatic option in a 'blank slate' scenario. In practice, regionalization and amalgamation in Ottawa, Toronto, and Hamilton have not resulted in the reduction of costs. Even though duplicate senior positions were eliminated, they were offset by middle management positions, need for more layers of work, and overall labour costs have increased.

Amalgamations required the consolidation of physical and financial assets, creation of uniform decision-making / governance processes and systems, including technology architecture and programs, and review of service standards and levels. These non-personnel activities associated with amalgamations have been quite expensive and time consuming to undertake.

The City of Markham Council has been able to achieve an efficient fire service, without having to venture into regionalization.

3. Markham's 2020 Estimated Operating Budget Cost per Capita for Fire Services is 40% Lower than Central York Fire Services

Markham Fire & Emergency Services (MFES) staff have requested but have not received access to Central York Fire Services data to confirm the levels of service and cost efficiencies referenced in the Notice of Motion. It is a common practice to compare high-level operating budgets even though it may not provide an 'apples to apples' comparison. Using current budget data, we note that Aurora and Newmarket residents pay a higher operating budget per capita cost for fire protection services than the City of Markham, as outlined below:



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Operating Budget Year	Fire Service ¹	Estimated Budgeted Cost per Capita ²
2020	Central York Fire Services (CYFS)	\$ 186
2020	Markham Fire & Emergency Services (MFES)	\$ 112

4. # of Residents per Firefighter: Markham Fire & Emergency Services is more Efficient

Without a detailed comparison of service programs and levels, Markham staff used a common indicator used in the industry, namely the # of Residents per Firefighter. MFES is currently delivering its suppression services with less staff than Central York Fire Services (CYFS), although staff acknowledge there is a current Council Task Force to review the proposed activation of a Second Crew at Cornell Fire Station to address fire response deficiencies against Council-approved response times.

Fire Service	Service Coverage Area	Population ¹	# of Staff ³	# of Residents per Firefighter
Central York Fire Services	Aurora / Newmarket	153,091	136	1,126
Markham Fire Services	City of Markham	349,007	240	1,454

As a progressive and mature fire service in an urban setting, staff have identified that MFES has programs and services not currently offered by CYFS. For instance, Markham operates a Fire Communications Centre and a Mechanical Division while CYFS does not.

5. Legal Ability to Set Fire Service Levels Rests with Local Municipal Councils

The Fire Protection and Prevention Act 1997 (FPPA), as amended, provides the authority to local municipal Councils to set service levels. Legal interpretation is likely required but staff suspect the Region of York will need unanimous agreement from all nine lower-tier municipalities. Governance of a regional fire service may be challenging in that local Council will need to give up decision-making authority to the Region of York or approval will need to be sought from each municipality on all fire service decisions. Furthermore, the recent Regional Government Review completed by the Province has shown the Province of Ontario has no appetite in amalgamating services and it will be unlikely the FPPA will be revised to address the amalgamation of fire services.

6. Implications for Markham Taxpayers

The growth realized by the southern three municipalities (Markham, Richmond Hill, and Vaughan) in York Region has necessitated substantive investments in facilities (fire stations, training centre, etc.), fire apparatus, equipment, staff training (including specializations), and policy decisions (24-hour shift). Regional Fire Service will likely result in the redistribution of these investments, made by

¹ York Region Population Estimate December 31, 2019: Aurora and Newmarket 153,091; and Markham 349,007

² 2020 Operating Budgets: Central York Fire \$28,493,657; and Markham \$39,207,513

³ Only suppression staff, commonly referred to as firefighters, are included in the calculation



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Markham taxpayers, to the northern six municipalities, thus raising their service levels and increasing the overall tax base to fund those services.

Additionally, Markham staff have taken great pride and responsibility in developing localized programs and services to reflect the community's unique needs and built form. A Regional Fire Service may be less attune to local needs and current MFES programs, such as school program, cadet program for special needs students, and translation of public education materials, may disappear in a service that covers the whole of York Region.

7. City of Richmond Hill Concluded in 2016 Not to Pursue Consolidation of Richmond Hill Fire and Emergency Services with Central York Fire Services

Richmond Hill had contemplated joining Central York Fire Services when it was created in 2002. It withdrew from the arrangement because of an anticipated decrease in service levels and the potential increase in compensation and benefits through consolidation.

Richmond Hill Council formed a Committee to review joining Central York Fire Services in 2015 and Richmond Hill staff entered into discussions with the Towns of Newmarket and Aurora to investigate the benefits of consolidating the Richmond Hill Fire Service with CYFS. Richmond Hill commissioned McCauley Nichols Consulting, Dillon Consulting, Western Management Consulting, and Hicks Morley Hamilton Stewart Storie LLP to determine whether there was a business case for joining CYFS. Based on the reports of the four consultants and the recommendation of their staff, Richmond Hill decided not to join CYFS and cited the following findings:

- Circumstances that have led to the consolidation of the 2002 Central York Fire Services were not present in 2016;
- 2002 Central York Fire Services consolidation was considered a success by those involved, though there are "no empirical measurables to speak of,";
- Consolidation may generate limited cost avoidance (such as having one chief and training efficiencies) without an anticipated improvement in system wide service levels;
- Standardization of fire suppression service levels, in their opinion, would require additional firefighters not currently identified in either Fire Master Plan, resulting in a significant staffing increase for Richmond Hill in the short term, with ongoing cost implications;
- There were challenges with the governance model, citing duplication of effort and lack of clear decision making mechanisms (who would be deemed the "employer"?); and
- Consultants did not believe any further in-depth analysis will result in major changes to the key findings provided in their preliminary reports.

Markham staff look forward to receiving the considerable data from CYFS or its proponent to factually demonstrate the success of the merger of Aurora and Newmarket Fire Services and how such merger may be applicable or beneficial to the City of Markham residents and businesses.



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Community & Fire Services Commission

Historically, the creation of CYFS eliminated their volunteer firefighters and added career firefighters, thus increasing its operating costs. Using the CYFS model in the current Regional Fire Service discussion will likely eliminate all volunteer firefighters in the northern municipalities and result in considerable operating costs now and into the future.

- **Increased Efficiencies and Effectiveness can be achieved through Partnerships**

Staff have located no empirical data to indicate the regionalization of fire services will increase efficiencies and effectiveness for the City of Markham. The cities of Markham, Richmond Hill, and Vaughan have created a Shared Service Committee to maximize the benefits provided by Automatic Aid, Joint Training Initiatives, Joint Technical Rescue Response, Communications, and Procurement, all without relinquishing decision-making control from the local municipal Councils.

This spring, the Committee will provide recommendations on the merger of three existing communications centres, with consideration for Next Generation 911, a legislated change.

Key Messages

- City of Markham has an efficient, effective and progressive fire service with a 2020 operating budget cost per capita that is lower than that of the Central York Fire Services and all other fire services in York Region.
- Legislatively, fire services is the responsibility of local municipal Councils. Regionalization will remove local control of Fire Services from the City of Markham Council, which has a solid track record of efficient service delivery while regularly providing the 'lowest property tax hike' in the GTA.
- Consultant studies completed by the City of Richmond Hill in 2016 concluded there were major costs involved in joining the Central York Fire Services and it is unlikely circumstances have changed substantially since then.
- Time spent on studying Regional Fire Service may inadvertently distract and slow down the advancement of the current partnerships among Markham, Richmond Hill, and Vaughan for the shared communications centre, which is the critical first stepping stone to other opportunities among the three cities in order to realize greater efficiencies.
- Past amalgamations do not have good track records for savings and tend to create a larger unionized bargaining unit. Regionalization will create winners and losers. Winners will be those municipalities that gain access to a larger tax base and higher service standards in order to pay for enhancements in their local community. It is unlikely Markham will be a winner in the regionalization of fire services.
- Markham is working collaboratively with other southern York Region municipalities, as directed by Council, namely Vaughan and Richmond Hill, to improve service effectiveness and efficiency.
- If Central York Fire Services is as efficient and effective as purported by Mayor Mrakas, other nearby municipalities would have merged their fire service with CYFS already. Why move Fire to



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the Region if a municipally consolidated Fire Service is working so well? In this case, bigger is not necessarily better.

Considerations for Markham Council

1. Based on the information provided in this Briefing Note, staff recommend our Mayor and Regional Councillors do not support the motion at the February 27th Region of York Council meeting to avoid wasting time that can be more effectively spent on more productive partnerships with Richmond Hill and Vaughan.
2. If the York Region Council motion is carried, which would request local councils to express their interest in pursuing Regional Fire Service the Fire Response Task Force should be called upon to provide a recommendation to Council for their consideration.
3. Staff recommend that we continue our efforts with Richmond Hill and Vaughan versus pursuing a Regional Fire Service since there is little proof of cost savings or a strong business case.

Attachments

1. 2020 York Region Council's Motion Relating to Regional Fire Service
2. Presentation: Regionalization of Municipal Fire Services – Maximizing Markham's Investments and Advocating for its Constituents
3. Past Briefing Notes: Automatic Aid / Mutual Aid / Regional Fire Information (2017) and Regionalizing Fire Services in York Region (2013)
4. York Region Committee of the Whole - [video stream of February 6, 2020 discussion](#) about Regional Fire Service

Contact Person:	Brenda Librecz, Commissioner of Community & Fire Services		
Prepared By:	Sara Tam, Brenda Librecz, input from Fire & Emergency Services	Department:	C&FS Commissioner's Office
Date Finalized:	February 21, 2020		
Approved By:	Commissioner Librecz		
Distributed To:	Council Task Force to Review Master Fire Plan Priorities, Andy Taylor		

Template last revised: 2018-Oct-10 (ST)

Attachment 1

2020 York Region Council's Motion Relating to Regional Fire Service

- February 6, 2020 York Region Committee of the Whole resolution:

J.1 Regional Fire Service

Committee of the Whole recommends adoption of the following motion:

WHEREAS the consolidation of Aurora and Newmarket fire services into Central York Fire Service has resulted in efficiencies through enhanced levels of fire service and cost efficiencies;

WHEREAS a Regional Fire Service may achieve further operating efficiencies, improved department structure, increased service level(s), and cost avoidance opportunities;

BE IT RESOLVED THAT the Regional Clerk share this motion with local municipal Councils requesting a resolution by May 29, 2020 indicating whether they support proceeding with a study on the potential creation of a Regional Fire Service.

- For context, below is the Notice of Motion, made by Aurora Mayor Tom Mrakas on January 16, 2020:

Regional Fire Service

Mayor Mrakas presented the following Notice of Motion for consideration at the Committee of the Whole meeting on February 6, 2020:

WHEREAS the consolidation of Aurora and Newmarket fire services into Central York Fire Service has resulted in efficiencies through enhanced levels of fire service and cost efficiencies;

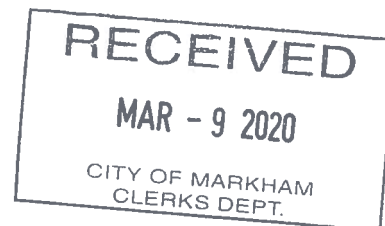
AND WHEREAS a Regional Fire Service may achieve further operating efficiencies, improved department structure, increased service level(s), and cost avoidance opportunities;

BE IT RESOLVED THAT staff work with the nine York Region municipalities, and report back on the potential creation of a Regional Fire Service for Council's consideration.



Regional Clerk's Office
Corporate Services

February 28, 2020



Ms. Kimberley Kitteringham
City Clerk
City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3

Dear Ms. Kitteringham:

Re: Mandated Review of Regional Council Composition

On February 27, 2020 Regional Council made the following decision:

1. That Council add one member representing the City of Vaughan, with no further adjustments to be made to the composition of Council at this time.
2. That Council start the triple majority process as quickly as possible.
3. That the Regional Clerk circulate this report to the Clerks of the nine local municipalities.

In accordance with section 219(2) of the *Municipal Act, 2001*, the bylaw required to change Regional Council's composition is only valid if a majority of local Councils, representing a majority of all electors in the Region, consent to its passage.

Therefore, the Region requests that your Council provides its consent by May 15, 2020 to a bylaw changing the size of Regional Council by increasing the number of members from the City of Vaughan from four to five.

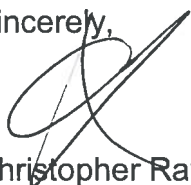
Pending the responses received from the local municipalities, Regional Council will hold a public meeting to consider the bylaw.

If the bylaw is approved, the change would be in effect for the 2022 Municipal Election.

The original staff report is enclosed for your information.

Please contact me at 1-877-464-9675 ext. 71300 if you have any questions with respect to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christopher Raynor', written over the word 'Sincerely,'.

Christopher Raynor
Regional Clerk

Attachments

The Regional Municipality of York

Committee of the Whole
Finance and Administration
February 6, 2020

Report of the Chief Administrative Officer

Mandated Review of Regional Council Composition

1. Recommendations

1. Council approve the timelines to complete the legislated review of Council composition as detailed in Attachment 1.
2. Council provide direction regarding its intent to change or maintain the number of its members representing each local municipality.
3. The Regional Clerk circulate this report to the local municipalities.

2. Summary

This report seeks Council approval of the timelines to complete the review of Council composition, as required by section 218(6) of the *Municipal Act, 2001*. It also seeks Council direction on its intent to change or maintain its composition.

Key Points:

- The review is legislatively required and must be completed by December 7, 2020
- Council has the discretion to reduce, increase, reallocate its members or maintain the status quo
- A triple majority approval is required in all cases
- If Council fails to meet the deadline, the Minister may change the composition of Regional Council by regulation

3. Background

The *Municipal Act* requires all regional municipalities to review the composition of their council, unless they enacted a change to their composition during the previous term

In 2018, the *Municipal Act* was amended to require regional municipalities to review the number of members of its council that represent the lower-tier municipalities. Council can

either adopt a bylaw to change the number of members representing each local municipality, or a resolution affirming the current number of members.

During the 2014-2018 Council term, Durham, Halton and Niagara Regions all enacted changes to their councils' composition. Niagara added an extra representative for the Township of West Lincoln. Halton added two members for the Town of Milton and one for the Town of Oakville. Durham reallocated two members from the City of Oshawa, with one going to the Town of Ajax and the other to the Town of Whitby. Consequently, only the Regional Municipalities of Peel, Waterloo and York are required to review their compositions this term.

Regional Council's composition has changed since its first meeting in 1971

Originally, York Region's Council comprised 17 members including the Regional Chair. Table 1 details the changes that have occurred over the past 49 years.

Table 1
Historical Changes to Council Composition

Year	Population	No. of Councillors (excl. Chair)	Average / Member
1970	151,000	16	9,438
1978	232,838	17	13,696
1988	434,757	19	22,882
2003	855,000	20	42,750
2018	1,191,356	20	59,568

Council has recently considered further changes to its composition

In 2013, Council considered motions to add an extra member from Vaughan and an additional member from each of Aurora, East Gwillimbury, King and Whitchurch-Stouffville. The motion relating to Vaughan's additional member carried while the motions relating to the other four municipalities lost.

At Council's request, the Minister of Municipal Affairs enacted Regulation 279/13 permitting York Region to add an additional member from Vaughan. However, the proposal subsequently failed to meet the 'triple majority' requirements.

In 2016, the Region undertook a detailed review of its governance, including an education session. This resulted in the reintroduction of the proposal for an additional member for Vaughan. The proposal also failed to meet the 'triple majority' requirements.

An amendment to the *Municipal Act* means that the Region no longer requires a regulation to permit changes to its composition.

The Province recently considered municipal governance, including council size

In July 2018, the provincial government announced a reduction in the number of councillors and wards in the City of Toronto from 47 down to 25. At the same time the Province announced its intention to undertake a review of regional government.

On January 15, 2019, the Province appointed Ken Seiling and Michael Fenn as special advisors to review regional governments. The review spanned over eight months and focused on governance, decision-making and service delivery in the 82 municipalities in the regions of Durham, Halton, Niagara, Peel, Waterloo and York as well as Muskoka District, Oxford County and the County of Simcoe.

On October 25, 2019, the Province announced that it had decided against pursuing a top-down approach to changing the structure of regional governments.

4. Analysis

Council must achieve a ‘triple majority’ and hold at least one public meeting before it can either enact a bylaw to change its composition or pass a resolution to maintain the status quo

A ‘triple majority’ is attained when all of the following factors are met:

- A majority of all votes on Regional Council must be cast in its favour
- A majority of the nine local municipal councils must pass resolutions consenting to the bylaw or resolution
- The total number of electors (i.e. eligible voters from the last municipal election), in the local municipalities that have passed resolutions consenting to the bylaw or resolution must form a majority of all electors in York Region

The proposed schedule allows sufficient time to complete the review in advance of the legislated deadline

Attachment 1 details a proposed schedule for undertaking the composition review. It is designed to allow sufficient time for regional and local councils to debate potential changes and respond as required. It also schedules the legislated public meeting.

In the proposed schedule, a final decision needs to be made by November 2020 which is ahead of the required provincial deadline.

Failure to render a decision by December 7, 2020 could lead to Ministerial intervention

This review must be done by December 7, 2020 and then after every second regular municipal election (i.e., by December 2028, December 2036, etc.). If Council fails to meet the deadline and/or any decision fails to achieve the ‘triple majority’, the Minister may change the composition of Regional Council by regulation.

Section 218(10) of the *Municipal Act* indicates that when considering whether to make a regulation the Minister shall, in addition to anything else they may wish to consider, have regard to the principle of representation by population.

Representation by population is one consideration of effective representation and it varies widely across regional and local municipalities

Representation by population is a factor that can be used to determine the appropriate number of members of Council. However, there is no consistent formula to determine the optimal number of members.

The [Supreme Court of Canada](#) considers representation by population as a prime, but not an exclusive, condition of effective representation. Other factors such as geography, community history, community interests and minority representation can be considered.

Representation by population varies widely across regional and local municipalities

Attachment 2 shows, based on 2018 population statistics for each local municipality, the population per elected member, the percentage of the Region’s population and the percentage of the representation on Regional Council.

The Region’s 2018 population was 1,191,356, which equates to each member, on average, representing a population of 59,568. The local population represented by each member ranges from 24,200 in Georgina to 82,258 in Vaughan.

As outlined in Table 2, similar ranges exist in the other Regions. Generally, the rural local municipalities in the Regions have a lower population per member and the urban municipalities have a higher ratio.

Table 2
Range of local municipal representation per Council member in regional municipalities

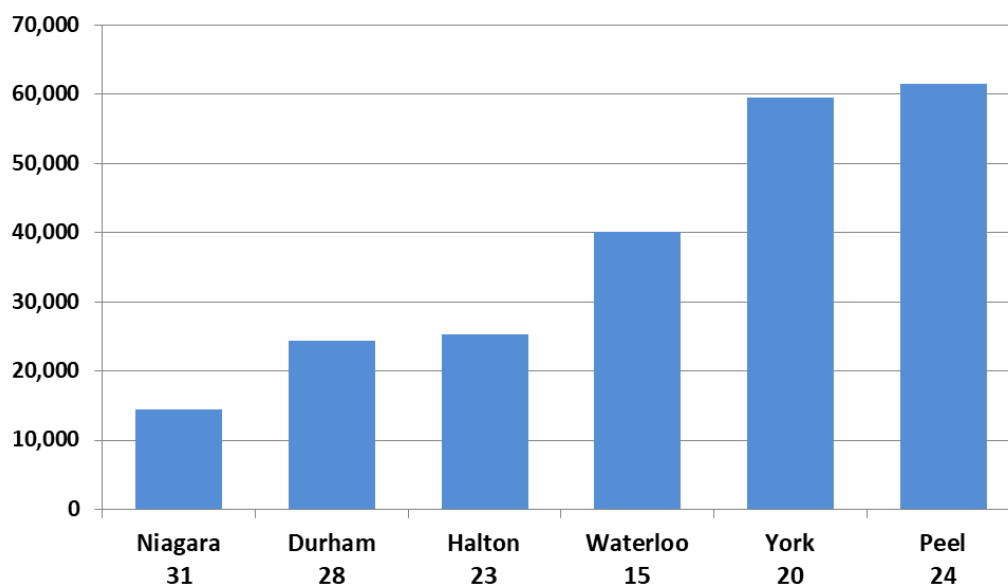
Municipality	Range of local municipal representation
Durham	6,000 to 29,000
Halton	20,000 to 26,000
Niagara	6,000 to 22,000
Peel	14,000 to 91,000
Waterloo	10,000 to 51,000
York	24,000 to 82,000

York Region Council is lean compared to other regional municipalities

York Region has 20 elected members plus the Regional Chair. As outlined in Figure 1, York Region has fewer members than all but one other regional municipality.

Figure 1

Population per Member, excluding Chair



5. Financial

There are no financial implications associated with this report. Pending the direction received from Regional Council, potential financial implications will be brought forward as part of any future analysis.

6. Local Impact

Local municipalities play a decision-making role and will also be affected by any change in composition

A majority of local municipalities, representing a majority of the electors in York Region, must support any proposed decision of Regional Council.

Additionally, should Regional Council's composition change it will directly impact the composition of the affected local council.

The local municipalities can anticipate Council's notice of its intention to pass a bylaw to change its composition or a resolution to maintain the status quo by April 24, 2020. Local municipalities will be requested to provide an indication of whether they support the proposed bylaw or resolution by no later than June 25, 2020.

7. Conclusion

Section 218(6) of the *Municipal Act* requires all regional municipalities to review, for each of its local municipalities, the number of members of its council representing each local municipality within the first two years of the 2018-22 term. The Regions of Durham, Halton and Niagara made changes during the last council term and are therefore exempted from further consideration this term. The Regions of Peel, Waterloo and York are required to conduct composition reviews.

Although representation by population is a prime consideration for effective representation there is no optimal number and it varies widely across municipalities. Regional Council has only grown by four members since its inception and is a relatively small council compared to other regional municipalities.

Regional Council must either pass a bylaw to change the composition of Council, or a resolution to maintain the status quo before December 7, 2020. Either option requires 'triple majority' support and at least one public meeting before it can be adopted.

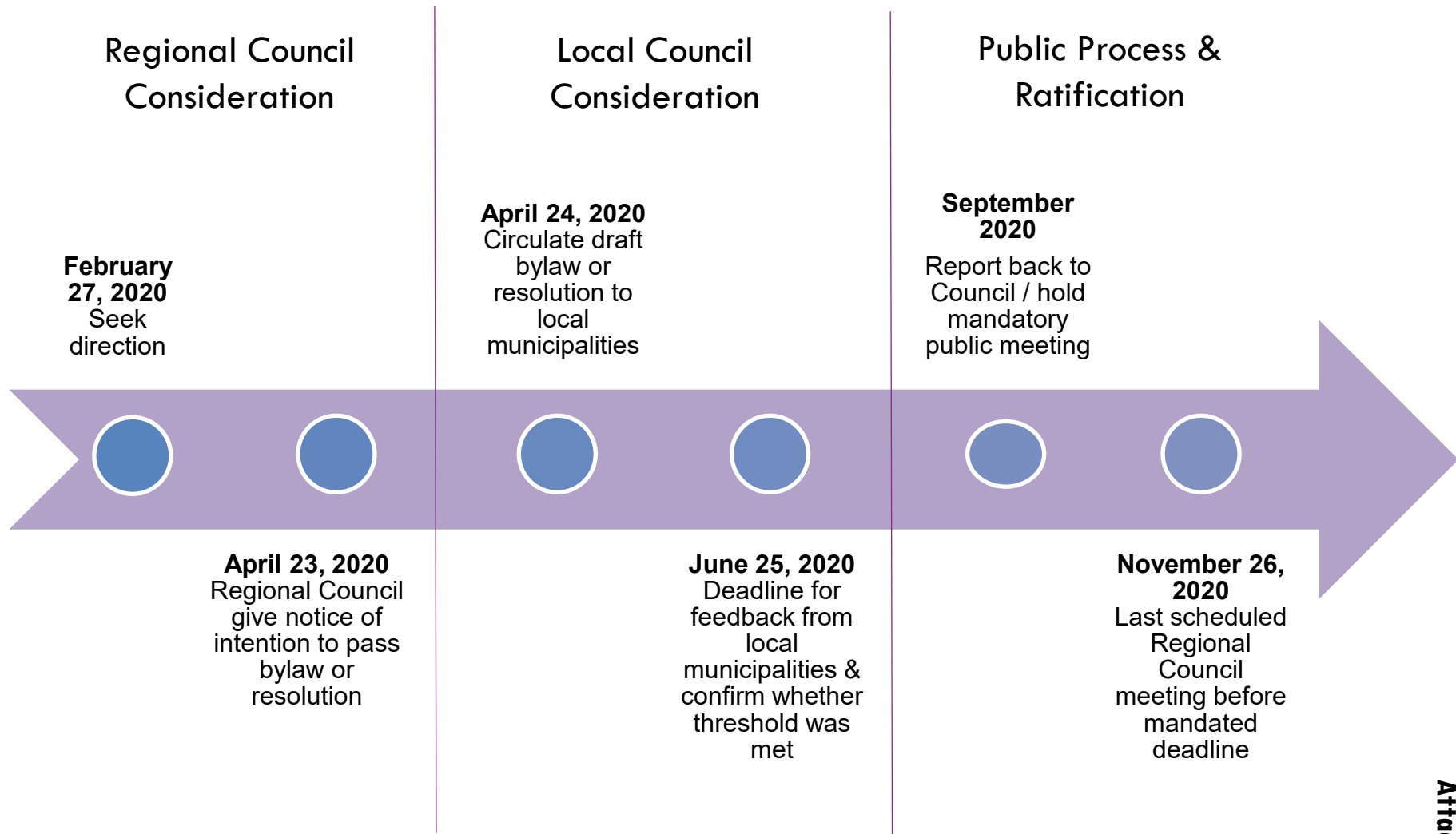
Failure to comply with the legislated process by the set deadline may result in the Minister enacting a regulation to unilaterally change the composition of Council.

For more information on this report, please contact Christopher Raynor, Regional Clerk at 1-877-464-9675 ext. 71300. Accessible formats or communication supports are available upon request.

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

January 27, 2020
Attachments (2)
#10492009

PROPOSED TIMELINES

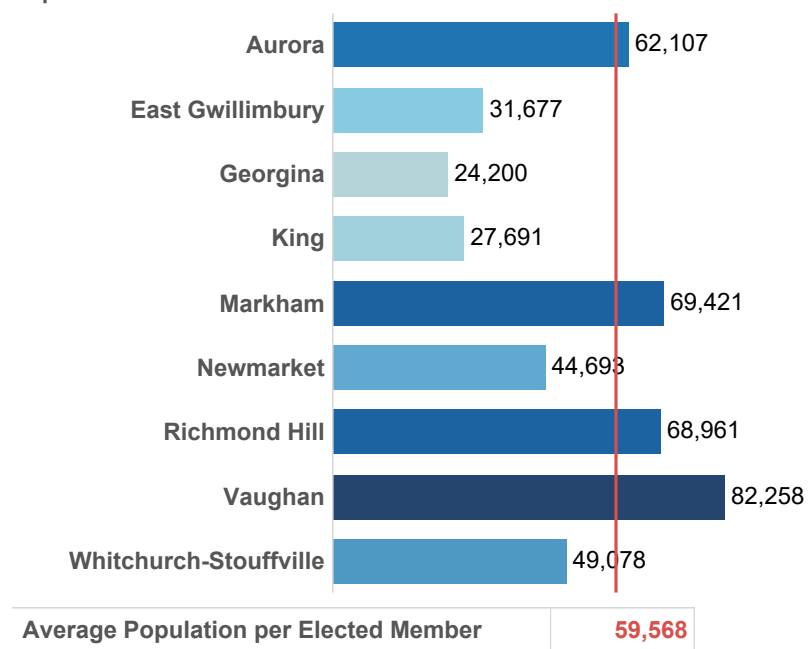


**December 7, 2020 - Provincially mandated deadline for passage of bylaw or resolution*

Structure of Regional Council - Representation by Population - Population Year 2018

Municipality	# of Elected Members	Population	Population per Elected Member	% Population	% Representation	Year 2018
Aurora	1	62,107	62,107	5%	5%	Aurora 1
East Gwillimbury	1	31,677	31,677	3%	5%	East Gwillimbury 1
Georgina	2	48,399	24,200	4%	10%	Georgina 2
King	1	27,691	27,691	2%	5%	King 1
Markham	5	347,103	69,421	29%	25%	Markham 5
Newmarket	2	89,386	44,693	8%	10%	Newmarket 2
Richmond Hill	3	206,883	68,961	17%	15%	Richmond Hill 3
Vaughan	4	329,032	82,258	28%	20%	Vaughan 4
Whitchurch-Stouffville	1	49,078	49,078	4%	5%	Whitchurch-Stouffville 1
Total	20	1,191,358	59,568	100%	100%	

Population Per Elected Member



% Population and % Regional Representation

