

**CHAIR:**

F. DALE

**MEMBERS:**

G. CARLSON

D. COOK

B. CROMBIE

J. DOWNEY

C. FONSECA

G. GIBSON

A. GROVES

N. IANNICCA

J. INNIS

L. JEFFREY

J. KOVAC

M. MAHONEY

S. MCFADDEN

M. MEDEIROS

G. MILES

E. MOORE

M. PALLESCHI

C. PARRISH

K. RAS

P. SAITO

B. SHAUGHNESSY

J. SPROVIERI

R. STARR

A. THOMPSON



The Council of the  
**Regional Municipality of Peel**  
**REVISED AGENDA**

**Date:** Thursday, April 5, 2018

**Time:** 9:30 AM

**Place:** Council Chamber, 5<sup>th</sup> Floor  
Regional Administrative Headquarters  
10 Peel Centre Drive, Suite A  
Brampton, Ontario

**For inquiries about this agenda or to make arrangements for accessibility accommodations including alternate formats, please contact:**

Christine Thomson at (905) 791-7800, ext. 4582 or at  
[christine.thomson@peelregion.ca](mailto:christine.thomson@peelregion.ca).

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1. **ROLL CALL**

2. **DECLARATIONS OF CONFLICTS OF INTEREST**

3. **APPROVAL OF MINUTES**

3.1. March 8, 2018 Regional Council meeting

4. **APPROVAL OF AGENDA**

5. **PUBLIC ANNOUNCEMENTS SPONSORED BY A MEMBER OF COUNCIL**

6. **DELEGATIONS**

6.1. **Tony DiMillo, Chief Executive Officer, Technicore Underground Inc.**, Regarding the Allowance of Steel Pipe in Peel Region (See also Items 6.2 to 6.3 inclusive, 6.5, 6.7 and Items Related to Public Works – Item 14.1)

6.2. **Jim Tully, Executive Vice President and David Archer, Business Development Manager, DECAST Ltd.**, Providing Information on Concrete Pressure Pipe to Assist in Making the Best Decision Possible for Use on Watermain Projects (See also Items 6.1, 6.3, 6.5, 6.7 and Items Related to Public Works – Item 14.1)

6.3. **Enrico Stradiotto, Senior Technical Resources Engineer, Canadian Concrete Pipe and Precast Association**, Providing Information on Concrete Pressure Pipe to Assist in Making the Best Decision Possible for Use on Watermain Projects (See also Items 6.1 to 6.2 inclusive, 6.5, 6.7 and Items Related to Public Works – Item 14.1)

6.4. **Simrohit Singh Sidhu, Resident of Peel Region**, Regarding Water Fluoridation (See also Item 6.6, 6.8 and Items Related to Notice of Motion/Motion – Item 17.1)

6.5. **Christopher Edwards, Technical Resource Engineer, Forterra**, Regarding the Carbon Footprint Impact of Canadian Concrete Pressure Pipe (See also Items 6.1 to 6.3 inclusive, 6.7 and Items Related to Public Works – Item 14.1)

6.6. **Christine Massey, Spokesperson, Fluoride Free Peel**, Regarding the Reactivation of the Community Water Fluoridation Committee (See also Items 6.4, 6.8 and Items Related to Notice of Motion/Motion – Item 17.1)

6.7. **Mark Knight, Associate Professor, Department of Civil Engineering, University of Waterloo and Executive Director, Centre for Advancement of Trenchless Technology**, Providing Additional Information on Concrete Pressure Pipe and Steel Pipe Life Cycle Analysis, Design, and Risk/Decision Analysis (See also Items 6.1 to 6.3 inclusive, 6.5, and Items Related to Public Works – Item 14.1)



- 6.8. **Liesa Cianchino, Resident of Peel Region**, Regarding the Reactivation of the Community Water Fluoridation Committee (See also Items 6.4, 6.6 and Items Related to Notice of Motion/Motion – Item 17.1)

**7. CONSENT AGENDA**

All items listed with an asterisk (\*) are considered to be routine and non-controversial by Council and will be approved by one resolution. There will be no separate discussion of these items unless a Council Member requests it in which case the item will be removed from the consent resolution and considered in its normal sequence on the agenda.

**(8.1, 8.3, 9.1, 10.1, 10.4, 11.1, 12.1, 12.2, 12.3, 12.5, 12.6, 12.7, 13.1, 13.2, 14.2, 14.3, 14.5, 14.6, 14.8 15.1, 15.2, 15.3, 15.4, 15.5)**

**8. ITEMS RELATED TO HEALTH**

*Chaired by Councillor E. Moore or Vice-Chair Councillor G. Gibson*

- \*8.1. Pharmacy Services for the Region of Peel's Long Term Care Division, Document 2017-710P
- 8.2. Implications of the Legalization of Cannabis for Recreational Use (See also Item 8.3)  
Presentation by Dr. Jessica Hopkins, Medical Officer of Health
- \*8.3. Multi-Unit Housing Smoke-Free Initiative (See also Item 8.2)

**9. COMMUNICATIONS**

- \*9.1. **Irene Ostrowski, Administrative Assistant – Policy, Association of Municipalities of Ontario**, E-mail dated February 21, 2018, Providing a Copy of a Letter sent to the Minister of Health and Long-Term Care Regarding Hospital Funding and Planning (Receipt recommended)

**10. ITEMS RELATED TO HUMAN SERVICES**

*Chaired by Councillor M. Medeiros or Vice-Chair Councillor J. Downey*

- \*10.1. Community Hubs Development Update (For information)
- 10.2. Peel Housing and Homelessness: Needs Assessment, Targets and Revised Plan (See also Items 10.3, 10.4 and 11.1)  
Presentation by Aileen Baird, Director, Housing Services and Arvin Prasad, Director, Integrated Planning
- 10.3. Action Plan Towards Ending Youth Homelessness (See also Items 10.2, 10.4 and 11.1)

- \*10.4. 2018 Homelessness Point-in-Time Count and Registry Week (For information) (See also Items 10.2, 10.3 and 11.1)

**11. COMMUNICATIONS**

- \*11.1. **Peter Milczyn, Minister of Housing**, Letter dated February 27, 2018, Regarding the Recommendations Contained in the 2017 Auditor General's Report, Related to Social and Affordable Housing in Ontario (Receipt recommended) (See also Items 10.2 to 10.4 inclusive)

**12. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES**

*Chaired by Councillor C. Fonseca or Vice-Chair Councillor G. Miles*

- \*12.1. 2017 Statement of Remuneration and Expenses (For information)
- \*12.2. Funding to Support Community Organizations for Costs Associated with Police Presence at Community Events
- \*12.3. Evaluation and Implementation of Consent Agenda
- 12.4. Nominations for a Region of Peel Municipal Member Candidate to Serve on the Greater Toronto Airports Authority Board of Directors
- \*12.5. Supply, Installation and Support for Multifunctional and Non-Multifunctional Devices - Document 2012-578P
- \*12.6. Digital Strategy - IT Operating Model
- \*12.7. Report of the Government Relations Committee (GRC-1/2018) meeting held on March 1, 2018

**13. COMMUNICATIONS**

- \*13.1. **Anita Stellinga, Interim President and Chief Executive Officer, United Way of Peel Region**, Letter dated February 6, 2018, Providing a Copy of a Letter sent to the Minister of Finance, Regarding the Opportunity to Participate in Budget Consultations (Receipt recommended)
- \*13.2. **Scott Brison, President, Treasury Board of Canada**, Letter dated February 26, 2018, Responding to a Letter from Regional Chair Dale and David Szwarc, Chief Administrative Officer, Regarding the Summit for Fair Funding (Resolution 2017-692) (Receipt recommended)

**14. ITEMS RELATED TO PUBLIC WORKS**

*Chaired by Councillor R. Starr or Vice-Chair Councillor A. Groves*

- 14.1. Tendering Options for Large Diameter Watermain Projects (**A copy of the Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains Report is available from the Office of the Regional Clerk**) (See also Delegations – Items 6.1 to 6.3 inclusive, 6.5 and 6.7)  
Presentation by Janette Smith, Commissioner of Public Works; Ken Campbell, Chairman and Gianpiero Vancheri, Principal, R.V. Anderson Associates Limited
- \*14.2. Water Treatment and Quality 2017 Annual Summary Report and Water Programs Update (For information)
- \*14.3. Proposed Transfer of Jurisdiction - Albion-Vaughan Road and Highway 50 (Bolton) (For information)
- 14.4. Feasibility of a Truck Restricted Lanes Pilot Project on Regional Road 5 (Derry Road) and Regional Road 50 (Highway 50)
- \*14.5. The Ontario Municipal Commuter Cycling Program and Multi-Use Trails on Highway Overpasses (For information)
- \*14.6. Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions on Regional Road 15 (Steeles Avenue) from Regional Road 19 (Winston Churchill Boulevard) to Regional Road 2 (Finch Avenue), City of Brampton, Wards 3, 4, 6, 7 and 8 (See also By-law 14-2018)
- 14.7. Costs of Weekly Curbside Recycling Collection (For information)
- \*14.8. Report of the Waste Management Strategic Advisory Committee (WMSAC-1/2018) meeting held on March 1, 2018

**15. COMMUNICATIONS**

- \*15.1. **Laurie Miller, Director, Provincial Planning Policy Branch, Ministry of Municipal Affairs and Mariela Orellana, Director (Acting), Agency and Tribunal Relations Branch, Ministry of the Attorney General**, Letter dated February 27, 2018, Regarding Proclamation of the *Building Better Communities and Conserving Watersheds Act, 2017*, Changes to the Land Use Planning and Appeal System (Receipt recommended)
- \*15.2. **Mike Cowbrough, Chief Weed Inspector, Ministry of Agriculture, Food and Rural Affairs**, Letter dated February 28, 2018, Regarding *Weed Control Act R.S.O. 1990* and Appointment of Weed Inspectors (Receipt recommended) (**Copies of the Attachments to the Ministry Letter are available from the Office of the Regional Clerk**)

- \*15.3. **Tracy MacCharles, Minister of Government and Consumer Services**, Letter dated March 1, 2018, Responding to a Letter from Regional Chair Dale Regarding Ontario One Call Utility Service Levels and Improving the System for Underground Infrastructure Locates in Ontario (Resolution 2017-987) (Receipt recommended) (See also Item 15.7)
- \*15.4. **Bill Mauro, Minister of Municipal Affairs**, Letter dated March 9, 2018, Responding to a Letter from Regional Chair Dale Regarding Organic Waste Management in Multi-Unit Residential Buildings with Respect to the Proposed Food and Organic Waste Framework of the Province of Ontario (Resolution 2017-994) (Receipt recommended) (See also Item 15.8)
- \*15.5. **Andy Manahan, Executive Director, Residential and Civil Construction Alliance of Ontario (RCCAO)**, Email dated March 12, 2018, Providing a Copy of the RCCAO and Municipal Engineers Association Bulletin on the Status of Municipal Class Environmental Assessment Review and Responding to a Letter from Regional Chair Dale Regarding a Resolution that Calls on the Minister of Environment and Climate Change to Accelerate the Application for Review of the Municipal Class Environmental Assessment Process (Resolution 2018-77) (Receipt recommended) **(Copies of the attachments to the RCCAO email are available from the Office of the Regional Clerk)**
- 15.6. **Phil Verster, President and Chief Executive Officer, Metrolinx**, Letter dated March 12, 2018, Responding to a Letter from Regional Chair Dale Regarding the Metrolinx Draft 2041 Regional Transportation Master Plan (Resolution 2017-877) (Receipt recommended)
- 15.7. **Ben Hamilton, Executive Director, Ontario One Call**, Letter dated March 19, 2018, Responding to a Letter from Regional Chair Dale Regarding Ontario One Call Utility Service Levels and Improving the System for Underground Infrastructure Locates in Ontario (Resolution 2017-987) (Receipt recommended) (See also Item 15.3)
- 15.8. **Chris Ballard, Minister of the Environment and Climate Change**, Letter dated March 22, 2018, Responding to a Letter from Regional Chair Dale, Regarding Organic Waste Management in Multi-Unit Residential Buildings with Respect to the Proposed Food and Organic Waste Framework of the Province of Ontario (Resolution 2017-994) (Receipt recommended) (See also Item 15.4)
  
- 16. **OTHER BUSINESS**
  
- 17. **NOTICE OF MOTION/MOTION**
- 17.1. **Motion from Councillor Sprovieri** Regarding Reactivating the Community Water Fluoridation Committee (See also Delegations – Items 6.4, 6.6 and 6.8)
- 17.2. **Motion from Councillor Parrish** Regarding the Proposed Regional Campaign on the Effects of Salt Use

**18. BY-LAWS**

Three Readings

By-law 14-2018: A by-law to reduce the speed limits on Regional Road 15 (Steeles Avenue) from 80km/h to 70km/h from 300 metres east of Torbram Road to First Gulf Boulevard/ Rutherford Road South; from Regional Road 18 (Mavis Road)/Chinguacousy Road to 160 metres west of Regional Road 1 (Mississauga Road); and from 70km/h to 60km/h from 420 metres east of Hurontario Street/Main Street to 100 metres west of McMurchy Avenue; and, to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel. (See also Items Related to Public Works - Item 14.6)

**19. IN CAMERA MATTERS**

19.1. March 8, 2018 Regional Council Closed Session Report

**20. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL**

**21. ADJOURNMENT**



**THE COUNCIL OF  
THE REGIONAL MUNICIPALITY OF PEEL  
March 8, 2018**

Regional Chair Dale called the meeting of Regional Council to order at 9:32 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

**1. ROLL CALL**

<b>Members Present:</b>	<b>J. Bowman★</b>	<b>G. Miles*</b>
	<b>G. Carlson</b>	<b>E. Moore</b>
	<b>D. Cook</b>	<b>M. Palleschi</b>
	<b>F. Dale</b>	<b>C. Parrish</b>
	<b>J. Downey</b>	<b>K. Ras</b>
	<b>A. Groves</b>	<b>P. Saito</b>
	<b>N. Iannicca</b>	<b>B. Shaughnessy</b>
	<b>J. Innis</b>	<b>J. Sprovieri</b>
	<b>J. Kovac</b>	<b>R. Starr</b>
	<b>M. Medeiros</b>	<b>A. Thompson</b>

<b>Members Absent:</b>	<b>B. Crombie</b>	<b>Due to other municipal business</b>
	<b>C. Fonseca</b>	<b>Due to other municipal business</b>
	<b>G. Gibson (Bowman★)</b>	<b>Due to vacation</b>
	<b>L. Jeffrey</b>	<b>Due to other municipal business</b>
	<b>M. Mahoney</b>	<b>Due to personal matters</b>
	<b>S. McFadden</b>	<b>Due to vacation</b>

**Also Present:** D. Szwarc, Chief Administrative Officer; L. Graham-Watson, Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer and Acting Commissioner of Digital and Information Services; P. O'Connor, Regional Solicitor; J. Smith, Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; N. Polsinelli, Commissioner of Health Services; Dr. J. Hopkins, Medical Officer of Health; K. Lockyer, Regional Clerk and Director of Clerk's; C. Thomson, Legislative Specialist; S. Valteau, Legislative Technical Coordinator; H. Gill, Legislative Technical Coordinator

**2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil**

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\* See text for arrivals  
 ♦ See text for departures  
 ★ Denotes alternate member

**3. APPROVAL OF MINUTES**

**3.1. February 22, 2018 Regional Council meeting**

Moved by Councillor Groves,  
Seconded by Councillor Innis;

That the minutes of the February 22, 2018 Regional Council meeting be approved.

Carried 2018-140

**4. APPROVAL OF AGENDA**

Moved by Councillor Saito,  
Seconded by Councillor Palleschi;

That the agenda for the March 8, 2018 Regional Council meeting include a communication from the City of Brampton regarding proposed Mayfield Road intersections, to be dealt with under Items Related to Public Works – Item 13.1;

And further, that the agenda for the March 8, 2018 Regional Council meeting include a communication from Don Given, Malone Given Parsons Ltd, regarding the Mayfield West and Region's Municipal Comprehensive Review, to be dealt with under Items Related to Public Works – Item 13.2;

And further, that the agenda for the March 8, 2018 Regional Council meeting include an oral item regarding the Business Expense Accounts – Member of Council Policy, to be dealt with under Other Business – Item 16.1;

And further, that the agenda for the March 8, 2018 Regional Council meeting include an oral item regarding Safe Sharps Disposal, to be dealt with under Other Business – Item 16.2;

And further, that the agenda for the March 8, 2018 Regional Council meeting be approved, as amended.

Carried 2018-141

See also Resolutions 2018-175, 2018-179, 2018-182, and 2018-183

Regional Chair Dale announced that, after thirty years in public office, he has decided to retire at the end of the current term of Regional Council. He thanked members of Regional Council and staff, past and present, for their support in building a strong foundation for the future of the Region of Peel.

Members of Regional Council congratulated Regional Chair Dale and thanked him for the great job he has done in representing the Region of Peel and its citizens both as a Regional Councillor and the Regional Chair.

On behalf of Region of Peel staff, David Szwarc, Chief Administrative Officer, thanked Regional Chair Dale for his guidance, noting that he has been extremely supportive of Region of Peel staff.

**5. PUBLIC ANNOUNCEMENTS SPONSORED BY A MEMBER OF COUNCIL - Nil**

**6. DELEGATIONS - Nil**

**7. CONSENT AGENDA**

Moved by Councillor Ras,  
Seconded by Councillor Palleschi;

That the following matters listed on the March 8, 2018 Regional Council Agenda be approved under the Consent Agenda:

- 8.1. Comments on the Income Security Reform Working Group's Report, Income Security: A Roadmap for Change
- 10.1. Procurement Activity Report - T3 2017
- 10.3. Asset Management Planning Regulation
- 10.6. Report of the Region of Peel Accessibility Advisory Committee (AAC-1/2018) meeting held on February 15, 2018
- 11.1. Indira Naidoo-Harris, Minister of Education, Minister Responsible for Early Years and Child Care: Bob Chiarelli, Minister of Infrastructure and Bill Mauro, Minister of Municipal Affairs, Letter dated February 9, 2018, Regarding Ontario's Plan to Strengthen Rural and Northern Education, the Pupil Accommodation Review Guideline (PARG) and the Community Planning and Partnerships Guideline (CPPG)
- 14.1. Report of the Health System Integration Committee (HSIC-1/2018) meeting held on February 15, 2018



<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	<b>Total</b> 18
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; L. Jeffrey; M. Mahoney; S. McFadden; G. Miles	6

Carried 2018-142

**RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA**

8.1. **Comments on the Income Security Reform Working Group's Report, Income Security: A Roadmap for Change**

Moved by Councillor Ras,  
Seconded by Councillor Palleschi;

That the comments as outlined in Appendix I of the report from the Commissioner of Human Services, titled "Comments on the Income Security Reform Working Group's Report, Income Security: A Roadmap for Change" be endorsed;

And further, that a copy of the subject report be forwarded to the Ministry of Community and Social Services.

Carried 2018-143

10.1. **Procurement Activity Report - T3 2017**

Received 2018-144

10.3. **Asset Management Planning Regulation**

Received 2018-145

10.6. **Report of the Region of Peel Accessibility Advisory Committee (AAC-1/2018) meeting held on February 15, 2018**

Moved by Councillor Ras,  
Seconded by Councillor Palleschi;

That the report of the Region of Peel Accessibility Advisory Committee (AAC-1-2018), meeting held on February 15, 2018, be adopted.

Carried 2018-146

**1. CALL TO ORDER**

**2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil**

**3. APPROVAL OF AGENDA**

RECOMMENDATION AAC-1-2018:

*That the agenda for the February 15, 2018, Region of Peel Accessibility Advisory Committee meeting be approved.*

Approved 2018-147

**4. PREVIOUS MEETING MINUTES**

**4.1. Minutes of the Region of Peel Accessibility Advisory Committee (AAC-5/2017) meeting held on November 30, 2018**

Received 2018-148

**5. DELEGATIONS**

**5.1. Kendrick Doll, Natural Heritage Coordinator, Ontario Heritage Trust, Providing an Update and Requesting Feedback Regarding Accessibility Enhancements to the Master Plan for the Cheltenham Badlands Property in Caledon**

Received 2018-149

**6. REPORTS**

**6.1. Accessible Transportation Update (Oral)**

*Presentation by David Margiotta, Manager and Rhiannon Oliveira, Project Advisor, Accessible Transportation*

Received 2018-150

**6.2. Alton Village - Phase 1 Road Improvements and Streetscaping (Oral)**

*Presentation by Serguei Kabanov, Project Manager, Roads - Design and Construction, Transportation*

Received 2018-151

**6.3. Region of Peel 2018 Municipal Elections Accessibility Plan**

*Presentation by Tim Ivanyshyn, Elections Specialist, Legislative Services and Veronica Montesdeoca, Accessibility Specialist, Culture and Inclusion*

Received 2018-152

**6.4. Accessibility Planning Program Update – February 15, 2018**

Received 2018-153

**7. COMMUNICATIONS**

**7.1. Alfred Spencer, Director, Accessibility Outreach, Education and Referral Branch, Accessibility Directorate of Ontario, Email dated December 6, 2017, Regarding Consultation of Accessibility Advisory Committees**

Received 2018-154

**7.2. Michelle McQuigge, The Canadian Press, Article dated December 29, 2017, Regarding the Expected Introduction of Accessibility Standards by the Federal Government in 2018**

Received 2018-155

- 11.1. **Indira Naidoo-Harris, Minister of Education, Minister Responsible for Early Years and Child Care: Bob Chiarelli, Minister of Infrastructure and Bill Mauro, Minister of Municipal Affairs**, Letter dated February 9, 2018, Regarding Ontario's Plan to Strengthen Rural and Northern Education, the Pupil Accommodation Review Guideline (PARG) and the Community Planning and Partnerships Guideline (CPPG)

Received 2018-156

- 14.1. **Report of the Health System Integration Committee (HSIC-1/2018) meeting held on February 15, 2018**

Moved by Councillor Ras,  
Seconded by Councillor Palleschi;

That the report of the Health System Integration Committee (HSIC-1-2018), meeting held on February 15, 2018, be adopted.

Carried 2018-157

See also Resolution 2018-180

**1. DECLARATIONS OF CONFLICTS OF INTEREST – Nil**

**2. APPROVAL OF AGENDA**

RECOMMENDATION HSIC-1-2018:

*That the Agenda for the February 15, 2018 Health System Integration Committee meeting, be approved.*

Approved 2018-158

**3. DELEGATIONS**

- 3.1. **Peter Gillespie, Resident of Peel**, Presenting a Proposal for an Outreach Program in Peel

Received 2018-159

See also Resolution 2018-160

RECOMMENDATION HSIC-2-2018:

*That staff report back to the Health System Integration Committee on the subject proposal presented by Peter Gillespie in the context of mental health and addictions supports in Peel, including potential opportunities related to addictions supports and homelessness programming and services that the Region of Peel is currently working on;*

*And further, that the Central West and Mississauga Halton LHINs be requested to review the subject proposal.*

Approved 2018-160

See also Resolution 2018-159

- 3.2. **Scott McLeod, Chief Executive Officer, Central West Local Health Integration Network; Angela Burden, Vice President Health System Strategy, Integration and Planning, Mississauga Halton LHIN; and, Dr. Jessica Hopkins, Medical Officer of Health, Region of Peel, Providing an Overview of LHINs Progress with Sub-Region Planning and Priorities and an Update on the Progress of Integration between the Region of Peel Public Health and LHINs**

Received 2018-161

**4. REPORTS**

- 4.1. **Patients First Act Implementation Update - A Region of Peel Perspective**

Received 2018-162

- 4.2. **Update on Provincial Dispatch Reform and Emergency Health Service System Modernization**

RECOMMENDATION HSIC-3-2018:

*That the Regional Chair arrange a meeting with the Minister of Health and Long Term Care, the Chair of the Health Services Integration Committee, the Commissioner of Health Services, and the Chief and Director, Paramedic Services, in co-operation with the Halton Regional Chair and designated staff, to ask that the Province, in recognition of next steps with emergency health service system modernization, prioritize the evidence-informed improvements to the ambulance dispatch system over implementing amendments to the Ambulance Act by:*

- *Immediately moving forward with implementation of the new triage tool in all dispatch centres, starting with the Mississauga Central Ambulance Communication Centre, as an urgent priority; and,*
- *Proceeding with additional technology and business process improvements in dispatch centres as outlined in the 2015 report of the Provincial Municipal Land Ambulance Dispatch Working Group;*

*And further, that the Minister be requested to include all relevant stakeholders in the Ministry of Health and Long Term Care consultations to inform program design for new models of care, including frontline paramedics and paramedic union representatives;*

*And further, that a copy of the report of the Commissioner of Health Services titled, "Update on Provincial Dispatch Reform and Emergency Health Service System Modernization" be shared with the Central West Local Health Integration Network, Mississauga Halton Local Health Integration Network, William Osler Health System, Trillium Health Partners, the Regional Municipality of Halton, the Association of Municipalities of Ontario and all Peel area MPPs for their information.*

Approved 2018-163

**5. COMMUNICATIONS – Nil**

**6. IN CAMERA MATTERS – Nil**

**7. OTHER BUSINESS**

**Additional Item 7.1:**

**7.1 Construction of Credit Valley Hospital (Oral)**

Received 2018-164

**AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE**

**8. ITEMS RELATED TO HUMAN SERVICES**

*Chaired by Councillor M. Medeiros*

**8.2. Conversion of Utility Space to Residential Units at Wawel Villa Seniors Residences, 1510 Lakeshore Road West, City of Mississauga, Ward 2, Document 2017-520N**

Moved by Councillor Ras,  
Seconded by Councillor Kovac;

That the contract (Document 2017-520N) for Regeneration Opportunities for Affordable Housing on Existing Social Housing Sites in the Region of Peel be awarded to Wawel Villa, Incorporated to convert existing utility rooms into three affordable housing units, in the amount of \$405,302, in accordance with Purchasing By-Law 113-2013;

And further, that a Capital Project for \$405,302 be established to fund the capital budget costs of the affordable housing development located at 1510 Lakeshore Road West, City of Mississauga, Ward 2 (the "Project"), with funding in the amount of \$405,302, from the Regional Housing Reserves (R1160);

And further, that the Commissioner of Human Services or Director of Housing Services be authorized to execute a Region of Peel Forgivable Loan Agreement with Wawel Villa, Incorporated, to fund the Project, together with any such further agreements and ancillary documents as deemed necessary or advisable by the Regional Solicitor and Commissioner of Human Services.

<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; C. Parrish; K. Ras; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	<b>Total</b> 17
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; L. Jeffrey; M. Mahoney; S. McFadden; G. Miles; P. Saito	7

Carried 2018-165

Councillor Ras expressed her appreciation to staff for their consideration of the proposal to convert utility space to residential units.

8.3. **Social Housing Apartment Improvement Program - Requesting Authority to Award Additional Funding**

Moved by Councillor Thompson,  
Seconded by Councillor Downey;

That the Commissioner of Finance and Chief Financial Officer (CFO) be authorized to increase the 2018 gross capital budget by \$2,007,848 as a result of the additional provincial funding allocation from the Social Housing Apartment Improvement Program (SHAIP);

And further, that an increase of \$2,007,848 to the 2018-2027 Capital Plan be approved;

And further, that the Commissioner of Finance and Chief Financial Officer (CFO) and Commissioner of Human Services be authorized to allocate an additional \$2,007,848 in SHAIP funding - Funding Year 1 (2017-2018).

<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Medeiros; E. Moore; M. Palleschi; C. Parrish; K. Ras; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	<b>Total</b> 17
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; L. Jeffrey; M. Mahoney; S. McFadden; G. Miles; P. Saito	7

Carried 2018-166

9. **COMMUNICATIONS - Nil**

10. **ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES**

*Chaired by Regional Chair Dale*

10.2. **Approach to the Development of the 2019 Budget**

Moved by Councillor Ras,  
Seconded by Councillor Moore;

That the timelines for the 2019 Budget deliberations as outlined in Appendix I of the report of the Commissioner of Finance and Chief Financial Officer, titled "Approach to the Development of the 2019 Budget" be approved;



And further, that the external agencies be requested to meet the proposed timelines for the 2019 Budget.

<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; A. Groves; N. Iannicca; J. Kovac; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	<b>Total</b> 16
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; J. Innis; L. Jeffrey; M. Mahoney; S. McFadden; M. Medeiros; G. Miles	8

Carried 2018-167

In response to a question from Councillor Ras, Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer, confirmed that the Region of Peel and local municipal staff discussed the timeline for the consideration of the 2019 Budget and that the timelines for the City of Mississauga’s consideration of its budget is similar to that proposed for the Region of Peel. Stephen VanOfwegen also advised that Region of Peel staff have offered to partner with local municipal staff on their public presentations of the proposed 2019 Budget.

**10.4. 2018 Debenture Borrowing Approval**

Moved by Councillor Thompson,  
Seconded by Councillor Groves;

That the Commissioner of Finance and Chief Financial Officer be authorized to negotiate the issuance of debentures in the maximum principal amounts of up to \$200 million for Region of Peel purposes related to growth, \$46.27 million on behalf of the City of Mississauga, as well as \$7.0 million on behalf of the Town of Caledon for a term not to exceed 11 years at a maximum rate not to exceed 4.25 per cent, to be issued in 2018;

And further, that the Commissioner of Finance and Chief Financial Officer be authorized to negotiate the issuance of debentures in the maximum principal amounts of up to \$16.2 million for the Daniels Affordable Housing Project for a term not to exceed 40 years and at a maximum rate not to exceed 4.50 per cent.

<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; A. Groves; N. Iannicca; J. Kovac; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	<b>Total</b> 16
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; J. Innis; L. Jeffrey; M. Mahoney; S. McFadden; M. Medeiros; G. Miles	8

Carried 2018-168

See also Resolution 2018-170

10.5. **Ontario Municipal Greenhouse Gas Challenge Fund Award to the Region of Peel**

Moved by Councillor Kovac,  
Seconded by Councillor Sprovieri;

That the Commissioner of Public Works be authorized to negotiate, execute and, if necessary, amend the Municipal GHG Challenge Fund Transfer Payment Agreement on terms and conditions acceptable to the Commissioner and in a form acceptable to the Regional Solicitor;

And further, that the Commissioner of Finance and Chief Financial Officer be authorized to verify and attest to the accuracy of claimed costs and all other documents required by the Agreement;

And further, that the Commissioner of Finance and Chief Financial Officer to be the Authorized Representative with signing authority on behalf of the Regional Municipality of Peel with respect to the Agreement;

And further, that that the Regional Municipality of Peel commit to review its existing Community-wide GHG Emissions Inventory, Community-wide GHG Reduction Targets, and a Community-wide GHG Emissions Reduction Plan to ensure they meet each of the definitions in Schedule B of the Transfer Payment Agreement within two years of signing the Agreement.

<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; A. Groves; N. Iannicca; J. Kovac; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	<b>Total</b> 16
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; J. Innis; L. Jeffrey; M. Mahoney; S. McFadden; M. Medeiros; G. Miles	8

Carried 2018-169

**11. COMMUNICATIONS**

- 11.2. **Carey DeGorter, General Manager/Town Clerk, Corporate Services, Town of Caledon**, Letter dated February 21, 2018, Requesting the Region of Peel to Issue a Debenture on Behalf of the Town of Caledon to Fund the 2015 and 2016 Enhanced Roads Program

Received 2018-170

See also Resolution 2018-168

- 11.3. **Carey DeGorter, General Manager/Town Clerk, Corporate Services, Town of Caledon**, Letter dated February 21, 2018, Regarding the Appointment of an Alternate Member to Regional Council

Received 2018-171

- 11.4. **Jennifer Evans, Chief of Police, Peel Regional Police**, Letter dated February 26, 2018, Regarding Vulnerable Sector Checks

Received 2018-172

- 11.5. **W. David Wilson, Chair of the Board of Directors, Greater Toronto Airports Authority**, Letter dated March 1, 2018, Regarding the Current Regional Municipality of Peel Member of the Greater Toronto Airports Authority Board of Directors

Referred to Corporate Services 2018-173

- 11.6. **Selma M. Lussenburg, Vice President, Governance, Corporate Safety and Security, General Counsel, and Corporate Secretary, Greater Toronto Airports Authority**, Letter dated March 1, 2018, Requesting the Region of Peel to Provide Three Nominees for Member Appointment to the Greater Toronto Airports Authority Board of Directors.

Referred to Corporate Services 2018-174

12. **ITEMS RELATED TO PUBLIC WORKS** - Nil

13. **COMMUNICATIONS**

13.1 **Peter Fay, City Clerk, City of Brampton**, Letter dated March 7, 2018, Providing a Copy of the City of Brampton Resolutions Regarding Draft Plan of Subdivision 21T-17017B – Cedar City Greenvale Maytor Inc. – Southwest Corner of Mayfield Road and Torbram Road

Received 2018-175

See also Resolutions 2018-141, 2018-176 and 2018-177

Moved by Councillor Sprovieri,  
Seconded by Councillor Moore;

That in accordance with section 1.1.3 of the Region of Peel Procedure By-law 9-2018, section 5.8.1.b be waived in order to permit a motion regarding two stub roads on Mayfield Road to be considered at the March 8, 2018 Regional Council meeting.

<b>In Favour</b>	J. Bowman★; D. Cook; J. Downey; N. Iannicca; J. Innis; J. Kovac; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	<b>Total</b> 15
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	G. Carlson; B. Crombie; C. Fonseca; A. Groves; L. Jeffrey; M. Mahoney; S. McFadden; M. Medeiros; G. Miles	9

Carried by a two-thirds majority 2018-176

See also Resolutions 2018-175 and 2018-177

Moved by Councillor Moore,  
Seconded by Councillor Sprovieri;

Whereas the capital project and related construction for the widening and reconstruction of Mayfield Road from Bramalea Road to Airport Road is in process;

And whereas, staff from the City of Brampton and Region of Peel have no principle concerns with the Mayfield Road intersection locations proposed by subdivision application 21T-17017B;

Therefore be it resolved, solely respecting the two intersections fronting onto Mayfield Road that are proposed in subdivision application 21T-17017B, that Regional staff incorporate these two intersections into the current Mayfield Road Project;

And further, that the applicant be required to enter into an agreement with the Region to address financial matters, incremental costs and required securities, including costs and security requirements which may arise if entrances need to be relocated after they are built to deal with those costs;

And further, the Regional staff be authorized to prepare the agreement in a form satisfactory to the Commissioner of Public Works and the Regional Solicitor;

And further, that staff be authorized to extend the purchase orders with the consultant to complete the design of the two intersections and with the contractor for the construction costs.

<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; N. Iannicca; J. Innis; J. Kovac; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	<b>Total</b> 16
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; A. Groves; L. Jeffrey; M. Mahoney; S. McFadden; M. Medeiros; G. Miles	8

Carried 2018-177

See also Resolutions 2018-175 and 2018-176

Councillor Sprovieri requested that Regional Council consider a motion to direct Region of Peel staff to incorporate two intersections into the current Mayfield Road Project. Councillor Sprovieri noted that accommodating the required road stubs as part of the current Mayfield Road Project would reduce costs and disruption to the area later, rather than waiting until the subdivision is

being constructed. He requested that staff consider incorporating road stubs as part of future projects.

In response to a question from Councillor Ras, Janette Smith, Commissioner of Public Works, advised that Region of Peel staff have discussed the issue with staff from the City of Brampton and that, although the subdivision planning process is not yet complete, staff are confident that any risks or cost impacts could be addressed in an agreement with the developer.

*Councillor Miles arrived at 10:20 a.m.*

13.2 **Don Given, President, Malone Given Parsons Ltd.**, Letter dated March 7, 2018,  
Regarding the Mayfield West and Region's Municipal Comprehensive Review

Councillor Downey requested that Regional Council consider a motion to direct staff to schedule a Public Meeting for the Peel 2041 Growth Allocation and Growth Management Regional Official Plan Amendment (ROPA) in April, or as soon as possible; to report back to Regional Council in May on how to proceed, including consideration of extracting the Stage Two Lands as a standalone Regional Official Plan Amendment; and, to confirm as soon as possible that the Stage Two reports presented by the Town of Caledon are acceptable. Councillor Downey stated the need to hear from the community and landowners regarding the Town of Caledon's completion of its community boundaries.

In response to questions from Members, the Commissioner of Public Works advised that the Public Meeting was cancelled as a result of the provincial decision to not proceed with the GTA-West Corridor and that staff would be reporting to the next meeting of the Growth Management Committee with the implications of the cancellation and recommendations for moving forward. The Commissioner stated that the Mayfield West lands could be included in the staff report.

Arvin Prasad, Director, Integrated Planning, advised that the future use of the land that was protected for the corridor needs to be considered in light of the cancellation.

Councillor Parrish expressed concern with the consideration of motions without the benefit of a staff report. She urged Council members to give staff an opportunity to report back on the issue and to not rush the decision making process.

Moved by Councillor Downey,  
Seconded by Councillor Palleschi;

That in accordance with section 1.1.3 of the Region of Peel Procedure By-law 9-2018, section 5.8.1.b be waived in order to permit a motion regarding the Mayfield West and Region's Municipal Comprehensive Review to be considered at the March 8, 2018 Regional Council meeting.

<b>In Favour</b>	J. Bowman★; J. Downey; N. Iannicca; J. Innis; J. Kovac; G. Miles; E. Moore; M. Palleschi; R. Starr; A. Thompson	<b>Total</b> 10
<b>Opposed</b>	G. Carlson; D. Cook; A. Groves; M. Medeiros; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri	9
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; L. Jeffrey; M. Mahoney; S. McFadden	5

Lost 2018-178

A two-thirds majority vote was not achieved.

Moved by Councillor Downey,  
Seconded by Councillor Shaughnessy;

That the correspondence from Malone Given Parsons Ltd. listed as item 13.2 on the March 8, 2018 Regional Council agenda, be referred to Public Works and Finance staff.

Carried 2018-179

See also Resolution 2018-141

**14. ITEMS RELATED TO HEALTH**

*Chaired by Councillor E. Moore*

This item was dealt with under Consent Agenda

**15. COMMUNICATIONS**

- 15.1. **Bill MacLeod, Chief Executive Officer, Mississauga Halton Local Health Integration Network**, Letter dated February 28, 2018, Regarding a Request for Letter of Support for New Long-Term Care Bed Capacity in Peel

Referred to Health Services 2018-180

See also Resolution 2018-157

**16. OTHER BUSINESS**

**16.1. Business Expense Accounts – Members of Council Policy – Per Diem Rate (Oral)**

Moved by Councillor Saito,  
Seconded by Councillor Parrish;

That Resolution 2018-10 approved at the January 11, 2018 Regional Council meeting, related to the Per Diem Rate as described in the report of the Commissioner of Finance and Chief Financial Officer, titled “Update to the Business Expense Accounts- Members of Council Policy”, be reconsidered.

<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; R. Starr; A. Thompson	<b>Total</b> 18
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; L. Jeffrey; M. Mahoney; S. McFadden; J. Sprovieri	6

Carried by a two-thirds majority 2018-181

Moved by Councillor Saito,  
Seconded by Councillor Parrish;

Whereas Resolution 2018-10 was adopted at the January 11, 2018 Regional Council meeting related to the Per Diem Rate as described in the report of the Commissioner of Finance and Chief Financial Officer, titled “Update to the Business Expense Accounts- Members of Council Policy”;

And whereas, the Members of the Council Expense Policy Review Committee at the December 7, 2017 Committee meeting had recommended that the Per Diem Rate be \$75.00;

Therefore be it resolved, that Resolution 2018 –10 be amended to change the Per Diem Rate as identified in the subject report from \$85.00 to \$75.00.



<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; R. Starr; A. Thompson	<b>Total</b> 18
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; L. Jeffrey; M. Mahoney; S. McFadden; J. Sprovieri	6

Carried 2018-182

See also Resolution 2018-141

Councillor Saito requested that Resolution 2018-10 approved at the January 11, 2018 Regional Council meeting be reconsidered, noting that it was the recommendation of the Council Expense Policy Review Committee that the per diem rate be \$75, not \$85 as contained in the report.

In response to a question from Councillor Saito, Regional Chair confirmed that all other items recommended by the Committee have been included in the policy.

16.2. **Safe Sharps Disposal (Oral)**

Received 2018-183

See also Resolution 2018-141

Councillor Ras requested that staff issue a communication reminding Peel Regional Police and the public of what to do should they encounter sharps in the community.

Dr. Jessica Hopkins, Medical Officer of Health, advised that when a member of the public finds loose needles in the community, there are a number of organizations involved in managing their safe disposal and she undertook to provide Councillors with the different options available.

17. **NOTICES OF MOTION - Nil**

**18. BY-LAWS**

**Three Readings**

By-law 12-2018: A by-law to amend By-law 1-2017, being a by-law to govern the Regional Council Code of Conduct.

Moved by Councillor Downey,  
Seconded by Councillor Kovac;

That the by-law listed on the Regional Council agenda, being By-law 12-2018, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Carried 2018-184

**19. IN CAMERA MATTERS**

At 10:43 a.m., in accordance with section 239(2) of the *Municipal Act, 2001*, as amended, the following motion was placed:

Moved by Councillor Parrish,  
Seconded by Councillor Ras;

That Council proceed "In Camera" to consider the February 22, 2018 Regional Council Closed Session report and Council reports relating to the following:

- Planning to Manage for Discontinuance of School Board Direct Delivery of EarlyON Child and Family Centres (Labour relations or employee negotiations; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose)
- Update on China's National Sword Campaign (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board; and, Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)

Carried 2018-185

Moved by Councillor Palleschi,  
Seconded by Councillor Thompson;

That Council proceed out of "In Camera".

Carried 2018-186

Council moved out of closed session at 10:50 a.m.

19.1. **February 22, 2018 Regional Council Closed Session Report**

Received 2018-187

19.2. **Planning to Manage for Discontinuance of School Board Direct Delivery of EarlyON Child and Family Centres (Labour relations or employee negotiations; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose)**

Received 2018-188

19.3. **Update on China's National Sword Campaign (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board; and, Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)**

Moved by Councillor Downey,  
Seconded by Councillor Iannicca;

That staff be authorized to offer to settle, without admitting liability and without prejudice, the outstanding September, October and November 2017 fibre payments with Canada Fibers Ltd. as described in the joint in camera report of the Commissioner of Public Works and the Regional Solicitor regarding "Update on China's National Sword Campaign (A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board; and, Advice that is subject to solicitor-client privilege, including communications necessary for that purpose)";

And further, that staff be authorized to enter into an Agreement with Canada Fibers Ltd., setting out the terms of the settlement in a form satisfactory to the Commissioner of Public Works and the Regional Solicitor;

And further, that if Canada Fibers Ltd. does not accept the proposed settlement, that staff be authorized to demand full and immediate payment for the outstanding September, October and November 2017 fibre payment, as per the fibre purchase formula set out in the Region of Peel's Material Recovery Facility Operations and Maintenance Agreement with Canada Fibers Ltd., in the amount of \$1,621,183.23 (excluding applicable taxes) and, if necessary, exercise the dispute resolution process, and any other remedies available to the Region, under the Agreement;

And further, that the required documents be executed by the duly authorized signing officers of the Regional Corporation.

<b>In Favour</b>	J. Bowman★; G. Carlson; D. Cook; J. Downey; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	<b>Total</b> 19
<b>Opposed</b>		
<b>Abstain</b> <i>(counted as a no vote)</i>		
<b>Absent</b> <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; L. Jeffrey; M. Mahoney; S. McFadden	5

Carried 2018-189

**20. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL**

Moved by Councillor Cook,  
Seconded by Councillor Carlson;

That By-law 13-2018 to confirm the proceedings of Regional Council at its meeting held on March 8, 2018, and to authorize the execution of documents in accordance with the Region of Peel by-laws relating thereto, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the corporate seal be affixed thereto.

Carried 2018-190

**21. ADJOURNMENT**

The meeting adjourned at 10:52 a.m.

\_\_\_\_\_  
Regional Clerk

\_\_\_\_\_  
Regional Chair

**Request for Delegation**

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/03/29	MEETING NAME REGIONAL COUNCIL
---------------------------------------	----------------------------------

DATE SUBMITTED YYYY/MM/DD  
**2018/02/16**

NAME OF INDIVIDUAL(S)  
**Tony DiMillo**

POSITION(S)/TITLE(S)  
**CEO**

NAME OF ORGANIZATION(S)  
**Technicore Underground Inc.**

E-MAIL <b>tdimillo@technicore.ca</b>	TELEPHONE NUMBER <b>(905) 898-4889</b>	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)  
**ALLOWANCE OF STEEL PIPE IN PEEL REGION**

A formal presentation will accompany my delegation  Yes  No

Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  
 Picture File (.jpg)  Video File (.avi,.mpg)  Other

Additional printed information/materials will be distributed with my delegation :  Yes  No  Attached

**Note:**  
Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least seven (7) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 9-2018 delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**  
Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).  
Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda. Thank you.

**Notice with Respect to the Collection of Personal Information**  
*(Municipal Freedom of Information and Protection of Privacy Act)*

Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 9-2018, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the *Municipal Act, 2001*, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.

**Request for Delegation**

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD March 29, 2018	MEETING NAME Regional Council
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Attention: Regional Clerk  
Regional Municipality of Peel  
10 Peel Centre Drive, Suite A  
Brampton, ON L6T 4B9  
Phone: 905-791-7800 ext. 4582  
E-mail: [council@peelregion.ca](mailto:council@peelregion.ca)

DATE SUBMITTED YYYY/MM/DD

2018/03/16

NAME OF INDIVIDUAL(S)

- 1) Jim Tully, P.Eng.,
- 2) David Archer, P.Eng.

POSITION(S)/TITLE(S)

- 1) Executive Vice President, and 2) Business Development Manager

NAME OF ORGANIZATION(S)

DECAST Ltd.

E-MAIL

TELEPHONE NUMBER

EXTENSION

jtully@decastltd.com, darcher@decastltd.com, and jsilk@decastltd.com

(705) 734-2892

2205

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)

**Concrete Pressure Pipe vs Steel Pipe. To provide Council with information on Concrete Pressure Pipe to assist in making the best decision possible for use on watermain projects so they are safe, sustainable and locally manufactured.**

A formal presentation will accompany my delegation  Yes  No

Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  
 Picture File (.jpg)  Video File (.avi,.mpg)  Other

Additional printed information/materials will be distributed with my delegation :  Yes  No  Attached

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## Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD <b>2018/03/29</b>	MEETING NAME <b>REGIONAL COUNCIL</b>
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Attention: Regional Clerk  
Regional Municipality of Peel  
10 Peel Centre Drive, Suite A  
Brampton, ON L6T 4B9  
Phone: 905-791-7800 ext. 4582  
E-mail: [council@peelregion.ca](mailto:council@peelregion.ca)

DATE SUBMITTED YYYY/MM/DD <b>2018/03/19</b>
--

NAME OF INDIVIDUAL(S) <b>Enrico Stradiotto</b>
---

POSITION(S)/TITLE(S) <b>Senior Technical Resources Engineer</b>
--

NAME OF ORGANIZATION(S) <b>Canadian Concrete Pipe and Precast Association</b>
--

E-MAIL	TELEPHONE NUMBER <b>(519) 489-4488</b>	EXTENSION <b>2</b>
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) <b>Concrete Pressure Pipe versus Steel Pipe: To provide Council with information on Concrete Pressure Pipe to assist in making the best decision possible for use on watermain projects so they are safe, sustainable and locally manufactured.</b>
--

A formal presentation will accompany my delegation <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Presentation format: <input type="checkbox"/> PowerPoint File (.ppt) <input type="checkbox"/> Adobe File or equivalent (.pdf) <input type="checkbox"/> Picture File (.jpg) <input type="checkbox"/> Video File (.avi,.mpg) <input type="checkbox"/> Other <input type="text"/>
Additional printed information/materials will be distributed with my delegation : <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Attached

**Note:**

Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least seven (7) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 9-2018 delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**

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# Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD <b>2018/03/29</b>	MEETING NAME <b>Regional Council</b>
--	---

DATE SUBMITTED YYYY/MM/DD  
**2018/03/21**

NAME OF INDIVIDUAL(S)  
**Simrohit Singh Sidhu**

POSITION(S)/TITLE(S)

NAME OF ORGANIZATION(S)

E-MAIL	TELEPHONE NUMBER	EXTENSION
[REDACTED]	[REDACTED]	

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)  
**Water Fluoridation**

A formal presentation will accompany my delegation  Yes  No

Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  
 Picture File (.jpg)  Video File (.avi,.mpg)  Other

Additional printed information/materials will be distributed with my delegation :  Yes  No  Attached

**Note:**  
 Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least seven (7) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 9-2018 delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**

Delegates should make every effort to ensure their presentation material is prepared in an accessible format.

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## Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD <b>2018/04/05</b>	MEETING NAME <b>Regional Council</b>
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Attention: Regional Clerk  
Regional Municipality of Peel  
10 Peel Centre Drive, Suite A  
Brampton, ON L6T 4B9  
Phone: 905-791-7800 ext. 4582  
E-mail: [council@peelregion.ca](mailto:council@peelregion.ca)

DATE SUBMITTED YYYY/MM/DD

**2018/03/22**

NAME OF INDIVIDUAL(S)

**Christopher Edwards, P.Eng**

POSITION(S)/TITLE(S)

**Technical Resource Engineer**

NAME OF ORGANIZATION(S)

**Forterra**

E-MAIL

**christopher.edwards@forterrabp.com**

TELEPHONE NUMBER

**(905) 640-5151**

EXTENSION

**520**

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)

**The Carbon Footprint Impact of Canadian Concrete Pressure Pipe (CPP)**

A formal presentation will accompany my delegation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Presentation format:	<input checked="" type="checkbox"/> PowerPoint File (.ppt)	<input type="checkbox"/> Adobe File or equivalent (.pdf)
	<input type="checkbox"/> Picture File (.jpg)	<input type="checkbox"/> Video File (.avi,.mpg)
	<input type="checkbox"/> Other	<input type="text"/>
Additional printed information/materials will be distributed with my delegation :	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Attached

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**Request for Delegation**

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD <b>2018/04/05</b>	MEETING NAME <b>Regional Council</b>
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Phone: 905-791-7800 ext. 4582  
E-mail: [council@peelregion.ca](mailto:council@peelregion.ca)

DATE SUBMITTED YYYY/MM/DD <b>2018/03/26</b>
--

NAME OF INDIVIDUAL(S) <b>Christine Massey</b>
--

POSITION(S)/TITLE(S) <b>Spokesperson</b>
---

NAME OF ORGANIZATION(S) <b>Fluoride Free Peel</b>
--

E-MAIL	TELEPHONE NUMBER	EXTENSION

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)  To Reactivate the Community Water Fluoridation Committee.
--

A formal presentation will accompany my delegation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Presentation format: <input type="checkbox"/> PowerPoint File (.ppt) <input type="checkbox"/> Adobe File or equivalent (.pdf) <input type="checkbox"/> Picture File (.jpg) <input type="checkbox"/> Video File (.avi,.mpg) <input type="checkbox"/> Other <input type="text"/>
Additional printed information/materials will be distributed with my delegation : <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Attached

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FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/03/29	MEETING NAME Regional Council
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Attention: Regional Clerk  
Regional Municipality of Peel  
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Phone: 905-791-7800 ext. 4582  
E-mail: [council@peelregion.ca](mailto:council@peelregion.ca)

DATE SUBMITTED YYYY/MM/DD 2018/03/26
---

NAME OF INDIVIDUAL(S) <b>Mark Knight</b>
---

POSITION(S)/TITLE(S) <b>Associate Professor/Executive Director</b>
---

NAME OF ORGANIZATION(S) <b>Dept. Civil Engineering, University of Waterloo/Executive Director Centre for Advancement of Trenchless Technology (CATT)</b>
---

E-MAIL <b>maknight@uwaterloo.ca</b>	TELEPHONE NUMBER <b>(519) 581-8835</b>	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) <b>Provide additional information on Concrete Pressure Pipe and Steel Pipe life cycle analysis, design, and risk/decision analysis.</b>
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A formal presentation will accompany my delegation  Yes  No

Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  
 Picture File (.jpg)  Video File (.avi,.mpg)  Other

Additional printed information/materials will be distributed with my delegation :  Yes  No  Attached

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## Request for Delegation

## FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/04/05	MEETING NAME Regional Council
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Attention: Regional Clerk  
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Brampton, ON L6T 4B9  
Phone: 905-791-7800 ext. 4582  
E-mail: [council@peelregion.ca](mailto:council@peelregion.ca)

DATE SUBMITTED YYYY/MM/DD

2018/03/27

NAME OF INDIVIDUAL(S)

Liesa Cianchino

POSITION(S)/TITLE(S)

Resident

NAME OF ORGANIZATION(S)

E-MAIL

TELEPHONE NUMBER

EXTENSION

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)

Regarding the Reactivation of the Community Water Fluoridation Committee

A formal presentation will accompany my delegation  Yes NoPresentation format:  PowerPoint File (.ppt) Adobe File or equivalent (.pdf) Picture File (.jpg) Video File (.avi,.mpg) OtherAdditional printed information/materials will be distributed with my delegation :  Yes No Attached**Note:**

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**ITEMS RELATED TO  
HEALTH**

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DATE: March 14, 2018

REPORT TITLE: **PHARMACY SERVICES FOR THE REGION OF PEEL'S LONG TERM CARE DIVISION, DOCUMENT 2017-710P**

FROM: Nancy Polsinelli, Commissioner of Health Services

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## **RECOMMENDATION**

**That the contract (Document 2017-710P) for Pharmacy Services for the Region of Peel's Long Term Care Division be awarded to Medical Pharmacies Group Limited, for the initial 12 month period of July 1, 2018 to June 30, 2019 in accordance with Purchasing By-Law 113-2013;**

**And further, that approval be granted to award the contract for four additional 12 month periods, subject to satisfactory service, performance and pricing.**

### **REPORT HIGHLIGHTS**

- The Ministry of Health and Long-Term Care requires that the providers of long term care maintain a contract for the supply and delivery of a medication system to its residents.
- The vendor will provide Pharmacy Services to the Region of Peel's Long Term Care residents.
- Funding for this contract is covered by Ministry of Health Ontario Drug Benefit Program; there are no direct financial implications to the Region of Peel (Region).
- It is anticipated that the annual value of the contract is in excess of \$500,000, and in accordance with the Purchasing By-law, Council approval is required.
- Request for Proposal document 2017-710P was competitively issued and Medical Pharmacies Group Limited is recommended for award.

## **DISCUSSION**

### **1. Background**

The Ministry of Health and Long-Term Care requires every long term care home to have a current and valid contract for the delivery of a medication system that meets all legislative requirements. The vendor submits all billings directly to the Ministry of Health Ontario Drug Benefit Program (ODB) for all prescriptions covered by drug benefits. Items not covered by ODB are billed directly to the resident's family by the pharmacy.



## 8.1-2

### PHARMACY SERVICES FOR THE REGION OF PEEL'S LONG TERM CARE DIVISION, DOCUMENT 2017-710P

The vendor must be able to provide services in accordance with the College of Pharmacists of Ontario standards of practice for pharmacists providing services to licensed long term care facilities, and meet the needs of the residents of the Region's five long term care homes. The *Long Term Care Homes Act, 2007 (Act)* sets forth the requirements for obtaining a pharmacy service vendor and their responsibilities.

#### 2. Procurement Process

In September 2016, a market scan through a Request for Information (RFI) on Pharmacy providers was completed. Following the RFI a decision was made to conduct a competitive procurement process when the current contracts expired.

On behalf of the Long Term Care Division, Purchasing issued a Request for Proposal (RFP) Document 2017-710P for Pharmacy Services for the Region of Peel's Long Term Care Division on November 20, 2017. Although there is no direct financial implication to the Region, it is anticipated that the annual value of the contract is in excess of \$500,000, and in accordance with the Purchasing By-law, Council approval is required.

This document was advertised on the Region's website. Thirteen vendors downloaded the document from our website and nine submissions were received from the following vendors on the closing date of December 14, 2017; TriMD Pharmacy, Medical Pharmacies Group Ltd., Remedy Holdings Inc., Well and Good Pharmacy, National Pharmacy, Classic Care Pharmacy Corporation, Hogan Pharmacy Partners Ltd., Medisystem Pharmacy and Rexall/Pharma Plus Pharmacies Ltd.

All submissions were reviewed and evaluated in Phase 1 – Part 1 Evaluation of Vendors Proposed Services by a staff evaluation committee from Long Term Care. The evaluation was based on a number of criteria including vendor profile, staff experience, and understanding of the scope and service requirements, proposed medication delivery, team qualifications, proposed equipment, references, medication reporting system (risk management), education and training, and implementation and transition plan.

The scope of work outlined the requirements to ensure that the awarded vendor is able to perform all of the responsibilities of a pharmacy service provider under the *Act* regulation including: fill all prescriptions as authorized by a resident's personal physician, provide appropriate medication assessments and medication administration records, manage risk through a review of medication incidents and audits, provide education to the homes in relation to drugs, and complete appropriate drug destruction and disposal according to protocols.

Upon completion of the technical evaluation, it was determined that the submissions from Medical Pharmacies Group Limited, Medisystem Pharmacy and Remedy Holdings Inc. (o/a Remedy's Rx Specialty Pharmacy) met the requirements as outlined in the scope of work and advanced to Phase 1 – Part 2 of the evaluation, Vendor Demonstration and Presentation of Services. All three vendors advanced to Phase 2 – Pricing.



### 8.1-3

## PHARMACY SERVICES FOR THE REGION OF PEEL'S LONG TERM CARE DIVISION, DOCUMENT 2017-710P

The evaluation summary is as follows:

Vendor Name	Technical (90 per cent)	Pricing (10 per cent)	Overall Ranking
Medical Pharmacies Group Limited	2	1	1
Medisystem Pharmacy	1	2	2
Remedy Holdings Inc. (o/a Remedy's Rx Specialty Pharmacy)	3	3	3

While this RFP has no financial impact to the Region, the overall cost to residents including non-ODB drug dispensing costs was assessed as part of the pricing component of the evaluation. Medical Pharmacies Group Limited scored highest overall when the impact of this cost to residents was factored in.

Medical Pharmacies Group Limited received the highest overall score and represents the best value to the Region of Peel's Long Term Care residents.

### FINANCIAL IMPLICATIONS

Funding for this contract is covered by Ministry of Health Ontario Drug Benefit Program; there are no direct financial implications to the Region.



Nancy Polsinelli, Commissioner of Health Services

### Approved for Submission:



D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact Cathy Granger, Director of Long Term Care, ext. 2000 or [cathy.granger@peelregion.ca](mailto:cathy.granger@peelregion.ca)*

*Authored By: Darlene Pidzamecky, Program Support Specialist, ext. 2446 and Connie Rodrigues, Purchasing Analyst, ext. 4780*

Reviewed in workflow by:

Purchasing

DATE: March 15, 2018

REPORT TITLE: **IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE**

FROM: Nancy Polsinelli, Commissioner of Health Services  
Lorraine Graham-Watson, Commissioner of Corporate Services  
Jessica Hopkins, MD MHScc CCFP FRCPC, Medical Officer of Health

### RECOMMENDATION

**That the Region of Peel advocacy actions as outlined in Section 14 of the report of the Commissioner of Health Services, Commissioner of Corporate Services and Medical Officer of Health, titled “Implications of the Legalization of Cannabis for Recreational Use, be approved;**

**And further, that a copy of the report be shared with the federal Minister of Health, Minister of Justice and Attorney General of Canada, and Minister of Finance; the provincial Minister of Health and Long-Term Care, Minister of Finance, Attorney General, Minister of Community Safety and Correctional Services, Minister of Municipal Affairs; the City of Brampton, the City of Mississauga, the Town of Caledon, the Federation of Canadian Municipalities, the Association of Municipalities of Ontario, and the Association of Local Public Health Agencies.**

### REPORT HIGHLIGHTS

- Legalization of cannabis for recreational-use is expected in the summer of 2018.
- The legislative framework proposed by the federal and provincial governments defines the production, distribution, sale, possession, use and personal cultivation of recreational cannabis.
- Legalization of cannabis is a complex issue that presents important implications for the residents of Peel. Given the Region’s role in public health, and safety and policing this new policy will require coordination and new resources to ensure the impacts to health and safety are mitigated to the greatest extent possible.
- At this time, there are still a number of unknowns regarding what final federal and provincial legislation and regulations will look like, what required programs and services will need to be implemented, how they will be implemented, and how they will be funded.
- Continued advocacy to the federal and provincial governments is recommended to ensure effective implementation is supported by adequate funding for local responsibilities as well as investment and a commitment to monitor, measure and mitigate impacts.
- Staff will work with local municipalities and community stakeholders to monitor and assess developments and ensure policies, programs and services are adjusted and updates will be provided to Regional Council as implementation progresses.

## IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

### DISCUSSION

#### 1. Background

The Federal Government is expected to legalize cannabis for recreational use by the summer of 2018. In response, the Provincial government has passed Bill 174, the *Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017* to establish provincial rules regarding the distribution, sale, possession and consumption and personal cultivation of recreational cannabis.

At the April 27, 2017 Regional Council meeting, Council requested that the Commissioner of Health Services report to Regional Council on the impacts of recreational cannabis legalization (Resolution 2017-364). A stakeholder group has been formed with representatives from the Region, local municipalities, Peel Regional Police, and Caledon Ontario Provincial Police (OPP). This report specifically addresses the implications of the legalization of cannabis for recreational (non-medical) use.

#### Cannabis Use

Data on cannabis use is limited. Available information identifies that residents, including youth, are using cannabis despite its illegal status.

In Ontario:

- 13 per cent of residents aged 15 years and older have used cannabis in the past 12 months<sup>1</sup>
- 19 per cent of students in grades 7-12 have used cannabis in the past 12 months<sup>2</sup>

In Peel:

- Approximately 8 per cent of residents (aged 12 years and older) have used cannabis at least once in the past 12 months<sup>3</sup>. Past-year cannabis use is higher among:
  - Males (11%) compared to females (5%)<sup>4</sup>
  - 19 to 29 year-olds (23%) compared to other age groups<sup>5</sup>
- 16 per cent of students in grades 7-12 have used cannabis in the past 12 months<sup>6</sup>

---

<sup>1</sup> Government of Canada. Canadian Tobacco Alcohol and Drugs (CTADS): 2015 summary [Internet]. Ottawa, ON: Her Majesty the Queen in Right of Canada; 2017 [cited 2017 Feb 8]. Available from: <https://www.canada.ca/en/health-canada/services/canadian-tobacco-alcohol-drugs-survey/2015-summary.html>.

<sup>2</sup> Ontario Student Drug Use and Health Survey, 2017. Centre for Addiction and Mental Health. Peel Public Health. The data used in this publication came from the 2017 Ontario Student Drug Use and Health Survey conducted by the Centre for Addiction and Mental Health and administered by the Institute for Social Research, York University. Its contents and interpretation are solely the responsibility of the author and do not necessarily represent the official view of the Centre for Addiction and Mental Health.

<sup>3</sup> Canadian Community Health Survey, 2011/2012, Statistics Canada, Share File, Ontario Ministry of Health and Long-Term Care.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ontario Student Drug Use and Health Survey, 2017. Centre for Addiction and Mental Health. Peel Public Health.

## IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

- Over one-third of grade 12 students (37 per cent) report using cannabis at least once in the last 12 months<sup>7</sup>
- An estimated 68 per cent of students in grades 7-12 do not intend to use cannabis even if its legalized for adults<sup>8</sup>

### 2. Legislative Framework

Each level of government has different spheres of responsibility related to the legalization of recreational cannabis:

- The Federal Government is responsible for establishing and maintaining a national framework for regulating production, setting standards for health and safety, and establishing criminal prohibitions.
- Provincial and territorial governments are responsible for licensing and overseeing the distribution and sale of recreational cannabis, subject to minimum federal conditions.
- Regional and municipal governments in Ontario are responsible for public health and safety, including policing and court operations and prosecutions. They also have authority to enforce by-laws related to such things as zoning, home cultivation, and nuisance and consumption.

See Appendix I for more information on the legislative framework and federal, provincial and municipal responsibilities.

### 3. What will Legalized Recreational Cannabis Use Look Like in Ontario?

#### Distribution and Sale

The Liquor Control Board of Ontario (LCBO) will oversee the sale and distribution of recreational cannabis through a subsidiary corporation – the Ontario Cannabis Retail Corporation (OCRC). Recreational cannabis will be sold through provincially controlled stores and an online service, but will not be sold in the same stores as alcohol. Cannabis dispensaries will continue to be illegal and will be shut down by law enforcement.

The Government of Ontario plans to open 150 retail sites by 2020, including 40 sites by summer 2018. The Cities of Brampton and Mississauga have been identified by the Province for initial cannabis retail sites that will open by summer 2018.

It will be illegal for people under the age of 19 to buy, sell, possess and share recreational cannabis. Adults will be able to purchase fresh and dried cannabis, cannabis oils and seeds and plants for cultivation at home and to prepare cannabis products (edibles) for personal use. The sale of edible cannabis products (e.g., baked goods, candies) is not permitted. Federal Bill C-45 includes a commitment to regulate the sale of edible cannabis products and concentrates in 2019.

#### Places of Use

The use of recreational cannabis will be not allowed in public places, workplaces, in vehicles or boats or a place prescribed in regulations. Proposed regulations articulate some

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<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

## IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

exceptions related to prohibited places of use (e.g., designated smoking rooms in hotels, vehicles and boats used as private residences, private residences that are also workplaces). Given the use restrictions, recreational cannabis use will only be permitted on residential properties (including residential backyards).

### Personal Cultivation

It will be legal to cultivate up to four legal cannabis plants per residence anywhere on private property.

## 4. Implications of Recreational Cannabis Legalization

There is some available information regarding implications of legalization based on the experience from other jurisdictions. For example, in 2012, Colorado became one of the first U.S. states to legalize recreational cannabis, with retail sales beginning in 2014 through a system of licensed retailers. The assessment of policy impact is limited due to a lack of appropriate baseline data and presence of factors that simultaneously influence the observed outcomes, such as changes in self-reporting of cannabis use and enforcement after legalization. However, of the preliminary information available to date, the following is noted<sup>9</sup>:

- Cannabis use among youth and adults has not appeared to have increased.
- Perceptions of risk among youth have decreased significantly between 2013 and 2015 (54 and 48 per cent, respectively).
- Hospitalizations with cannabis-related codes increased between 2013 and 2015 (increased by 70 per cent).
- Emergency department visits also increased 19 per cent between 2013 and 2014, with a notable increase among tourists. However, rates decreased 27 per cent between 2014 and 2015, to a rate lower than 2013.<sup>10</sup>
- The number of drug-impaired driving incidences where cannabis was an impairing substance increased by 16 per cent between the first 10 months of 2014 and 2016. The number of road fatalities where cannabinoids were detected within the driver also increased between 2013 and 2015 by 80 per cent. However, fatality data do not indicate whether the driver was impaired or at fault. Furthermore, the increases may be influenced by changes in testing practices.

Given the short length of time that recreational cannabis has been legal in other jurisdictions, long-term impacts are currently unknown. As Canada moves to legalize cannabis use, it will be important to closely monitor, measure and evaluate the policy implications, particularly at the local level.

## 5. Public Health

The legalization of cannabis is a complex issue and presents important implications for communities and public health. The Public Health focus is on preventing and reducing the

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<sup>9</sup> Ghosh TS, Vigil DI, Maffey A, Tolliver R, Van Dyke M, Kattari L, et al. Lessons learned after three years of legalized, recreational marijuana: The Colorado experience. *Prev Med.* 2017;104:4-6.

<sup>10</sup> Stakeholders have cautioned about the limitations of healthcare data due to variations in clinical coding practices. Additionally, overall cannabis-related hospitalizations and ED visits remain quite small in comparison to alcohol.

## IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

prevalence of cannabis-use and cannabis-related harms (e.g., health harms, motor vehicle collisions). Region of Peel-Public Health submitted feedback as part of both the federal (August 2016) and provincial (July 2017) consultations on cannabis legalization. The feedback focused on the need for a public health approach to legalization, which includes investments in prevention, surveillance, and harm reduction efforts. Key areas of focus include ensuring a safe and responsible retail system, measures to protect youth and measures to promote public health and protect public safety.

(Refer to the report titled “Cannabis Legalization and Potential Implications for Public Health”, February 23, 2017 Regional Council Meeting)

Under the Ontario Public Health Standards (OPHS), Public Health is mandated to reduce the burden of chronic diseases of public health importance, preventable injuries, and substance use. Region of Peel-Public Health’s approach involves:

- Applying a comprehensive framework that includes prevention, harm reduction, treatment and enforcement;
- Monitoring evidence regarding the health effects of cannabis use;
- Surveillance and assessment of substance use and health effects in Peel;
- Working with stakeholders, including school boards, youth serving organizations and community agencies; and
- Developing appropriate evidence-based interventions to meet the needs of the Peel population.

### Health Effects

Cannabis is not a benign substance. There are immediate and long-term health risks associated with cannabis use. Risks may include<sup>11</sup>:

- Problems with thinking, memory, or physical coordination;
- Impaired perception or hallucinations;
- Impaired driving and injuries (both fatal and non-fatal);
- Mental health problems including dependence, addiction and psychosis;
- Chronic respiratory or lung problems; and
- Reproductive problems.

As recreational cannabis has been illegal for many years, it has been difficult to study and the existing body of evidence is limited. Further research is required to better understand the full health implications of recreational cannabis use.

Although the evidence continues to evolve, medical use of cannabis is currently recognized for certain conditions such as some types of chronic pain, nausea and vomiting from chemotherapy, and muscular spasticity. The federal legalization of recreational cannabis is not changing the existing system of access to cannabis for medical purposes, which began in 2001. (See Appendix II for a description of the medical cannabis legislative framework.)

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<sup>11</sup> Fischer B, Russell C, Sabioni P, van den Brink W, Le Foll B, Hall W, et al. Lower-risk cannabis use guidelines: A comprehensive update of evidence and recommendations. *Am J Public Health*. 2017;107(8):e1-e12.

## IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

### Prevention and Harm Reduction

Education, prevention and guidance on cannabis use will be important aspects in reducing cannabis use-related harms in the population. Evidence indicates that cannabis use has inherent health risks, but that users can make choices to modify their own risks, including how and what they use.

The Province has endorsed Canada's Lower Risk Cannabis Use Guidelines and has committed to implementing a prevention and harm reduction approach that includes:

- Protecting youth by focusing on prevention, diversion, and harm reduction without unnecessarily bringing them into contact with the justice system;
- Promoting awareness of cannabis related harms and helping people make informed decisions about use;
- Supporting health and social service providers that work with, and educate, youth and young adults; and
- Developing resources to guide employers, labour groups and others as they manage workplace safety issues and policies related to impairment at work through education and awareness initiatives.

The details of the provincial prevention and harm reduction strategy are unknown at this time. The Federal Government has launched a public education and awareness campaign on the facts around cannabis as well as on drug-impaired driving, to support informed choices on cannabis use. Region of Peel-Public Health prevention and harm reduction initiatives will build on federal and provincial strategies to ensure specific local needs are met.

### 6. Retail Availability

The design of the cannabis retail system can greatly affect population health behaviours and outcomes. Research on alcohol and tobacco control have demonstrated an association between the physical availability of these products (i.e., how easy it is to access through commercial or social outlets) and consumption levels, as well as related harms. The more easily accessible these products are the higher the consumption and resulting harms. Substance co-use (e.g., cannabis and alcohol, cannabis and other drugs) increases the risks for harm.

These public health considerations, along with recommendations on distance setbacks and density limits, were shared with Brampton and Mississauga to help inform discussions with the Province regarding cannabis retail siting in those communities (See Appendix III). At those discussions, the Province identified proposed guidelines and committed to incorporating specific local considerations for the siting of specific cannabis retail stores within municipalities. The proposed provincial guidelines include:

- Proximity of sites to nearby schools;
- Equitable access for consumers within municipalities;
- Illegal storefront activity; and
- Adhering to Municipal Zoning and By-laws.

## IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

The Province has not committed to establishing a set of formal siting guidelines. It is important that measures be put in place to ensure public health and safety considerations and municipal engagement are a required part of the process.

It is important to take a precautionary approach, allowing time for the legal market to mature, and carefully monitoring and evaluating to help inform any potential future changes and adjustments to retail and distribution.

### 7. Designated Use Establishments

The Province is exploring the feasibility and implications of introducing designated establishments for consuming recreational cannabis. It is currently unknown whether or not these establishments will be permitted to sell cannabis and whether smoking and vaping will be permitted. Given the potential health risks of exposure to second-hand cannabis smoke and vapour, the introduction of these establishments needs careful consideration to balance potential health risks and other public health considerations with providing more options for places of use.

#### Second-Hand Smoke

Second-hand cannabis smoke contains many of the same toxic chemicals as those found in tobacco smoke which are known to cause cancer and heart and respiratory diseases. There are a few human studies that look at delta-9 tetrahydrocannabinol (THC)<sup>12</sup> in second-hand cannabis smoke and how it affects bystanders. It appears that under normal ventilation conditions, the chances of bystander cannabis impairment are low. It is recommended that special risk groups including children, pregnant women, older adults and those with pre-existing conditions such as asthma, chronic obstructive pulmonary disease and heart conditions, avoid exposure.<sup>13</sup> The Province is considering permitting owners or operators of multi-unit dwellings to designate outdoor areas for the consumption of recreational cannabis. Region of Peel-Public Health is looking into incorporating cannabis considerations as part of the Multi-Unit Housing Smoke-Free Initiative (See March 29, 2018 Council Report titled "Multi-Unit Housing Smoke-Free Initiative"). As well, various Regional programs that require residency (e.g., long-term care homes, shelters) are taking steps to put in place appropriate policies to address the legalization of recreational cannabis.

### 8. Cannabis Production

Cannabis species require high temperatures, strong light, highly fertile soil, high humidity and large volumes of water to grow. In addition to emitting a distinctive odour, which may be detectable beyond cultivation site property boundaries, indoor air quality concerns with cannabis production include mould, exposure to pesticides applied via spraying, and creation of oxygen-deficient air from use of carbon dioxide generators.

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<sup>12</sup> THC is the main psychoactive chemical substance in cannabis responsible for the way the brain and body respond to cannabis.

<sup>13</sup> Smoking and Health Action Foundation. Second-hand marijuana smoke: Health effects of exposure. Toronto, ON: Smoking and Health Action Foundation; 2016. Available from: [https://nsra-adnf.ca/wp-content/uploads/2016/11/health\\_effects\\_of\\_exposure\\_to\\_secondhand\\_mj\\_smoke\\_2016-final2.pdf](https://nsra-adnf.ca/wp-content/uploads/2016/11/health_effects_of_exposure_to_secondhand_mj_smoke_2016-final2.pdf).



## IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

Under the legalized system, cannabis may be grown personally or by a commercial licensed producer.

The personal cultivation of up to four plants in a residential property allowed under the proposed legislation is not anticipated to impact indoor air quality. Commercial production may present health and safety issues if not properly regulated and inspected by the federal or other orders of government, due to the high moisture content in the air, the use of fertilizers, and the potential for air quality or odour concerns.

### 9. Social Normalization

Research on tobacco use suggests that social exposure to tobacco smoke, which includes exposure to visual and sensory cues related to the use of tobacco or related products, can influence individual smoking behaviour, including initiation and relapse. Given the strong body of evidence related to tobacco use, there is increasing concern that the same association exists for cannabis use. Therefore, it is important that the public use of cannabis be as restricted as possible in order to reduce social exposure and normalization for both cannabis and smoking in general. Reducing social exposure and normalization of use is particularly important in protecting children and youth.<sup>14</sup>

### 10. Edible Cannabis Products

It is acknowledged that the ingestion of edible cannabis products removes the potential risks associated with inhaling cannabis smoke and vapour<sup>15</sup>. However, these products (whether pre-packaged and purchased or prepared at home) can present unique health risks. In comparison to smoking and vaping, there is generally a greater delay in the onset of psychoactive effects, which may lead to issues of overconsumption and poisoning<sup>16</sup>. Furthermore, it can be difficult to distinguish between cannabis edibles and regular food products. This can pose a risk for accidental consumption, including among children. These issues precipitated in Colorado in the initial period following legalization, with several high-profile deaths related to injuries and violence following the use of edibles<sup>17</sup>. State officials noted that in the year following legalization, calls to poison control centres for unintentional cannabis exposure among children increased 63 per cent, primarily due to edible ingestion. New regulations for edible products, including packaging, were later introduced in Colorado<sup>18</sup>.

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<sup>14</sup> Smoke-Free Ontario Scientific Advisory Committee, Ontario Agency for Health Protection and Promotion (Public Health Ontario). Evidence to guide action: Comprehensive tobacco control in Ontario (2016). Toronto, ON: Queen's Printer for Ontario; 2017. Available from:

[https://www.publichealthontario.ca/en/eRepository/SFOSAC%202016\\_FullReport.pdf](https://www.publichealthontario.ca/en/eRepository/SFOSAC%202016_FullReport.pdf).

<sup>15</sup> Fischer B, Russell C, Sabioni P, van den Brink W, Le Foll B, Hall W, et al. Lower-risk cannabis use guidelines: A comprehensive update of evidence and recommendations. *Am J Public Health*. 2017;107(8):e1-e12

<sup>16</sup> Barrus DG, Capogrossi KL, Cates SC, et al. Tasty THC: Promises and challenges of cannabis edibles. *Methods Rep (RTI Press)*. 2016;2016:10.3768/rtipress.2016.op.0035.1611.

<sup>17</sup> Ghosh TS, Vigil DI, Maffey A, Tolliver R, Van Dyke M, Kattari L, et al. Lessons learned after three years of legalized, recreational marijuana: The Colorado experience. *Prev Med*. 2017;104:4-6.

<sup>18</sup> *Ibid*.

## IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

Due to its indiscernible appearance, edible products also present a challenge from an enforcement perspective, whether it be in relation to enforcing the minimum age of use, restrictions on places of use, or retail regulations. As such, it is important that public health and safety considerations, including those related to packaging and labelling, lead the development of forthcoming regulations on edibles. Furthermore, public education regarding these products must be in place prior to its legalization.

### 11. Public Safety

#### Enforcement

Police officers are named to enforce the provincial *Cannabis Act*, 2017. Under the Act the Minister can designate provincial offences officers to enforce certain provisions of the Act (e.g., the sections prohibiting where recreational cannabis can be used), however, this designation has not yet occurred.

There is a need for greater clarity from the Province regarding the specific role of different enforcement bodies (e.g., municipal police, OPP, Public Health Unit Inspectors and local by-law enforcement), and the need for a coordinated enforcement approach that ensures enforcement responsibilities come with appropriate tools and authorities.

The Canadian Association of Chiefs of Police identified a number of concerns in their written brief (September 12, 2017) to the Standing Committee on Health in response to federal Bill C-45:

- Not being equipped to provide officers with the training and resources necessary to enforce the new regime within the existing contemplated timeframe of summer 2018.
- Resourcing the enforcement of personal cultivation and possession limits.
- Insufficient time and funding to certify a sufficient number of officers to conduct roadside drug-impaired driving testing.

Peel Regional Police and Caledon OPP are faced with similar considerations.

#### Drug-Impaired Driving

Cannabis use can affect reaction time, concentration, short-term memory, and ability to handle unexpected events (e.g. a pedestrian on the roadway); all of which are important for safe driving.<sup>19</sup> Driving under the influence of both cannabis and alcohol further increases the risk for crashes than when either substance is used alone.<sup>20</sup>

Drug-impaired drivers will face licence suspension, monetary penalties and other penalties such as mandatory education and treatment programs and ignition interlock requirements. There will be zero tolerance rules prohibiting young (age 21 and under), novice (G1, G2,

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<sup>19</sup> Canadian Centre on Substance Use and Addiction. Clearing the smoke on cannabis: Cannabis use and driving -an update. Ottawa, ON: Canadian Centre on Substance Use and Addiction; 2017. Available from: <http://www.ccsa.ca/Resource%20Library/CCSA-Cannabis-Use-Driving-Report-2017-en.pdf>.

<sup>20</sup> Pacula RL, Kilmer B, Wagenaar AC, Chaloupka FJ, Caulkins JP. Developing public health regulations for marijuana: Lessons from alcohol and tobacco. *Am J Public Health*. 2014;104(6):1021-8.

## IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

M1, M2) and commercial drivers from having the presence of either alcohol and/or drugs in their system.

Two key enforcement challenges related to cannabis-impaired driving are: determining the degree of impairment/crash risk through THC levels in the body, and the lack of reliable roadside testing tools. Unlike alcohol, the level of THC in bodily fluids cannot be used to reliably indicate the degree of impairment or crash risk.<sup>21</sup> Tools are currently being developed and tested with oral fluid screening devices being the most advanced today.

The Federal Government plans to provide funding to train police officers as drug recognition experts to perform roadside impairment tests. The drug recognition expert evaluation is a 12-step process that involves examining vital signs, eyes, balance and ability to concentrate and then rendering an opinion. Ultimately, what is needed is a standardized and reliable approach to detecting drug-impaired driving.

### 12. Workplace Health and Safety

As an employer, the Region has a responsibility to address and minimize risks in the workplace associated with substance use. Staff are currently updating relevant workplace policies in preparation for recreational cannabis legalization taking into consideration aspects related to impairment, addiction and accommodation.

### 13. Economic Development

The Association of Municipalities of Ontario (AMO) has identified that there may be economic development opportunities arising from legalized recreational cannabis that may benefit communities related to the agriculture and processing sector and potential research and retail jobs.<sup>22</sup> Available literature on economic impacts indicates that one of the most significant impacts of legalization of recreation cannabis will likely be the creation of a larger tax base and the resulting increase in government revenues<sup>23</sup>. Negative impacts may include loss of productivity due to workplace accidents and absenteeism due to employee addiction to cannabis<sup>24</sup>. It is essential that decisions regarding potential economic benefits be offset by associated public health and safety costs.

## FINANCIAL IMPLICATIONS

In December 2017, the Federation of Canadian Municipalities (FCM) released preliminary cost estimates for local governments. According to FCM, the two main drivers of municipal costs arising from the legalization of cannabis are municipal administration and local

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<sup>21</sup> Canadian Society of Forensic Sciences Drugs and Driving Committee. Report on drug per se limits. Ottawa, ON: Canadian Society of Forensic Science; 2017. Available from: <https://www.csfs.ca/wp-content/uploads/2017/09/Report-on-Drug-Per-Se-Limit.pdf>.

<sup>22</sup> Association of Municipalities of Ontario. Marijuana legalization and municipal impacts [Internet]. Toronto, ON: Association of Municipalities of Ontario; 2017 [cited 2017 Feb 8]. Available from: <https://www.amo.on.ca/AMO-Content/Backgrounders/2017/MarijuanaLegalizationandMunicipalImpacts>.

<sup>23</sup> Hajizadeh M. Legalizing and regulating marijuana in Canada: Review of potential economic, social, and health impacts. *Int J Health Policy Manag*. 2016;5(8):453-6.

<sup>24</sup> Evans DG. The economic impacts of marijuana legalization. *J Glob Drug Policy Pract*. 2013;7(4).

**IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE**

policing. FCM estimates annual municipal costs to be between \$3 - \$4.75 million per 500,000 population. (See Appendix IV for FCM's Submission on Proposed Excise Duty Framework for Cannabis Products.)

Applying the FCM preliminary costing estimate methodology to Peel, with a population of 1.4 million, the impact in Peel is estimated at \$8.4 - \$13.3 million annually, and would be equivalent to a 1 per cent increase on total Region of Peel tax levy. The majority of this impact will be for policing work and public health, which will be incurred mainly by the Region.

On December 20, 2017, as part of a coordinated taxation framework, the Federal Government reached an agreement with the provinces and territories to share the cannabis excise duty. Under the Federal-Provincial-Territorial (FPT) Cannabis Excise Duty agreement, finance ministers agreed to:

- Share cannabis excise duty revenues 25/75 per cent for the federal and provincial/territorial governments respectively.
- Cap the federal portion at \$100 million maximum; anything above \$100 million would be distributed to the provinces/territories.
- Review the FPT Agreement at the end of two years post legalization.

The Ontario portion is estimated at \$100 million for the first two years. Following discussions with the Association of Municipalities of Ontario (AMO) and the City of Toronto, on March 9, 2018 the Province committed to provide Ontario municipalities with \$40 million over the first two years and to share 50 per cent of any excise duty surplus above \$100 million. The Province will allocate funding on a per household basis, adjusted to ensure that each municipal government receives no less than \$10,000. Half of the \$40 million is expected to flow shortly after royal assent of Bill C-45 and before legalization starts in 2018 so that municipalities have upfront assistance. The other half of the funds will be distributed on the first anniversary of legalization. In a regional government structure, funds will be shared equally between the two levels of government, unless an alternate arrangement is made amongst the affected municipalities. Specific details on funding allocation and amounts have not been released at the writing of this report.

The Province has also committed to take on some of the municipal law enforcement costs related to police officer training and the illicit cannabis market and to provide supports and resources to public health units to help address local public health needs. The Province has acknowledged that the true impacts and costs are unknown at this time and it is anticipated that there will be insufficient revenues to fully cover the additional municipal and provincial costs associated with legalization. Staff will identify and monitor resource implications as implementation progresses. This will help inform discussions and decisions on cannabis revenue and costs when the current taxation agreement expires in two years.

**14. Region of Peel Advocacy**

Based on Council approval, the Region of Peel will advocate for effective implementation of cannabis legalization, adequate funding for local responsibilities, and mitigation of public health and safety impacts. In particular, advocacy will occur with the federal and provincial governments to:

**IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE**

- Allocate funding, including dedicated revenues from the sale of recreational cannabis, resources and supports for new regional/municipal responsibilities, to public health and public safety programs and services, including policing, and public reporting on revenues collected and the use of those funds;
- Establish formal provincial guidelines regarding siting of cannabis related businesses that contain provisions to mitigate the public health impact on vulnerable populations and areas and to involve municipalities as part of the provincial siting process;
- Commit to public health and safety considerations as the primary driver for policy decisions, in particular related to:
  - potential future cannabis consumption lounges and venues; and
  - regulation of edible cannabis products; and,
- Invest in a system of research, monitoring and evaluation on the health, social and economic outcomes of cannabis legalization.

**Next Steps**

Staff will continue to work with external partners, including law enforcement and local municipalities, to facilitate a coordinated approach to cannabis legalization. Staff will also continue to closely monitor actions at the provincial and federal levels to ensure the Region's response meets the final legislative and regulatory requirements. Upon legalization, it will be essential to monitor impacts and be responsive to the emerging needs of Peel residents. Staff will continue to update Council, as needed, on the progress of cannabis legalization.



Nancy Polsinelli, Commissioner of Health Services



Mary Killeavy for Lorraine Graham-Watson, Commissioner of Corporate Services



Jessica Hopkins, MD MHScc CCDP FRCPC, Medical Officer of Health

IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

Approved for Submission:



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

- Appendix I - Recreational Cannabis Legislative Framework and Government Roles
- Appendix II - Medical Cannabis Legislative Framework
- Appendix III - Region of Peel-Public Health Considerations for the Cannabis Retail System
- Appendix IV - Federation of Canadian Municipalities - FCM Submission on Proposed Excise Duty Framework for Cannabis Products

*For further information regarding this report, please contact Dr. Jessica Hopkins, Medical Officer of Health, ext. 2856.*

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*Reviewed in workflow by:*

Financial Support Unit  
Legal Services

**APPENDIX I**  
**IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE**

**Ontario's Recreational Cannabis Legislative Framework and Government Roles**

	<b>Federal Framework</b>	<b>Ontario Framework</b>
<b>Legislation</b>	<ul style="list-style-type: none"> <li>• <b>Bill C-45:</b> An Act respecting cannabis and to amend the Controlled Drugs and Substances Act, the Criminal Code and other Acts (Cannabis Act)</li> <li>• <b>Bill C-46:</b> An Act to amend the Criminal Code (offences relating to conveyances) and to make consequential amendments to other Acts</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Bill 174:</b> An Act to enact the Cannabis Act, 2017, the Ontario Cannabis Retail Corporation Act, 2017 and the Smoke-Free Ontario Act, 2017, amendments to the Highway Traffic Act (Cannabis Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017)</li> </ul>
<b>Minimum Age</b>	<ul style="list-style-type: none"> <li>• 18 years old for purchase, possession and consumption</li> </ul>	<ul style="list-style-type: none"> <li>• 19 years old for purchase, possession and consumption</li> </ul>
<b>Production</b>	<ul style="list-style-type: none"> <li>• Federal licensing regime to standardize production practices for cannabis producers</li> <li>• National “seed-to-sale” tracking system</li> </ul>	<ul style="list-style-type: none"> <li>• Production standards are expected to adhere to federal requirements</li> </ul>
<b>Retail and Distribution</b>	<ul style="list-style-type: none"> <li>• Sets out minimum federal requirements for selling and distributing (e.g., no self-service or selling/distributing through a dispensing device)</li> <li>• Provinces and territories have the authority to decide on a model for retail sale and distribution of cannabis in their respective jurisdictions</li> </ul>	<ul style="list-style-type: none"> <li>• Operated by LCBO subsidiary through the <i>Ontario Cannabis Retail Corporation Act</i></li> <li>• Stand-alone stores to sell cannabis only</li> <li>• 40 stores by July 2018; 80 by July 2019; 150 by 2020 (Locations in Brampton and Mississauga expected by July 2018)</li> <li>• Online sales with safe and secure mail delivery</li> </ul>
<b>Possession</b>	<ul style="list-style-type: none"> <li>• 30 grams per person (18 years and older)</li> <li>• Youth under 18 years old will not face criminal prosecution for possessing up to 5 grams</li> </ul>	<ul style="list-style-type: none"> <li>• 30 grams per person (19 years and older)</li> <li>• Youth under 19 years old are liable to a fine of not more than \$200, or may be referred to / be required to participate in a youth education or prevention program</li> </ul>
<b>Personal Cultivation</b>	<ul style="list-style-type: none"> <li>• Up to 4 plants per household for personal use</li> </ul>	<ul style="list-style-type: none"> <li>• No further provincial restrictions at this stage</li> <li>• Personal cultivation is expected to adhere to federal requirements</li> </ul>
<b>Use in Public Places</b>	<ul style="list-style-type: none"> <li>• <i>Non-Smokers' Health Act</i> will be amended to prohibit cannabis smoking/vaping in federally regulated places and conveyances</li> </ul>	<ul style="list-style-type: none"> <li>• Prohibited: public places, workplaces, vehicles, boats</li> <li>• Proposed exemptions to the above prohibitions (where people can use cannabis): <ul style="list-style-type: none"> <li>○ Designated hotel, motel, and inn rooms</li> <li>○ Vehicles and boats that are used as residences</li> <li>○ Private residences that are also workplaces</li> </ul> </li> <li>• Approaches for permitting places of use are being considered for: <ul style="list-style-type: none"> <li>○ Licensed and regulated cannabis consumption lounges and venues</li> <li>○ Owners/operators of multi-unit dwellings to designate outdoor areas for consumption</li> </ul> </li> </ul>
<b>Product</b>	<ul style="list-style-type: none"> <li>• Sets out industry-wide standards for types of cannabis products, packaging and labeling, standardized serving sizes and potency, prohibiting use of certain ingredients, tracking of cannabis from seed-to-sale</li> </ul>	<ul style="list-style-type: none"> <li>• Product standards are expected to adhere to federal requirements</li> </ul>
<b>Packaging, Labelling and Promotion</b>	<ul style="list-style-type: none"> <li>• Promotion and display prohibited if it could be visible or appealing to those 18 years old and under</li> <li>• Strict rules regarding label information, color options, font, health and safety</li> </ul>	<ul style="list-style-type: none"> <li>• Products for sale are expected to adhere to federal requirements</li> </ul>

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	Federal Framework	Ontario Framework
	labelling, standardized cannabis symbol on product packaging for edibles, and child-proof packaging	
<b>Road Safety</b>	<ul style="list-style-type: none"> <li>• Three new offences for illegal levels of a drug detected in blood within two hours of driving (levels to be set by regulation)</li> <li>• Law enforcement can demand that a driver provide an oral fluid sample and, if required, subsequent drug testing</li> <li>• Penalties range from \$1,000 fine to life imprisonment depending on circumstance</li> </ul>	<ul style="list-style-type: none"> <li>• Drug-impaired driving laws strengthened to: <ul style="list-style-type: none"> <li>○ Enhance existing impaired driving penalties</li> <li>○ Create a zero-tolerance approach for young, novice and commercial drivers</li> </ul> </li> </ul>
<b>Education and Awareness</b>	<ul style="list-style-type: none"> <li>• Investment over 5 years for comprehensive public education and awareness to include: <ul style="list-style-type: none"> <li>○ Factual and evidence-based information on health and safety risks</li> <li>○ Drug-impaired driving</li> <li>○ Social media efforts, advertising and interactive events to engage youth</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Support the federal government’s planned national public awareness campaign</li> <li>• To launch a public information campaign to raise awareness about new cannabis laws</li> </ul>
<b>Taxation</b>	<ul style="list-style-type: none"> <li>• Proposed \$1.00 per gram plus applicable taxes or 10% of retail price (whichever is higher)</li> </ul>	<ul style="list-style-type: none"> <li>• Unknown</li> </ul>

**Government Roles Related to Cannabis Legalization\***

Government of Canada	Government of Ontario	Region of Peel	Local Municipalities
<ul style="list-style-type: none"> <li>• Cannabis production (licensing of suppliers)</li> <li>• Amendments to and defence of criminal law (cannabis legalization)</li> <li>• Taxation/revenue</li> <li>• Public education and awareness</li> <li>• Continued oversight over the medical cannabis system</li> </ul>	<ul style="list-style-type: none"> <li>• Retail and distribution</li> <li>• Amendments to and defence of provincial offences</li> <li>• Taxation/revenue</li> <li>• Rules and parameters regarding places of use</li> <li>• Coordinating enforcement/enforcement training</li> <li>• Public education and awareness</li> <li>• Workplace safety</li> </ul>	<ul style="list-style-type: none"> <li>• Inspection and enforcement (police, possibly public health inspectors)</li> <li>• Public health programming</li> <li>• Ambulance and first responder calls</li> <li>• Public education and awareness</li> <li>• Workplace safety as an employer</li> <li>• Potential by-law development</li> </ul>	<ul style="list-style-type: none"> <li>• Input to Province on siting of retail stores</li> <li>• Potential zoning and licensing/by-law development (e.g. nuisance, places of use)</li> <li>• Inspection and enforcement (by-law officers, fire &amp; emergency services)</li> <li>• Workplace safety as an employer</li> <li>• Municipal courts – POA prosecutions</li> </ul>

\*Table adapted from an analysis by the Association of Municipalities of Ontario



**APPENDIX II****IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE****Medical Cannabis Legislative Framework**

<b>Legislation and Regulation</b>	<i>Controlled Drugs and Substances Act</i> <ul style="list-style-type: none"> <li>• <i>Access to Cannabis for Medical Purposes Regulations (ACMPR)</i></li> </ul>
<b>Authorization for Use</b>	An individual is authorized to use cannabis for medical purposes only if: <ul style="list-style-type: none"> <li>• they ordinarily reside in Canada</li> <li>• they have a medical document by an authorized health care practitioner</li> <li>• they are registered with a licensed producer</li> </ul>
<b>Distribution</b>	Product sent by licenced producer through a secure mail delivery service directly to registered medical user
<b>Possession Limit</b>	An individual must not possess a total quantity of cannabis that exceeds the equivalent of the least of: <ul style="list-style-type: none"> <li>• 30 times the daily quantity of dried cannabis or the equivalent amount if in another form</li> <li>• 150g of dried cannabis or the equivalent amount if in another form</li> </ul>
<b>Places of Use</b>	<b>Provincial legislation pertaining to medical cannabis use:</b> <ul style="list-style-type: none"> <li>• <i>Smoke-Free Ontario Act, 2017</i>, once proclaimed, will prohibit the smoking and vaping of medical cannabis in areas where tobacco smoking is prohibited (e.g., enclosed public places)</li> <li>• Proposed places of use regulations under the <i>Cannabis Act, 2017</i> will place restrictions on where medical cannabis can be used in a form that is not smoked or vaped (e.g., while operating a motor vehicle)</li> </ul>
<b>Production</b>	A licensed producer must comply with the provisions regarding production and exercise appropriate safeguarding measures  Note: At the time of application and upon approval, notification must be provided to the local area government, fire authority and law enforcement in which the site will be/is located.  The City of Mississauga has Medical Marihuana Licensing By-Law 57-15 requiring facilities, which are authorized by Health Canada to operate, to comply with the City's Zoning By-Law, and meet fire, electrical and building codes in order to receive a licence from the city.
<b>Personal Cultivation</b>	Through registration with Health Canada, an individual can produce a limited amount of cannabis or designate someone to produce cannabis for them. The maximum number of cannabis plants an individual can grow and store is determined by the daily amount authorized by an individual's health care practitioner as well as formulas in the regulations. There can be four registrations for cannabis production at the same location.
<b>Product</b>	Only fresh or dried cannabis or cannabis oil or cannabis plants or seeds
<b>Packaging, Labelling and Promotion</b>	Licensed producers must comply with the packaging and labelling requirements set forth by Health Canada

## APPENDIX III IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

### Region of Peel-Public Health Considerations for the Cannabis Retail System

The design of the cannabis retail system can greatly affect population health behaviours and outcomes. While it is acknowledged that retail accessibility is important for addressing the illicit market, this must be balanced with safeguards to protect against harms. Research on alcohol and tobacco control have demonstrated an association between the physical availability of these products (i.e., how easy it is to access through commercial or social outlets) and consumption levels, as well as related harms.<sup>1,2</sup> Similarly, the location of retail outlets in proximity to certain community features, such as sensitive land uses, may influence underage exposure and access.

With the legalization of recreational cannabis, public health focus is on preventing and reducing the prevalence of consumption and cannabis-related harms (e.g., health harms, motor vehicle collisions). In a recent submission to the Province, the Region of Peel-Public Health recommended that the regulatory system for cannabis be health-focused, protective, and informed by the best available evidence. Where research evidence is lacking, a precautionary approach should be used. These principles should also apply to decisions related to retail and distribution.

The Region of Peel-Public Health offers the following considerations for municipal staff as you work with the Provincial government to decide on suitable cannabis retail locations.

#### **Establish distance setbacks from youth-serving facilities**

- Given the shared priority of protecting children and youth across all levels of government, a minimum buffer distance should be established between cannabis retail outlets and youth-serving facilities. The distance requirement should also ensure that future youth-serving facilities are not established near cannabis retail outlets.
- Based on assessments of distances that influence walkability as well as a scan of accessible literature, it is recommended that the minimum buffer distance from youth-serving facilities be set at 500 metres.
- Further to the MOF/LCBO's proposed distance restrictions for schools, youth-serving facilities would also include locations such as public parks, libraries, and child care centres.
- Minimum distance requirements are established across various U.S. jurisdictions that have legalized recreational cannabis. The distances vary and include places where children and youth generally congregate.<sup>3</sup> For example, in Washington, a minimum buffer distance of 1,000 ft. (300 metres) is established for schools, playgrounds, recreation centres, child care centres, public parks, public transit centres, libraries, or any game arcade where admission is not restricted to persons age 21 or older.<sup>4</sup>

#### **Establish setbacks from other substance retail outlets, as well as cannabis retail density limits**

- A minimum buffer distance should also be set between cannabis retail outlets and outlets selling alcohol and tobacco to discourage the co-use of substances.
- The co-use of cannabis with alcohol increases the risks for harm. When used in conjunction, alcohol may increase THC (the compound in cannabis that is most responsible for its psychoactive effects) levels in the blood, thereby increasing

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APPENDIX III  
 IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL  
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the impacts of cannabis on behaviour.<sup>5</sup> This is particularly concerning in the context of driving, in which driving under the influence of both substances increases the risk of a motor vehicle collision compared to either substance on its own.<sup>6</sup>

- Additionally, the concurrent use of cannabis and tobacco may contribute significantly to symptoms of cannabis dependence, as withdrawal symptoms may be more severe from the simultaneous cessation of both substances than each alone.<sup>7</sup>
- Limits should also be established for cannabis retail outlet density within a community (i.e., the number of outlets per geographic area or per population).
  - In the context of substance use, retail outlet density is an important determinant of physical availability. Research studies have shown that communities with higher densities of alcohol retail outlets are more likely to have higher rates of use and alcohol-related problems, such as violence.<sup>1</sup>
  - A similar association has been observed for tobacco retailer density and smoking rates, as well as relapse rates during quit attempts.<sup>2</sup>

Although there are currently no distance setback requirements or density limits for alcohol and tobacco in Ontario, the Region of Peel-Public Health has previously expressed concerns with the increased availability of alcohol over the last few years to the Province, and as well as the need for established requirements or limits in these areas for tobacco to the federal government.

Beyond specific location of cannabis retail outlets, the Province has stated their intention to explore the feasibility and implications of introducing designated establishments for consuming recreational cannabis.<sup>8</sup> It is unclear whether or not these establishments will be permitted to sell cannabis. Due to the potential health risks of exposure to second-hand cannabis smoke and vapour, the introduction of these establishments is not recommended from a public health perspective and Region of Peel-Public Health looks forward to contributing to any future consideration of such establishments.

For further information, please contact Inga Pedra, Advisor, Office of the Medical Officer of Health at [inga.pedra@peelregion.ca](mailto:inga.pedra@peelregion.ca)

APPENDIX III  
 IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL  
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December 7, 2017

The Honourable Bill Morneau, P.C., M.P.  
Minister of Finance  
House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Minister:

**FCM Submission on Proposed Excise Duty Framework  
for Cannabis Products**

On behalf of the Federation of Canadian Municipalities (FCM) and the nearly 2,000 local governments we represent, I welcome this opportunity to contribute to consultations on the proposed excise duty framework for cannabis products.

Municipalities are central partners in the federal government's efforts to fulfill its commitment to legalize and regulate cannabis across Canada. Our cities and communities are where non-medical cannabis will be produced, sold and consumed—and the proposed legislation places municipalities on the front lines of keeping Canadians safe and well served.

With tight timelines, municipalities are moving forward with creating and adjusting by-laws, zoning and business practices that correspond to federal and provincial/territorial (P/T) regulations. Bills C-45 and C-46 signal that municipalities will be responsible for amending, administering and enforcing zoning and density bylaws, along with rules around smoking restrictions, public nuisance, and safety concerns related to building codes. Additional areas of shared responsibility may include enforcement of illegal activity, minimum age of purchase, possession limits, public consumption, retail location rules, home cultivation and public health including public education and prevention.

Municipalities will be preparing the bulk of Canada's police forces to enforce new cannabis rules, alongside increasingly complex new responsibilities that range from cybercrime to border security. Simultaneously, implementing the cannabis regime will require process or capacity changes in up to 17 distinct municipal departments—such as building services, community standards, fire and police services, transit, finance, human resources and customer service.



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From the earliest opportunity, FCM has been clear that municipalities are ready and capable partners in fulfilling this federal commitment to Canadians. We have also been clear that success requires two federal commitments to Canadians' local governments. The first is to engage municipalities as regulatory and financial frameworks are developed at the federal and P/T levels. The second is to develop financial solutions as municipalities confront new costs—start-up and ongoing—to implement, enforce and administer the non-medical cannabis regime.

Engaging municipalities in the design of the Excise Duty Framework for Cannabis Products is an opportunity for the federal government to move forward on both commitments. Local costs must not become a barrier to keeping Canadians safe and well served. This submission outlines how the right excise tax revenue sharing model can form the core of a sustainable solution.

### Cost drivers for local governments

FCM is actively working with member municipalities to estimate the range of costs that will be borne at the local level due to the legalization and regulation of cannabis. Our estimates below are preliminary. FCM will continue to refine these projections—up to and following legalization—based on factors such as outstanding policy decisions at the federal and P/T levels, variations among P/Ts, and emerging best practices for local implementation.

FCM has defined two main cost drivers for local governments: municipal administration and local policing. While the cost centres in these categories can vary somewhat among municipalities, **municipal administration** is intended to capture the following:

- land use (e.g. bylaws and zoning);
- business licensing;
- administrative enforcement (e.g. nuisance complaints related to cultivation and public consumption, enforcement of zoning by-laws, etc.);
- fire prevention (e.g. fire prevention officers, fire inspection for retail and manufacturing/production facilities);
- health and education (e.g. signage, health outcome assessments, harm reduction and prevention);
- legal costs related to legalization and enforcement of illegal activities; and
- public engagement and communications (e.g. public consultations related to zoning).

Estimated costs for **local policing** include capital and operational costs to administer the federal framework in Bills C-45 and C-46 as well as P/T frameworks. Specific costs include:

- additional or new training for drug recognition including Standard Field Sobriety Test (SFST) and Drug Recognition Expert (DRE) training—both start-up and ongoing costs;
- purchase of roadside screening equipment and supplies—both start-up and ongoing costs;
- ongoing enforcement of illegal activities (organized crime, illegal production and distribution) including establishment of illicit-market disruption teams; and

- additional staff and equipment to meet calls for service related to drug impaired traffic stops, seizures and violations, motor vehicle collisions, , road safety enforcement, , and other local policing requirements.

These cost categories may vary from year to year as a result of start-up costs, adjustments to expenditures as requirements are better understood following implementation, additional sections of federal legislation coming into force (e.g. allowing cannabis edibles), and the evolution of provincial and territorial retail models.

**Costs for local governments: preliminary estimates**

FCM has calculated a preliminary range of ongoing annual costs for municipal administration and local policing. This range accounts for variations in the impact of provincial and territorial policing and administrative responsibilities, as well as municipal differences such as geography and local policy choices.

These estimates derive from available data from an urban context, using Canadian and U.S. examples. Rural and remote per-capita costs may be higher, due to the nature of the delivery of rural and remote policing in particular, and geographical considerations in general. This is particularly likely to be the case in northern and remote regions.

This estimated range of policing costs encompasses only local policing responsibilities and assumes these costs are fully paid at the local level. It does not account for federal or P/T policing expenditures or activities related to cannabis legalization that would occur in parallel to local policing. Nor does it account for scenarios where federal and/or P/T governments assume specific responsibilities related to local policing. For instance, policing in the territories is already delivered in large part with limited contributions from the local tax base.

The higher-end cost estimate for policing assumes that training is delivered via currently available training and certification programs based in the United States There is also uncertainty related to the costs of roadside screening equipment: no testing device has yet been approved for Canadian use.

<i><b>Preliminary estimated costs</b></i> <i>(*annual basis, per 500,000 population)</i>		
Municipal administration	Policing	Total
\$0.75–1.5 million*	\$2.25–3.25 million*	\$3–4.75 million*

-4-

These annual per capita costs can be extrapolated to the full Canadian population. This would represent a range of approximately **\$210 to \$335 million** per year in costs incurred by local governments across Canada, assuming costs are relatively similar on a per capita basis.

### **Addressing municipal costs through the Proposed Excise Duty Framework**

FCM recognizes the careful balance that's required to ensure combined federal and provincial taxation does not drive the legal price of cannabis to a point where it cannot reasonably compete with—and ultimately supplant—the illicit market. We therefore appreciate the federal proposal for a coordinated approach.

FCM also recognizes that estimating the annual excise tax revenue generated on cannabis products is challenging. Initial steps to address municipal costs through revenue-sharing will need to evolve as more information about both costs and revenues becomes available over time. FCM is committed to ongoing coordination with member municipalities and data collection to inform future dialogue across all orders of government.

The federal government has proposed a cannabis excise tax revenue-sharing formula with the provinces and territories to support ongoing costs. Given municipalities' central role in administration and enforcement, municipalities should be meaningful participants in these revenue-sharing conversations. This revenue stream can and should address legalization-related costs borne by all orders of government—municipal, provincial, territorial and federal.

To reflect the shared costs and responsibilities of implementing the legalization framework,

**FCM recommends that one-third (33%) of total annual excise tax revenue collected on cannabis sales be allocated to municipal governments to address municipal administration and policing costs.**

An estimate of potential tax revenue released by the Parliamentary Budget Officer (PBO) in November 2016 estimated \$618 million in revenue in 2018, assuming average legal and illicit market prices of \$9.00 per gram. One-third of the estimated revenues, as calculated by the PBO, would provide approximately \$206 million annually to municipalities, which is consistent with the low-end of FCM's preliminary cost estimates.

While it is impossible to determine actual excise tax revenues until the cannabis regime is in place, the costs borne by municipalities will remain. We cannot allow public safety and quality-of-life to depend on the volume of cannabis sales. FCM therefore recommends that the federal government, in partnership with municipalities, explore additional funding mechanisms to support costs incurred by municipalities should excise tax revenues be insufficient and/or costs higher than FCM's preliminary estimates.

FCM recognizes the Budget 2017 commitment of \$81 million over 5 years that is being made available to provinces and territories to support police training and other capacity building related to enforcement. This type of program could be scaled up to better reflect policing costs, start-up and ongoing, particularly where excise tax revenue is lower than anticipated.



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In sum, implementing this federal commitment requires a strong partnership among all orders of government. In this respect, legalizing cannabis is not unlike other national challenges that governments are tackling together, from strengthening core public infrastructure to tackling Canada's housing crisis. What this new challenge offers is a fresh opportunity to innovate—to build a goal-driven inter-governmental partnership that incorporates durable, long-term financial tools from the outset.

Sincerely,



Jenny Gerbasi  
Deputy Mayor, City of Winnipeg  
FCM President

# Implications of The Legalization of Cannabis for Recreational Use



March 29, 2018

Dr. Jessica Hopkins,  
Medical Officer of Health



# Outline

1. Policy Intent
2. Background
3. Legislative Framework
4. Implications
5. Public Health Approach
6. Recommendations
7. Next Steps



# Policy Intent

## Why is Canada legalizing cannabis?

- Current prohibitive approach is not working
  - Canadian youth among top cannabis users in the developed world
  - Criminal records
  - Illicit market and organized crime

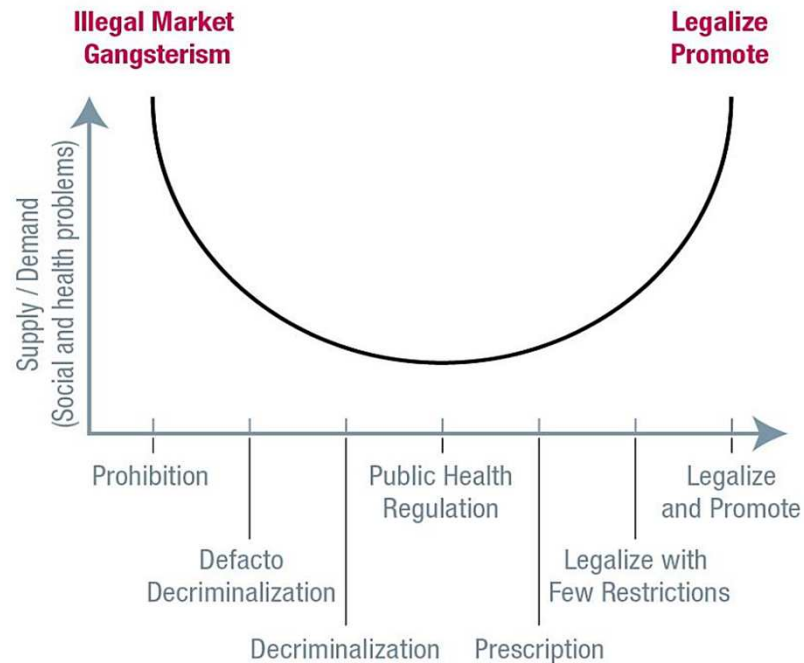
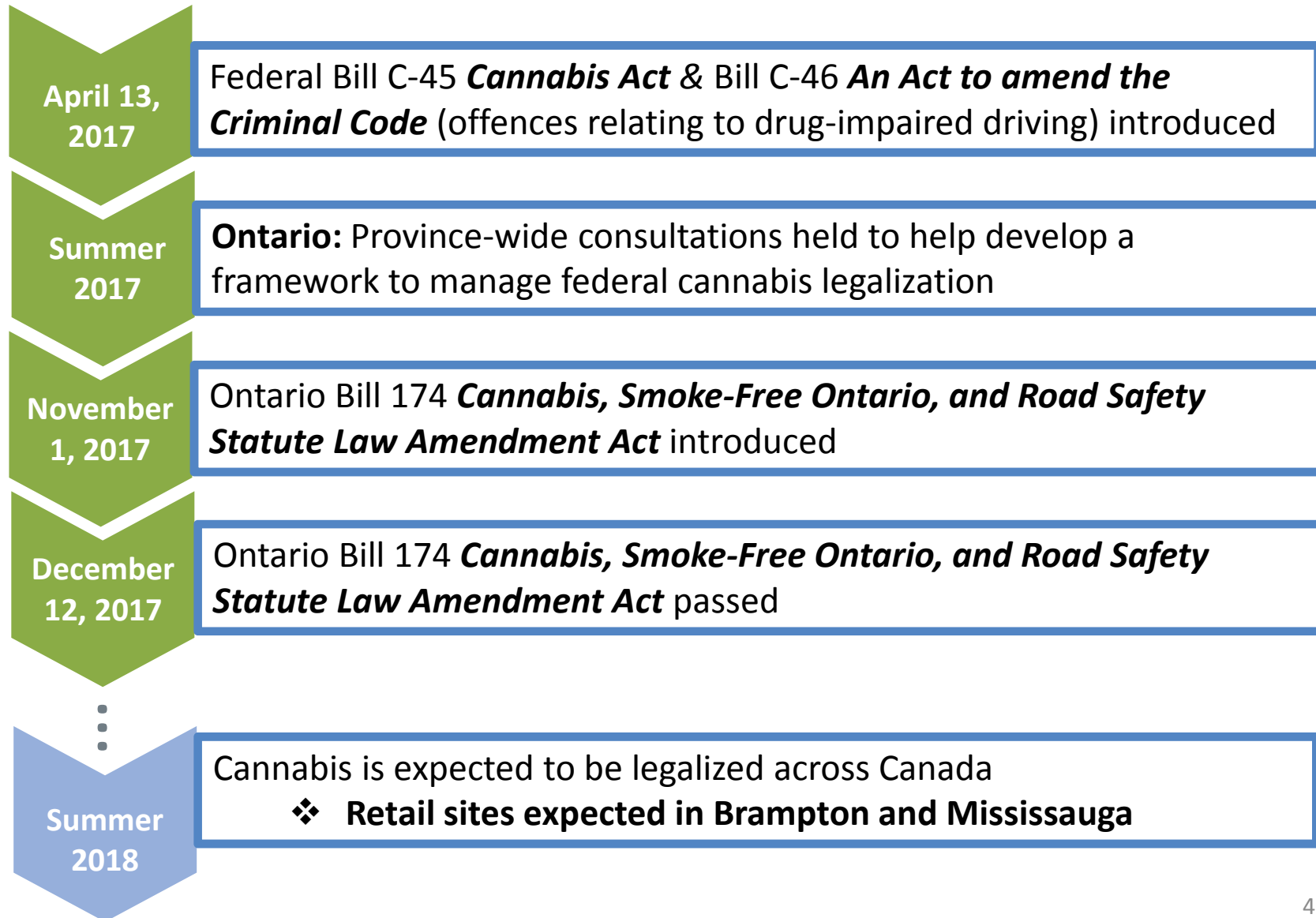


Figure: “The Paradox of Prohibition” – adapted from Marks



# Background: Legalization Timeline



# Background: Cannabis Use

Cannabis is the **most commonly used illegal drug in Canada** and worldwide



## Ontario

- 13% of residents ( $\geq 15$  yrs.) report past-year cannabis use
- 19% of students in grades 7-12 report past-year cannabis use



## Peel

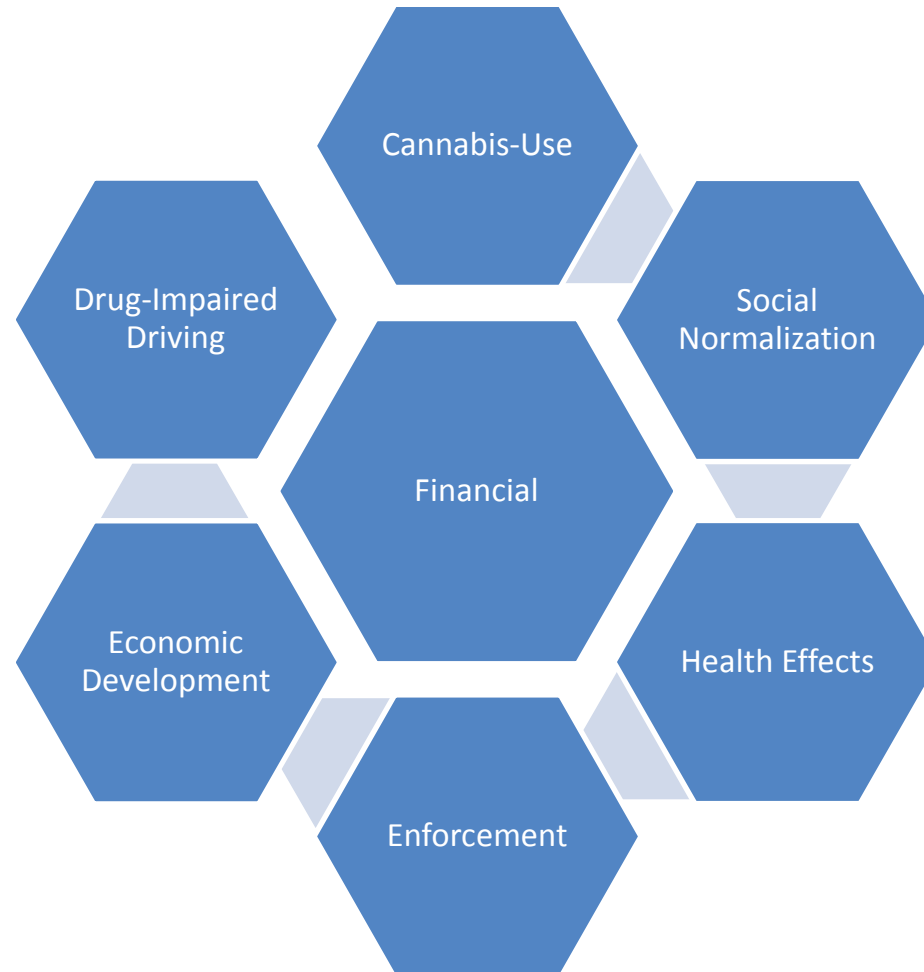
- 8% of residents ( $\geq 12$  yrs.) report past-year cannabis use
- Past year use is higher among:
  - 19 to 29 year olds (23%)
  - Males (11%) compared to females (5%)

# Legislative Framework

## Jurisdictional Responsibilities – Federal, Provincial, Regional/Municipal

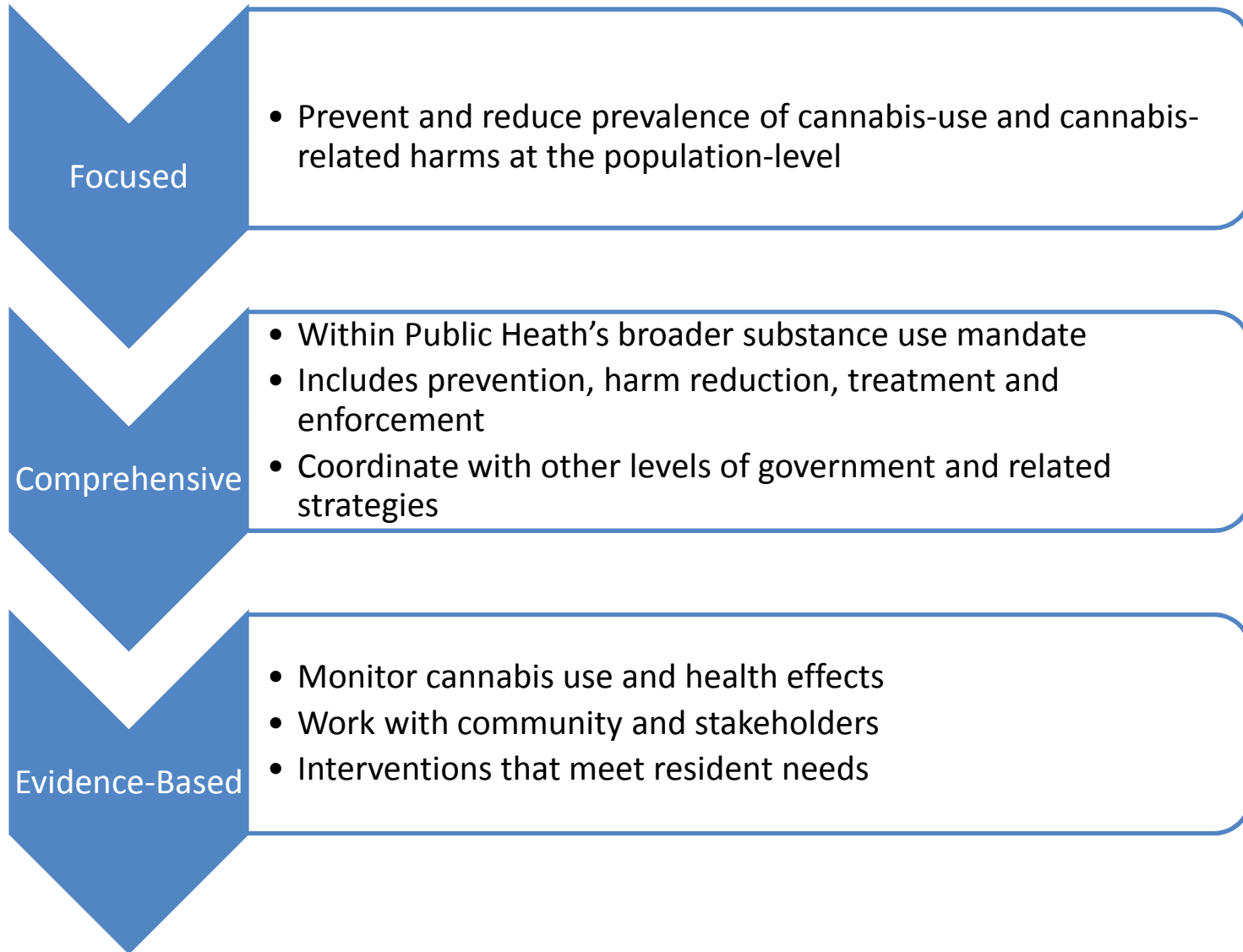
Legislative Framework	Federal Responsibility	Ontario Responsibility	Regional/Municipal Responsibility/Influence
Age Limit	✓	✓	
Retail and Distribution	✓	✓	Influence
Places of Use	✓	✓	Influence
Possession Limits	✓		
Production	✓		
Personal Cultivation	✓	✓	Influence
Land Use and/or Zoning		✓	✓
Road Safety	✓	✓	✓
Regulatory Compliance/Enforcement	✓	✓	✓
Advertisement and Packaging	✓		
Taxation	✓	✓	Influence

# Implications





# Public Health Approach to Cannabis Legalization



# Recommendations

## Action in key areas of interest:

Allocation of funding, resources and supports for new regional / municipal responsibilities

Establishment of formal provincial guidelines regarding siting of cannabis related businesses

Committing to public health and safety considerations as the primary driver for policy decisions

Investment in a system of research, monitoring and evaluation on the health, social and economic outcomes of cannabis legalization

## Next Steps

- ✓ Advocate and influence per Council direction
- ✓ Work with external partners to facilitate a coordinated regional approach to cannabis legalization
- ✓ Monitor actions at the provincial and federal levels
- ✓ Monitor impacts and be responsive to the emerging needs of Peel residents upon legalization
- ✓ Update Council as needed on the progress of cannabis legalization



DATE: March 15, 2018

REPORT TITLE: **MULTI-UNIT HOUSING SMOKE-FREE INITIATIVE**

FROM: Nancy Polsinelli, Commissioner of Health Services  
 Janice Sheehy, Commissioner of Human Services  
 Jessica Hopkins, MD MHScc CCFP FRCPC, Medical Officer of Health

### RECOMMENDATION

**That the Chief Administrative Officer implement a Smoke Free Living Policy for Region of Peel owned and/or operated multi-unit housing properties.**

#### REPORT HIGHLIGHTS

- In February and March 2016, the Peel Living Board and Regional Council approved a recommendation that Health Services and Human Services explore the development of a smoke-free policy. The decision was based on evidence from a 2015 report which demonstrated that smoke-free policies can reduce the health risks linked to drifting second-hand tobacco smoke (SHS) in Multi-Unit Housing (MUH).
- The recreational use of cannabis is currently prohibited in lease agreements as an illegal substance. The *Cannabis Act, 2018* (Bill C-45) is Federal legislation proposed to become effective on or about July 1, 2018 to legalize the recreational use of cannabis.
- The *Cannabis Act, 2017*, is Provincial legislation which will prohibit the recreational use of cannabis in a number of settings but these will not extend to private residences where the recreational use of cannabis will have been effectively legalized at the Federal level and will not be prohibited at the Provincial level.
- Failure by the Region as owner and landlord to prohibit lit cannabis on Regionally-owned MUH properties would in this newly emerging legal environment have the effect of enabling potential health and safety risks linked to second-hand cannabis smoke exposure in MUH.
- On March 1, 2018, the Peel Living Board approved the implementation of a smoke-free policy to prohibit the use of lit tobacco and cannabis (for recreational and medicinal use) inside residential units commencing in 2018, and on the outdoor grounds of MUH properties as part of a future amendment to the Peel Outdoor Smoking by-law. Exemptions to the Policy will be considered on a case-by-case basis.
- Smoke-free MUH is part of a long-term vision to achieve a smoke-free Region. The first phase will be rolled out on July 1, 2018 with the implementation of the Policy in all new leases.
- This policy will apply to the six Regionally-owned social housing buildings which are identified in Appendix I.

## MULTI-UNIT HOUSING SMOKE-FREE INITIATIVE

### DISCUSSION

#### 1. Background

In February and March 2016, the Peel Living Board and Regional Council approved a recommendation that Human Services and Public Health explore the development of a smoke-free policy. A key step included conducting a resident survey. Survey results and a policy recommendation were to be brought back to the Peel Living Board for approval and to Regional Council for endorsement.

#### 2. Smoke-Free Living Initiative

- a) Goal: to create smoke-free living spaces in Regionally-owned MUH properties to protect tenants, visitors and staff from exposure to second-hand smoke.
- b) Inclusions: all six Regionally-owned MUH properties as identified in Appendix I.

#### 3. Evidence to Inform Policy Development

Human Services and Public Health have completed a comprehensive review on smoke-free housing policies in a report titled “Evidence-Informed Policy Development for Smoke-Free Social Housing (2015)”. The review included a search of available literature and a scan of Ontario’s existing smoke-free housing policies. The following conclusions were drawn from the evidence:

- Exposure to SHS is linked to a variety of diseases and to premature death.
- Close to one-third of Ontarians living in MUH are regularly exposed to drifting SHS (e.g., via balconies and ventilation systems).
- Smoke-free policies can lead to improved health outcomes for tenants, reduced insurance premiums for landlords, and increased longevity of the housing stock.
- There are 322 properties in Ontario, across all sectors (non-profits, rentals, co-ops, and condos) that have implemented a smoke-free policy; 187 are from the non-profit sector.

Lessons learned from these existing MUH smoke-free policies will be used to inform the development and implementation of the Smoke-Free Living Initiative.

The available evidence on the health risks associated with cannabis smoke has found an association between cannabis use and an increased risk of respiratory problems. Strong evidence shows that first-hand and second-hand cannabis smoke contain many of the same cancer-causing chemicals as tobacco smoke (Colorado Department of Public Health and Environment, 2016). The evidence on cannabis smoke and its association to cancer, heart attack, stroke, and diabetes is still inconclusive (National Academies of Sciences, Engineering, and Medicine, 2017). This limitation is due to what has continued to be the illegal status of cannabis and some methodological issues in exposure assessment. The research evidence available on the health risks associated with exposure to second-hand cannabis smoke is still growing.

The research findings supported the potential value of implementing a smoke-free policy across the Region’s MUH portfolio.

## MULTI-UNIT HOUSING SMOKE-FREE INITIATIVE

### 4. Resident Survey

On May 8, 2017, the Peel Living Smoking and Tobacco Survey was administered to each MUH household (N=6,679) to understand smoking behaviours and attitudes. The survey was open for one month and achieved a 40 per cent response rate. This represents enough survey responses to make precise estimates based on the study population (i.e., all Peel Living residents aged 16 years and older). Highlights from the survey results are:

- There is strong support (79 per cent) for an indoor smoking ban, including balconies and patios.
- The majority of residents support an outdoor smoking ban on all areas of Peel Living properties (72 per cent).
- Almost half (49 per cent) of residents have “very often, often or sometimes” smelled tobacco smoke drifting into their unit.
- An estimated 8 per cent of residents aged 16 years and older are current smokers.

These survey results demonstrate the extent of SHS exposure in residential units, and that the strong majority of residents are supportive of a smoke-free policy.

### 5. Laws, Rights and Legal Issues

#### ***Residential Tenancies Act, 2006***

Under the *Residential Tenancies Act, 2006*, landlords cannot unilaterally amend lease agreements. A smoke-free policy may be phased in starting with the addition of a no-smoking clause in all new lease agreements. Residents who signed an agreement prior to the adoption of a no-smoking policy will become ‘Grandfather Tenants’. ‘Grandfather Tenants’ may continue to smoke in their units if they choose, but would have the option of voluntarily signing a no-smoking agreement. Peel Living and other Regionally-owned buildings would therefore transition towards a 100 per cent smoke-free end goal in two ways:

- a) As ‘Grandfather Units’ turn over and new tenants sign leases containing a smoke-free clause; or
- b) As ‘Grandfather Tenants’ voluntarily sign a no-smoking agreement.

#### ***Bill C-45 - the Cannabis Act (Canada) and the Cannabis Act, 2017 (Ontario)***

##### Recreational Cannabis

The federal *Cannabis Act*, Bill C-45 is proposed to become law across Canada in July 2018. It will enact and amend Federal legislation including the *Controlled Drugs and Substances Act* and the *Criminal Code*. The Act if enacted as proposed would legalize the recreational use of cannabis. To provide the provincial framework for the federal statute, Ontario, has passed Bill 174, the *Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017*, which received Royal Assent in December 2017. The Ontario legislation (among other things) enacts a Provincial *Cannabis Act, 2017* and amends the *Smoke Free Ontario Act*. Ontario’s *Cannabis Act, 2017* states no person shall consume cannabis in a public place, a workplace, a vehicle or boat, or a place prescribed in

**MULTI-UNIT HOUSING SMOKE-FREE INITIATIVE**

regulations (which are yet to come). There is an exception for medical cannabis use in these places but not for the smoking of lit medical cannabis, which is prohibited in the same way and places as lit tobacco in the related *Smoke-Free Ontario Act* amendments. In summary, smoking recreational cannabis would (like smoking tobacco) not be prohibited in private homes, which would include the units in MUH. The Act does not regulate the purchase of edible cannabis.

Under the current Regional tenancy agreements, cannabis is prohibited in residential units as an illegal substance. Once cannabis is legalized, the lease terms prohibiting illegal substances will no longer affect cannabis and there will be no measure in place to prohibit cannabis smoking in residential units. Staff propose to move towards a ban of lit cannabis in MUH as new leases are entered into or old leases are voluntarily amended, otherwise, risks to health and safety through exposure to second-hand cannabis smoke would not be addressed to the extent that it is legally possible to do so.

***Canadian Charter of Rights and Freedoms, Ontario Human Rights Code, 2017***

Smoking in MUH can be a source of tension when balancing the rights of tenants. ‘The right to smoke’ versus ‘the right to breathe clean air’ is one example of an issue that arises in this context. From a legal perspective, the ‘right to smoke’ is not an absolute right, as there is no statement in the Code or Charter asserting that smoking is a right. The Smoke Free Policy referred to at item 6 below will make provision for the exemptions of tenants who need to smoke cannabis for medical purposes, who have authorization to possess cannabis for this purpose and who have disabilities that prevent them from leaving their unit.

**Canadian Case Law Examples**

Housing providers have been taken to court on issues related to smoking and smoke-free policies. Housing providers have also taken tenants to court on issues related to non-compliance with smoke-free policies. It is important to be aware that court tribunal decisions have typically upheld smoke-free policies in MUH.

See Appendix II for references.

**6. Implementation of a Smoke-Free Policy in Regionally-owned MUH**

A three-phased approach is being proposed to implement the Policy in Regionally-owned properties:

- (1) July 2018: The implementation of a smoke-free policy in all new Region of Peel MUH lease agreements by July 2018 (to align with the proposed legalization of cannabis);
- (2) Early 2019: Offering a voluntary addendum to existing leases for ‘Grandfather Tenants’; and
- (3) Early 2019: An amendment to the Peel Outdoor Smoking By-Law, may include creating smoke-free outdoor grounds on Region of Peel MUH properties.
- (4) In early 2019, a report to update on implementation will be brought forward to Council.

**MULTI-UNIT HOUSING SMOKE-FREE INITIATIVE****7. Risks and Mitigation Strategies**

- Differential treatment: 'New Tenants' and 'Grandfather Tenants' will be subject to different rules around smoking. To mitigate this, communications and change management tactics will be used to manage expectations.
- Staff capacity: Superintendents may experience an increased workload while managing compliance with the new policy. To mitigate this challenge, a clear and efficient enforcement protocol will be developed.

**8. Recommendations**

Human Services and Public Health recommend that Regional Council endorse the implementation of:

- a) A smoke-free policy that prohibits the use of lit cannabis (for recreational and medicinal use) and tobacco inside residential units (including balconies/patios) that is governed by new tenancy agreements by July 2018 to align with the proposed legalization of cannabis. Exemptions to the "Policy" for medicinal cannabis will be considered on a case-by-case basis.
- b) Offering "Grandfather Tenants" the opportunity to sign agreements that incorporate the smoke-free policy into existing leases by early 2019.
- c) Addressing smoking regulations on Region of Peel MUH outdoor grounds through a separate initiative to amend the Peel Outdoor Smoking By-law, making outdoor properties 100 per cent smoke-free.

**9. Next Steps**

- With Regional Council approval, as of July 2018 a smoke-free policy will be implemented in all new lease agreements affecting Regionally-owned MUH. The smoke-free policy will prohibit the use of lit cannabis (for recreational and medicinal use) and lit tobacco inside residential units (including balconies/patios). Exemptions for medical purposes will be considered on a case-by-case basis.
- Region of Peel-Public Health will lead a separate initiative to amend the Peel Outdoor Smoking By-law. An information report on the proposed by-law amendment is scheduled for July 2018.



Nancy Polsinelli, Commissioner of Health Services



Janice Sheehy, Commissioner of Human Services



**MULTI-UNIT HOUSING SMOKE-FREE INITIATIVE**



Jessica Hopkins, MD MHSc CCFP FRCPC, Medical Officer of Health

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

Appendix I – List of Six Applicable Regionally-owned Multi-unit Housing Buildings

Appendix II – References

*For further information regarding this report, please contact Paul Sharma, Director, Chronic Disease and Injury Prevention, Ext. 2013 or via email at [Paul.Sharma@peelregion.ca](mailto:Paul.Sharma@peelregion.ca).*

*Authored By: Julia Ali, Analyst, Research and Policy, CDIP*

Reviewed in workflow by:  
Legal Services

## APPENDIX I MULTI-UNIT HOUSING SMOKE-FREE INITIATIVE

### List of Six Applicable Regionally-owned Multi-Unit Housing Buildings

Building Name	Operator	Street Address	Postal Code	City	Unit Count	Property Type	Property #
<b>ROP OWNED &amp; AGENCY OPERATED</b>							
Norton Lake	Pathways	1155 Queen St E	L6T 4E2	Brampton	* 200 apartments * 56 units for seniors * 36 units with supported services		
Creditvale Mills	Wisma Mega Indah	1535 South Parade Court	L5M 0T7	Mississauga	125 Senior apartments & 125 Family apartment		
<b>ROP OWNED &amp; PEEL LIVING OPERATED</b>							
CHAPELVIEW	Peel Living	16 John Street	L6W 0A4	Brampton	200	Apartment/Seniors	10-204
MILLBROOK PLACE	Peel Living	177 Dundas Street West	L5B 4M5	Mississauga	120 & 43(E)	Apartment/ Seniors	10-200
SNELGROVE PLACE	Peel Living	12065 Hurontario Street	L6Z 0E9	Brampton	94	Seniors	10-209
NANCE HORWOOD PLACE	Peel Living	529 Main Street North	L6X 3C9	Brampton	30	Apartment	10-208

Excludes: Shelters, Group homes, Land and VMD

OPERATIONS AND TENANTY SUPPORT LINE 905-790-7335  
MARKET LINE 905-453-1166

**APPENDIX II  
MULTI-UNIT HOUSING SMOKE-FREE INITIATIVE****References**

Brown, K., Chiefari, A., Ho, T., Shah, I. (2015). *Evidence-Informed Policy Development for Smoke-Free Social Housing*. Region of Peel.

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Legislative Assembly of Ontario. (2017, November 1). *Bill 174, Cannabis, Smoke-Free Ontario, and Road Safety Statute Law Amendment Act, 2017*. Retrieved from [http://www.ontla.on.ca/web/bills/bills\\_detail.do?locale=en&Intranet=&BillID=5276#Sched16](http://www.ontla.on.ca/web/bills/bills_detail.do?locale=en&Intranet=&BillID=5276#Sched16)

National Academies of Sciences, Engineering, and Medicine. (January 2017). *The Health Effects of Cannabis and Cannabinoids: The Current State of Evidence and Recommendations for Research*. Washington, DC: The National Academies Press.

**From:** Irene Ostrowski <[IOstrowski@amo.on.ca](mailto:IOstrowski@amo.on.ca)>  
**Date:** February 21, 2018 at 10:17:58 AM EST  
**To:**  
**Subject:** Hospital Funding and Planning

**RECEIVED**  
**February 21, 2018**  
REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

Hello Members of AMO's Health Task Force:

Please find attached a letter that was sent to Minister Hoskins on Thursday 15 February 2018 regarding Hospital Funding and Planning.

Thank you,

Irene

Irene Ostrowski  
Administrative Assistant – Policy  
Association of Municipalities of Ontario  
801 – 200 University Avenue  
Toronto, Ontario M5H 3C6  
Phone: 416-971-9856 ext. 308  
Toll Free: 1-877-426-6527  
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E-mail: [iostrowski@amo.on.ca](mailto:iostrowski@amo.on.ca)

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_

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Sent by e-mail: [Eric.Hoskins@Ontario.ca](mailto:Eric.Hoskins@Ontario.ca)

February 15, 2018

The Honourable Dr. Eric Hoskins  
Minister of Health and Long-Term Care  
Hepburn Block, 10th Floor  
80 Grosvenor Street  
Toronto, Ontario M7A 2C4

Dear Minister Hoskins:

I am writing you today concerning funding and community planning for hospitals. AMO's Health Task Force and the Board of Directors have considered the matter, and feel that a government-to-government dialogue on the municipal role in relation to hospitals is needed, and long overdue.

Community residents are increasingly looking toward their local councils to represent their interests on a broad range of health issues to both the Province and institutions, such as hospitals and the Local Health Integration Networks (LHINs) that fund them. Municipal governments are not currently directly involved in governance, planning and funding decisions for hospitals and health care service delivery; however, we are asking that this change.

There are a range of issues to consider and much to discuss. For example, municipal governments are facing challenges raising sufficient funding for hospital capital costs, leading to barriers to expanding existing hospitals, opening new ones, and conducting necessary repairs and renovations. Although many municipal governments have previously committed significant funds for hospital renovations and new construction, most Ontario municipalities are not able to make similar commitments given other competing fiscal challenges. There is also the issue of whether residents in unincorporated territories are paying their fair share along with other municipal residents. It is not appropriate that municipal governments are put in a position to pay for hospital capital contributions since health care is an area of provincial jurisdiction and responsibility.

Other challenges exist. Some recent decisions on new hospital capital builds have had little regard for land use planning legislation and accepted policies and practices when selecting a location. Municipal governments are well positioned to provide expertise on these matters. Hospital services are also of concern to residents. Many medium and medium-large sized hospitals are facing challenges due to insufficient operational funding, leading to cuts in services and, in some cases, staffing. Despite recent budget

increases, challenges with the funding formula remain and many hospitals are still operating in deficit. In other communities, there are insufficient beds to serve the community. It is appreciated that the government is taking action to address some of these issues; however, more can be done in our estimation.

AMO is currently developing a policy paper on health covering a broad range of topics from hospitals to physician recruitment to opioids and municipally delivered cost-shared services like public health, emergency services, and long-term care. The paper will be circulated to your Ministry which should hopefully serve as a foundation for a broader discussion about health for Ontarians.

In the interim, AMO has a number of recommendations related to hospitals for the Province to consider. These are outlined in the Appendix included with this letter.

My colleagues on AMO's Board and I look forward to meeting with you to start a discussion on hospital funding and planning, and the municipal role in health care.

Sincerely,



Lynn Dollin  
AMO President

cc: The Honourable Bill Mauro, Minister of Municipal Affairs  
Dr. Bob Bell, Deputy Minister, Ministry of Health and Long-Term Care  
Nancy Naylor, Associate Deputy Minister, Ministry of Health and Long-Term Care  
Mark Taylor, Deputy Mayor and Councillor, City of Ottawa and Chair of AMO's Health Task Force  
Graydon Smith, Mayor Town of Bracebridge and Vice-Chair of AMO's Health Task Force

## Appendix

In order to strengthen and improve community planning and funding decisions for Ontario's Hospitals, AMO calls on the Province of Ontario to:

- mandate a municipal voice into health care service planning and decision-making by the Local Health Integration Networks (LHINs);
- reform the funding formula to ensure that base funding provided to hospitals recognizes the diverse models for hospital operations including small, rural, and multi-site hospitals;
- tie provincial base hospital operational funding at least to inflation annually;
- provide adequate capital and operational funding to hospitals to support the services that residents need in their communities;
- removing, or at very least capping, the community portion of major capital projects such as new hospital builds;
- ensuring that the capital planning process for hospitals leverages the significant investments in existing or planned local infrastructure;
- respect the importance of municipal plans and policies;
- recognize key factors such as land use planning, community economic impacts, the ability to raise funds, operational and cost impacts of long-term plans for hospitals, and the direct impact on local health care providers;
- contract third party operators, not municipal ambulances, to provide inter-facility transfer services throughout the province and only in circumstances when there is no other alternative shall an ambulance be used, with the LHIN providing payment for full cost recovery of the cost of the service;
- direct the Ministry to develop a strategy and incentives to support physician and other health care professional recruitment to underserved areas of the province that do not rely on or require municipal contributions; and,
- facilitate the enhancement and creation of more Family Health Teams in hospitals, especially in rural and northern areas.

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**ITEMS RELATED TO  
HUMAN SERVICES**

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**For information**


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DATE: March 20, 2018

REPORT TITLE: **COMMUNITY HUBS DEVELOPMENT UPDATE**

FROM: Janice Sheehy, Commissioner of Human Services

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**OBJECTIVE**

To provide Regional Council with a Community Hubs Development update.

**REPORT HIGHLIGHTS**

- The Community Hubs Development Plan outlines the Region of Peel's role in community hub development through the provision of dedicated supports to community agencies and alignment of cross-departmental service plans.
- A review of municipal best practices indicates that successful community hubs are developed through linking internal resources, building strong partnerships and coordinating priorities.
- Community groups interested in establishing community hubs in Peel will be supported through the Peel Community Hub Development Standards which include:
  - i) Evidence Informed Needs Analysis; ii) Strong Partnerships with Shared Vision;
  - iii) Strong Business Planning; and, iv) Integrated Service Delivery.
- Community groups will be supported through the phases of hub development, such as: conducting needs assessments, exploring surplus infrastructure and writing grant applications.

**DISCUSSION**
**1. Background**

On October 12, 2017, Regional Council endorsed the "*Community Hubs Planning Framework*" report (Resolution 2017-809) and directed staff to report back with a review of best practices and a plan for the Region of Peel's active role in community hub development. Similarly, during the endorsement of the Peel Food Charter on November 9, 2017 (Resolution 2017-885), Regional Council directed staff to consult with our school board partners to actively pursue opportunities to have community hubs that offer human services.

The endorsed Community Hubs Planning Framework included three actions:

- Inform service planning through the Neighbourhood Information Tool.
- Support business planning through the Community Hub Development Fund.
- Promote integration and coordinated service planning through a local Community Hub Network.

## COMMUNITY HUBS DEVELOPMENT UPDATE

### 2. Municipal Jurisdictional Scan and Best Practices

Staff conducted a jurisdictional scan of the City of Toronto, Region of York, Region of Waterloo and Region of Halton. The scan also reviewed other international hub frameworks in the United Kingdom and Australia for best practices.

Research demonstrates that most municipalities support hub development through a local lens, whereby, each hub model is developed and assessed based on available resources within individual neighbourhoods. The following factors were identified as requirements for sustainable community hub development:

- Projects should be collectively reviewed across all departments of a municipality to ensure that opportunities for collaboration are maximized.
- Support is based on alignment to municipal priorities which drive significant infrastructure investment.
- Municipalities generally support community agencies with hub development through data analysis, planning tools, human resources and infrastructure.
- Sustainability is tied to major funding and strong partnership between stakeholders (e.g. Government, School Boards, United Way, Local Health Integration Networks).

On October 12, 2017, Regional Council supported the local development of a Community Hub Network to facilitate collaborative service planning across jurisdictional boundaries with key stakeholders. Initial meetings with the Peel District School Board and the Dufferin-Peel Catholic District School Board have identified opportunities for available space (on a cost recovery basis), shared data, planning and collaboration. Additional stakeholders will be engaged as the Network is developed.

### 3. Peel Community Hub Development Standards

The Community Hubs Development Plan (The Plan) is based on the Province of Ontario's definition of a community hub which states, "*Community hubs provide a central access point for a range of needed health and social services, along with cultural, recreational, and green spaces to nourish community life.*" The Plan outlines the following standards that ensure strong and sustainable community hub development in Peel:

- Evidence-informed community needs;
- Strong partnerships with a shared vision, priorities and outcomes;
- Strong business planning that includes established governance, financial models and a mixture of services; and,
- Integrated service delivery that builds upon the resources and expertise of partners.

These standards act as the foundation for the actions outlined in the Community Hubs Development Plan (see Appendix I – Community Hubs Development Plan).

## COMMUNITY HUBS DEVELOPMENT UPDATE

### 4. Community Hubs Development Plan

The Plan builds upon the Community Hubs Planning Framework, endorsed by Regional Council last October, to ensure a stronger leadership role with increased supports to community groups:

#### a) Community Hubs Resources

In recognizing the resource limitations of non-profits and community groups, specialized assistance will be offered to community groups to work through the phases of hub development. As such, staff will collaborate with the community to write grant applications, set goals, establish strong governance models, expand partnerships, determine service options, explore surplus infrastructure, identify resources and leverage non-regional funding sources.

#### b) Cross-Departmental Planning Opportunities

In the role of system coordination and management for Health and Human Services, there is an opportunity to demonstrate leadership through joint system planning. A collaborative approach to cross-departmental service plans will identify opportunities for innovative solutions to create a *Community for Life*. Through the Early Years and Child Care Plan, the renewal of the Peel Housing and Homelessness Plan, and the creation of a Housing Master Plan, there will be possibilities to co-ordinate infrastructure plans to support broader community needs such as health services; early years and child care (potential EarlyOn Centres), and housing supports. These opportunities could include community hub service models that are managed and operated by community agencies.

#### c) Community Hub Funding

The Plan builds upon the Human Services Revolving Capital Loan, which provides access to a flexible source of capital funding that can be used in combination with more conventional sources. This loan program supports the standards and actions of the Plan. Currently, \$600,000 is available for reallocation and will be promoted as a resource for hub development. This funding can be used in conjunction with the new \$150,000 Community Hub Development Fund approved by Regional Council, through the 2018 budget process. The fund is available to community groups to assist in the development of comprehensive hub business plans. The intention of the fund is to ensure local hub development is strong and successful in leveraging other sustainable funding sources. The Community Hub Development Fund will be open by summer 2018 to accept applications from eligible groups.

### 5. Resources Required to Support the Community Hubs Development Plan

To implement the Community Hubs Development Plan, temporary staffing resources will be utilized in 2018, funded from within the existing Human Services Budget. Responsibilities of these positions are as follows:

- Develop and leverage partnerships through the Community Hub Network.
- Provide and develop processes to utilize the Neighbourhood Information Tool and data sources for evidence informed planning.

**COMMUNITY HUBS DEVELOPMENT UPDATE**

- Facilitate grant writing workshops and collaborate with agencies through various stages of community hub development.
- Manage the Community Hub Development Fund applications.
- Coordinate planning between different agencies and funders involved with developing community hubs to limit service duplication.
- Create opportunities for local hub knowledge exchange and professional development through conferences, best practices guides and other hands-on tools.
- Work with internal departments to coordinate planning and identify projects that could include a community hub model.
- Develop an evaluation framework.

**RISK CONSIDERATIONS**

The Community Hubs Development Plan is designed to support community agencies to have the appropriate supports and resources to develop and implement strong community hubs. The community's challenge in developing effective integrated service models, may positively impact the level of funding allocated to Peel and the overall success and stability of hub service models. The Region of Peel has a unique opportunity to collaborate on community hub planning through Regional service plans.

**FINANCIAL IMPLICATIONS**

There are no additional financial implications associated with the Community Hubs Development Plan. The \$150,000 already approved through the 2018 Human Services budget will be used to invest in hub planning in the community.

Implementation of the Community Hubs Development Plan will require temporary staffing, funded from with the existing 2018 Human Services Budget. Management will evaluate the ongoing and permanent staffing requirements for this initiative, and will request the necessary resources as part of the 2019 budget.

**COMMUNITY HUBS DEVELOPMENT UPDATE**

**CONCLUSION**

The Community Hubs Development Plan provides an opportunity for the Region to demonstrate its vision of a *Community for Life* through leadership and innovation. The Plan reinforces the value of building upon existing opportunities to work collaboratively for the benefit of stronger neighbourhoods in Peel.



Janice Sheehy, Commissioner of Human Services

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

Appendix I - Community Hubs Development Plan

*For further information regarding this report, please contact Sonia Pace, Director, Community Partnerships, [sonia.pace@peelregion.ca](mailto:sonia.pace@peelregion.ca), extension 3807.*

*Authored By: Debbie Robb and Violette Geadah, Community Partnerships, Human Services*

*Reviewed in workflow by:*

Financial Support Unit

## APPENDIX I COMMUNITY HUBS DEVELOPMENT UPDATE

### Community Hubs Development Plan

**Objective:** To support the development of integrated hubs in Peel by collaborating with community agencies to achieve the standards for strong hub development. To identify innovative service models aligned with Regional service plans.

#### Peel Community Hub Development Standards

<p><b>Evidence-Informed Needs</b> of the Community</p>	<p><b>Strong Partnerships</b> with a <b>Shared Vision, Priorities</b> and <b>Outcomes</b></p>	<p><b>Strong Business Planning</b> that includes established governance, financial models and a mixture of services</p>	<p><b>Integrated Service Delivery</b> that builds upon the resources and expertise of partners</p>
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#### Community Hub Development Actions

<ul style="list-style-type: none"> <li>Support community agencies to utilize the <b>Neighbourhood Information Tool</b> and other data resources to inform priorities</li> <li>Define <b>community needs</b> and <b>set priorities</b> for hub development opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Develop the <b>Community Hub Network</b> to integrate and coordinate services, support planning and identify funding resources</li> <li>Support community agencies with staff <b>facilitated priority and outcome setting discussions</b></li> <li><b>Connect community hub projects and partners</b> that can benefit each other's mandates</li> </ul>	<ul style="list-style-type: none"> <li>Provide the <b>Community Hub Development Fund</b> to support the development of comprehensive hub business plans</li> <li>Build upon local expertise by creating <b>opportunities for knowledge exchange and resource sharing</b></li> <li>Build upon the <b>Provincial Community Hubs website and resources</b></li> <li><b>Collaborate</b> with community groups through the phases of local hub development and determine the right mix of service models</li> </ul>	<ul style="list-style-type: none"> <li><b>Identify cross-departmental planning opportunities</b> that lead to collaborative and innovative service delivery models</li> <li>Leverage Regional projects that could include <b>community hub models directly operated by community agencies</b></li> <li>Provide the <b>Human Services Revolving Capital Loan program</b></li> </ul>
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DATE: March 21, 2018

REPORT TITLE: **PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

FROM: Janice Sheehy, Commissioner of Human Services  
Janette Smith, Commissioner of Public Works

## RECOMMENDATION

**That the targets and revised plan contained in the report entitled, “Peel Housing and Homelessness: Needs Assessment, Targets and Revised Plan”, be endorsed;**

**And further, that the needs assessment and targets inform the Region of Peel’s 2018 Housing Strategy thereby fulfilling the requirements of the Growth Plan for the Greater Golden Horseshoe (2017);**

**And further, that a copy of the Peel Housing and Homelessness Plan (2018-2028): Home For All, be forwarded to the Ministry of Housing as the Service Manager’s updated Housing and Homelessness Plan for Peel for 2018-2028, as required by the *Housing Services Act, 2011*;**

**And further, that a copy of the subject report and plan be forwarded to the Cities of Brampton and Mississauga and the Town of Caledon, for their information.**

## REPORT HIGHLIGHTS

- Changes and persistent challenges within the housing system support the timing of a legislated requirement to develop a revised Housing Strategy consistent with the 2017 Growth Plan, and a review of the Peel Housing and Homelessness Plan (PHHP).
- Based on an assessment of need across the entire housing continuum, new Official Plan Affordable Housing Targets are proposed that aim to address housing needs associated with growth in the Region.
- A new PHHP 2018-2028 is presented that includes strategies and actions designed to create greater impact and better value.
- The new plan identifies the need to continue focusing resources on programs for low income households, but also identifies a role in supporting the market to meet the housing needs of middle income households, through various tools and incentives.
- The new plan includes five key strategies:
  - Transform the delivery of programming through creation of a new service model to work towards preventing homelessness, diverting people from shelters and matching people with the right services;
  - Increase the capacity for affordable housing development and reduce the costs of development;
  - Encourage the market to produce purpose built rental and affordable home ownership through a targeted program of tools and incentives;
  - Maintain existing social and affordable housing stock and leverage existing private stock to create more and varied affordable housing options; and,

## PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN

- Expand the supply of supportive housing and supports provided to existing tenants.
- Detailed actions are described in Appendix II and in the short-term, include presentation of an initiative on anti-human trafficking, a new approach to affordable housing development, a modest program of incentives and tools to support the development of affordable rental and home ownership housing and the draft housing Regional Official Plan Amendment, which will consider the 10-year Affordable Housing Targets and strategies.
- Subject to the endorsement of Regional Council today, separate reports on the various initiatives outlining detailed financial implications, will be brought forward requesting approval to proceed.

### DISCUSSION

#### 1. Background

As a result of the 2006 Growth Plan for the Greater Golden Horseshoe (Growth Plan), a Regional Housing Strategy was developed in 2010 which informed the creation of the 2014-2024 Peel Housing and Homelessness Plan. The 2017 Growth Plan defines additional requirements for the Region of Peel such as alignment with Provincial growth allocations, meeting density and intensification targets, development of a Housing Strategy, establishing targets for affordable home ownership and rental, and identifying land use planning and financial tools to support targets. There is also a requirement for the Housing Strategy to align with the housing and homelessness plans required under the *Housing Services Act, 2011*.

The Region of Peel is the Service Manager for the Housing and Homelessness system in Peel. As Service Manager, the Region is responsible for understanding the need for emergency, transitional and affordable housing within our community and developing a housing and homelessness plan to respond to those needs. Regional Council approved Peel's first Housing and Homelessness Plan in November 2013. The Region is mandated to update its housing and homelessness plan every 5 years.

Given the interconnectedness of the Housing Strategy required as part of the 2017 Growth Plan and the Peel Housing and Homelessness Plan, it is appropriate that they should be renewed together and in tandem. A common process was created to meet the requirements of both the 2017 Growth Plan and the *Housing Services Act, 2011*. The purpose of this report is to present the results of the needs assessment to Council, seek endorsement for the new Regional Official Plan Affordable Housing Targets, as well as the outcomes, strategies and actions for the new Peel Housing and Homelessness Plan.

#### 2. Approach

In preparation for the updated plan, four initial tasks were undertaken: conducting a Housing Needs Assessment, developing outcomes and targets, identifying roles and responsibilities, and performing an analysis of land-use planning tools and financial incentives for affordable housing development. SHS Consulting was engaged to review relevant studies, analyze data from a variety of sources and conduct a series of workshops with community agencies, housing stakeholders, staff from the local municipalities and Region of Peel staff.

This work was designed to fulfill several legislative requirements. As noted above, it is a required input to develop a Housing Strategy as part of the 2017 Growth Plan. This work is

**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

also an input into the Peel 2041 Regional Official Plan Review and will inform a future Regional Official Plan Amendment to revise housing policies. The Needs Assessment is designed to fulfill the proposed Planning Act requirement to develop a municipal assessment report that is contained in the *Promoting Affordable Housing Act, 2016*, also known as Bill 7, which introduces enabling legislation for municipalities to enact Inclusionary Zoning official plan policies and by-laws, once regulations have been finalized.

The process also included reviews of planning documents from local municipalities including Making Room for the Middle: A Housing Strategy for Mississauga. The plan's findings and proposed actions informed the development of the Housing Needs Assessment and strategies in the revised Peel Housing and Homelessness Plan. Regional staff has also worked with the City of Brampton and the Town of Caledon on their current housing work that is underway.

**3. Summary of Needs Assessment**

The Housing Needs Assessment was completed for emergency, transitional, supportive and affordable market housing. The assessment was developed based on Census and other data inputs, research and analysis, and feedback from targeted consultation. Additional 2016 Census data is being obtained and will be incorporated into this work. The assessment confirmed growing levels of unmet need for emergency shelter, affordable housing for low and middle income households and for supportive housing.

Census data was analyzed using deciles (the population as divided into 10 equal parts) with low income households representing deciles one to three and middle income households representing deciles four to six. The largest gap exists for low-income households or households that earn \$57,421 per year or less. Seventy per cent (70%) of these households (just over 90,000 households in Peel) cannot secure housing that costs less than 30 per cent (30%) of their income. A relatively smaller gap exists for middle income households. Twenty-nine per cent (29%) of these households, defined as households that earn \$57,422 - \$103,345 per year, cannot secure housing that is affordable. The existing supply of supportive housing meets just 50 per cent (50%) of the demand for this housing type. Emergency shelters, which serve a smaller population, are often in overflow. A summary of the needs assessment is captured in Chart 1 below.

The needs assessment noted some gaps in emergency and transitional housing for several groups. It highlighted the needs of youth for emergency shelter and transitional housing as well as the family shelter functioning in overflow. Victims of Human Trafficking are also noted as a group whose needs are not currently being met.

**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

**Chart 1 – Affordable Housing Needs Assessment Summary**

	Emergency / Temporary Housing	Affordable Permanent Housing		
		Low Income (Households with earnings of \$57,421 or less)	Middle Income (Households with earnings of \$57,422 – 103,345)	Supportive
Who they are	Households / persons without permanent housing	129,054 households in 2016 (income deciles 1 – 3)	129,054* households in 2016 (income deciles 4 – 6) <i>*as figures represent 3 deciles they are the same for low income and middle income</i>	Households / persons with need for permanent supportive housing
What is the need	26.9% shelter use increase: <ul style="list-style-type: none"> <li>Shelters at capacity</li> <li>Insufficient beds for Victims of Family Violence and no beds for Victims of Human Trafficking</li> <li>Lack of upfront diversion / prevention</li> <li>Lack of transitional support for Youth / Victims of Family Violence</li> </ul>	70% of households cannot find affordable housing: <ul style="list-style-type: none"> <li>Larger households</li> <li>Multiple family households</li> <li>Couples with children / lone parents</li> <li>Immigrant households</li> <li>Youth households</li> <li>Seniors</li> <li>Persons living alone</li> <li>2 or more unrelated people living together</li> <li>People with a disability</li> </ul>	29% of households cannot find affordable housing: <ul style="list-style-type: none"> <li>Homeowners</li> <li>Larger households</li> <li>Couples with children</li> <li>Multiple family households</li> <li>Immigrant households</li> </ul>	50% of demand unmet: <ul style="list-style-type: none"> <li>Mental Illness (4 times more people on waitlist than units)</li> <li>Physical disabilities</li> <li>Acquired brain Injury</li> <li>Intellectual disabilities</li> <li>Autism spectrum</li> <li>Frail health</li> <li>Substance abuse - addictions</li> </ul>
Type of housing required	<ul style="list-style-type: none"> <li>Safe, stable temporary housing to address immediate needs</li> <li>Quicker access to permanent housing</li> <li>Transitional units for youth and Victims of Family Violence</li> </ul>	<ul style="list-style-type: none"> <li>Rental housing which costs \$1,259 or less per month*</li> <li>Home ownership no more than \$228,389**</li> <li>1 and 2 bedroom units for smaller households</li> <li>3+ bedroom units for larger households</li> </ul>	<ul style="list-style-type: none"> <li>Rental housing which costs no more than \$2,584 per month*</li> <li>Home ownership which costs no more than \$411,047**</li> <li>Units with 3+ bedrooms for larger households</li> </ul>	<ul style="list-style-type: none"> <li>Affordable supportive Housing units</li> </ul>

\* based on 30% of monthly estimated average household income (2016) for households within this earnings segment and other housing cost factors

\*\* based on 30% of maximum expenditure on ownership housing for households within this earnings segment

**4. Regional Official Plan Affordable Housing Targets**

Findings from the Housing Needs Assessment point to the requirement to update the existing Annual Minimum New Housing Unit Targets in the Regional Official Plan. The proposed targets focus on addressing housing needs associated with future growth as outlined in the 2017 Growth Plan, and are the foundation for a planned Regional Official Plan Amendment. In terms of an upcoming process, the draft housing Regional Official Plan Amendment will be brought forward to Council for consideration as part of the 2041 Regional Official Plan Review, followed by formal and information consultation, prior to final Council adoption and Provincial approval. Once finalized, the targets will serve as a guide for implementing Provincial, Regional and municipal policies. Progress toward the targets requires participation and investment from the private sector, all levels of government and the non-profit housing sector. The targets are not, however, an attempt to capture the number of units necessary to address current need as reflected in the number of people staying in emergency shelters or on the Centralized Wait List, due to the limitations of using this data as a representation of true community need (i.e. duplication of names on multiple

## PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN

municipal waiting lists, applicants on the list who are already in receipt of housing subsidy, etc.).

The Region's growth management work is informed by Provincial direction, including the 2017 Growth Plan forecasts. This work forecasts that on average, approximately 7,500 residential units will be created each year. Of these, it is recommended that annually 2,000 units be affordable to households with annual incomes of less than \$103,345 (household incomes in the first six income deciles). The number of affordable units recommended is based on current data regarding the percentage of households experiencing housing affordability issues. Of the 2,000 units, it is further recommended that 1,000 units be targeted to middle-income households with incomes between \$57,422 and \$103,345 per year (deciles 4 - 6), with the remaining 1,000 units targeted to households with incomes of \$57,421 or less (deciles 1 - 3). These units can be further broken down annually to 30 shelter and transitional units, 200 supportive housing units and 770 affordable units (predominantly rental, with some home ownership). The targets, which are detailed by local municipality, can be found in Appendix I. The Region has recently established an annual program to measure and monitor new housing units in Peel against the targets contained in the Regional Official Plan. Results of this work were incorporated into the Regional Official Plan: Measuring and Monitoring Report received by Council at its February 8<sup>th</sup> meeting.

### 5. New Peel Housing and Homelessness Plan (2018-2028): Home for All

During the past term of Council, increasing affordable housing has been a priority. While progress has been made through policy changes, additional housing stock and rent supplements, expanded programming for the homeless population and the addition of 40 new temporary shelter beds for homeless youth, concerns about homelessness and the lack of affordable housing remain. There continues to be a growing gap between supply and demand for affordable housing as noted in the Housing Needs Assessment summary above. Some of the challenges in addressing the gap can be attributed to the following:

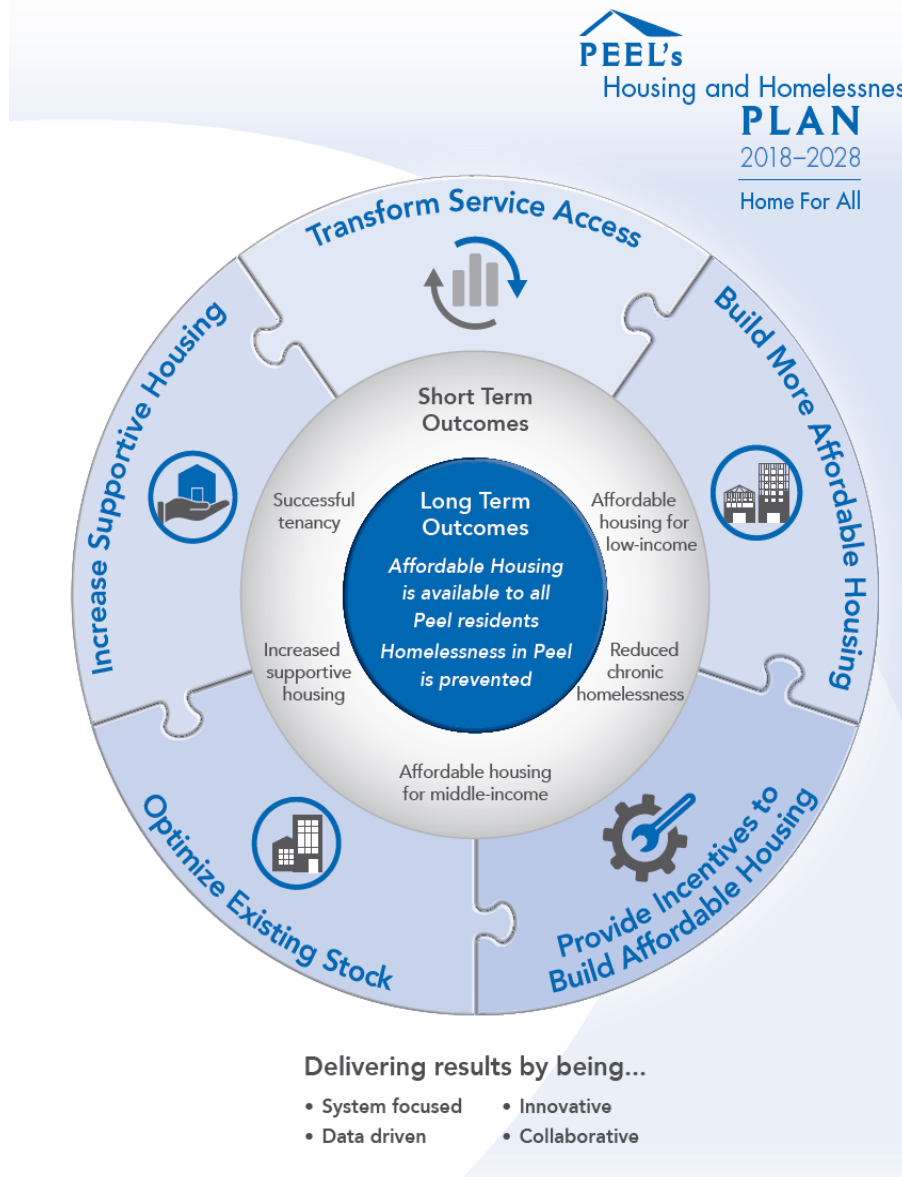
- Between 2011-2016, Peel's population grew by 6.5%.
- Between 2011-2016, the number of households living with low income grew by 8%.
- The residential rental vacancy rate fell to 1% in 2017, down from 1.4% in 2016 (compared to a healthy vacancy rate of 3%).
- Average market rent increased by 3% from \$1,175 in 2015 to \$1,211 in 2016.
- Average resale home price in Peel Region remained one of the highest at \$722,428, up 17.2 per cent from the previous year. Only 31% of new ownership housing stock created in Peel by the private market between 2011 to 2016 was affordable for middle and low income families.

Governments at all levels in Canada are recognizing and responding to these persistent and growing challenges. The Federal government released its National Housing Strategy in November 2017, signaling a renewed commitment to affordable housing. The Provincial government unveiled a number of policy initiatives (including the Long-Term Affordable Housing Strategy Update and the Fair Housing Plan) intended to slow rising house prices and give municipalities and Service Managers additional tools to support the development of affordable housing. This, along with the current work of the local municipalities in addressing affordable housing, has resulted in a timely opportunity to renew the PHHP.

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Supporting the Region of Peel Strategic Plan, the PHHP renewal provides a roadmap for the Region to address the growing challenges facing residents in having access to and maintaining affordable housing and avoiding homelessness.

The following provides an overview of the Plan and its strategies.



The PHHP identifies two long-term outcomes Peel should be striving towards:

- Affordable housing is available to all Peel residents; and
- Homelessness in Peel is prevented.

In addition, shorter term outcomes have been established to enable regular measurement and monitoring of results:

- Increased availability of affordable housing for low income families;
- Increased availability of affordable housing for middle income families;

## PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN

- Increased successful tenancies;
- Increased availability of supportive housing; and,
- Reduction in chronic homelessness.

Achieving the outcomes noted above will require a number of integrated strategies working in tandem to create a complete solution. These strategies have been designed to address immediate challenges within the housing system, and create greater positive impact for the residents of Peel (Appendix II includes some of the required actions to deliver on the strategies).

The strategies include:

- A. Strategy 1 - Transform Service Access:** *Transform the delivery of programming through the creation of a new service model to prevent homelessness, divert people from shelters and match people with the right service.*

The current service model focuses largely on the Centralized Wait List and determining eligibility. Transformation will focus on better assessing clients' needs and triaging those who are high priority with the right service in a timely manner regardless of wait list status.

This strategy focuses on improved housing outcomes and prevention by better assisting people who are at risk of homelessness to maintain their existing housing.

Developing and implementing a *Housing First* approach to serving people experiencing chronic homelessness will be critical to success, including the assessment, prioritization and targeting of services. Where program flexibility exists, such as rent supplement and housing allowances, the shift will be to one of greater emphasis on portability so the financial support follows the person and is not tied to the unit. Technology will be critical as this type of service coordination requires increased ability for various programs internal and external to the Region, to share information.

- B. Strategy 2 - Build More Affordable Housing:** *Increase capacity for affordable housing development and reduce costs of development.*

Key components of this strategy are as follows:

- Focusing on Regional/Peel Housing Corporation (PHC) land, and surplus land from other levels of government/non-profit organizations.
- Building the capacity and readiness within the non-profit sector to grow the affordable housing stock.
- Changing the model, approach and structure for housing development, learning from leading practices around the world.
- Introducing innovative financing and investment strategies.

The Region is making progress in the development of affordable housing; however significantly increasing the annual amount of affordable housing produced will require a new approach.

This includes strategies such as exploring the need for a Housing Development Corporation in Peel, focusing more development on PHC's land, starting with 7 priority

## PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN

sites (Appendix III) as identified by the PHC Board, and building the capacity of other non-profit housing providers to become active in the development of new affordable housing.

Harmonization with the local municipalities will be important to ensure that land use planning policies and processes support these goals.

**C. Strategy 3 - *Incent Building Affordable Housing: Encourage the market to produce purpose-built rental and affordable home ownership through a modest program of tools and incentives.***

Increasing the amount of affordable housing developed annually must be supported by coordinated application of land use planning tools and incentives for private and non-profit organizations wanting to build new affordable units.

Coordinating land use planning tools will require collaboration with the local municipalities and engagement with developers to ensure the tools are appropriate to Peel's context. Financial incentives will need to be carefully targeted, so that the funding is focused on units that would not have otherwise been produced by the market. Full disclosure as to the cost of the incentives is necessary to understand the impact of foregoing property tax revenue or development charges, thereby enabling the calculation of an accurate return on investment.

**D. Strategy 4 - *Optimize Existing Stock: Maintaining existing social and affordable housing stock and leveraging existing private stock to create more and varied affordable housing options.***

Because building new housing is expensive, maximizing opportunities to maintain social and affordable housing while increasing affordable units within existing private stock is essential to providing Peel residents with increased housing options. This includes exploring new approaches to second suites, home sharing, and co-housing. This represents a shift for Peel as these strategies are relatively new and challenge assumptions about community density and valuing independence.

It is critical for the Region to strengthen relationships with the non-profit and private sector. The Region, as Service Manager, cannot mandate that non-profit housing providers remain within the social housing system once operating agreements end. Further, many rent supplement and housing allowance programs rely on private landlords. Increased efforts will be required to appeal to existing and new landlords.

In addition, taking advantage of innovative programs such as home sharing and new approaches to second units is essential, but it will not happen if attitudes are not supportive. Skillful marketing of these programs will be required to bridge some of these concerns.

**E. Strategy 5 - *Increase Supportive Housing: Expand the supply of supportive housing and supports provided to existing tenants.***

Supportive Housing is a critical intersection between affordable housing and the permanent supports needed to maintain housing and achieve a high quality of life for our



**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

most vulnerable residents. Many systems, including hospitals and the emergency shelter system, experience capacity issues because appropriate Supportive Housing is not available.

A coordinated approach needs to be taken with the Ministry of Health and the Local Health Integration Networks to ensure that capital funding can be aligned with support funding. Supportive Housing systems currently function in silos with each responding to its own funders' mandates. It is important to build on the initial coordination efforts that have already been undertaken to develop concrete commitments for the Local Health Integration Networks, community agencies and the Region to plan together.

**6. Key Enablers**

The PHHP's five strategies will be enabled through co-design and collaboration with local municipalities, the building industry, non-profit housing providers, community agencies and residents. The actions proposed require the shared commitment of all participants and a willingness to do things differently in order to make progress towards achieving the targets. Advocacy with the provincial and federal governments for flexibility in administering housing programs and increased funding is another critical enabler. Many of the current rules governing social housing are out of date and need to be simplified.

**RISK IMPLICATIONS**

There are a number of risks associated with the strategies described in this report. The Region cannot accomplish this work on its own. The province needs to continue to provide leadership by developing high level policy and providing long-term sustainable funding to Peel. The province is also primarily responsible for many areas that affect housing and homelessness including health care, mental health, childcare and the programming that addresses violence against women. These services should be engaged in local planning efforts. The federal government needs to play its part as well, by following up on the commitments made through the recently announced National Housing Strategy.

Partnerships with local municipalities are critical. Brampton, Caledon and Mississauga are taking important steps through the development of their affordable housing plans and strategies. Many strategies to increase the supply of affordable housing require changes at the local level supported by Regional policy. It is essential that efforts by the local municipalities and the Region are carefully coordinated to achieve successful outcomes.

Coordination is also required with community partners including for-profit housing developers, non-profit housing providers, social services agencies and community groups. Their knowledge, relationships and resources need to be effectively leveraged. Key risks are further summarized below.

**a) Funding**

Increasing the amount of affordable housing developed annually will require significant new funding from the Region and the federal and provincial governments. A lack of funding from any of these sources will result in a reduced ability to deliver on new affordable units.

**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

b) Housing Market

The needs assessment and targets are based on the best-available data that explains the characteristics of the housing market given today's micro and macro-economic context. However, there are several factors that can influence or change housing market characteristics, such as wages and consumer spending power, interest rates, supply and demand and other drivers that are beyond the Region's control.

c) Availability of Regional Land

One of the strategies to reduce the cost of affordable housing development is to build a significant portion of new units on land owned by the Region of Peel and the Peel Housing Corporation. If land is not made available for affordable housing development, it would need to be purchased and the cost of development would rise substantially.

d) Participation of Partners

The strategies in the PPHP are dependent on a wide variety of partners. Local municipalities are critical to the success of land-use planning tools and incentives for affordable housing development, non-profit housing providers are essential to ensuring the maintenance of existing stock, private landlords' participation will be required to grow the number of rent supplements used, and the Local Health Integration Networks are a vital link in planning for Supportive Housing. If any of these partners do not participate in the strategies, the ability to meet the targets will be compromised.

**FINANCIAL IMPLICATIONS**

The new Peel Housing and Homelessness Plan is a high level roadmap to achieve our housing and homelessness outcomes. It is anticipated that additional financial and staff resources will be required for successful implementation. Staff will return to Regional Council as required, with a full costing of the various initiatives, requesting approval to proceed.

**NEXT STEPS**

Pending Council approval of this report, Regional staff will develop a full implementation plan, a complete set of performance metrics and a structure for governing the work moving forward.

Separate reports will be brought forward to implement the key strategies, including the following:

- An Action Plan Towards Ending Youth Homelessness;
- An initiative on anti-human trafficking in Peel Region;
- A new model for clients accessing housing and homelessness services to better help clients avoid homelessness, achieve stable housing, or increase income;
- A new model/structure for housing development in Peel;
- A Housing Master Plan and financing strategy that outlines where emergency shelter, transitional, supportive and affordable housing development should occur over the next 10-years;
- The development of the Peel 2041 draft housing Regional Official Plan Amendment which will consider the 10-year Affordable Housing Targets and strategies, followed by a formal and informal consultation process;

**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

- A program of incentives and tools to support the development of affordable rental and ownership housing; and
- A new Partnership Framework for Social Housing Providers.

**CONCLUSION**

The Housing Needs Assessment identified significant gaps, especially with regard to the availability of affordable housing for households with low-incomes, emergency shelter, transitional housing and supportive housing. It also highlights a role in supporting the market to meet the housing needs of middle income households. These findings pointed to a clear requirement to update Regional Official Plan Housing Targets and policies, and confirmed the legislative requirement to review the Peel Housing and Homelessness Plan (PHHP).

The Affordable Housing Targets represent the needs of Peel’s growing population over the next 10 years. Progress toward these targets will require funding and policy support from all levels of government as well as the development industry and the non-profit housing sector.

The new PHHP identifies five strategies to improve outcomes for people experiencing homelessness and to increase the availability of affordable housing.



Janice Sheehy, Commissioner of Human Services



Janette Smith, Commissioner of Public Works

**Approved for Submission:**



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D. Swarc, Chief Administrative Officer

**APPENDICES**

- Appendix I - Housing Targets 2018-2028
- Appendix II - Home for All Strategies and Actions
- Appendix III - Peel Living Priority Sites for Redevelopment Consideration
- Appendix IV – Selected Peel Housing and Homelessness Plan Accomplishments

## **10.2-12**

### **PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

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*Authored By: Naheeda Jamal and Brian Kreps*

*Reviewed in workflow by:*

Financial Support Unit

**APPENDIX I** **10.2-13**  
**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT,**  
**TARGETS AND REVISED PLAN**

**Housing Targets 2018-2028**

**Housing Stock Targets**  
Per annum

<b>Overall Housing Stock:</b>		7,500 New units in Peel 25% of all new development is rental 50 % of new development is medium or high density			
<b>Segment</b>	<b>Emergency Temporary / Transitional Housing</b>	<b>Affordable Permanent Housing</b>		<b>Middle Income and greater</b>	<b>Supportive Housing</b>
<b>Provider</b>	Public, Nonprofit	Public, Nonprofit, Private Sector	Private Market	Private Market	Public, Nonprofit
<b>Average # of units/year</b>	30	770	1000	5500	200
<b>Mississauga</b>	10	400	520	2860	104
<b>Brampton</b>	18	316	410	2255	82
<b>Caledon</b>	2	54	70	385	14

**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT,  
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## Peel Housing and Homelessness Plan 2018 – 2028 – *Home for All* Strategies and Actions

<p><b>Strategy 1 - Transform Service Access: <i>Transform the delivery of programming through the creation of a new service model to prevent homelessness, diverting people from shelters and matching people with the right service.</i></b></p>	
<p><b>Immediate Actions:</b></p> <p>1.1 Begin implementation of an Action Plan Toward Ending Youth Homelessness pending Council approval on March 29, 2018.</p> <p>1.2 By summer 2018, undertake enumeration of the homeless population in Peel to better understand the extent of homelessness and their needs.</p> <p>1.3 By fall 2018, implement a by-name list of homeless clients to prioritize them for the highest intensity of services.</p> <p>1.4 By the end of 2018, bring forward an action plan on human trafficking in Peel Region.</p> <p>1.5 By summer 2019, house 50 people experiencing chronic homelessness through the Home for Good Housing First program.</p>	<p><b>Fundamental Changes:</b></p> <p>1.6 Build emergency shelter and transitional beds for families, youth and victims of human trafficking to meet the targets beginning with the replacement of the temporary 40 bed Regional Youth Shelter in Brampton.</p> <p>1.7 Convene a table consisting of community providers of homelessness services to plan and coordinate services and address system gaps.</p> <p>1.8 Redesign and implement a new model for clients accessing housing and homelessness services to better help clients avoid homelessness, achieve stable housing, or increased income.</p> <p>1.9 Reorient services and policies to reflect a <i>Housing First</i> approach</p> <p>1.10 Redirect a larger share of Rent Supplement and Housing Allowance funding to support the homeless population and/or those in crisis.</p>

**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

**Strategy 2 – Build More Affordable Housing: *Increase capacity for affordable housing development and reduce costs of development.***

<p><b>Immediate Actions:</b></p> <p>2.1 By the end of 2018, proceed with pre- development planning of PHC’s East Avenue property in Mississauga.</p> <p>2.2 By summer 2019, host an Innovation Lab in partnership with the University of Toronto Mississauga’s Masters of Public Policy Program, to develop innovative approaches to creating and financing affordable home ownership for low income individuals and families.</p> <p>2.3 By the end of 2019, work with local municipalities to rezone PHC’s seven priority sites and Twin Pines for Redevelopment.</p> <p>2.4 Provide program design and evaluation support to the SHIP/TRCA Tiny Housing Village at Innovation Park.</p>	<p><b>Fundamental Changes:</b></p> <p>2.5 Work with PHC to regenerate/repurpose its seven priority sites (see Appendix III.</p> <p>2.6 Identify and build the capacity of two or three non-profit housing providers to become adept in the development of new affordable rental housing for households with low- incomes in Peel.</p> <p>2.7 Prepare and implement a Housing Master Plan and financing strategy that describes how and where emergency shelter, transitional, supportive and affordable housing development.</p> <p>2.8 Bring forward recommendations to Council about the preferred model/structure for housing development in Peel.</p>
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**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

<p><b>Strategy 3 – Incent Building Affordable Housing: Encourage the market to produce purpose built rental and affordable home ownership through a modest program of tools and incentives.</b></p>	
<p><b>Immediate Actions:</b>                  3.1 By summer 2019, bring forward a framework in principle for a Community Improvement Plan (CIP) to direct and stimulate private-sector investment in affordable housing through an incentive-based program.</p>	<p><b>Fundamental Changes:</b>                  3.2 Work with local municipalities to develop a modest program of land use planning tools and financial incentives to support the development of affordable housing.                  3.3 Work with local municipalities to develop Official Plan policies that support the development of affordable rental and diverse housing types.                  3.4 Work with local municipalities to review and revise zoning by-laws to align with targeted corridors, strategic growth areas, and other areas identified for intensification.                  3.5 Work with local municipalities to review and apply land use planning tools to rezone, and ensure development readiness, opportune areas for affordable housing such as for surplus lands, Peel Living and other appropriate sites.                  3.6 Develop a Region-wide approach to securing land for affordable housing development including exploring a policy to give priority to affordable housing development in the disposition of surplus land and land banking.                  3.7 Collaborate with local municipalities to evaluate emerging Inclusionary Zoning regulations to determine appropriateness for future use.</p>
<p><b>Strategy 4 - Optimize Existing Stock: Maintaining existing social and affordable housing stock and leveraging existing private stock to create more and different affordable housing options.</b></p>	
<p><b>Immediate Actions:</b>                  4.1 By summer 2018, deliver information to Regional Council regarding State of Good Repair for the social housing system.</p>	<p><b>Fundamental Changes:</b>                  4.4 Collaborate with non-profit housing providers and cooperatives as operating agreements and mortgages expire to develop a new Partnership Framework and agreements to replace existing Operating Agreements.</p>

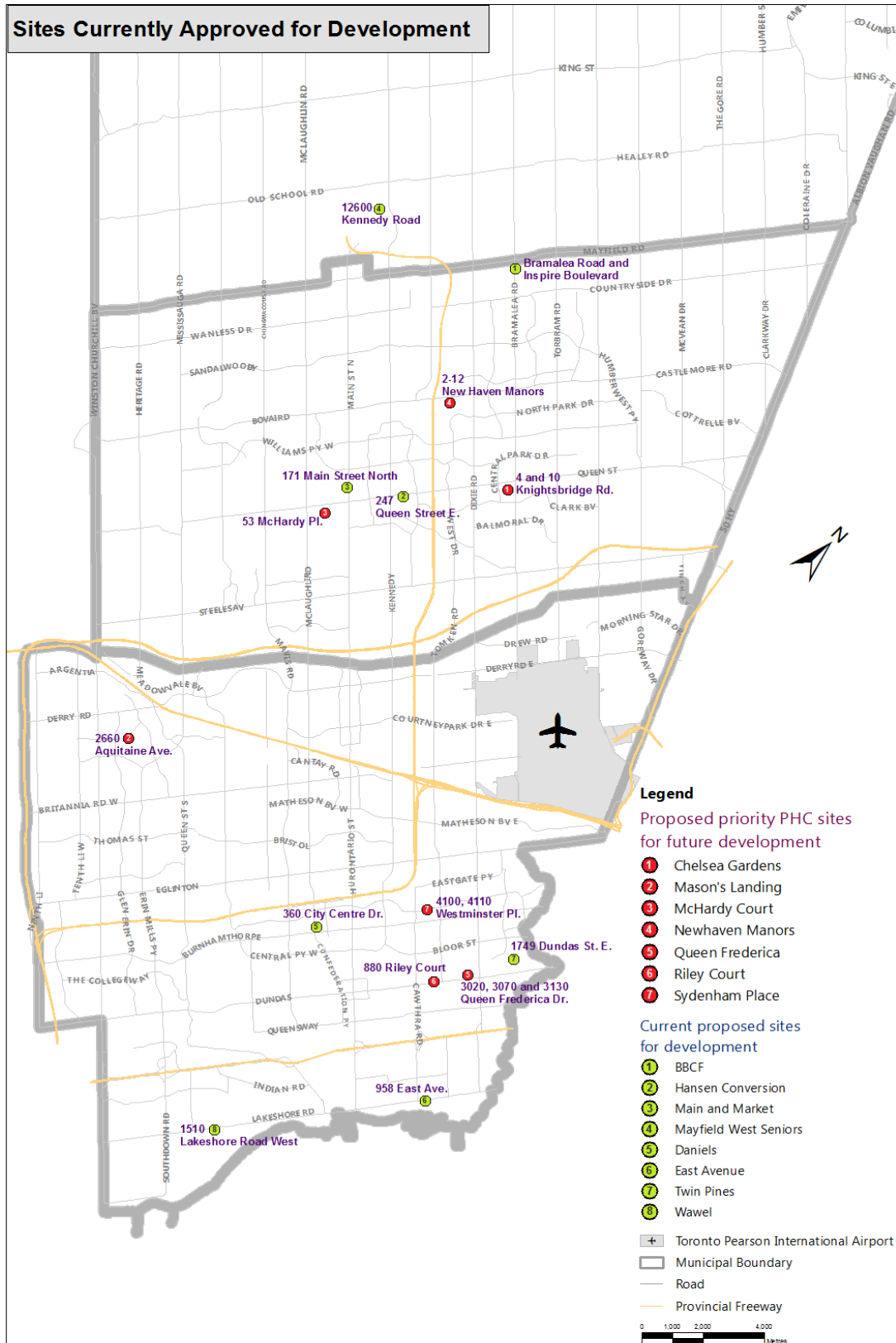


**PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT, TARGETS AND REVISED PLAN**

<p>4.2 By summer 2018, explore purchase and repurposing of several Peel Children’s Aid Society properties for use as transitional housing.</p> <p>4.3 By spring 2019, review evidence and best practices in order to identify opportunities to maximize existing stock including home-sharing, co-housing and creating additional second units in Peel designs.</p>	<p>4.5 Examine the current criteria for Peel Renovates and explore options to expand the program to fund private landlords to improve safety, accessibility, energy efficiency and creation of second units.</p> <p>4.6 Work with the local municipalities to adopt Official plan policies and zoning changes to support diverse housing types (co-housing, home-sharing, etc.).</p> <p>4.7 Develop programs to create movement through the affordable housing stock by supporting those who are “over housed” to move to alternative accommodations and helping people to improve employment opportunities.</p>
<p><b>Strategy 5 - Increase Supportive Housing: <i>Expand the supply of supportive housing and supports provided to existing tenants.</i></b></p>	
<p><b>Immediate Actions:</b></p> <p>5.1 By summer 2018, award funding for a new Supportive Housing project.</p>	<p><b>Fundamental Changes:</b></p> <p>5.2 Work with supportive housing providers and local municipalities to identify and address barriers to the development of supportive housing.</p> <p>5.3 Work collaboratively with provincial ministries and Local Health Integration Networks to develop a plan to meet the supportive housing targets established in this plan.</p> <p>5.4 Work with social housing providers, tenants and support agencies to develop a framework to better connect tenants with support services.</p>

**APPENDIX III  
PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT,  
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**Sites Currently Approved for Development**



**APPENDIX III  
PEEL HOUSING AND HOMELESSNESS:NEEDS ASSESSMENT,  
TARGETS AND REVISED PLAN**

**Proposed Priority PHC Sites for Future Development:**

Address	Findings
<b>Queen Frederica:</b> 3020, 3070 and 3130 Queen Frederica Drive, Mississauga	<ul style="list-style-type: none"> <li>• Existing bungalows (20) and townhouses (64) built in 1967</li> <li>• Can be replaced with higher density built form</li> <li>• Dundas Street corridor, east of Dixie</li> </ul>
<b>Riley Court:</b> 880 Riley Court, Mississauga	<ul style="list-style-type: none"> <li>• Existing building in good shape, with 146 units</li> <li>• East side of property has a parking structure that could be used for an expansion</li> <li>• Interim parking key issue</li> <li>• On Dundas Street corridor</li> </ul>
<b>Sydenham Place:</b> 4100, 4110 Westminster Place, Mississauga	<ul style="list-style-type: none"> <li>• Existing building is 33 years old, with 107 units</li> <li>• Opportunity to redevelop visitor's parking lot</li> </ul>
<b>Mason's Landing:</b> 2660 Aquitaine Avenue, Mississauga	<ul style="list-style-type: none"> <li>• Property is 35 years old, with 150 units</li> <li>• Opportunity to redevelop one or two existing blocks of Townhouses and walk-ups to a higher density built form</li> </ul>
<b>Chelsea Gardens:</b> 4 and 10 Knightsbridge Road, Brampton	<ul style="list-style-type: none"> <li>• Two towers are 25 years old, with 250 units in 2 towers</li> <li>• Block of land at rear of site should be explored for development options</li> </ul>
<b>New Haven:</b> 2-12 New Haven Manors, Brampton	<ul style="list-style-type: none"> <li>• Project is 33 years old</li> <li>• Made up of 6 blocks of 3-storey walks, with 143 units</li> <li>• Reconfiguration could increase density while maintaining height</li> </ul>
<b>McHardy Court:</b> 53 McHardy Place, Brampton	<ul style="list-style-type: none"> <li>• McHardy Court/Place – circa 1970, with 146 units</li> <li>• McHardy Place has highest FCI rating in portfolio, at 43%</li> <li>• Recommend revisiting all in a master plan setting given their adjacencies</li> </ul>

**APPENDIX IV  
PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT,  
TARGETS AND REVISED PLAN**

**Selected Peel Housing and Homelessness Plan (PHHP)**

**Accomplishments (2016 - 2017)**

The following accomplishments were previously reported in the PHHP annual updates to Regional Council and through other reports.

**2016**

- Habitat for Humanity GTA completed construction on nine units on Torbram Road in Brampton and five others are under construction.
- The 205 unit Hansen Project was completed in 2016.
- 40 resale condo units were purchased in 2015/16 for use as affordable housing.
- 25 applications were approved under Peel Renovates Second Units Renovation Assistance Program in 2016.
- The Supportive Housing Demand and Supply Analysis and Action Plan was completed in 2016 to work towards increasing the number of supportive housing units in Peel.
- Two *Housing First* Pilot Projects were launched in partnership with the Salvation Army Peel and the Canadian Mental Health Association.
- Peel Region participated in a provincially-run pilot project providing a Portable Housing Benefit for Survivors of Family Violence.
- The Housing for Older Adults in Peel Study was completed in 2016.
- The Vi-SPDAT assessment and prioritization tool was introduced to regionally-funded homelessness program in 2016.

**2017**

- Habitat for Humanity GTA completed construction on nine more units on Torbram Road in Brampton with an additional 13 units under construction. They also purchased two condo units from a developer.
- The conversion of commercial space in the Hansen Project approved and will result in 27 additional units for seniors.

**APPENDIX IV  
PEEL HOUSING AND HOMELESSNESS: NEEDS ASSESSMENT,  
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- Project approval was received for a 174 unit rental project in Mississauga that will be built by the Daniels Corporation.
- Acquisition of an additional 38 “new condo units” was completed for households from the Centralized Waiting List.
- Approval of a conversion project of non-residential space to create six new affordable rental units in Brampton was approved.
- Construction commenced on the 60 unit Mayfield West Senior Project in Caledon.
- Funding was awarded to Brampton Bramalea Christian Fellowship for the development of 92 units.
- 25 applicants were approved for the Second Units renovation assistance program.
- Participating with the Peel Alliance to End Homelessness in the “Built for Zero” pilot project to develop a by-name priority list.

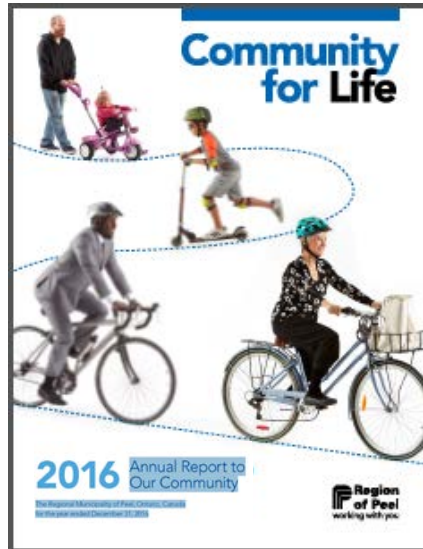
# Peel Housing and Homelessness

Regional Council  
April 5, 2018



# Council Direction

## Region of Peel Strategic Plan: 2015 - 2035



### Term of Council Priority 2014 – 2018

Increase Affordable Housing

### Desired Outcomes

- Residents in need have a range of housing options
  - ❖ Reduced length of time on centralized wait list
- Homelessness in Peel is prevented

# Current State

## Funding

- \$205.4M operating
  - ❖ 24% Prov/Fed
- \$465.8M 10-Yr ROP capital
  - ❖ 27% new development
  - ❖ 73% State of Good Repair
- \$12.9M ROP Loans
- \$110M Prov/Fed capital funding
  - ❖ 69% new development
  - ❖ 31 % State of Good Repair



## Outputs

- 19,000+ system capacity
- State of Good Repair 57 buildings & 7,505 units
- 842 off wait list annually
- 989 new units in development



# Complex and Changing Environment

FRIDAY, MARCH 23, 2018  
2 °C

**BramptonGuardian.com**

FULL MENU LOCAL NEWS CRIME WHAT'S ON COMMUNITY SPORTS

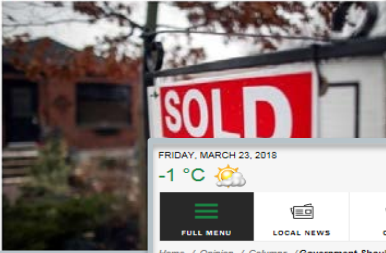
Home / News / Housing Prices On The Rise In Brampton...

## Housing prices on the rise in Brampton and Mississauga

Aggregate prices in Peel exceed \$700,000

NEWS Oct 16, 2017 Brampton Guardian

f t+ in



FRIDAY, MARCH 23, 2018  
-1 °C

**Mississauga.com**

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Home / News / Affordable Housing In Mississauga's...

## Affordable housing in Mississauga's downtown crucial to city-building, says Mayor Bonnie Crombie

NEWS Oct 03, 2016 by Rachael Williams Mississauga News

f t+ in



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**Mississauga.com**

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Home / Opinion / Columns / Government Should Act Now To Make...

## Government should act now to make housing affordable for millennials: OREA

OPINION Jul 12, 2017 by Ryan Rocca Mississauga News

With home sales and prices taking a dip in recent months, now is the time for the government to increase the housing supply to make purchasing a home affordable for the millennial generation, according to the CEO of the Ontario Real Estate Association (OREA).

With the average GTA home price standing at \$793,915, up about six per cent from this time last year, purchasing a home in this area is something that is still far from a realistic option for most young people.

the star.com

News · GTA

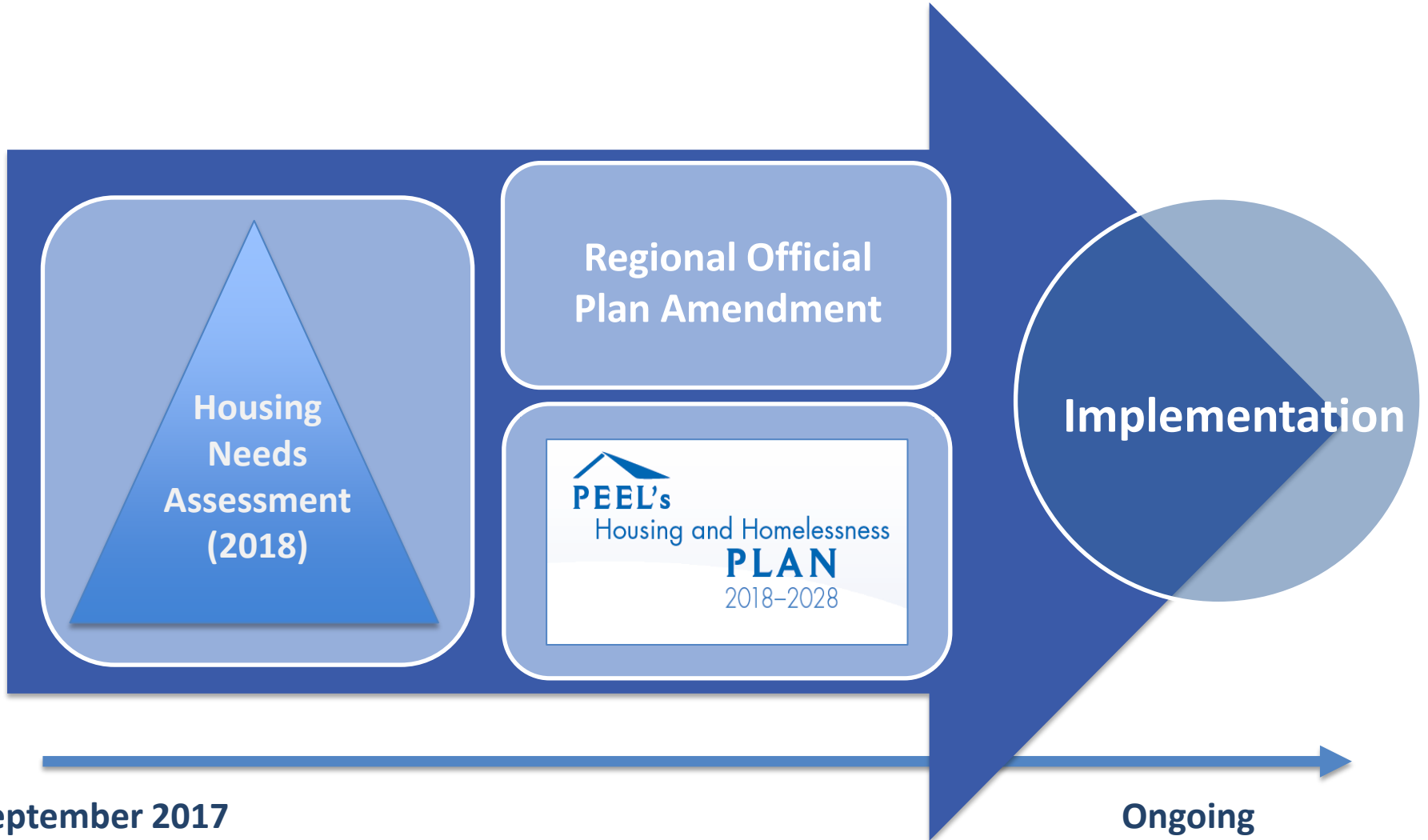
## Rental vacancy rates lowest in 16 years

Rents across the GTA continue to rise as vacancies diminish.

# New Approaches Are Required

The image is a collage of various housing-related documents and reports. At the top center, a white box with a paperclip icon contains the text "Affordable Housing Strategy". To its right, another white box with a paperclip icon contains "Housing Study". Below these, a dark grey box features the title "Making Room for the Middle: A Housing Strategy for Mississauga" and a colorful illustration of buildings. To the left, a white box displays "Canada's National Housing Strategy" with a family photo and the slogan "A place to call home". In the center, a white box titled "ONTARIO'S LONG-TERM AFFORDABLE HOUSING STRATEGY UPDATE" includes a photo of a family and the date "MARCH 2016". At the top right, a document titled "PLACES TO GROW" is visible, along with a "Growth Plan for the Greater Golden Horseshoe (2017)". At the bottom right, a logo for the "TOWN OF CALEDON" is shown, featuring a stylized landscape with trees and a house. The collage also includes the Ontario logo and the website "Ontario.ca/housingstrategy".

# Peel's Response



September 2017

Ongoing

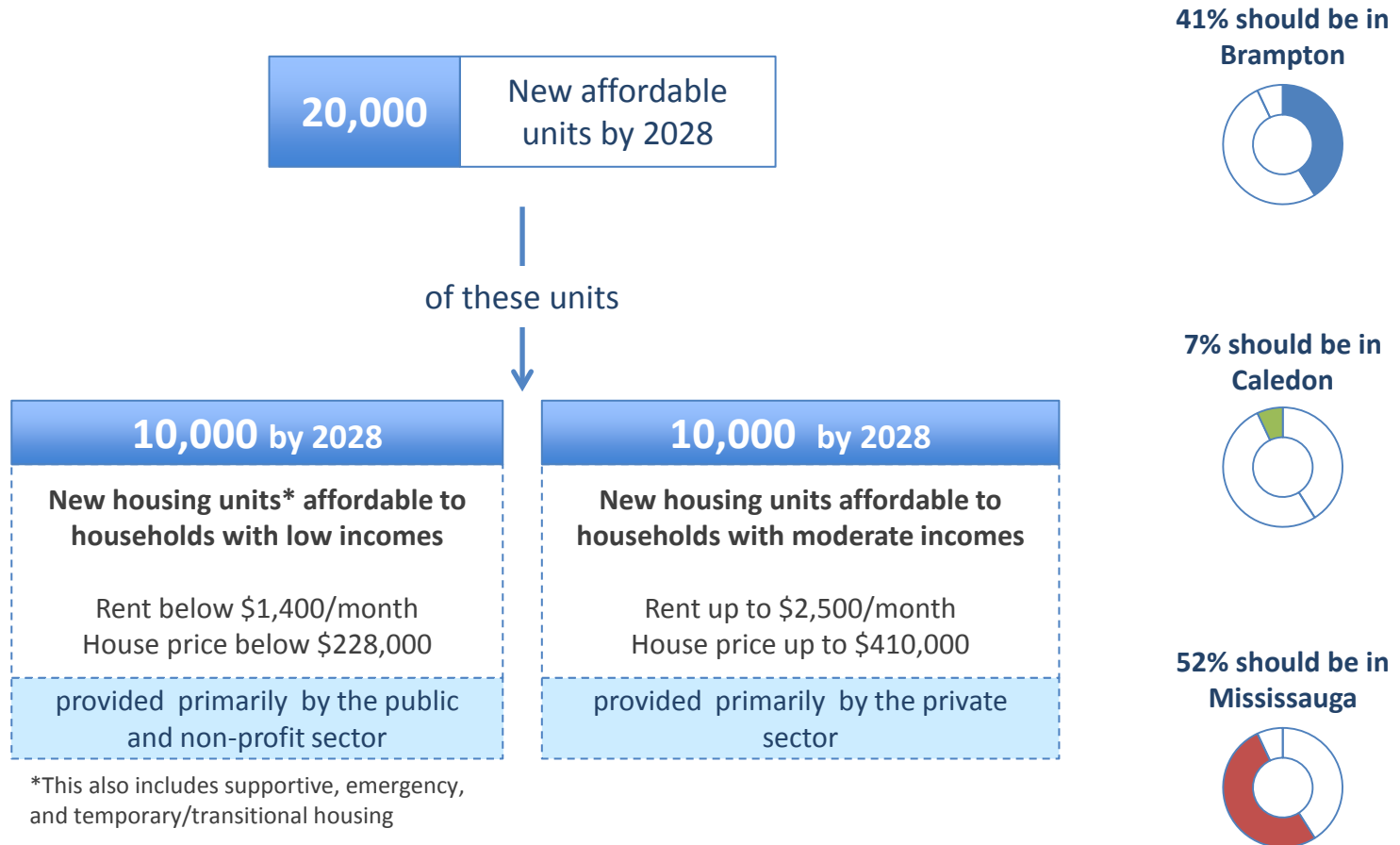
# 10.2-28 Needs Assessment

	Emergency / Temporary Housing	Affordable Permanent Housing		
		Low Income (Households with earnings of \$57,421 or less)	Middle Income (Households with earnings of \$57,422 – 103,345)	Supportive
Who they are	Households / persons without permanent housing	129,054* households in 2016 (income deciles 1 – 3)	129,054* households in 2016 (income deciles 4 – 6)	Households / persons with need for permanent supportive housing
What is the need	<b>26.9% shelter use increase</b> <ul style="list-style-type: none"> <li>Shelters at capacity</li> <li>Insufficient beds for Victims of Family Violence and no beds for Victims of Human Trafficking</li> <li>Lack of upfront diversion / prevention</li> <li>Lack of transitional support for Youth / Victims of Family Violence</li> </ul>	<b>70% of households are in unaffordable housing</b> <ul style="list-style-type: none"> <li>Larger households</li> <li>Multiple family households</li> <li>Couples with children / lone parents</li> <li>Immigrant households</li> <li>Youth households</li> <li>Seniors</li> <li>Persons living alone</li> <li>2 or more unrelated people living together</li> <li>People with a disability</li> </ul>	<b>29% of households are in unaffordable housing</b> <ul style="list-style-type: none"> <li>Homeowners</li> <li>Larger households</li> <li>Couples with children</li> <li>Multiple family households</li> <li>Immigrant households</li> </ul>	<b>50% of demand unmet</b> <ul style="list-style-type: none"> <li>Mental Illness (4 times more people on waitlist than units)</li> <li>Physical disabilities</li> <li>Acquired brain Injury</li> <li>Intellectual disabilities</li> <li>Autism spectrum</li> <li>Frail health</li> <li>Substance abuse - addictions</li> </ul>
Type of housing required	<ul style="list-style-type: none"> <li>Safe, stable temporary housing to address immediate needs</li> <li>Quicker access to permanent housing</li> <li>Transitional units for youth and Victims of Family Violence</li> </ul>	<ul style="list-style-type: none"> <li>Rental housing which costs \$1,259 or less per month*</li> <li>Home ownership no more than \$228,389**</li> <li>1 and 2 bedroom units for smaller households</li> <li>3+ bedroom units for larger households</li> </ul>	<ul style="list-style-type: none"> <li>Rental housing which costs no more than \$2,584 per month*</li> <li>Home ownership which costs no more than \$411,047**</li> <li>Units with 3+ bedrooms for larger households</li> </ul>	<ul style="list-style-type: none"> <li>Affordable supportive Housing units</li> </ul>

\* based on 30% of monthly estimated average household income (2016) for households within this earnings segment and other housing cost factors

\*\* based on 30% of maximum expenditure on ownership housing for households within this earnings segment

# Regional Official Plan Housing Targets

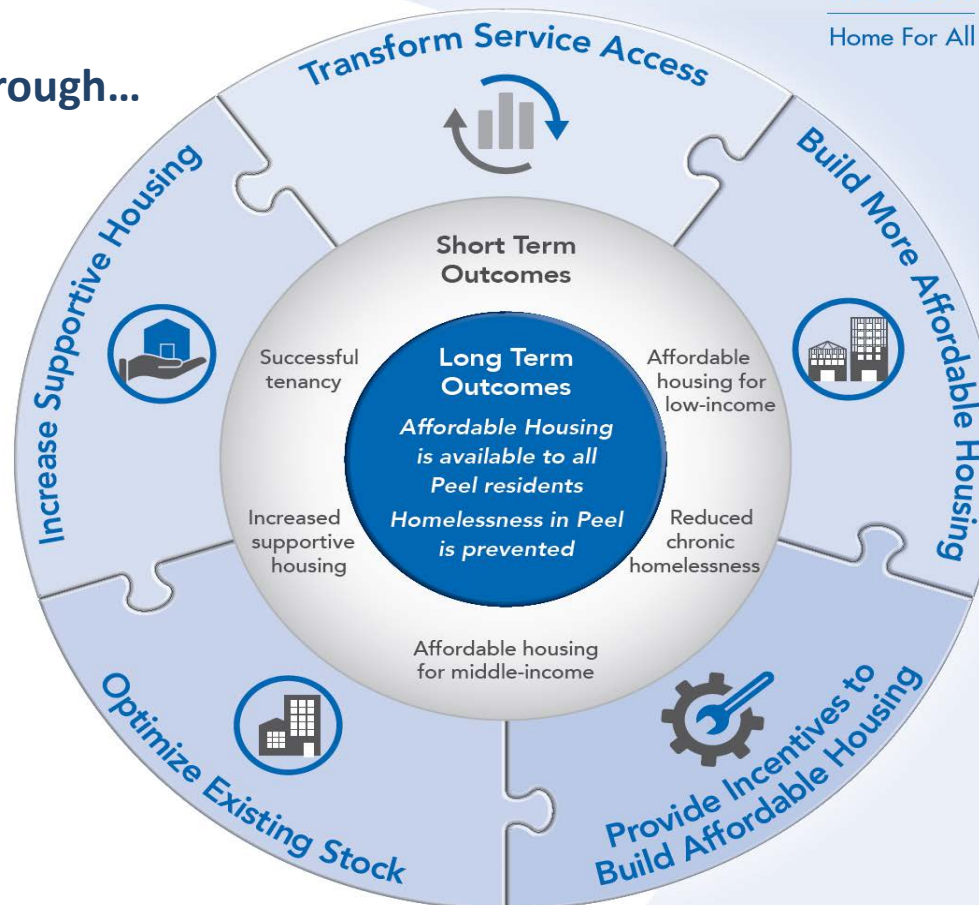


# PHHP 2018-2028



## Delivering results through...

- ✓ Systems thinking
- ✓ Evidence-informed decision making
- ✓ Working with clients and stakeholders to co-design
- ✓ Innovation



# Intentional Change

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## Region's Focus and Role

- Affordable housing for low and middle income households

## New Development

- Guided by targets and the Housing Master Plan, with a focus on Peel Housing Corporation, Region of Peel and other public sector lands

## Private Housing Stock

- Needs to be leveraged in new and innovative ways

## Service Delivery

- Transformation is needed.... incremental improvement is not enough!

## Housing Providers

- Build capacity for development and shift from rules-based to outcomes-focused, modern system

# Committed to Action

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*Each individual project below, including the financial implications, will be presented for Regional Council's approval*

## In 2018-Q1 2019:

- 🏠 Homeless enumeration will build By-name Priority List
- 🏠 Action Plan Towards Ending Youth Homelessness will lead to focus on prevention and diversion
- 🏠 New supportive housing project will result in 50-60 units
- 🏠 Human Trafficking Initiative will result in service coordination for this at risk group
- 🏠 State of Good Repair analysis will identify cost of maintaining existing social housing stock
- 🏠 Negotiation of purchase of three sites will result in new transitional and/or supportive housing
- 🏠 Piloting new financial incentives program with local municipalities will increase affordable housing stock for middle income households
- 🏠 Regional Official Plan Housing Policy Directions and Planning Tools will create framework for affordable housing development
- 🏠 Housing Master Plan will map locations for new development for next 10-yrs and provide new financing and investment plans





**For questions or further information, please contact:**

**Aileen Baird**, Director, Housing Services

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**Arvin Prasad**, Director, Integrated Planning Division

[arvin.prasad@peelregion.ca](mailto:arvin.prasad@peelregion.ca) | 905-791-7800 ext. 4251



DATE: March 20, 2018

REPORT TITLE: **ACTION PLAN TOWARDS ENDING YOUTH HOMELESSNESS**

FROM: Janice Sheehy, Commissioner of Human Services

## RECOMMENDATION

**That the Action Plan to End Youth Homelessness in Peel, as outlined in the report of the Commissioner of Human Services, titled “Action Plan Towards Ending Youth Homelessness”, be approved.**

## REPORT HIGHLIGHTS

- Youth shelters and transitional housing in Peel are frequently operating at capacity. There are acknowledged gaps in the system such as a lack of formalized supports for youth at risk of or experiencing homelessness in Caledon, and no existing transitional housing for youth in Brampton.
- The Action Plan Towards Ending Youth Homelessness was developed to provide long-term strategies to address the needs of youth at risk of, and experiencing homelessness in Peel.
- The Action Plan reflects best practices and contains four strategies including: the prevention of homelessness and diversion of youth from shelters; ensuring shelter beds are available for youth in crisis; helping youth exit homelessness through transitional and supportive housing, and working together with community partners as a system.
- One of the key actions includes replacing the 40 temporary beds at the Regional Youth Shelter in Brampton with a permanent solution by the end of 2020. Analysis indicates that within 5 years there may be a need in Peel for up to 75 shelter beds in total and 125 transitional beds/units.

## DISCUSSION

### 1. Background

Youth experiencing homelessness in Peel are currently served by Our Place Peel and Peel Youth Village both located in Mississauga, as well as the temporary Regional Youth Shelter in Brampton.

Our Place Peel provides advocacy, education, residential and other supports to marginalized youth between the ages of 16 to 21. Peel Youth Village provides Transitional Housing Services for up to 12 months for youth between the ages of 16 and 29 experiencing chronic homelessness. It is currently piloting a new after care service which provides supportive housing (supports and rent supplement for up to two years) for qualifying youth who are transitioning out of Peel Youth Village.

**ACTION PLAN TOWARDS ENDING YOUTH HOMELESSNESS**

The temporary Regional Youth Shelter in Brampton provides emergency shelter programs and services for male and female homeless youth aged 16 to 24. Key programming includes access to financial assistance, access to health care services, case management, housing search assistance, life skills and employability training, community based referrals and aftercare support.

An Action Plan Towards Ending Youth Homelessness (The Action Plan) has been developed to address the unmet need for services for homeless youth in Peel, including additional shelter and transitional beds. The Action Plan integrates feedback from community partners with findings and recommendations from several recent studies that have been prepared for the Region of Peel.

The Action Plan is one of the first steps in implementing Strategy 1 of the Peel Housing and Homelessness Plan (PHHP) 2018-2028, which focuses on the creation of a new service model for people experiencing homelessness. The Action Plan also identifies the potential need for up to 75 shelter beds and up to 150 transitional beds for youth experiencing homelessness in Peel over the next 5 years. The table below shows how this relates to current service levels:

**Table 1 – Current Service Levels Compared to Forecasted Need**

<b>Program</b>	<b>Current # of Beds</b>	<b>Forecasted Need</b>
Emergency Shelter	54 (14 Permanent and 40 Temporary)	Up to 75
Transitional Housing	54	Up to 150

## **2. Action Plan Towards Ending Youth Homelessness**

The Action Plan Towards Ending Youth Homelessness represents a shift towards “ending” youth homelessness rather than “managing” it. The Region of Peel has made progressive steps over time, but best practices have evolved towards a greater emphasis on developing system-wide approaches that prevent homelessness, including identifying people at the greatest risk of harm and linking them quickly to permanent housing.

These are important steps towards adopting a Housing First approach.

### Strategy 1 - Targeted Prevention and Diversion from Shelter to Family and other Housing

- By the end of 2018, seek Council approval to award funding to a lead agency for an early intervention initiative for victims of human sex trafficking (as follow up to Council support “in principle” of the May 3, 2017 presentation by representatives from the Peel Human Trafficking Service Providers Committee).
- By the end of 2019, create a more targeted referral process for existing employment programs serving youth, to ensure they eliminate barriers to entry for youth at risk of or experiencing homelessness (i.e. targeted access to programs such as Summer Job Challenge).
- By the end of 2020, develop a formalized program to divert youth away from the shelters to family or other housing options.

**ACTION PLAN TOWARDS ENDING YOUTH HOMELESSNESS**

- By the end of 2020, develop a coordinated intake process for youth services.

Strategy 2 - Ensure Shelter Beds Are Available in Crisis

- By the end of 2019, through the Housing Master Plan, further define the need, specific locations, timelines, and a financing plan to build additional shelters.
- By the end of 2019, reorient youth outreach services to work using a *Housing First* approach.
- By the end of 2020, the permanent Regional Youth Shelter(s) in Brampton is ready to open, replacing the temporary Queen Street site.
- Monitor youth homelessness in Caledon to ensure future shelter locations meet emerging needs.

Strategy 3 - Transitional and Permanent Housing and Supports

- By the end of 2018, conduct a review of youth-focused independent housing options that include access to supports to assist them in maintaining their housing.
- By the end of 2019, through the Housing Master Plan, identify locations in Brampton and Caledon and timelines to build new transitional beds.
- Monitor implementation and outcomes of the new *Housing First* program for youth and extended aftercare program at Peel Youth Village to ensure it is achieving the intended outcomes.

Strategy 4 - Working together as a system

- By the end of 2018, convene a youth homelessness planning table to implement the Action Plan.
- By the end of 2019, co-design and better integrate services with other systems for which the Region of Peel is not a System Manager including youth mental health services, child welfare, youth corrections and education, to ensure the well-being of youth in Peel Region.

**3. Financial Implications**

Until a specific model is identified in the Housing Master Plan, estimates on the capital costs of replacing the 40 beds at the temporary Regional Youth Shelter should be seen as preliminary at best. It is estimated that replacement of the 40 temporary beds would cost approximately \$14 million. This figure assumes that the facility would be built on land owned by the Region. If land must be purchased, the cost would increase. Operating costs for a shelter facility are estimated to be an additional \$50,000 per bed annually. Again, this cost will vary depending on the actual model chosen. A funding request for this project and any others will be brought forward to Council for consideration on a project-by-project basis or through the annual budget process. Staff will seek to maximize the use of Federal and Provincial funding opportunities as they become available.

## ACTION PLAN TOWARDS ENDING YOUTH HOMELESSNESS

### 4. Next Steps

Upon Council approval, staff will develop an implementation plan with youth and partner agencies by early 2019, which will include performance metrics. Priority actions for 2018 include seeking Council's approval to award funding to a lead agency for an early intervention program for victims of human trafficking and finding a suitable location for the permanent youth shelter in Brampton.

### CONCLUSION

The Action Plan Towards Ending Youth Homelessness is one of the first steps in implementing the Peel Housing and Homelessness Plan 2018-2028. It is the long term strategy to address the need for services for homeless youth in Peel, including shelter and transitional beds.



Janice Sheehy, Commissioner of Human Services

### Approved for Submission:



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D. Szwarc, Chief Administrative Officer

### APPENDICES

Appendix I – Current State of the Youth System

*For further information regarding this report, please contact Grace Caron, Acting Director, Community Access, extension 8300, [grace.caron@peelregion.ca](mailto:grace.caron@peelregion.ca)*

*Authored By: Brian Kreps and Brian Hazelwood*

**APPENDIX I  
ACTION PLAN TOWARDS ENDING YOUTH HOMELESSNESS**

**Current State of the Youth System**

The tables below detail the number of emergency shelter beds, transitional beds and permanent units currently dedicated for youth experiencing homelessness in Peel. These tables describe Peel's current capacity to provide dedicated emergency shelter, transitional housing or permanent housing to youth. The ages served by the various facilities is based on the programs through which they were originally funded.

*Table 1 – Emergency Shelters with Beds Dedicated to Youth*

<b>Name</b>	<b>Ownership/ Operated by</b>	<b>Number of Beds</b>	<b>Ages Served</b>	<b>Location</b>
Temporary Regional Youth Shelter	Owned by Region of Peel and Operated by Salvation Army	40	16-24	Brampton
Our Place Peel	Regionally funded, Owned and Operated by Our Place Peel	14	16-21	Mississauga
Total		54		

*Table 2 – Transitional Housing with Beds Dedicated to Youth*

<b>Name</b>	<b>Ownership/ Operated by</b>	<b>Number of Beds</b>	<b>Ages Served</b>	<b>Location</b>
Our Place Peel	Regionally funded, Owned and Operated by Our Place Peel	6 – Up to three month stay	16-21	Mississauga
Peel Youth Village	Owned by Region of Peel and Operated by SHIP	48 – Up to 1 year minus a day stay	16-29	Mississauga
Total		54		

**APPENDIX I  
ACTION PLAN TOWARDS ENDING YOUTH HOMELESSNESS**

*Table 3 – Permanent Supported Housing Units Dedicated to Youth*

<b>Name</b>	<b>Ownership/Operated by</b>	<b>Number of Units</b>	<b>Ages Served</b>	<b>Location</b>
Millbrook Place Seniors Apartments	Owned by Peel Living and Operated by SHIP	9	16-29	Mississauga
Total		9		

Note: The Cawthra and Wilkinson shelters are used to accommodate youth when the youth shelters are at capacity. Some youth, especially older youth, may choose to be served at Cawthra and Wilkinson shelters. Youth are also served at the Peel Family Shelter. This can be as a child accompanied by an adult head of household or as a youth head of household.

Peel has two facilities, Our Place Peel and Peel Youth Village, that provide transitional housing specifically for youth experiencing homelessness. Youth may also be transitionally housed at Angela's Place, which provides transitional housing for families. Youth could be served at Angela's Place as a child accompanied by an adult head of household or as a youth head of household.

There are 9 units of permanent supported housing dedicated to youth in the Millbrook Place Seniors Apartments in Mississauga. These units are for youth who have experienced homelessness and have a history of mental health issues. The supports are provided by SHIP.

**Utilization and Length of Stay**

The tables below summarize utilization of the emergency shelter and transitional housing facilities over the past four years and information on the length of stay. It should be noted that these tables report on the first three quarters of 2017. Data reported in the Update on Homelessness in Peel report received by Council on November 9 reported on the first six months.

*Table 4 – Average Occupancy at Dedicated Emergency Shelters for Youth*

<b>Shelter</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017 (First 3 Quarters)</b>
Temporary Regional Youth Shelter*				99%
Our Place Peel	92%	83%	96%	96%

**APPENDIX I  
ACTION PLAN TOWARDS ENDING YOUTH HOMELESSNESS**

*\* Per the Council Report of November 9, when at capacity, older youth and/or those with lower acuity will be diverted to adult shelters".*

The temporary Regional Youth Shelter was originally created with a capacity to serve 30 youth with 10 beds for overflow. As of January 1, 2018 the shelter began operating with 40 beds for youth and will no longer have overflow capacity.

*Table 5 – Average Occupancy in Dedicated Transitional Housing for Youth*

<b>Transitional Program</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017 (First 3 Quarters)</b>
Our Place Peel*	92%	83%	96%	96%
Peel Youth Village	100%	100%	100%	100%

*\* it is important to note that Our Place Peel reports its occupancy for both its shelter and transitional beds as one number.*

*Table 6 – Average Length of Stay - Youth Shelters and Transitional Housing*

<b>Shelter</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017 (First 3 Quarters)</b>
Temporary Regional Youth Shelter				21
Our Place Peel	18	15	18	17
Peel Youth Village	289	206	270	190

The 9 units at Millbrook Place operate as permanent supported housing are fully occupied and have very low turnover.



**APPENDIX I  
ACTION PLAN TOWARDS ENDING YOUTH HOMELESSNESS**

**Who is using these services?**

Demographics

*Table 7 – Shelter Utilization by Gender*

<b>Shelter</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017 (First 3 Quarters)</b>
Temporary Regional Youth Shelter				63% Male 37% Female <1% Transgender
Our Place Peel	60% Male 40% Female	67% Male 33% Female	70% Male 30% Female	70% Male 30% Female

*Table 8 – Shelter Utilization by Average Age*

<b>Shelter</b>	<b>2017 (First 3 Quarters)</b>
Temporary Regional Youth Shelter	21
Our Place Peel	18

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**For Information**


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DATE: March 20, 2018

REPORT TITLE: **2018 HOMELESSNESS POINT-IN-TIME COUNT AND REGISTRY WEEK**

FROM: Janice Sheehy, Commissioner of Human Services

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**OBJECTIVE**

To inform Regional Council of the upcoming 2018 homelessness Point-in-Time Count and Registry Week.

**REPORT HIGHLIGHTS**

- Effective 2018, the Region of Peel is mandated through the Government of Canada's Homelessness Partnering Strategy and the Province of Ontario's Ministry of Housing to conduct a homelessness Point-In-Time Count once every two years.
- The Region is leading the count in collaboration with the Peel Alliance to End Homelessness, and housing and homeless-serving agencies.
- The count will be conducted over a 24 hour period during the week of April 23, 2018.
- The Region will also conduct a Registry Week in coordination with the count as part of the 20,000 Homes Campaign led by the Canadian Alliance to End Homelessness.
- The Region is required to report on the results to the Government of Canada, the Province of Ontario and the community.

**DISCUSSION**
**1. Background**

As the Service Manager for the housing and homelessness system in the municipality, effective 2018, the Region is mandated by both the Government of Canada's Homelessness Partnering Strategy and the Province of Ontario's Ministry of Housing to conduct a local enumeration of homelessness every two years.

The Region will conduct a joint Point-in-Time ("Count") Count and Registry Week in April 2018 to support this effort.

**a) Point-In-Time Count**

A Point-In-Time Count is a strategy used to help determine the extent of homelessness in a community on a given night, or a single point-in-time. The Count will gather information through an anonymous survey on both the number of people and families experiencing homelessness, as well as their demographic characteristics and service

**2018 HOMELESSNESS POINT-IN-TIME COUNT AND REGISTRY WEEK**

needs. This information can then be used to target community resources to where they are most needed.

The results of the Count offer a snapshot of homelessness, and when conducted consistently over time, allow communities to assess their progress in reducing homelessness.

**b) Registry Week**

A Registry Week is one of the first steps in the 20,000 Homes Campaign and is a comprehensive check-in across communities to not only count, but to identify as many people as possible who are experiencing homelessness. A short health and housing survey is completed with individuals who are willing to participate and names are collected with informed consent.

The purpose of the Registry Week is to know everyone experiencing homelessness in a community by name in order to prioritize the most vulnerable for housing and supports as quickly as possible.

In 2016, the Peel Alliance to End Homelessness conducted the first Registry Week in Peel. The Peel Alliance to End Homelessness is a community collaborative with membership from agencies across Peel Region working together to end homelessness. As a result, a manual “by-name” list was established for the purpose of triaging and supporting individuals on the list through appropriate case management, housing retention and eviction prevention programs. Challenges surrounding technology, data sharing and privacy have impacted progress on operationalizing the list, but the Peel Alliance to End Homelessness and the Region have partnered to address these issues.

The results from the 2018 Registry Week will be used to update the list and the Home for Good in Peel Collaborative will prioritize participants for appropriate *Housing First* programming. As reported to Regional Council on December 14, 2017 in the report entitled “Home for Good Program – Funding Allocation”, the collaborative places chronically homeless clients or those with high acuity needs into appropriate and affordable housing, through the use of rent supplements and intensive case management.

**2. Peel’s Approach**

In compliance with Federal and Provincial requirements, the Region will:

- Conduct a Count and Registry Week in April 2018
- Use a set of core screening and survey questions that will be common across all participating communities
- Cover known locations of homelessness in Caledon, Brampton and Mississauga
- Include individuals who are:
  - Unsheltered (sleeping rough on the street, in parks, camps, vehicles or abandoned buildings)
  - Sheltered (emergency shelters, Violence Against Women (VAW) shelters)
  - Provisionally accommodated (transitional housing facilities)
  - Staying in institutions short-term with no permanent address to return to (correctional facilities, hospitals).

**2018 HOMELESSNESS POINT-IN-TIME COUNT AND REGISTRY WEEK**

The Region will lead the joint Count and Registry in collaboration with the Peel Alliance to End Homelessness and housing and homeless-serving agencies. The Count will be conducted over a 24 hour period during the week of April 23, 2018. This will be Peel's first Count and its second Registry Week.

Teams of trained volunteers will canvass pre-determined areas to administer the survey and conduct the Count. The Count will include street locations, emergency shelters, transitional housing facilities and service provider locations in Mississauga, Brampton and Caledon. The locations will be identified by working with community agencies and people with lived experience to target areas that people experiencing homelessness are likely to be in. The Count will also aim to include administrative data from local correctional and healthcare facilities.

A planning committee has been established with representation from 14 community partner organizations and the Region. The committee will provide critical support in the planning and execution of the Count, including recruiting and training volunteers and reporting on the results.

The objectives of the Count in Peel will be to:

- Organize and conduct a local enumeration of homelessness
- Engage with as many people experiencing homelessness as possible
- Better understand the scale and scope of homelessness in our community
- Establish a baseline to measure progress toward ending homelessness over time
- Increase public awareness of homelessness issues
- Update the "by-name" list to prioritize individuals for support services

The findings of the count should be considered the minimum number of people who may be experiencing homelessness on any given night in the community. The results will be used to support the revised Peel Housing and Homelessness Plan (2018-2028): Home for All; received today by Regional Council. The Plan recommends a shift to a *Housing First* approach to preventing homelessness in Peel.

**3. Reporting**

The Region is required to report on the results of the Count to the:

- Government of Canada's Homelessness Partnering Strategy by June 30, 2018
- Province of Ontario's Ministry of Housing by October 31, 2018
- Community by March 31, 2019.

2018 HOMELESSNESS POINT-IN-TIME COUNT AND REGISTRY WEEK

**CONCLUSION**

Regional staff will continue to work with the Peel Alliance to End Homelessness and housing and homeless-service agencies to plan and execute a joint Count and Registry Week in accordance with both Federal and Provincial requirements. The findings will be used to better understand the scale of homelessness in Peel while establishing a baseline to measure progress over time. Staff will report back to Council to share the results of the Count and next steps.



Janice Sheehy, Commissioner of Human Services

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact Jason Hastings, Director, Strategic Initiatives, extension 8135, [jason.hastings@peelregion.ca](mailto:jason.hastings@peelregion.ca).*

*Authored By: Shannon Gander, Project Manager, Strategic Initiatives*

**Ministry of Housing**

**Minister Responsible for the  
Poverty Reduction Strategy**

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M5G 2E5  
Tel.: 416 585-6500  
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**Ministère du Logement**

**Ministre responsable de la Stratégie  
de réduction de la pauvreté**

Bureau du ministre

777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M5G 2E5  
Tél. : 416 585-6500  
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18-75848

February 27, 2018

**RECEIVED**  
**February 27, 2018**  
REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

Mr. Frank Dale  
Regional Chair  
Regional Municipality of Peel  
10 Peel Centre Drive, 5<sup>th</sup> Floor  
Suite A  
Brampton ON L6T 4B9

Dear Regional Chair Dale:

The 2017 Auditor General's Report included a review of social and affordable housing in Ontario and provided a number of recommendations to the Ministry of Housing. The ministry's response to the Report acknowledged the complexity of the affordable and social housing system in Ontario and recognized the need for improvements to move toward the vision that every person has an affordable, suitable, and adequate home to provide the foundation to secure employment, raise a family and build strong communities (click [here](#) to access the Auditor General's Report and recommendations for the Ministry of Housing).

I have had time to reflect on the Auditor General's report and I agree with her recommendations. Ontarians deserve a social housing system that works for them. One that meets their needs and one that meets the unique needs of every community across this province. Over the coming months I am committed to working with you to examine the issues raised in the Report, and to identify ways to address the Auditor General's recommendations over the short and longer-term.

There are two areas in particular that I am beginning work to examine more closely. Firstly, I am committed to addressing the Auditor General's recommendation to ensure that social housing Service Level Standards are met in communities across the province. I have asked ministry staff to follow up with Service Managers who are consistently not meeting these standards to better understand the issues underlying this situation. I know that working together we can find the right solutions.

REFERRAL TO \_\_\_\_\_ .../2  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_

In addition, I am committed to looking at ways we can improve the rules around social housing waitlists – recognizing that the need for consistency and fairness across the province must be balanced with the reality of unique local circumstances. As a first step, I have directed staff to provide me with comprehensive advice within 90 days that will include detailed information on how waitlists are currently being managed in communities across the province, as well as potential immediate and longer-term steps that can be taken to improve the system. Following receipt of this advice, I am committed to engaging with tenants, applicants and tenant organizations to get their input on how waitlist system processes could be improved to better meet tenants' and applicants' needs. If what we learn through this process signals the need for regulatory and/or legislative changes, we are prepared to put forward proposed changes.

The ministry will be undertaking an information gathering process to better understand how Service Managers are administering their waitlists across the province – including the implementation of local priorities, rules and asset limits. I am seeking your assistance in participating in the survey and providing this information to the ministry. The data you provide will be crucial to help inform ways we can better work together to improve social housing waitlist systems. In the coming weeks, you will receive a memo with further information detailing how to provide this information, and a provincial roll-up of the results will be shared with you following the data gathering and analysis.

As Minister, I take the commitment to improving the lives of all Ontarians very seriously. I am committed to working with a range of partners to strengthen the way housing services are delivered in the province. I believe that all three levels of government must be partners to meet the housing needs of Ontarians – and when we work together, we can help everyone find a place to call home.

Sincerely,

<original signed by>

Peter Milczyn  
Minister

c: Mr. David Szwarc, Chief Administrative Officer, Regional Municipality of Peel  
Ms. Janice Sheehy, Commissioner of Community Services, Regional Municipality of Peel

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**ITEMS RELATED TO  
ENTERPRISE PROGRAMS  
AND SERVICES**

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**For Information**


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DATE: March 15, 2018

REPORT TITLE: **2017 STATEMENT OF REMUNERATION AND EXPENSES**

FROM: Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

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**OBJECTIVE**

To provide the 2017 Statement of Remuneration and Expenses as required under section 284 of the *Municipal Act*, 2001, as amended.

**REPORT HIGHLIGHTS**

- The Regional Council members and Regional Appointees have received remuneration and expenses during 2017 which is disclosed annually, as per the *Municipal Act*, 2001.
- Payment information reported for Regional Appointees relating to other bodies, such as the Conservation Authorities have been provided by these bodies.
- Regional Council approved in 2014, an annual increase in the four-year term allowance for reimbursement of business expenses based on the Consumer Price Index of the previous year. For 2018 expenses, this represents a 1.9% increase resulting in a revised term allowance of \$22,805 (from \$22,380) for each Member of Council.

**DISCUSSION**

Appendix I to the subject report, lists all payments made during 2017 to Members of Council and Regional Appointees. In accordance with section 284 of the *Municipal Act*, 2001, this listing must be reported to Council annually by March 31<sup>st</sup>.

The benefits listed in Appendix I include the employer paid portion of the Ontario Municipal Employees Retirement System (OMERS), the Canada Pension Plan, the Employee Health Tax, Group Life, Health Spending and Basic Accidental Death and Dismemberment. The authority to remit this remuneration is found in Resolution RCB-2016-28.

The four-year term allowance for each Member of Council for business expenses increases annually based on Regional Council's direction to increase the term allowance based on Statistics Canada Consumer Price Index of the previous year, as per Council Resolution 2014-639. Based on the 2017 Statistics Canada, Consumer Price Index, CANSIM Table 326-0021, Canada all-items, the term allowance will increase by 1.9% from \$22,380 to \$22,805.

**2017 STATEMENT OF REMUNERATION AND EXPENSES**

**FINANCIAL IMPLICATIONS**

The cumulative impact for the annual increase in the term allowance for business expenses for all of Council is \$10,200 including mileage. Funding is available through existing approved budgets.

**CONCLUSION**

The 2017 Statement of Remuneration and Expenses is a statutory report listing the remuneration and expenditures paid to or on behalf of Members of Council and their appointees during the 2017 calendar year. The term allowance for business expenses in the amount of \$22,380 will increase to \$22,805 for each Member of Council for the four-year period.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

Appendix I – 2017 Statement of Remuneration and Expenses

*For further information regarding this report, please contact Stephanie Nagel at 905 791 7800 ext. 7105 or via email at [stephanie.nagel@peelregion.ca](mailto:stephanie.nagel@peelregion.ca).*

*Authored By: Monique Hynes*

*Reviewed in workflow by: Financial Support Unit*

**12.1-3**

**APPENDIX I  
2017 STATEMENT OF REMUNERATION AND EXPENSES**

**THE REGIONAL MUNICIPALITY OF PEEL  
STATEMENT OF REMUNERATION AND EXPENSES FOR 2017**

	<u>Salary</u>	<u>Benefit Costs</u> <u>(1)</u>	<u>Total</u> <u>Remuneration</u>	<u>Conferences &amp;</u> <u>Other Expenses (2)</u>
<b>CHAIRMAN</b>				
F. Dale	178,928.25	11,918.08	190,846.33	2,483.51
<b>COUNCILLORS</b>				
G. Carlson	55,130.24	9,873.47	65,003.71	0
B. Crombie	55,130.24	9,873.47	65,003.71	10,902.22
J. Downey	55,130.24	9,873.47	65,003.71	5,288.41
C. Fonseca	55,130.24	9,873.47	65,003.71	2,830.21
G. Gibson	55,130.24	9,873.47	65,003.71	2,214.26
A. Groves	55,130.24	9,873.47	65,003.71	3,035.27
N. Iannicca	55,130.24	9,873.47	65,003.71	0
J. Innis	55,130.24	9,873.47	65,003.71	4,982.53
L. Jeffrey	55,130.24	9,873.47	65,003.71	0
J. Kovac	55,130.24	9,873.47	65,003.71	4,789.64
M. Mahoney	55,130.24	9,873.47	65,003.71	1,561.49
S. McFadden	55,130.24	9,873.47	65,003.71	8,068.73
M. Medeiros	55,130.24	9,873.47	65,003.71	6,345.25
G. Miles	55,130.24	9,873.47	65,003.71	302.45
E. Moore	55,130.24	9,873.47	65,003.71	1,848.30
M. Palleschi	55,130.24	9,873.47	65,003.71	1,304.88
C. Parrish	55,130.24	2,184.75	57,314.99	4,846.05
K. Ras	55,130.24	9,873.47	65,003.71	1,116.24
P. Saito	55,130.24	8,791.09	63,921.33	1,453.14
B. Shaughnessy	55,130.24	9,873.47	65,003.71	3,249.06
J. Sprovieri	55,130.24	2,184.75	57,314.99	4,975.21
R. Starr	55,130.24	2,069.81	57,200.05	5,201.70
A. Thompson	55,130.24	9,873.47	65,003.71	5,384.13
J. Tovey	55,130.24	9,873.47	65,003.71	5,185.67

Note 1: Includes employer portions of Health & Dental, Group Life and Accidental Death & Dismemberment Insurance, Employee Health Tax, Ontario Municipal Employee Retirement System (OMERS), if applicable and Canada Pension Plan, if applicable. Benefit costs may reflect a waiting period for new councillors. For the Chair, this includes the automobile taxable benefit.

Note 2: Conferences & Other Expenditures reflect discretionary term limit items.

APPENDIX I  
2017 STATEMENT OF REMUNERATION AND EXPENSES

THE REGIONAL MUNICIPALITY OF PEEL  
STATEMENT OF REMUNERATION AND EXPENSES FOR 2017

Term of Council 2010 - 2014 (Former Members of Council)

Retirement  
Allowance (1)

COUNCILLORS

K. Mahoney	14,164.43
R. Paterak	12,029.00

Note 1: Retirement allowance from 2010 - 2014 term of Council with payment requested in 2017.

**APPENDIX I**  
**2017 STATEMENT OF REMUNERATION AND EXPENSES**

**2017 NON-SALARY RELATED REMUNERATION & EXPENSES PAID BY REGION AND/OR OTHER BODIES**

		<u>Other Remuneration</u>	<u>Benefit Costs</u>	<u>Other Expenses</u>
<u>CHAIRMAN</u>				
F. Dale	Police Services Board	\$ 13,445.12	\$ 491.05	\$ 1,200.00
<u>COUNCILLORS</u>				
B. Crombie	Police Services Board	517.12	86.78	100.00
L. Jeffrey	Police Services Board	13,181.48	2,200.10	1,200.00
S. McFadden	Police Services Board	13,551.97	2,262.06	1,200.00
N. Iannicca	Credit Valley Conservation	13,188.40		216.00
K. Ras	Credit Valley Conservation	818.84		237.60
R. Starr	Credit Valley Conservation	595.52		129.60
J. Tovey	Credit Valley Conservation	595.52		129.60
M. Medeiros	Credit Valley Conservation	446.64		48.60
M. Palleschi	Credit Valley Conservation	521.08		158.76
J. Downey	Credit Valley Conservation	669.96		252.72
J. Innis	Toronto & Region Conserv.	1,732.40		1,045.00
M. Mahoney	Toronto & Region Conserv.	433.10		137.50
J. Sprovieri	Toronto & Region Conserv.	692.96		212.00
J. Tovey	Toronto & Region Conserv.	692.96		232.00
S. McFadden	Conservaton Halton	50.00		42.40
A. Thompson	AMO Board			2,859.44
C. Fonseca	FCM Board			6,427.95
<u>REGIONAL APPOINTEES</u>				
J. Williams	Conservation Halton	450.00		358.28
N. Nicholson	Police Services Board	16,465.20	388.60	

DATE: March 22, 2018

REPORT TITLE: **FUNDING TO SUPPORT COMMUNITY ORGANIZATIONS FOR COSTS ASSOCIATED WITH POLICE PRESENCE AT COMMUNITY EVENTS**

FROM: Stephen VanOfwegen, Commissioner of Finance and CFO

## RECOMMENDATION

**That funding in the amount of \$182,522 in 2018 to the cities of Brampton in the amount of \$68,641 and Mississauga in the amount of \$113,881 to cover the costs of twelve community organizations impacted by the withdrawal of in-kind police funding from Peel Regional Police be supported.**

## REPORT HIGHLIGHTS

- On September 29, 2017, the Peel Regional Police (PRP) Board approved a change to the Community Event Paid Duty Policy. The effective date of the policy was January 1, 2018.
- The policy change revised the definition of what PRP defines as a community event and results in PRP no longer funding the cost of police presence at community events. Vehicle and administration costs are still covered in the revised policy.
- PRP indicated that in 2016 the total cost of providing in-kind police presence at community events for both municipal and non-municipally ran events was \$336,703.
- Regional staff have been working with local staff at the City of Brampton and City of Mississauga to ensure that community organizations will not be negatively impacted by this policy change and that funds will be provided to support the success of community events. The Town of Caledon is not affected by this policy change.
- The City of Brampton and City Mississauga both have local Council supported Community Grants Programs. These programs have the mechanisms and levers (ability to issue permits for community events, various funding streams, application and review processes) and staff with the expertise of community based activities that will positively impact Brampton and Mississauga.
- Local staff have provided assurance that they will work with community organizations to financially cover the cost of police presence at community events for 2019 and beyond through budget increases to their existing Community Grants Programs.
- Regional staff are recommending that the Region provide \$182,522 in one-time funding to the cities of Brampton and Mississauga to support the increased cost of community events directly impacted by the policy change.
- Funding will be provided directly to the municipalities in the amounts of \$68,641 for the City of Brampton and \$113,881 to the City of Mississauga.



## FUNDING TO SUPPORT COMMUNITY ORGANIZATIONS FOR COSTS ASSOCIATED WITH POLICE PRESENCE AT COMMUNITY EVENTS

### DISCUSSION

#### 1. Background – Changes to the Community Event Paid Duty Policy

On September 29, 2017, PRP Board approved changes to their Community Event Paid Duty Policy. The policy change revised the definition of community events for paid duty to:

*Community event paid duty: means paid duty provided for a charitable, religious, historical, cultural, public interest or other similar event that requires police services which are free to open public and fully funded by local or regional government, revenue is not generated, alcohol is not served.*

And further,

*That... the total vehicle and administration cost of a Community Event Paid Duty should be borne by the police service, where the applicant for the service can demonstrate to the satisfaction of the officer-in-charge that the event fully meets the community event policy definition.*

The effective date of the policy was January 1, 2018. Funding was removed from the 2018 PRP budget to pay for police officers at community events in 2018. Only PRP vehicle and administration costs will be paid for, moving forward. The change results in PRP no longer funding the cost of police presence at community events.

#### Cost Associated with Paid Duty Officers at Community Events

The February 9, 2017 PRP report (Community Event Paid Duties – Board Policy Review) indicates that there have historically been 12 community events (shown in the table below) that received internal funding annually from the police budget. There were also eight municipally run events that received funding from PRP. The total cost of police officers was \$182,522 for Community led events and \$154,181 for municipally run events.

Event Host	Number of Events Sponsored by PRP in 2016	Total Value of Sponsorship by PRP in 2016
<b>Community Run Events:</b>		
<b>Brampton</b> <ul style="list-style-type: none"> <li>• Khalsa Day Parade</li> <li>• Brampton Flower Clity Parade</li> <li>• Canada Day 21 Division</li> <li>• Brampton Santa Clause Parade</li> <li>• Brampton New Years' Eve</li> </ul>	5	\$68,641
<b>Mississauga</b> <ul style="list-style-type: none"> <li>• Bread &amp; Honey</li> <li>• Mississauga Waterfront Festival</li> <li>• Canada Day 12 Division</li> <li>• Sri Guru Singh Sabha Parade</li> <li>• Southside Shuffle</li> <li>• Remembrance Day</li> <li>• Mississauga Santa Clause Parade</li> </ul>	7	\$113,881
<b>Total for Community Organizations</b>	<b>12</b>	<b>\$182,522</b>

### 12.2-3

## FUNDING TO SUPPORT COMMUNITY ORGANIZATIONS FOR COSTS ASSOCIATED WITH POLICE PRESENCE AT COMMUNITY EVENTS

<b>Municipally Run Events:</b>		
City of Brampton <ul style="list-style-type: none"> <li>• Flower Parade</li> <li>• Canada Day</li> <li>• Santa Claus Parade</li> <li>• New Years' Eve</li> </ul>	4	\$102,602
City of Mississauga <ul style="list-style-type: none"> <li>• Canada Day</li> <li>• Santa Claus Parade</li> <li>• New Years' Eve</li> <li>• Mayor &amp; Council</li> </ul>	4	\$51,579
<b>Total Municipally Run</b>		<b>\$154,181</b>

There were, however, 42 community and religious events in 2016 where no police funding was provided. The change in the policy is intended to eliminate the funding disparity among community events.

## 2. Support to Community Organizations through Local Community Grants Program

The City of Brampton and City of Mississauga both have local Council supported Community Grants Programs. These programs have the mechanisms and levers (ability to issue permits for community events, various funding streams, application and review processes) and staff with the expertise of community based activities that will positively impact Brampton and Mississauga.

Regional staff have been working with local staff to support the smooth transition under the new PRP policy and ensure that impacted community organizations are financially supported during the policy transition. Due to the timing of the PRP policy change, local municipalities were unable to incorporate adequate funding into their Community Grants program for 2018. Regional staff are proposing that in order to support the transition, the Region provide \$182,522 in one-time transitional funding in 2018 to support the twelve community events directly impacted by the policy change. The funding will be provided directly to the municipalities to distribute to community organizations through their existing grants programs.

Local staff have provided assurance that they will work with community organizations to determine a longer term solution and provide funding through the traditional Community Grants programs at the local level in 2019 and beyond. Local staff will also work to review options for stakeholders to reinvest event revenues in the community.

### Financial Implications

To support the prosperity of community organizations through this transition, the Region will be committing \$182,522 in one-time transitional funding. Funds were not included in the 2018 Budget. Funding of the one-time transitional grants will be managed through the Region's year-end surplus management program, drawing on available rate stabilization reserves.

**FUNDING TO SUPPORT COMMUNITY ORGANIZATIONS FOR COSTS ASSOCIATED WITH POLICE PRESENCE AT COMMUNITY EVENTS**

**Conclusion**

Regional staff is proposing one-time transitional funding to support 2018 community events, and have been assured that local staff will work with community organizations through their respective Community Grants Programs to support community events and their additional costs. Local staff intend to find a longer term solution to support community prosperity and vibrancy in Peel Region.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

**Approved for Submission:**



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D. Swarc, Chief Administrative Officer

*For further information regarding this report, please contact, Sherona Hollman, Manager, Financial Policy & Strategic Initiatives ext. 7285*

*Authored By: Melissa Bauman, Advisor, Policy & Research ext. 8177*

DATE: March 15, 2018

REPORT TITLE: **EVALUATION AND IMPLEMENTATION OF CONSENT AGENDA**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

## RECOMMENDATION

**That a Consent Agenda process be implemented on a permanent basis;**

**And further, that the items to be included as consent items be determined by Members of Regional Council at each Council meeting;**

**And further, that Section V of the Procedure By-law 9-2018 be waived accordingly, until an amendment is brought forward for enactment to the subject By-law.**

### REPORT HIGHLIGHTS

- A pilot project for implementation of a consent agenda commenced for the period of September 28, 2017 to March 29, 2018.
- For the first three months, Members of Regional Council identified reports and items of communications to be dealt with under a consent agenda.
- For the second three months, Regional Staff created the consent agenda for ratification by Regional Council.
- Any Member of Council could add an item, or remove an item from the consent agenda before the consent agenda was voted upon in either method.
- Regional Staff is recommending that the method utilized during the first three months be implemented.
- An amendment to Section 5 of Procedure By-law 9-2018 will be brought forward to a future Regional Council meeting for enactment.

## DISCUSSION

### 1. Background

At the September 14, 2017 Regional Council meeting, Council approved a pilot program for the consent agenda during the period of September 28, 2017 to March 29, 2018. Consent agendas are used to approve routine items which do not require discussion and/or are non-controversial. These items are approved by one vote. It is used as a mechanism to streamline agendas and to reduce the overall time of addressing the items listed before Council and thereby allowing sufficient time to fully address those items of interest and requiring discussion.

## EVALUATION AND IMPLEMENTATION OF CONSENT AGENDA

During the first three months, from September 28, 2017 to December 21, 2017 the method currently used by the City of Mississauga and the Town of Caledon (Method A) was used to determine which items shall be placed on a consent agenda by allowing Members of Council to identify which items they would like to discuss individually, which ultimately determines which items are held for discussion or placed on the consent agenda.

During the second three months, from January 11, 2018 to March 29, 2018 the method currently used by the City of Brampton (Method B) was implemented, whereby staff determines which items will be placed on the consent agenda and these are identified with an asterisk beside the item on the main agenda face page. During the meeting, Council ratifies the consent agenda.

With either method, any Member of Council may add or remove an item from the consent agenda before the consent agenda is voted upon. An item listed on the consent agenda can be reopened or removed by a majority vote within the same meeting.

Section IV of the Procedure By-law 100-2012, as amended, that relates to procedures for the consent agenda trial period was waived at the July 6, 2017 Regional Council meeting (Resolution 2017-600). The procedures for the consent agenda will also need to be waived pending an amendment to By-law 9-2018.

### 2. Findings

The following are the findings of the pilot project for the consent agenda for Method A (City of Mississauga and Town of Caledon) and Method B (City of Brampton).

#### **Method A**

Approval of the consent agenda followed the Delegations section. The Regional Chair went through the agenda, item by item, and any Member of Council that wished to speak to a report or item of communication would advise the Chair. If an item was not indicated, the Regional Chair would state that the item was on consent. A recorded vote was taken on those items placed on the consent agenda.

Items for consent were highlighted in yellow, and the highlighted agenda was distributed to the Regional Chair, Regional Clerk, Council Section Chairs and Vice-Chairs, and the Executive Leadership Team (ELT) for ease of reference. The Method A process worked seamlessly and took little time to determine the items that were to be placed on the consent agenda.

#### **Method B**

The Regional Chair and ELT reviewed the proposed reports and communication items on the draft agenda at the Council Report Review meeting, approximately two weeks prior to the Regional Council meeting and determined the items to be placed on the consent agenda. Criteria used were: routine items that are non-controversial; reports that do not have large financial implications (or that were previously approved by Regional Council), items for information, and reports that did not require legislative action. There is an element of subjectivity to the process of staff recommending items for the consent agenda. Of note is that at each meeting, Regional Council made changes to the staff consent agenda recommendations.

## EVALUATION AND IMPLEMENTATION OF CONSENT AGENDA

The approval of the consent agenda followed the Delegations section on the final Regional Council agenda. The agenda face page had an asterisk placed beside the item that had been selected for the consent agenda. A recorded vote was then taken to ratify those items on the consent agenda as proposed by staff and amended by Council.

Regional staff revised the agenda face page by removing the asterisk and deleting the item number under the consent agenda. The revised face page was then distributed to the Regional Chair, Regional Clerk, Section Chairs and Vice-chairs, and ELT for ease of reference.

With both methods the agenda with the items of consent is not reposted on the Region of Peel website. With Method B, the agenda may have items listed under consent which have been removed and received further discussion and vice-versa where items may have been placed under the consent agenda.

### 3. Proposed Direction

The use of a consent agenda has streamlined Regional Council meetings and reduced the overall time of addressing the items listed before Council.

It is proposed that the use of a consent agenda be continued and that Method A, as described above, be the process that is used. Method A alleviates Regional staff from trying to determine what items Members of Council would like to have placed on the consent agenda. The Procedure By-law 9-2018 will require amending by incorporating a new subsection under section 5 – Meeting Proceedings.

It is proposed that the applicable sections in the Procedure By-law be waived to allow for a consent agenda to continue until the next Procedure By-law amendment is required to avoid future multiple amendments to the By-law. An amendment to the By-law will be required for certain provisions in Bill 68 Legislation – *Modernizing Ontario's Municipal Legislation Act*. It is recommended that one amending By-law be brought forward for enactment.



Mary Killeavy, Acting for Lorraine Graham-Watson, Commissioner of Corporate Services

### Approved for Submission:



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D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk and Director of Clerks, at ext. 4325, or [kathryn.lockyer@peelregion.ca](mailto:kathryn.lockyer@peelregion.ca).*

*Authored By: Helena West*

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DATE: March 15, 2018

REPORT TITLE: **NOMINATIONS FOR A REGION OF PEEL MUNICIPAL MEMBER CANDIDATE TO SERVE ON THE GREATER TORONTO AIRPORTS AUTHORITY BOARD OF DIRECTORS**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

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### **RECOMMENDATION**

**That Stephen Griggs be nominated to serve as the Region of Peel Municipal Member on the Greater Toronto Airports Authority (GTAA) Board of Directors from May 9, 2018 until such time as a successor is appointed prior to the end of 2018;**

**And further, that the GTAA Liaison Committee be re-established to manage the process to select applicants and recommend three nominees for consideration to serve as the Region of Peel Municipal Member on the GTAA Board for a three year term beginning in 2018;**

**And further, that the Terms of Reference for the GTAA Liaison Committee, as outlined in Appendix I of the Report from the Commissioner of Corporate Services, titled "Nominations for a Region of Peel Municipal Member Candidate to Serve on the Greater Toronto Airports Authority Board of Directors", be approved;**

**And further, that the Mayor of Brampton, the Mayor of Caledon and the Mayor of Mississauga be appointed to the GTAA Liaison Committee as outlined in the Terms of Reference.**

### **REPORT HIGHLIGHTS**

- The term of the Region of Peel Municipal Member currently serving on the GTAA Board of Directors, Stephen Griggs, will expire on May 9, 2018.
- Correspondence has been received from W. David Wilson, Chair of the Board of Directors of the GTAA requesting that Stephen Griggs be re-nominated to serve on the Board from May 9, 2018 until such time as a successor has been appointed prior to the end of 2018.
- A term of appointment is three years and the maximum number of terms that may be served by any one nominee is three terms. Stephen Griggs is completing his third term but has not yet served a full nine years therefore he is eligible to continue to serve as a member until a successor is appointed.

## 12.4-2

### NOMINATIONS FOR A REGION OF PEEL MUNICIPAL MEMBER CANDIDATE TO SERVE ON THE GREATER TORONTO AIRPORTS AUTHORITY BOARD OF DIRECTORS

- The GTAA General Operating By-law provides that the Region of Peel is entitled to submit the names of up to three nominees for the Board's consideration to serve as a Member of the GTAA Board of Directors.
- It is recommended that the GTAA Liaison Committee be re-established to manage the process to select candidates and recommend nominees for consideration to serve as the Municipal Member on the Board of the GTAA and that recruitment be completed on or before July 12, 2018.

## DISCUSSION

### 1. Background

On March 8, 2018 Regional Council received a letter from W. David Wilson, Chair of the Board of Directors of the GTAA noting that the current term of the Region of Peel Municipal Member, Stephen Griggs, will expire on May 9, 2018. The GTAA Board of Directors has requested that Stephen Griggs be nominated to serve on the Board until such time as a successor has been appointed and that the Region of Peel submit nominations to replace Stephen Griggs.

The GTAA Operating By-law provides that a term of appointment is three years and the maximum number of terms that may be served by any one nominee is three. Stephen Griggs' initial term began with a mid-term appointment from January 2010 to May 2012, due to the passing of Stan Archdekin, resulting in a shortage of eight months in the first three year term. Therefore, while Stephen Griggs is completing his third term he has not yet served a full nine years and is eligible to continue to serve as a member until a successor is appointed at the end of 2018.

### 2. The GTAA Board

The GTAA Board is comprised of 15 Members of which five are Members appointed by the Board from candidates proposed by each Municipal Nominator of which the Region of Peel is included. Each Member is appointed for a three-year term and is eligible to serve for a total of three terms.

The GTAA General Operating By-law provides that the Region of Peel is entitled to submit the names of up to three nominees for the Board's Consideration to serve as a Member of the GTAA Board of Directors.

The GTAA Board is in the process of reviewing the preferred skills, abilities and experience required of members and will forward information to the Region of Peel after the Board meets on March 21, 2018. It is requested that the Region consider these attributes when choosing nominees.



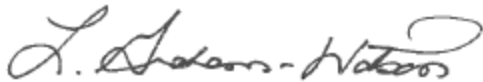
**NOMINATIONS FOR A REGION OF PEEL MUNICIPAL MEMBER CANDIDATE TO SERVE ON THE GREATER TORONTO AIRPORTS AUTHORITY BOARD OF DIRECTORS**

**3. Proposed Direction**

The GTAA Liaison Committee was first established in 1998 with a mandate for the development of appropriate mechanisms to assist in the selection of candidates and to position expectations for the Region of Peel member of the GTAA Board. It is recommended that the Committee be re-established to manage the process to select candidates and recommend nominees for consideration to serve as the Municipal Member on the Board of the GTAA. The Committee Terms of Reference is included as Appendix I.

It is also recommended that the process be completed on or before July 12, 2018 to ensure that a nomination can be finalized in sufficient time to allow the GTAA to complete their processes and further that the nomination process not be affected by the Municipal election.

Advertisements will be placed in three local newspapers and on the Region of Peel website for a two week period during the month of April and applications will be accepted for a three week period. Interviews could be scheduled in June allowing sufficient time for three nominees to be recommended by the committee through a report to Regional Council on or before July 12, 2018 for approval.



Lorraine Graham-Watson, Commissioner of Corporate Services

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

Appendix I - GTAA Liaison Committee Terms of Reference

*For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk and Director of Clerk's, extension 4325, [kathryn.lockyer@peelregion.ca](mailto:kathryn.lockyer@peelregion.ca).*

*Authored By: Jill Jones, Legislative Specialist*

**APPENDIX I**

**NOMINATIONS FOR A REGION OF PEEL MUNICIPAL MEMBER CANDIDATE TO SERVE ON THE GREATER TORONTO AIRPORTS AUTHORITY BOARD OF DIRECTORS**

**Terms of Reference – Greater Toronto Airports Authority (GTAA) Liaison Committee**

**Mandate:**

To manage the process to select candidates and recommend three nominees to Regional Council for consideration to serve as the Region of Peel Municipal Member on the Greater Toronto Airports Authority Board of Directors.

**Membership:**

The Committee is comprised of the Regional Chair (*ex-officio*), Mayor of Brampton, Mayor of Caledon, and Mayor of Mississauga.

**Roles and Responsibilities of Members:**

The Committee is responsible for managing the process to select candidates and, through Regional Council, recommending three nominees to the GTAA Board of Directors of which the Board will then select one. The GTAA General Operating By-law prohibits elected federal, provincial, and municipal officials from nomination to the GTAA.

**Election of Chair and Vice-Chair:**

The Committee will elect from among its members a Chair and Vice-Chair, and this election shall be held at the first meeting of the Committee.

The Committee shall elect a Vice-Chair who may act in the capacity of Chair and exercise all the rights, powers and authorities of the Chair when the Chair is absent through illness or otherwise, or is absent from the office in course of his or her duties, or on vacation or on an approved leave.

**Quorum:**

Quorum will consist of the majority of the total number of members of the committee.

**Reporting Structure:**

The Committee will report to Regional Council. The minutes of each Committee meeting will be placed on the next available Council Agenda for approval.

**Term of Appointment:**

Members are appointed for a term ending upon the dissolution of the Committee or the end of the current term of Regional Council, whichever comes first.

**Frequency of Meetings:**

Will be determined by the committee in consultation with Regional Staff

**Staff Resources:**

The Committee will be supported by staff from the Corporate Services.

DATE: March 15, 2018

REPORT TITLE: **SUPPLY, INSTALLATION AND SUPPORT FOR MULTIFUNCTIONAL AND NON-MULTIFUNCTIONAL DEVICES - DOCUMENT 2012-578P**

FROM: Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

## RECOMMENDATION

That the Contract (Document 2012-578P) for the Supply, Installation and Support for Multifunctional and Non-Multifunctional Devices (printing, copying, scanning and faxing) awarded to Konica Minolta Business Solutions (Canada) Ltd. be renewed for a 24 month term in the estimated amount of \$1,850,000 (exclusive of applicable taxes) for the Region of Peel and \$300,000 (exclusive of applicable taxes) for the Peel Regional Police in accordance with Purchasing By-law 113-2013;

And further, that approval be granted to renew the Contract for one optional 12 month period, subject to available funding and satisfactory performance;

And further, that subject to budget availability, approval be granted to the Director of Procurement to increase and extend the Contract for any goods and services that are deemed proprietary or similar in nature, if actual requirements exceed estimated quantities.

### REPORT HIGHLIGHTS

- Document 2012-578P was awarded to Konica Minolta Business Solutions (Canada) Ltd. in 2013 for a five year term and is expiring on August 31, 2018.
- The Region is currently conducting a print review and study to determine the most cost effective solution while optimizing technology and number of devices to meet the current printing needs of the Region.
- Extending the current contract will provide lower costs as compared to the existing contract and introduce additional value added functionality.

## DISCUSSION

### 1. Background

In 2017 Regional Council approved the procurement of new and replacement productivity tools for staff, such as computers and tablets. While this work is underway over the next two years, staff recommend extending the current contract for multifunctional and non-multifunctional devices with benefits outlined below.

## 12.5-2

### **SUPPLY, INSTALLATION AND SUPPORT FOR MULTIFUNCTIONAL AND NON-MULTIFUNCTIONAL DEVICES - DOCUMENT 2012-578P**

The Region is currently conducting a review of its print requirements and alternative solutions available in the marketplace based on cost and functionality considering the Region's current and future needs.

Continued proprietary licensing, technical support and maintenance are required until the print review and study is completed.

Upon completion of the print review and study, staff will be positioned to conduct a new competitive process with clear comprehensive requirements to establish a new contract for the supply of multifunctional and non-multifunctional devices.

In addition to Konica Minolta Business Solutions (Canada) Ltd.'s proven track record of satisfactory service and performance, the proposed extension will provide a number of benefits to the Region including:

- Start-up costs of almost \$500,000 if the Region were to replace the current fleet will be deferred until after the extension period.
- Savings of 15% off the current contract for the device rental costs, which equates to approximately \$60,000 over the two-year extension period.
- Reduced printing costs, increased scanning utilization and improved business productivity through new technology and functionality offered by Konica Minolta Business Solutions (Canada) Ltd. at no additional cost to the Region.

## **2. Procurement Process**

In accordance with Purchasing By-law 113-2013, this Contract requires Regional Council approval. The process to award this Contract is in compliance with the By-law.

The Region awarded the Contract to Konica Minolta Business Solutions (Canada) Ltd. pursuant to Council Resolution # 2012-1410 dated December 13, 2012 after a competitive process under Document 2012-578P for the Supply, Installation and Support for Multifunctional and Non-Multifunctional Devices.

The Contract was awarded for an initial term of three years with two optional 12 month periods. The Contract is currently on the final optional term which expires on August 31, 2018.

Approval is requested to extend the current Contract to Konica Minolta Business Solutions (Canada) Ltd. to continue the supply of maintenance and support for all multifunctional and non-multifunctional devices currently in use at all Regional locations.

Staff concludes that the continued support from the Vendor is acceptable and the services provided by Konica deliver good value to the Region.

**SUPPLY, INSTALLATION AND SUPPORT FOR MULTIFUNCTIONAL AND NON-MULTIFUNCTIONAL DEVICES - DOCUMENT 2012-578P**

**FINANCIAL IMPLICATIONS**

There are sufficient funds available in the approved operating budget to carry out the contract extension.



Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact; Steve Van De Ven, Director, Information Systems & Technology Services, ext. 4451 or [steve.vandeven@peelregion.ca](mailto:steve.vandeven@peelregion.ca).*

*Authored By: Anne Bersek*

*Reviewed in workflow by:*  
Purchasing

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DATE: March 21, 2018

REPORT TITLE: **DIGITAL STRATEGY - IT OPERATING MODEL**

FROM: Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

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## **RECOMMENDATION**

**That the Contract (Document 2018-287N) for the development of the Digital Strategy – IT Operating Model be awarded to Accenture Inc. in the estimated amount of \$575,000.00 (exclusive of applicable taxes) in accordance with Purchasing By-law 113-2013.**

### **REPORT HIGHLIGHTS**

- In October 2017, the Region of Peel refreshed its Digital Strategy (“Strategy”) with a mandate to “provide engaging and seamless resident and employee service experiences through sustainable and integrated business and technology modernization”.
- To ensure the successful implementation and execution of the Strategy, review of the IT Operating Model is required.
- The model will ensure the Region has the capacity for implementing new initiatives, capability for partnering with the regional programs and departments, managing vendor partnerships, and competency with the future-state of the Region’s digital landscape to ensure alignment of IT functions to deliver the required outcomes of the Strategy.
- This is a non-competitive procurement process requiring approval by Regional Council.
- Sufficient funds are available in the approved capital budget.

## **DISCUSSION**

### **1. Background**

In October 2017 the Internal Audit division, the Digital & Information Services department and Accenture Inc. provided an update on the Strategy audit and assessment to the Audit & Risk Committee. Accenture Inc. was secured to complete the audit and assessment through a competitive process in 2016 (Document 2016-517P). In addressing the assessment, the Region is implementing the recommendations presented by Accenture Inc. and Internal Audit.

**DIGITAL STRATEGY - IT OPERATING MODEL**

Accenture Inc. was retained (Document 2017-491N) to develop a refreshed Strategy which included collaboration with stakeholders from across the organization to collectively define the Region of Peel's Strategy goals and objectives for employees and residents.

To ensure the successful implementation and execution of the Strategy, six key success factors (Appendix I) were identified:

- Business/IT Operating Model
- Business/IT Governance
- Enterprise Target State Architecture
- Change Management
- Stabilization of Existing Systems and Technology
- Vendor Partnerships

Work is progressing on five of the six success factors. Additional external expertise is required to advance work on the IT Operating Model.

**2. IT Operating Model**

Computer systems are used in every aspect of service delivery across all programs and departments. The Region of Peel has an IT operating budget of \$18 million and \$130 million for capital spending over the next 10 years. As noted above a clear business and IT Operating model are required to successfully execute the Strategy. An effective IT Operating model will clearly articulate the roles, responsibilities, structure and sourcing model to successfully deliver on the Strategy.

The IT Operating model will:

- assess the capacity for implementing new initiatives – i.e., ensuring the Region has adequate resources (internal & external) to meet current and future needs
- assess the capability for partnering with the business – i.e., ensuring the Region has the right skill sets in a rapidly changing technological environment
- managing new vendor partnerships and relationships – i.e., ensuring vendor relationships are well managed in an evolving technological environment
- competency with the future-state of the Region's digital landscape – i.e., ensuring alignment of IT functions to deliver the required outcomes and long term sustainment of the Strategy.

Developing the IT Operating Model will continue the work being undertaken by the Region to transform its IT organization to yield long term performance improvements across the corporation.

**3. Procurement Process**

Recommendation pursuant to the Purchasing By-law 113-2013, Section 5.2.5, which identifies a method of purchasing services from a Vendor that has special knowledge, skills, expertise, and/ or experience.

## DIGITAL STRATEGY - IT OPERATING MODEL

Accenture Inc. is a leading global management consulting and professional services firm specializing in digital, strategy, technology and operations services. Leveraging Accenture's knowledge and familiarity from work conducted during the audit and the refresh of the Strategy will minimize disruption to staff (e.g. onboarding a new vendor) and expedite the development of the IT operating model, thereby realizing the outcomes defined by the Strategy.

The proposed 13 week engagement with Accenture Inc. includes an assessment of the current state, defining the future state IT Operating Model and capability model, completing a gap analysis, and developing a tactical execution plan to deliver the benefits of the IT Operating Model. Execution work will be undertaken by staff.

This is a non-competitive process requiring approval by Regional Council.

## FINANCIAL IMPLICATIONS

There are sufficient funds available in the approved Capital Project #187101 Technology Platforms to award the contract up to the estimated amount of \$575,000.00 (excluding applicable taxes).



Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

### Approved for Submission:



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D. Szwarc, Chief Administrative Officer

## APPENDICES

Appendix I - Key Success Factors

*For further information regarding this report, please contact Shaifa Kanji, Director, Client Delivery ext. 4041.*

*Authored By: Shaifa Kanji, Director, Client Delivery*

*Reviewed in workflow by:*

Purchasing  
Financial Support Unit



## Key Success Factors

To support the success of the Region's Digital Strategy, a clear operating model, governance framework, enterprise wide target state architecture, change management capabilities and stabilization are required



### Business and IT Operating Model

#### Business and IT Operating Model

A business and technology operating model that has the capability and capacity to deliver the digital roadmap. The Operating Model will clearly articulate the roles, responsibilities, structure, sourcing model to successfully deliver.



### Business and IT Governance

#### Business and IT Governance

A new joint IT / Business governance framework including governing bodies, project approval process, project selection criteria, escalation mechanisms, project success measures and a single project intake funnel is required to effectively manage the digital transformation



### Enterprise Target State Architecture

#### Enterprise Target State Architecture

The Region of Peel requires an target state architecture that depicts the Region's vision for their future state technology footprint. This forms the Enterprise blueprint for the digital transformation



### Change Management

#### Change Management

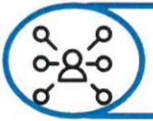
The sheer amount of business and technology change necessitates a robust change management strategy that defines mechanisms for communicating, implementing and evaluating how change is managed within the Region of Peel.



### Stabilization

#### Stabilization

The desire for change needs to be balanced against a focus on stabilizing the existing systems deployments and maximizing the use of existing technology capabilities.



### Partnership Ecosystem

#### Partnership Ecosystem

An ecosystem of partnerships with 3<sup>rd</sup> party providers and vendors that will enable the Region to quickly scale up relevant skills while remaining flexible.



**THE REGIONAL MUNICIPALITY OF PEEL  
GOVERNMENT RELATIONS COMMITTEE  
MINUTES**

**GRC - 1/2018**

The Region of Peel Government Relations Committee met on March 1, 2018 at 11:04 a.m., in the Regional Council Chambers, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, ON.

**Members Present:** B. Crombie; D. Cook; F. Dale; G. Gibson; J. Innis; M. Medeiros; K. Ras; A. Thompson

**Members Absent:** L. Jeffrey, due to other municipal business; G. Miles, due to other municipal business

**Also Present:** D. Szwarc, Chief Administrative Officer; M. Killeavy, Acting Commissioner of Corporate Services; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer and Acting Commissioner of Digital and Information Services; J. Smith, Commissioner of Public Works; J. Sheehy, Commissioner of Human Services; N. Polsinelli, Commissioner of Health Services; K. Lockyer, Regional Clerk and Director of Clerk's; J. Barillas, Advisor, External Relations; C. Thomson, Legislative Specialist; S. Valleau, Committee Clerk; D. Obaseki, Legislative Assistant

*Chaired by Vice-Chair Councillor J. Innis.*

**1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil**

**2. ELECTION OF CHAIR AND VICE CHAIR**

*Sabrina Valleau, Committee Clerk presided.*

**RECOMMENDATION GRC-1-2018:**

That Councillor Innis be appointed Chair of the Government Relations Committee for the term ending November 30, 2018 or until a successor is appointed.

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\* See text for arrivals

◆ See text for departures

RECOMMENDATION GRC-2-2018:

That Councillor Ras be appointed Vice-Chair of the Government Relations Committee for the term ending November 30, 2018 or until a successor is appointed.

*Councillor Innis assumed the Chair.*

**3. APPROVAL OF AGENDA**

RECOMMENDATION GRC-3-2018:

That the agenda for the March 1, 2018 Government Relations Committee meeting include a communication regarding the 2018 Federal Budget, to be dealt with under Communications – Item 6.4;

And further, that the agenda for the March 1, 2018 Government Relations Committee meeting be approved, as amended.

**4. DELEGATIONS - Nil**

**5. REPORTS**

**5.1. Update on the Region of Peel's 2018 Provincial Election Strategy**

Received

In response to a question from Councillor Crombie, Jeffrey Barillas, Advisor, External Relations, informed that staff will be hosting an educational MPP candidate forum on April 3, 2018 and that the local municipalities would be participating in the forum.

**6. Government Relations Update**

Discussion led by Jeffrey Barillas, Advisor, External Relations, Strategic Public Policy and External Relations

Received

Jeffrey Barillas, Advisor, External Relations, acknowledged the passing of Councillor Jim Tovey and recognized his commitment to the Region of Peel and support of the Government Relations Committee. He welcomed Councillor Cook to the Government Relations Committee.

Jeffrey Barillas provided an update on the provincial decision to not proceed with the Greater Toronto Area (GTA) West Corridor and instead, initiate the Northwest GTA Corridor Identification Study.

Councillor Innis advised that she had met with the Minister of Transportation at the Ontario Good Roads Association (OGRA) conference and that the Minister committed to provide information regarding the GIS data mapping for the Goods Movement corridor.

Councillor Crombie informed Committee Members that the Big City Mayors Caucus (BMC) has requested that the rehabilitation repair money for housing, under the National Housing Strategy, be made available to municipalities sooner than the proposed timeframe.

In response to a question from Councillor Crombie, Mary Killeavy, Acting Commissioner of Corporate Services advised that staff would be analyzing potential impacts to the Region of Peel of a potential Pharmacare Plan and parental leave changes proposed in the 2018 federal budget.

Councillor Ras inquired as to whether the federal government's Rental Construction Financing initiative will provide opportunities for non-profit housing providers, as well as private ones. Jeffrey Barillas undertook to follow up with Councillor Ras.

Councillor Ras requested that staff report to a future meeting of the Government Relations Committee with information regarding the potential for savings on premiums with respect to the National Pharmacare Program.

In response to a question from Councillor Ras, Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer, stated that the Region of Peel is working in partnership with the Regional Public Works Commissioners of Ontario (RPWCO) and has provided evidence to both the federal and provincial governments on the significant savings achievable with better Infrastructure Funding program design.

**7. COMMUNICATIONS**

**7.1. 2018 Spring MP/MPP Advocacy Update**

Received

**7.2. Region of Peel 2018 Federal Pre-Budget Submission**

Received

**7.3. Region of Peel 2018 Provincial Pre-Budget Submission**

Received

**7.4. Summary of the 2018 Federal Budget**

Received

**8. IN CAMERA MATTERS - Nil**

**9. OTHER BUSINESS - Nil**

**10. NEXT MEETING**

The next meeting of the Government Relations Committee is scheduled for Thursday, June 21, 2018 at 11:00 a.m., Regional Administrative Headquarters, Council Chamber, 5th floor, 10 Peel Centre Drive, Suite A, Brampton, ON.

Please forward regrets to Sabrina Valleau, Committee Clerk, (905) 791-7800, extension 4320 or at [sabrina.valleau@peelregion.ca](mailto:sabrina.valleau@peelregion.ca).

**11. ADJOURNMENT**

The meeting adjourned at 11:37 a.m.

February 6, 2018

The Honourable Charles Sousa  
Minister of Finance  
c/o Budget Secretariat  
Frost Building North, 3rd floor  
95 Grosvenor Street  
Toronto ON M7A 1Z1

**RECEIVED**  
**February 14, 2018**  
REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK



Dear Minister Sousa,

Thank you for the opportunity to participate in this budget consultation and for your dedication and support of Peel Region. The provincial government has done significant work on poverty reduction and homelessness to support the most vulnerable within our community.

United Way of Peel Region is focused on supporting the economy by leveraging our resources into poverty reduction strategies in Mississauga, Brampton and Caledon.

Ending poverty is everyone’s business – it robs people of their potential, costs us all too much, and undermines what we stand for: a place where everyone has a fair chance at a good life. We are calling on the provincial government to commit to end poverty, reduce gender, racial and income inequality, and create an Ontario where everyone has hope for a brighter future. To build on that commitment, and to accomplish these goals we are asking the provincial government to consider including the following within this year’s budget.

**1) Mental Health**

Individuals with mental health issues face a much higher risk of living in poverty. In addition, mental health concerns during childhood- while more receptive to treatment- can lead to lifelong battles with mental illness.

As the July 2017 Region of Peel’s Health System Integration Committee Report (attached) on Regional Mental Health Advocacy, submitted to the Ministry of Children and Youth Services states, “The current funding allocation model for mental health and addictions services does not account for demographic changes and population growth, which has resulted in underfunding of services in Peel. While Peel is growing faster than the provincial average, per capita funding for mental health and addictions services for both Local Health Integration Networks (LHINs) serving Peel (Central West and Mississauga Halton) are among the lowest in Ontario. This funding variation across jurisdictions is illustrated in the table below.”

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_

**RECEIVED**  
**FEB 14 2018**  
**Region of Peel**  
**Clerks Dept.**



**Adult mental health and addictions funding in Peel compared to other jurisdictions (2015/16)**

Annual per capita funding for adult services	Ontario average	Local Health Integration Networks (LHINs) serving Peel	Local Health Integration Networks similar to Peel
Mental Health	\$65.70	Central West* - \$33 Mississauga Halton* - \$26	Central (York Region area) - \$41.40 Champlain (Ottawa area) - \$52.30 Toronto Central - \$103.70
Addictions	\$18.60	Central West - \$6.10 Mississauga Halton - \$5.40	Central - \$3.80 Champlain - \$18.40 Toronto Central - \$30.90
Supportive Housing (mental health specific)	9 units per 10,000 people	Central West - 5.6 units per 10,000 people Mississauga Halton* - 2.1 units per 10,000 people	Central - 7.1 units per 10,000 people Champlain - 6.7 units per 10,000 people Toronto Central - 31.1 units per 10,000 people

\*Lowest funded of LHIN's in Ontario

The Region of Peel's Health System Integration Committee Report also states: "Funding constraints can translate into limited community supports, leading to longer wait times for services or unmet needs that may show up as emergency department visits or interactions with the police.

For Example:

- As of May 2017, the median wait times in the Central West LHIN were greater than provincial values for the following services for adults: case management, centralized/coordination access and support within housing.
- As of May 2017, the median wait times in the Mississauga Halton LHIN were greater than provincial values for the following services for adults: assertive community treatment team, case management, early psychosis intervention, inpatient services and primary day/night care.
- As of 2016, 1,100 people in Peel are waiting for one of the 252 mental health supportive housing units in the Region.
- Emergency departments and police are seeing increasing numbers of people with mental health issues.



**United Way**  
Peel Region

- Brampton Civic has seen a 32% increase in emergency visits for mental health issues and a 42% increase in emergency visits for substance abuse between 2012 and 2015.
- Credit Valley and Mississauga Hospital have seen an increase of 15% and 13% respectively in emergency visits for mental health issues and a 35% increase in emergency visits for substance abuse between 2012 and 2015.
- Peel Police report an 8% increase in mental health calls for assistance (not including suicide or suicide attempts) between 2013 and 2015.”

This demonstrates the importance of a needs-based funding model that accounts for the growing service needs that are associated with population growth, demographics, and socio-economic status. Ontario’s Mental Health and Addiction Strategy committed to implementing this, and the Ministry of Children and Youth are planning to roll out needs based funding in 2017-18. We hope to see a similar implementation strategy within adult mental health as this will ensure Peel residents receive their fair share of provincial dollars.

In addition, there are also system integration challenges within the mental health system. There are currently two “systems” for mental health service funding and delivery – one for children and youth and one for adults. As a result, services are fragmented and Ontario residents have challenges navigating the mental health system. This is particularly an issue for youth who need age-appropriate services as they transition into the adult system. These divisions do not reflect the need for life long mental health and addiction services. Changing this structure would result in huge improvements and efficiencies to the current system.

**United Way of Peel Region is therefore requesting the provincial government:**

- **To address historical inequities in funding for mental health and addictions services in Peel to support improved access to services within the community and ensure that funding matches community needs and reflects demographic changes.**
- **To integrate mental health system planning and service delivery to ensure seamless access to services across the entire age continuum (children to seniors) and work across ministries on the basic social needs required for mental health promotion and recovery, such as housing.**





## **2) Affordable Housing and the Canadian Housing Benefit**

Affordable housing is an urgent issue within Peel Region and demand for affordable housing continues to increase:

- The average market rent increased by 3% from \$1,175 in 2015 to \$1,211 in 2016
- The vacancy rate across all types of rental units decreased from 1.5% in 2015 to 1.4% in 2016.
- To compound this issue, Peel also has one of the longest subsidized housing wait lists in the country.
- As of December 2016, 12,958 households are on the Centralized Wait List with an average wait time of 6.4 years.

**UWPR is requesting the provincial government for funding to address the significant housing challenge facing Peel Region:**

- **An additional \$109 million per year would be required to subsidize the 12,958 households on the centralized waitlist**
- **Approximately \$350 million is needed within the next 10 years to eliminate the funding gap for a state of good repair within Peel's subsidized housing system.**

**In addition, United Way of Peel Region is seeking a commitment from the Province to work with the federal government on the Canadian Housing Benefit and ensure that it is supporting the most vulnerable within the Peel community.**

The Canada Housing Benefit will provide a near-term solution to the severe affordability problems faced by many in poverty. Investments in existing social housing stock and new affordable supply are also required, however planning, development and construction will take time. Direct financial assistance to tenants could alleviate core housing need without waitlists or the disruption of moving. In addition, because of its flexibility and responsiveness to individual needs, direct assistance can potentially contribute to labour market mobility and promote mixed-income neighbourhoods.

The Canada Housing Benefit (CHB) will provide timely and much needed relief to tenants. United Way of Peel Region is requesting the Canada Housing Benefit be initially targeted to renters in extreme core housing need – living in poverty and spending more than 50% of their income on housing as a start. In Peel, 42% of renters are paying more than 30% of gross income on rent; of these individuals, close to



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Peel Region

half are paying more than 50% of their gross income on shelter costs. These individuals would be positively impacted by this policy.

### **3) Community Benefit Agreements**

Community Benefits Agreements (CBA) provide the means for which infrastructure investments can generate additional positive spin-offs throughout our communities. CBA's require that capital projects include training and employment opportunities, local procurement and development of public assets, which can achieve multiple goals - including poverty reduction.

United Way of Peel Region and the Region of Peel co-chair the Mississauga-Brampton Community Benefits Network (MBCBN), a multi-stakeholder group, which has been established to begin the negotiations for a CBA Framework for the Hurontario Light Rail Transit System (HuLRT). We have drafted a CBA Framework with Metrolinx for inclusion in their Requests for Proposal which was released in August 2017.

**To compliment this work United Way of Peel Region is requesting the Provincial government to:**

- 1) Require all companies involved in the design, construction, operation, and maintenance of all provincially funded infrastructure projects to commit to providing a minimum of 10% apprentices within the construction trades and 10% employment opportunities for professional, technical and administrative (PAT) jobs to vulnerable individuals within the community that the project will impact
- 2) Provide funding to communities to create and support Community Benefits Networks
- 3) Require all companies involved in the design, construction, operation, and maintenance of all provincially funded infrastructure projects to commit to paying all workers on the project a living wage.

### **4) Income Security Reform**

By 2020 Ontario's income security system would cost an additional \$2 billion— although this system would continue to impoverish people; keep them in poor health; increase their distance from the labour market; make it harder for them to participate in their communities; and limit their options and opportunities to build a better life for themselves.



As an alternative, United Way of Peel Region is requesting that the provincial government endorse the Income Security Reform Roadmap, and invest in transforming the social security system in the 2018 Budget. The "Roadmap for Change" includes recommendations to transform public services, support low-income residents, and create more fairness and opportunity for all Ontarians.

Inaction on poverty and income insecurity increases costs to government due to higher usage of primary and specialty-based care, as well as a larger number of hospital admissions. In addition, putting money in the hands of low income people has multiplier effects in the economy. For every dollar invested in increasing incomes, the economic return is \$1.30, which is similar to the impact provided by investing in infrastructure.

The Roadmap for Change will not only improve the lives of low-income people in Ontario, it is also a roadmap to reducing the expenditures that are currently necessary to address the health care burden of poverty.

**UWPR is requesting the provincial government to implement the recommendations within the Income Security Reform's Roadmap for Change. Specifically to make progress on building income security programs outside of Social Assistance**

#### 5) 211

211 is a free, multilingual, 24/7 and confidential helpline and online database of Ontario's community and social services. United Way and the Province have been partners in supporting 211 service delivery for many years now. This Provincial government and United Way partnership supports both the 211 phone number and a digital information and referral system.

211 is part of an overall poverty reduction strategy. Access to information and referrals are an important step for people being able to access important services that can life them out of poverty. In the absence of a centralized portal to access critical information and services, individuals either go without the supports they require or spend considerable time navigating the system.

If, as co-founders of 211, we could elevate the capacity of 211 we could accomplish two important goals –

- 1. Getting individuals quickly connected to the right supports at the right time.
2. Gathering important data about community needs, services accessed and gaps in support.



**United Way**  
Peel Region

**UWPR is therefore requesting the provincial government:**

- **To grow the support of 211 and leverage it to a greater extent (as is being done with the Basic Income Pilot) to address issues of poverty and the social determinants of health. A modest investment – an additional one million a year – focused on enhancing and leveraging existing infrastructure and growing levels of awareness would have a significant impact towards poverty reduction and ensuring that Ontarians get help when and where they need it.**

We thank you again for the opportunity to participate in this consultation. We look forward to continuing to work with you and your colleagues in the provincial government to develop and implement policies and programs that will create a brighter future for all residents in Peel.

Sincerely,

Anita Stellinga  
Interim President and CEO  
United Way of Peel Region

CC:

- Minister Eric Hoskins, Minister of Health and Long Term Care
- Minister Coteau, Minister of Child and Youth Services
- Minister Milczyn, Minister of Housing and Minister Responsible for the Poverty Reduction Strategy
- Minister Helena Jaczek, Minister of Family and Community Social Services
- Minister Bob Chiarelli, Minister of Infrastructure
- Frank Dale, Regional Chair, Region of Peel
- David Szwarc, Chief Administrative Officer, Region of Peel
- Karen Milligan, Executive Director, Ontario 211 Services
- Humphrey Mitchell, CEO, Peel Children's Centre
- Daniele Zanotti, President and CEO, United Way of Toronto and York Region

President  
of the Treasury Board



Président  
du Conseil du Trésor

Ottawa, Canada K1A 0R5

**RECEIVED**

**March 6, 2018**

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

FEV 26 2018  
FEB 26 2018

Regional Municipality of Peel  
Office of the Regional Chair

Mr. Frank Dale  
Regional Chair and  
Chief Executive Officer

MAR 06 2018

Mr. David Szwarc  
Chief Administrative Officer

RECEIVED

The Regional Municipality of Peel  
10 Peel Centre Drive, Suite A  
Brampton, Ontario  
L6T 4B9

Dear Mr. Dale and Mr. Szwarc:

Thank you for your letter dated October 3, 2017, regarding the Summit for Fair Funding Update. I appreciate you taking the time to raise this matter with me. Please accept my apologies for the delay in responding.

Our government is committed to openness and transparency, and as the President of the Treasury Board, I am responsible for expanding the Government of Canada's open data initiatives, making government data available digitally so that Canadians can easily access and use it. As part of this work, our open government portal ([open.canada.ca](http://open.canada.ca)) has expanded to include 60 federal departments and agencies, allowing Canadians to access and reuse tens of thousands of datasets with information on Government of Canada programs and initiatives.

I understand that detailed data on services at the municipal level could be helpful to your work in the Region of Peel, and I am pleased to say that some of the data already available through our open government portal may meet your requirements. I would encourage you to have a look at Government of Canada open data on "*Detailed information on Transfer Payments, as per Public Accounts of Canada*"<sup>i</sup> and on "*Gas Tax Municipal Allocations*"<sup>ii</sup>. Both of these datasets, which can be accessed via our portal, provide detailed information on federal funding provided to organizations at the municipal level across Canada, including many in the Region of Peel. Likewise, I would encourage you to visit the Government of Ontario's open data catalogue,<sup>iii</sup> where you can find open data, for example, on the Public Accounts of Ontario, which includes data on transfer payments to municipalities.

.../2

Canada

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_



I hope that the data available on Government of Canada programs and services through our open data portal will be of use to you and your colleagues in the Region of Peel. However, I recognize that there is more work to be done in this area, including in collaboration with our provincial and territorial partners. I am committed to working with other federal departments, and with our partners in provincial and territorial governments across Canada, to ensure Canadians and Canadian municipalities have access to the information and data they need to spur innovation and hold governments accountable for their work.

We will take your comments into consideration as we continue to implement our current open government commitments, and as we develop our next plan to the Open Government Partnership. Government of Canada officials will be engaging with Canadians across the country, including stakeholders in government, civil society, academia, and the private sector to define a list of open government commitments we will undertake in the coming years, and your comments on this issue will help us to shape this Plan. If you would like more information about this engagement process, I would invite you to visit our open government portal at [open.canada.ca](http://open.canada.ca)

Again, thank you for writing to me.

Yours sincerely,

A handwritten signature in blue ink that reads "Scott Brison". The signature is fluid and cursive, with the first name "Scott" and the last name "Brison" clearly legible.

The Honourable Scott Brison, P.C., M.P.

c.c.: Honourable Eleanor McMahon, MPP, President of the Treasury Board of Ontario

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<sup>i</sup> <http://open.canada.ca/data/en/dataset/69bdc3eb-e919-4854-bc52-a435a3e19092>

<sup>ii</sup> <http://open.canada.ca/data/en/dataset/b61755fd-824b-469d-b75c-3448e31deb89>

<sup>iii</sup> [ontario.ca/search/data-catalogue](http://ontario.ca/search/data-catalogue)



## Office of the Chair

October 3, 2017

Resolution Number 2017-692

The Honourable Scott Brison  
 President of the Treasury Board of Canada  
 90 Elgin Street, 8th Floor  
 Ottawa, Canada K1A 0R5

Dear Mr. Brison:

**Subject: Summit For Fair Funding Update**

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I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, September 14, 2017:

Resolution 2017-692

That the Summit for Fair Funding, planned for November 13, 2017, be cancelled based on the lack of clear and transparent funding numbers from the provincial and federal governments for many Peel community services;

And further, that the Regional Chair and Chief Administrative Officer send a letter to Deb Matthews, Minister Responsible for Digital Government and the Director, Open Government Office, respectively, in addition to the Treasury Board of Canada, to communicate the need for accessible, open data related to community funding to allow the Region of Peel, local municipalities and other community partners to properly assess funding in relation to community need.

Situated in the heart of southern Ontario's major urban centres, the Region of Peel is the second largest municipality in Ontario, with a population of more than 1.4 million people and 143,000 businesses in the City of Brampton, City of Mississauga and the Town of Caledon. As a result of rapid population growth and commercial development in the last 40 years, Peel has been transformed from primarily a rural area into a dynamic blend of urban, industrial and residential areas with complex and increasing social needs.

To help the Region and its community partners to properly plan and meet the needs of the community, we need better access to funding data. While federal funding data for specific services (e.g., child care funding) is available at the municipal level, there are significant challenges to obtaining some data (e.g. immigration settlement funding) at the community or municipal level. Currently, we have no way of gauging how well we are faring in key community services such as immigration settlement services.

Providing the Region and its community partners with better access to federal funding data at the local level will increase transparency and allow communities to determine if funding levels are meeting our community's needs.

Like your government, the Region of Peel shares and supports the concept of open government. As a result, we are calling upon the Treasury Board of Canada, through its focus on open and transparent government, to address this data gap by making funding data at the community level more regularly available and accessible.

We would be pleased to work with you and Treasury Board staff to discuss further and find solutions to these challenges.

We look forward to your reply.

Yours Truly,



Frank Dale  
Regional Chair and Chief Executive Officer



David Szwarc  
Chief Administrative Officer

FD:jb

**Encl.** – Summit for Fair Funding Update

**Also sent to:**

Peter Fay, City Clerk, City of Brampton  
Crystal Greer, City Clerk, City of Mississauga  
Carey deGorter, City Clerk, Town of Caledon

c: Lorraine Graham-Watson, Commissioner, Corporate Services, Region of Peel



**ITEMS RELATED TO  
PUBLIC WORKS**

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DATE: March 20, 2018

REPORT TITLE: **TENDERING OPTIONS FOR LARGE DIAMETER WATERMAIN PROJECTS**

FROM: Janette Smith, Commissioner of Public Works

---

## **RECOMMENDATION**

**That future procurement processes involving the provision of 600 mm and greater diameter pipe for the tunneled portion of watermain projects may include a specification for both steel and concrete pressure pipe.**

### **REPORT HIGHLIGHTS**

- At its meeting held on October 26, 2017, Regional Council requested staff to report back to a future meeting with additional information regarding the environmental impacts of steel pipe, its failure rates and a comparison of the lifespan of steel versus concrete pressure pipe (Resolution 2017-831).
- Research completed by R.V. Anderson Associates Limited concluded that the environmental impacts from steel pipe are comparable to concrete pressure pipe.
- The failure rates and average expected service life of concrete pressure pipe is comparable to that of steel pipe when properly designed, handled, installed and operated.
- Concrete pressure pipe and steel pipe are excellent pipe materials and can withstand the full range of internal pressure requirements without sacrificing capacity when well designed and installed.
- The option to use either steel pipe or concrete pressure pipe for future tunnel projects will enhance procurement competition resulting in better value for taxpayers.

## **DISCUSSION**

### **1. Background**

During the July 6, 2017 Regional Council meeting, a resolution was placed on the agenda for consideration regarding the use of steel pipe in future tenders for tunnel sections of large diameter watermains. On October 26, 2017, staff reported back with the recommendation requesting authorization to use steel pipe as an alternative to concrete pressure pipe (CPP) for tunneling of large diameter watermain. Regional Council requested staff to report back with additional information regarding the environmental impacts of steel pipe, its failure rates, and a comparison of the lifespan of steel pipe versus concrete pressure pipe (Resolution 2017-831). Staff engaged R.V. Anderson Associates Limited to undertake an independent review.

## TENDERING OPTIONS FOR LARGE DIAMETER WATERMAIN PROJECTS

## 2. Findings

## a) Environmental Impacts

R.V. Anderson Associates Limited completed a review of the environmental impacts associated with the manufacturing, transportation, installation, and operation of steel pipe and concrete pressure pipe. The manufacturing, fabrication and transportation stages have the greatest impact from an environmental perspective. Steel pipe and concrete pressure pipe was found to have similar overall environmental impacts per unit.

Table 1: Greenhouse Gas (GHG) Emissions per Meter of Pipe

	CPP CO <sub>2</sub> e (kg/m)	Steel CO <sub>2</sub> e (kg/m)
Manufacturing and Fabrication	1,521	1,027
Transportation	131	90.8
Installation	102	101
Operation	1.1	1.1
Total GHG Emissions	1,755.1	1,219.9

Manufacturing and fabrication represents the largest source of greenhouse gas emissions for steel pipe and concrete pressure pipe. Energy is consumed in the production of the raw materials and in the fabrication stage. Both steel pipe and concrete pressure pipe are made from steel and cement mortar. Concrete pressure pipe also contains pre-stressed steel wire and a significant amount of concrete which contributes to concrete pressure pipe rigidity and weight.

Table 2: Raw Materials Used in Manufacturing Large Diameter Steel and CPP

	CPP (Average Kg/m)	Steel (Average Kg/m)
Steel	83	417
Cement Mortar	507	192
Pre-Stressed Steel Wire	124	Not applicable
Concrete	2,257	Not applicable
Average Total Kilograms/Meter	2,971	609

Information provided by the pipe suppliers suggests the majority (80 percent or more) of the steel used in the manufacturing of pipe is recycled steel. Recycled steel production requires approximately 25 percent less energy and therefore greenhouse gas emissions as compared to the production of virgin steel. The actual percentage of recycled steel used by a pipe manufacturer may vary from project to project and for the purpose of this

## TENDERING OPTIONS FOR LARGE DIAMETER WATERMAIN PROJECTS

review 80 percent was applied. Whether a pipe manufacturer chooses to use virgin steel exclusively or combinations of virgin steel and recycled steel the final product must meet American Water Works Association standards and stringent American Society of Testing and Materials specifications and product testing. This ensures the consistent quality of the product.

Large diameter concrete pressure pipe is approximately five times heavier than the equivalent diameter of steel pipe per unit length. The extra weight gives concrete pressure pipe its rigid strength but also makes it less efficient to transport. For example, the transportation of a truck load of 1650mm (66 inch) diameter pipe would hold one section of concrete pressure pipe but hold two sections of steel pipe.

The actual amount of greenhouse gas emissions associated with transportation is directly related to the distance between the pipe manufacturing facility and the project site. R.V. Anderson Associates Limited reviewed the minimum and maximum distances between the current pipe manufacturing facilities and Peel.

Table 3: Transportation of 1 Truck Load of 1650 mm (66 inch) Pipe

	CPP	Steel
Kilograms of CO <sub>2</sub> e /Truck Load/Kilometer	2.8	2.4
Number of Pipe Sections	1	2
Distance Between Suppliers and Peel	71km – 595 Km	50-738 Km
Kilograms of CO <sub>2</sub> e for 1 Truck Load of 1650 mm Diameter Pipe	198-1,666	120-1,771

### b) Failure Rates and Lifespan

There are limited studies and performance data related to large diameter steel pipe and concrete pressure pipe, therefore, limited evidence to definitively conclude one performs better than the other. Large diameter steel pipe and concrete pressure pipe represents a relatively small portion of all pipe materials installed in North America. Ductile iron, cast iron, and polyvinyl chloride represent over 80 percent of the pipe in service. The total number of failures of large diameter steel pipe and concrete pressure pipe on any given year is also very low as compared to other pipe materials. Moreover, the performance data that is available from studies and utilities contains a great deal of variance which is difficult to compare. Factors that affect pipe performance include: pipe age, improvements in manufacturing standards, quality of engineering design standards used, quality of pipe handling and installation of each project, how a water system is operated temperature and soil type.

The study *Water Main Break Rates in the USA and Canada: A Comprehensive Study* (April 2012) by Utah State University has been referenced in previous delegations to Regional Council suggesting the failure rate of steel pipe is four to five times greater than concrete pressure pipe. The failure rate calculation was based on summing the total number of failures that occurred over a five-year period for a very small group of utilities which operated a relatively small amount of steel pipe and concrete pressure pipe. The results contain a large standard deviation which the study recognized due to

## TENDERING OPTIONS FOR LARGE DIAMETER WATERMAIN PROJECTS

the small sample size. Other factors listed above such as pipe age would have also contributed to the variance in the pipe failure results.

Peel's steel pipe and concrete pressure pipe performance over the past 50 years has been very positive. The results for the past five years are included in Table 4 along with the five-year average results from the Utah State University study for comparison. The Peel results look comparatively better than the Utah State University study however it is based on a small sample size. Peel operates approximately 759 kilometers of CPP and approximately 10 kilometers of steel pipe.

Table 4: Comparison of Five Year Average Failure Rates

	CPP (per 100 kilometers/year)	Steel (per 100 kilometers/year)
Region of Peel (2013 to 2017)	3.42	0
Utah State University Study	0.98-3.52	2.72-9.08

R.V. Anderson Associates Limited reviewed the experiences of Canadian water utilities such as London, Halton, and Toronto along with relevant American Water Works Association (AWWA) studies and academic studies on pipe performance. R.V. Anderson Associates Limited concluded that failure rates and lifespan for steel pipe and concrete pressure pipe appear comparable.

R.V. Anderson Associates Limited retained an independent experienced team of hydraulic specialists to provide an expert review on the hydraulic and transient/surge design related capabilities and requirements for concrete pressure pipe and steel pipe. They concluded that concrete pressure pipe and steel pipe are excellent pipe materials that can withstand the full range of internal pressure requirements without sacrificing capacity when designed in accordance with applicable standards and installed in accordance with established specifications.

AWWA studies suggest steel pipe and concrete pressure pipe both have an expected service life of 100 years or more if:

- pipe is manufactured with high quality standards,
- robust engineering design standards are used and implemented,
- contractors follow the established handling and installation standards, and
- utilities effectively operate, inspect, and maintain their water systems

Regional staff has established and continually improves standards and procedures that contribute to effectively managing the risks associated with large diameter watermain design, construction, and operation. All pipes, of any material, that are to be used in the drinking water system must meet quality standards established by AWWA and National Sanitation Foundation. State of the art hydraulic modelling software is currently employed within large watermain projects to determine the most challenging operational conditions providing engineers baselines for the hydraulic and structural design of water pipelines. Robust engineering design standards are used that recognize the vulnerabilities and risks inherent in each project. Peel hires experienced and qualified vendors and contractors and ensures all projects are inspected. Finally, large diameter

**TENDERING OPTIONS FOR LARGE DIAMETER WATERMAIN PROJECTS**

watermain condition assessments using the latest technology are routinely performed to identify and address required maintenance and prevent catastrophic failure.

**CONCLUSION**

Staff understands the advantages and vulnerabilities of steel pipe and concrete pressure pipe. Staff continues to improve the design and implementation of standards and procedures to build, operate, and maintain Peel's reliable water system while achieving best value for its citizens.

This independent review of steel pipe and concrete pressure pipe confirms that the environmental impacts and performance of steel pipe is comparable to concrete pressure pipe. Therefore, staff recommends both steel pipe and concrete pressure pipe as suitable materials for watermain tunnel projects that are 600 mm (24 inch) or greater in diameter. With Regional Council endorsement, future tenders may include a specification for both steel and concrete pressure pipe to enhance procurement competition resulting in better value for taxpayers.



Janette Smith, Commissioner of Public Works

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact For further information regarding this report, please contact Elvis Oliveira, Director, Water Division, ext. 4376 or via email at [elvis.oliveira@peelregion.ca](mailto:elvis.oliveira@peelregion.ca).*

*Authored By: Elvis Oliveira, Director, Water Division*

*Reviewed in workflow by:*

Purchasing  
Financial Support Unit

# Comparative Assessment of Steel Pipe and Concrete Pressure Pipe For Large Diameter Watermains

Peel Region Council Meeting – Thursday, March 29, 2018



Gianpiero Vancheri P.Eng. and Ken Campbell P.Eng.



R.V. Anderson Associates Limited  
engineering • environment • infrastructure





# INTRODUCTION

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**October 26, 2017**

**Resolution 2017-831:**

Referred back to staff for additional information regarding the environmental impacts of steel pipe, its failure rates and a comparison of the lifespan of steel versus concrete pressure pipe in small and large diameter dimensions.

# INTRODUCTION

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R.V. Anderson Associates Limited (RVA) was retained by the Region to review the merits of Concrete Pressure Pipe (CPP) and Steel Pipe (SP) for large diameter (greater than 600 mm) water transmission mains.

It is not the intent of the study or report to recommend the best piping material for any specific project or application.

# INTRODUCTION

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Comparative study considers the following for both CPP and SP:

- Environmental Impacts
- Failure Rates
- Lifespan
- Pressure ranges and transient pressure changes
- External Loading
- Corrosion
- Condition assessment and rehabilitation technologies

# INTRODUCTION

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Report prepared with the assistance of:

- The Center for Underground Infrastructure Research & Education ([CUIRE](#)) – University of Texas at Arlington
- Bluesource Canada
- HydraTek & Associates.

# ENVIRONMENTAL IMPACTS

Table 1: Average Mass in 1 Metre Section of Pipe

	CPP (Average kg/m)	Steel (Average kg/m)
Steel	83	417
Cement Mortar	507	192
Pre-stressed Steel Wire	124	Not applicable
Concrete	2,257	Not applicable
<b>Average Total (Kilograms/Meter)</b>	<b>2,971</b>	<b>609</b>

Source: Bluesource Canada ULC Report dated February 20, 2018

Note: On average 1 metre of CPP weighs almost 5 times more than steel pipe

# ENVIRONMENTAL IMPACTS

Table 2: Kilograms of CO<sub>2</sub> Emissions per Metre of Pipe

	CPP (kg/m)	Steel (kg/m)
<b>Manufacturing and Fabrication</b>	<b>1,521.0</b>	<b>1,026.9</b>
<b>Transportation</b>	<b>130.9</b>	<b>90.8</b>
<b>Installation</b>	<b>102.1</b>	<b>100.9</b>
<b>Operation</b>	<b>1.1</b>	<b>1.1</b>
<b>Total CO<sub>2</sub> Emissions</b>	<b>1,755.1</b>	<b>1,219.7</b>

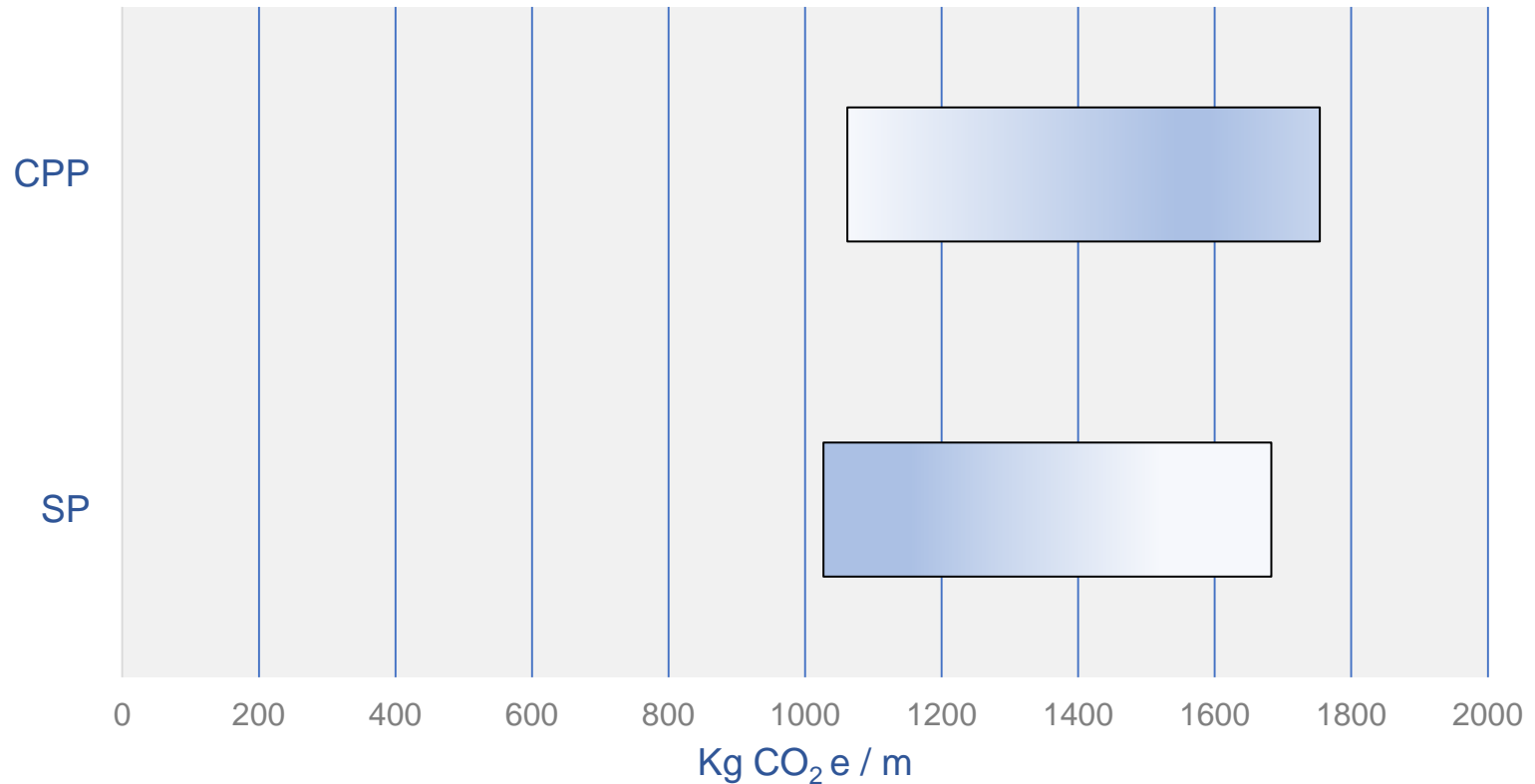
Source: Bluesource Canada ULC Report dated February 20, 2018

Assumptions:

1. Transportation is calculated based on an average distance between multiple manufacturers to Peel Region.
2. Steel pipe is assumed to have a minimum recycled steel content of 80%
3. Ontario electricity has CO<sub>2</sub> emissions of 43 g/kwh

# ENVIRONMENTAL IMPACTS

## GHG Emissions in Manufacturing and Fabrication lifecycle phase



# ENVIRONMENTAL IMPACTS

## Example: Transportation of 1 Truck load of 1650mm pipe

	CPP	Steel
Kilograms of CO <sub>2</sub> e /Truck Load/km	2.8	2.4
Number of Pipe Sections	1	2
Distance Between Suppliers and Peel	71 – 595 km	50 – 738 km
Standard Pipe Length	6 m	12 m
Kilograms of CO <sub>2</sub> e - 1 Truck Load of 1650mm diameter Pipe	198-1,666	120-1,771

### Assumptions:

1. Emissions related to transportation to Peel Region (Mississauga) calculated using the ton-mile metric assuming a heavy-duty vehicle emission factor as per US EPA guidelines accounting for travel mode, distance travelled, and product weight
2. Truck weight capacity of 21,700 kg is governing for CPP delivery, limiting to 1 pipe section per truck
3. Geometry and handling are governing for SP delivery assuming two pipe lengths laid flat side by side
4. Weight of truck tractor not incorporated in above GHG Emissions



# ENVIRONMENTAL IMPACTS

## Example: Transportation of 6km of 1650mm pipe

**Total Weight of CPP to be transported:**  
 6,000 m x 2,225 kg/m = **13,350,000 kg**

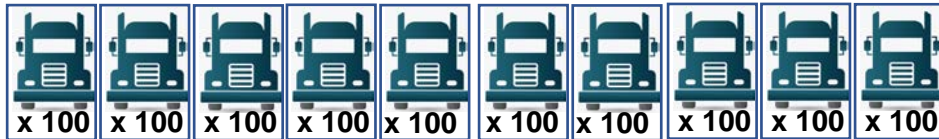
**Total Weight of Steel Pipe to be transported:**  
 6,000 m x 480 kg/m = **2,880,000 kg**



Weight of CPP limits load to 1 x 6m length of pipe per truck  
**1,000 Truck loads required**



Geometry and handling limits load to 2 x 12m length of pipe per truck  
**250 Truck loads required**



Assumes cement mortar lining to be installed on site as per City of Toronto standard

CPP Fabrication Facility location	Distance to Peel	GHG Emissions Pipe Load (kg CO <sub>2</sub> e)	GHG Emissions Tractor (kg CO <sub>2</sub> e)
Stouffville ON	71 km →	198,000	80,000
St. Eustache QUE	595 km →	1,666,000	657,000

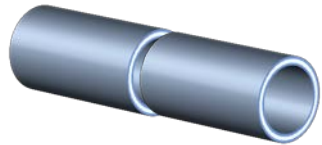
SP Fabrication Facility location	Distance to Peel	GHG Emissions Pipe Load (kg CO <sub>2</sub> e)	GHG Emissions Tractor (kg CO <sub>2</sub> e)
Newmarket ON	50 km →	30,000	14,000
Parkersburg WV, USA	738 km →	460,000	216,230

# ENVIRONMENTAL IMPACTS

## Example: Transportation of 6km of 1650mm pipe

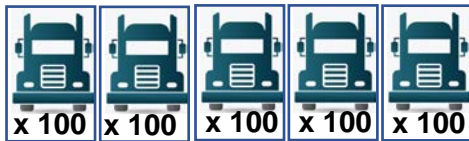
**Total Weight of CPP to be transported:**  
 6,000 m x 2,225 kg/m = **13,350,000 kg**

**Total Weight of Steel Pipe to be transported:**  
 6,000 m x 480 kg/m = **2,880,000 kg**



Consider 2 x 6m length of pipe per truck

**500 Truck loads required**



Geometry and handling limits load to 2 x 12m length of pipe per truck

**250 Truck loads required**



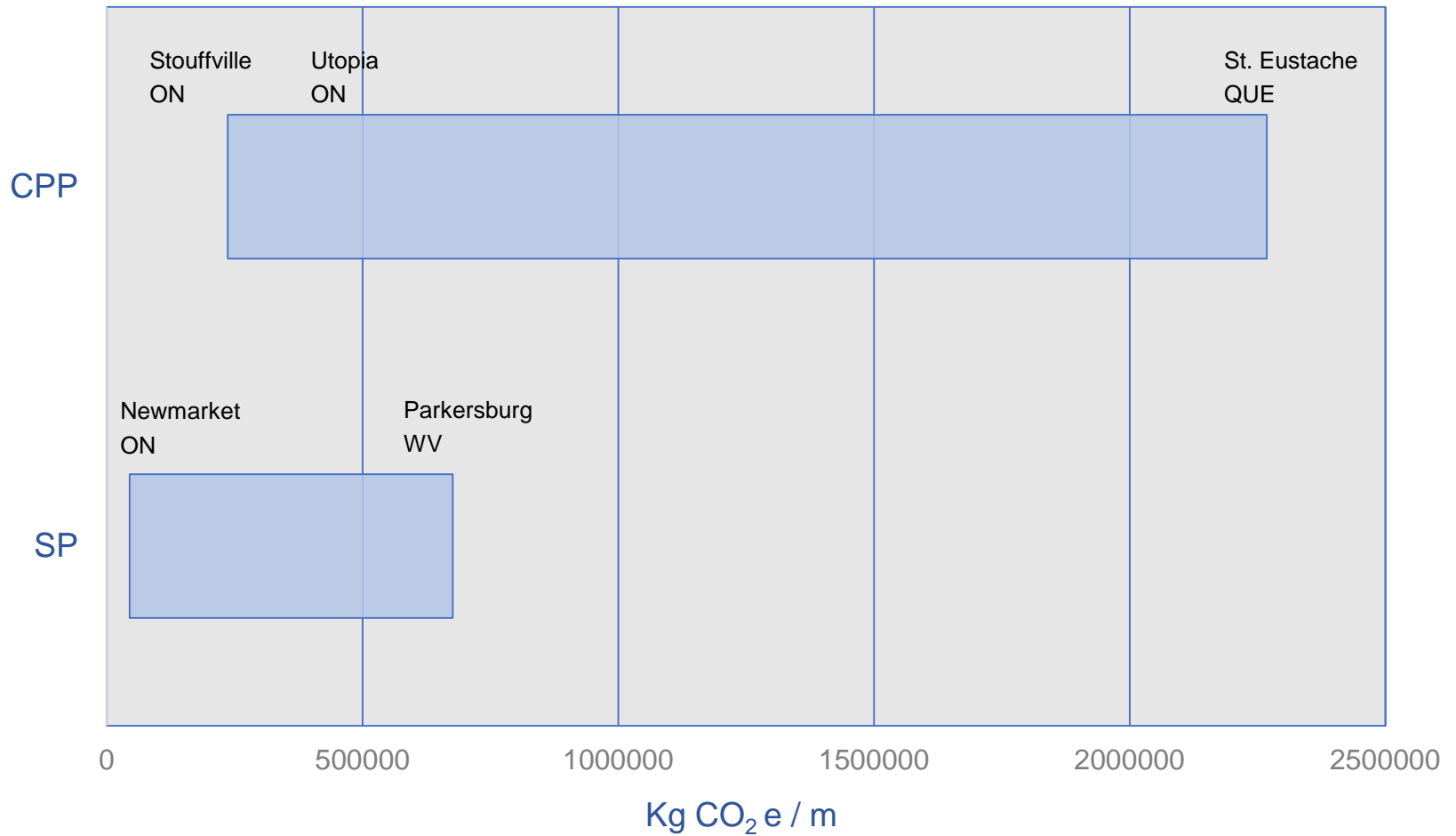
Assumes cement mortar lining to be installed on site as per City of Toronto standard

CPP Fabrication Facility location	Distance to Peel	GHG Emissions Pipe Load (kg CO <sub>2</sub> e)	GHG Emissions Tractor (kg CO <sub>2</sub> e)
Stouffville ON	71 km →	198,000	40,000
St. Eustache QUE	595 km →	1,666,000	328,500

SP Fabrication Facility location	Distance to Peel	GHG Emissions Pipe Load (kg CO <sub>2</sub> e)	GHG Emissions Tractor (kg CO <sub>2</sub> e)
Newmarket ON	50 km →	30,000	14,000
Parkersburg WV, USA	738 km →	460,000	216,230

# ENVIRONMENTAL IMPACTS

## GHG Emissions Transportation to Peel Region



# COMPARISON – FAILURE RATES AND LIFESPAN

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- Limited studies and performance data related to large diameter steel pipe and concrete pressure pipe
- Limited evidence to definitively conclude one performs better than the other
- Data on failures not necessarily related to material
- Pipe performance affected by:
  - Age
  - Changing Manufacturing Standards
  - Engineering Design Standards
  - Pipe Handling
  - Installation
  - Operation
  - Temperature
  - Soil Type

# COMPARISON – FAILURE RATES

Table 4: Comparison of Failure Rates

	Km of SP installed	Km of CPP installed	SP failures per 100 km	CPP failures per 100 km
City of Nanaimo, BC (2011 – 2012)	0.0	4.4	No SP	0.00
City of Calgary, AB (2004 – 2017)	<93.0	137.0	3.22	1.46
Region of Peel, ON (2013 – 2017)	10.2	759.3	0.00	3.42
Region of Halton, ON (1994 – 2017)	0.0	191.3	No SP	8.88
City of Ottawa, ON (1974 – 2016)	14.0	204.0	0.00	5.39
City of Halifax, NS (1985 – 2017)	1.2	72.6	0.00	16.53
City of Moncton, NB (1999 – 2010)	0.0	30.0	No SP	6.67

Source: RVA Questionnaire conducted in January to February 2018

# CONCLUSION

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- SP has less overall environmental impacts for a given pipe diameter and length as compared to CPP
- The failure rates of CPP are comparable to that of SP based on the available data reviewed.
- The lifespan of CPP is comparable to that of SP based on the available data reviewed.

# CONCLUSION

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- The differences between CPP and SP have a limited and relatively minor influence on system hydraulics and hydraulic transient/surge response.
- The hazards related to the different modes of failure and deterioration of both SP and CPP exist but appropriate controls and measures in terms of correct design, installation, inspection, operation and maintenance minimizes potential failures to a comparable level.

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**For information**

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DATE: March 15, 2018

REPORT TITLE: **WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY  
REPORT AND WATER PROGRAMS UPDATE**

FROM: Janette Smith, Commissioner of Public Works

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**OBJECTIVE**

To provide an update on the continued advancement of water programs and status of regulatory compliance for drinking water systems under Ontario Regulation 170/03 of the *Safe Drinking Water Act, 2002*.

**REPORT HIGHLIGHTS**

- Schedule 22 of the Ontario Regulation 170/03 under *Safe Drinking Water Act, 2002* requires drinking water system owners to prepare a Summary Report for the Municipality which must be presented to Regional Council by March 31 of each year.
- Region of Peel complied with the requirements of *Safe Drinking Water Act, 2002*, its Regulations, and the terms and conditions of all Approvals, Licenses and Permits for the municipal water systems, with the exception of the administrative and operational conditions summarized in Appendix I, which did not adversely impact the quality of the drinking water supply.
- Region of Peel demonstrates provision of high quality drinking water with excellent performance scores in the 2017 Ministry of the Environment and Climate Change inspection program, through dynamic and effective water quality monitoring programs, reinforced by the successes of the Drinking Water Quality Management System.

**DISCUSSION****1. Background**

The municipal drinking water systems in Ontario are governed by the *Safe Drinking Water Act, 2002* (the *Act*) and its Regulations. The legislative mandates are intended to protect public health through the control and regulation of drinking water systems, and are accomplished by implementing the municipal drinking water licensing program, adoption of quality management into the operation of water systems as well as through the directive of Statutory Standard of Care for all individuals with oversight responsibilities for municipal drinking water systems.



## WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE

### 2. Statement of Compliance with the Requirements of the *Safe Drinking Water Act, 2002*

The Ontario Regulation 170/03 (O.Reg.170/03) under the *Act* prescribes stringent mandatory requirements to monitor, test and to report drinking water quality information. Every year, a water quality report must be prepared for the preceding calendar year that identifies details regarding the overall quality of drinking water supplies, events of adverse test results, and corrective action taken. The report must also be made available to the public by February 28 of each year. As required, 2017 Water Quality Reports have been prepared for each of Peel's drinking water system and made available to the public; for on-line viewing via the Regional website ([peelregion.ca/pw/water/quality/reports/](http://peelregion.ca/pw/water/quality/reports/)), or paper copy can be obtained upon request.

Under Schedule 22 of O.Reg.170/03, the owner of a drinking water system must prepare a Summary Report for the Municipality and present it to Regional Council by March 31 of each year. The report must disclose the standing of compliance with the terms and conditions of Approvals, Licenses, Permits and the requirements of the *Act*, and its Regulations. The regulatory requirements that the drinking water system failed to meet must be summarized and the measures taken to correct these failures described.

The report must also include a summary of the quantities and flow rates of water supplied during the period from January 1 to December 31, 2017, which aids with the assessment of the capabilities of the drinking water systems to meet the existing and future demand.

In 2017, the Region of Peel demonstrated compliance with the legislative requirements with the exception of the administrative and operational events summarized in Appendix I. These occurrences were not associated with the safety of drinking water supplied to the consumers and these were rated with low risk to the overall performance of water systems as presented through the inspections.

All annual reports confirm that the Region of Peel has maintained its commitment to provide high quality drinking water to the consumers throughout the reporting period.

### 3. 2017 Performance Indicators

#### Ministry of the Environment and Climate Change Inspections

Every year, the Region of Peel drinking water systems undergo an extensive review by the Ministry of the Environment and Climate Change (the Ministry) to confirm that the Region meet sampling, testing and treatment standards and staff competency requirements and that Peel operates its water systems in compliance with provincial legislation. In tandem with the in-house compliance checks, Quality Management System internal and third party audits, the Ministry inspections provide an opportunity to review the Region's best management practices and where appropriate, enhance existing and implement new processes to continually improve the operation and management of the Region of Peel's drinking water systems.

## WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE

The 2017 Ministry inspections for the groundwater and lake based systems were completed successfully, ratings of which are presented in the table below.

Drinking Water System / Water Works	2017 Ministry Inspection Rating
Caledon Village – Alton	96.18%
Palgrave – Caledon East	95.9%
Cheltenham	100%
Inglewood	100%
Lakeview Water Treatment Plant	inspection was underway at time of this report
Lorne Park Water Treatment Plant	100%
South Peel Distribution	94.47

Also included in the 2017 Ministry inspections was the Poltowa Country Club Distribution System located in Terra Cotta, Caledon. Staff regularly monitors the water quality of this Non-Municipal Year Round Residential system through Section 5 of O.Reg.170/03 legal agreement approved by Regional Council on January 28, 2016.

The outcome of Poltowa's first inspection was excellent, with no findings of compliance related issues observed or reported.

The Ministry inspections certify compliance with regulatory requirements, and ratings below 100 percent identify areas where opportunities for improvement exist. Findings of non-compliance, summarized in Appendix I, affected the overall inspection rating; however, none adversely impacted the quality and integrity of the drinking water supplies. The Region is committed to providing high quality drinking water and strive to achieve full compliance at all times, and look for root causes to correct Peel's processes to prevent events from reoccurring.

### Source Water Quality Monitoring Programs

Protection of the Region's drinking water sources is a shared responsibility intended to safeguard public health. Through the in-house groundwater management program and an expanded scope of Lake Ontario water testing at the water treatment plant intakes, the Region continues to monitor the sources of its drinking water supplies. Being equipped with information to assess potential risks and threats to drinking water supplies makes the Region more prepared to respond to unforeseen events, especially in areas deemed most vulnerable and affected by the source protection policies.

Being a member of the Lake Ontario Collaborative Group, the Region takes part in initiatives to ensure measures are in place to protect the Lake as a shared source of drinking water. These initiatives include real-time monitoring, spills scenario modelling and spill prevention strategies for water treatment plant intakes.

Peel's private well abandonment program is resulting in a large number of old and unused wells being decommissioned each year. Program participation is maintained through public events, media and road sign advertisement, and outreach to local community centers. In 2017, 90 private residential wells were decommissioned with some waitlisted for completion in early 2018. From the time of program outreach enhancements in 2011, a total of 654

## WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE

wells have been decommissioned, helping eliminate potential pathways of contamination to sources of drinking water in Peel.

### Community Lead Testing Program

Through the Community Lead Testing Program, launched in 2008, the Region of Peel has been regularly testing private plumbing and municipal distribution systems and tracking levels of lead in drinking water. The presence of lead in water at the tap is generally associated with plumbing (pipes and outlets) in homes built prior to 1960 or from plumbing connected to lead service pipes. The Region's program focuses on communities with greater potential for elevated lead in water based on the building age and type of plumbing material.

To date, the Region has completed 20 scheduled rounds of testing, the results of which indicate no elevated lead level concerns in its drinking water supplies. The 2017 test results have been summarized in the 2017 Annual Water Quality Report and confirmed non-detect or very low levels of lead, well below the regulatory maximum limit of 10 micrograms per litre, with no action required from the property owners.

### Drinking Water Quality Management System

The Region has been operating all of its five (5) drinking water systems in accordance with the approvals framework under the *Act* and has been successfully maintaining the accreditation to the Ontario Drinking Water Quality Management Standard. Through this accreditation, it is recognized that the Region of Peel's Drinking Water Quality Management System, as documented in the Operational Plan, conforms to the provincial standard and that continuous improvements are being implemented.

One of the components of the Drinking Water Quality Management Standard is an annual management review with intent of evaluating the continued suitability, adequacy and effectiveness of the Drinking Water Quality Management System. The key outcomes of this review, including performance status and major milestones achieved in 2017 are highlighted for the Owner (Council) awareness in Appendix II of this report.

## CONCLUSION

The Region of Peel complied with the terms and conditions of all Approvals, Licences, Permits and the *Act* and its Regulations with the exception of the non-health related events summarized in the attached Appendix I. These events did not compromise the integrity of the drinking water supply or public health, and appropriate action was taken and control measures implemented to prevent reoccurrence of the events.

**WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE**

The Region of Peel is committed to the ongoing provision of high quality drinking water to its customers and to maintain compliance with all applicable legislative requirements, including maintenance of its accreditation to Drinking Water Quality Management Standard.



Janette Smith, Commissioner of Public Works

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

Appendix I – Water Treatment and Quality, 2017 Annual Summary Report and Regulatory Update

Appendix II – 2017 QMS Management Review Summary

*For further information regarding this report, please contact Justyna Burkiewicz, Manager, Regulatory Compliance, Water and Wastewater Divisions, at ext. 4494 or via email at [justyna.burkiewicz@peelregion.ca](mailto:justyna.burkiewicz@peelregion.ca).*

*Authored By: Justyna Burkiewicz, Manager, Regulatory Compliance, Water and Wastewater Divisions.*

### Statement of Compliance - Summary of Administrative and Operational Events

Drinking Water System	Legislative Requirement	Issue of Non-Compliance	Corrective Action
<i>Municipal Groundwater Systems (North Peel)</i>			
<b>Palgrave – Caledon East</b>	<p><b>O.Reg. 170/03 Schedule 10, Section 10-3</b> Treated water shall be sampled once every week and tested for microbiological parameters.</p> <p><b>O.Reg. 170/03 Schedule 6, Section 6-1.1</b> Weekly samples must be collected and tested at least five (5) days and not more than ten (10) days after the sample collected in the previous week.</p>	During 2017 Ministry inspection it was found that on May 9, 2016, a treated water sample was collected at Caledon East Wells No. 3 and No. 4 as required; however, when the samples arrived at the laboratory, they had exceeded the prescribed time frame for analysis. Resamples were collected on May 12, 2016. The following week's sample was collected on May 16, 2016, as scheduled, which resulted in samples being collected less than five (5) days apart.	To prevent recurrence, existing practice for pick-up of water samples by the laboratory was reviewed and further enhanced. Regulatory sampling requirements were also reviewed with operations personnel to ensure compliance.
	<p><b>O.Reg. 170/03 Schedule 6-10</b> The owner and operating authority shall ensure that, for every sample required by Schedule 7, a record is made of the following information:</p> <ul style="list-style-type: none"> <li>- date, time and location sample was taken</li> <li>- name of person conducting test</li> <li>- results of the test</li> </ul>	Chlorine residuals collected and tested from distribution system maintenance (flushing) on January 3, 2017, did not have the sampling time recorded. These grab chlorine residuals were used to demonstrate compliance with Schedule 7-2 (3) of O.Reg 170/03.	Chlorine Residual Inspection Form and Water Work Orders were updated to include a time field for each chlorine residual grab sample. Training was delivered to operations staff in June 2017, which included updating the operators' tablets with the new version of the electronic form and reviewing the requirements of the regulation.
<b>Caledon Village – Alton</b>	<p><b>O.Reg. 170/03 Schedule 7-2 (3)</b> At least seven (7) distribution samples are to be collected each week and tested immediately for free chlorine residual. Unless one sample is collected each day of the week, four (4) of the samples must be taken on one day of the week and three (3) of the samples are to be taken on a second day of the week, at least 48 hours after the last sample was taken on the previous day in the same week.</p>	Grab samples are generally collected on Monday and Thursday of each week. On the weeks of September 4, 2016, February 19, 2017 and May 21, 2017, where Monday was a holiday, the first sampling day was pushed back to Tuesday, but the second sampling day remained Thursday. Although more than seven (7) distribution samples were collected and tested for free chlorine residual every week, 48 hour time lag was not maintained between the last sample on the first day of sampling and the first sample on the second day of sampling on these three occasions.	Caledon Water operations has amended its staffing schedule such that on weeks when the Monday is a statutory holiday, facility inspections and sampling will be performed on Tuesday and Friday. This permanent scheduling change ensures that the distribution system chlorine residual operational checks will comply with the minimum 48 hours separation.

### Statement of Compliance - Summary of Administrative and Operational Events

Drinking Water System	Legislative Requirement	Issue of Non-Compliance	Corrective Action
<i>Municipal Surface Water Systems (South Peel)</i>			
<b>Lakeview Water Treatment Plant</b>	<b>Municipal Drinking Water Licence No. 009-101, Schedule B, Section 10.1</b> Water systems must not discharge a contaminant into the natural environment that causes, or is likely to cause, an adverse effect.	On September 24, 2017, wastewater from the on-site residuals management facility overflowed from a sanitary sewer chamber onto parking lot with an estimated 800 L of wastewater entering a nearby storm catch basin.	Waste transfer pumps were immediately shut down. The overflowing water was observed to be clear and colourless and yielded a total chlorine measurement of 0 mg/L. Visual inspection of the lake outfall showed no impact to the natural environment. The event was reported appropriately. The overflow wastewater is suspected to have been service water (treated water used in plant processes, such as pump cooling) released due to a valve trip. Increased monitoring of the system has shown no repeat occurrences.
	<b>Drinking Water Works Permit No. 009-201, Schedule B, Section 2.4</b> Water system owners must notify the Ministry Director within 30 days of completion of any modification authorized through Schedule B.	Notification was not provided within 30 days of installation of a sodium hypochlorite pump skid for delivery of chlorine to the raw water intake crib.	A new process has been employed for tracking of projects in progress through to completion.
<b>Lorne Park Water Treatment Plant</b>	<b>Drinking Water Works Permit No. 009-201, Schedule B, Section 2.4</b> Water system owners must notify the Ministry Director within 30 days of completion of any modification authorized through Schedule B.	Notification was not provided within 30 days of removal of two sodium bisulphite pumps that had not been in use for several years.	A new process has been employed for tracking of projects in progress through to completion.

## WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE

<b>South Peel Distribution</b>	<b>Municipal Drinking Water Licence No. 009-101, Schedule B, Section 10.1</b> Water systems must not discharge a contaminant into the natural environment that causes, or is likely to cause, an adverse effect.	On several occasions throughout 2017, water emerging from a watermain break picked up soil (silt) and washed it into a nearby storm sewer or water body, until the water supply was isolated for watermain repair efforts to be initiated.	The Region of Peel Environmental Control responds to these events to assess impact to fish, wildlife, or plant life and report the event to the Ministry. During these events, staff strive to maintain drinking water system pressure and ensure the integrity of the drinking water supply.
	<b>Watermain Disinfection Procedure</b> In addition to other requirements, mandatory sampling for bacteriological parameters and chlorine residual is required following each Category 2 watermain break repair.	On Tuesday August 8, 2017, after a long weekend, samples collected following a Category 2 watermain break repair on Thursday, August 3, 2017, were discovered to have not been submitted to the laboratory. The samples had expired and could not be tested.	Courtesy notice was provided to the Ministry local branch office on August 9, 2017. Samples collected on August 4, 2017, in the immediate area of the August 3 watermain break repair yielded satisfactory results for bacteriological parameters and chlorine residual.
	<b>Watermain Disinfection Procedure</b> In addition to other requirements, mandatory flushing is required following a watermain break repair.	A Water Work Order/Daily Activity Record indicated that flushing was not performed following repair of a Category 1 watermain break on July 26, 2017.	Positive pressure was maintained within the watermain throughout the duration of the work, preventing ingress of contamination. Procedure and form are being reviewed to improve clarity of direction to staff, after which staff training sessions will be delivered to review process and documentation requirements.
	<b>Watermain Disinfection Procedure</b> When performing maintenance and repair activities, specific details (listed in Section 4.0) must be recorded.	Annual Ministry inspection of the water system revealed numerous instances where the required details were not recorded on the Water Work Order/Daily Activity Record.	Training refresher session on record keeping requirements was developed and was delivered to the water and wastewater operators. Employee attendance at these sessions was documented in the training files. The Water Work Order form is being reviewed for opportunities to improve the repair sections for clarity, completeness, and layout.

## WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE

<b>South Peel Distribution</b>	<p><b>Drinking Water Works Permit No. 009-201, Schedule B, Section 4.6.1</b> Modifications authorized through Schedule B Section 4.1, 4.2 or 4.3 must be recorded on a Form 2 prior to the modification being placed into service.</p>	<p>Form 2 was not completed prior to placing into service of newly installed mixing systems within the Bolton Standpipes.</p>	<p>During inspection and maintenance of the standpipes, it was determined that their interior coatings required repair. With the duration the assets would be out of service, it was decided to add the installation of mixing systems to the scope of work. Immediate execution of the additional work altered the documentation process and inadvertently affected form completion timelines.</p>
	<p><b>O.Reg. 170/03 Schedule 15.1-7 (3)c</b> A distribution sample collected for lead testing must be tested for pH immediately after the sample is taken.</p>	<p>On September 13, 2016, pH measurement was not performed on two distribution lead samples that were collected as part of the Community Lead Testing Program.</p>	<p>Courtesy notice was provided to the Ministry local branch office on November 8, 2016. Sampling procedure was reviewed with applicable operations group with emphasis on lead program requirements. Laboratory implemented a means of flagging any lead samples submitted without a pH reading provided.</p>



# Drinking Water Quality Management in Peel



## APPENDIX II WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE

### 2017 Drinking Water Quality Management System – Summary of Management Review

#### Introduction

The requirements of Management Review are assigned by Element 20 of the Ontario Drinking Water Quality Management Standard (DWQMS) and include mandatory agenda items that consider performance indicators of quality and service levels, and identify measures to address any opportunities for improvement. Every year, a review is completed for the Region of Peel operated drinking water systems with focus on operational performance and legislative compliance efficacy of risk and root-cause assessment, readiness to respond to emergencies, overall service improvement through customer and staff feedback as well as program advancement through internal and third-party audits.

#### Ongoing Improvement Initiatives

In 2017, updates to the **QMS Operational Plan** and the associated documentation were made to reflect currency of water treatment processes and water system description, to include outcomes from assessment of risks and vulnerability to potential hazards, water emergency response procedures review as well as opportunities driven by internal audit findings. These updates ensure continued conformance to the DWQMS.

On August 22, 2017, due to organizational changes a new QMS Representative was appointed to oversee the administration, maintenance and continued advancements of the Region of Peel's quality management program. The continued changes to the organizational structure within Water and Wastewater Divisions will be documented to ensure complete record of control over the operation and management of the Region of Peel operated drinking water systems.

The QMS **staff suggestion** process provides merits of continued improvement to the documented practices of how we operate and manage our drinking water systems. 2017 staff suggestions primarily focused on improvements to the efficacy of commissioning and disinfection of regional water infrastructure and assets, documentation for which is also deemed a regulatory requirement.

The drinking water regulations identify several indicators of **Adverse Water Quality** which are immediately reported to Public Health and the Ministry of the Environment and Climate Change, and appropriate corrective action taken. There were a total of 35 water quality reportable incidents in 2017, all of which were immediately addressed in accordance with legislative requirements. None of these incidents resulted in the integrity and safety of drinking water supply being compromised. The 2017 Water Quality Report prepared for each of the Region Peel's drinking water system as set out in Section 11, O.Reg.170/03 summarizes all instances of adverse drinking water tests and corrective actions.

# Drinking Water Quality Management in Peel



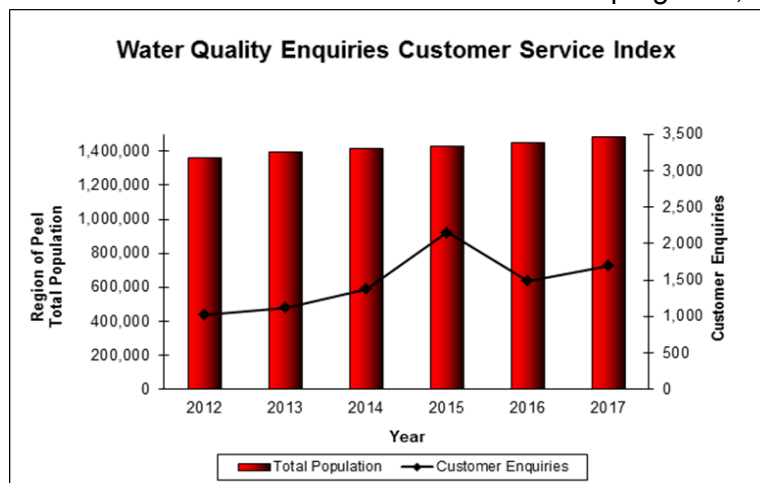
## APPENDIX II WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE

**Assessment of Risks** to public health and our water systems are conducted at regular intervals and succeeding predetermined triggers. In 2017, modifications and alterations to our drinking water systems added redundancy and additional safeguards, consequently lowering the risk of potential hazardous events and adding controls that support emergency prevention.

Testing of our **response to emergencies** is an important aspect of continual improvement. In 2017, review of events' accounts and determining root causes provided an opportunity to test the effectiveness of actions taken, quality of available control measures and documented procedures including impact to the customers. In partnership with the Walkerton Clean Water Centre, a customized, Region of Peel water system specific, training course was developed and launched in November 2017. The course brings awareness of emergency preparedness to all staff directly involved in the operation and enhances confidence level by selection of appropriate response protocols. It also satisfies Element 18 (Emergency Management) of DWQMS and adopts the culture of continual progress of being prepared and equipped to deal with emergency situations.

Region of Peel has established a **comprehensive training program** for all staff responsible for operating drinking water systems. It features in-house developed training that caters to our specific needs that offers the benefits of increased staff engagement through custom designed training toolkit tailored to our business mandates. This program helps operators maintain their **competency** level at par with the latest industry practices, technologies and advanced processes to effectively maintain water quality and supply.

**Customer feedback** helps us gauge public perceptions of the quality of municipal tap water and helps us assess and address all issues of concern. To ensure consumer confidence in our drinking water supply, we strive to deliver service excellence with timely and appropriate response to requests, enquiries, complaint investigation and problem resolution in accordance with established protocols. In 2017, the Region of Peel staff responded and resolved over 1,700 enquiries, records of which are used for reference in water infrastructure maintenance programs, as applicable.

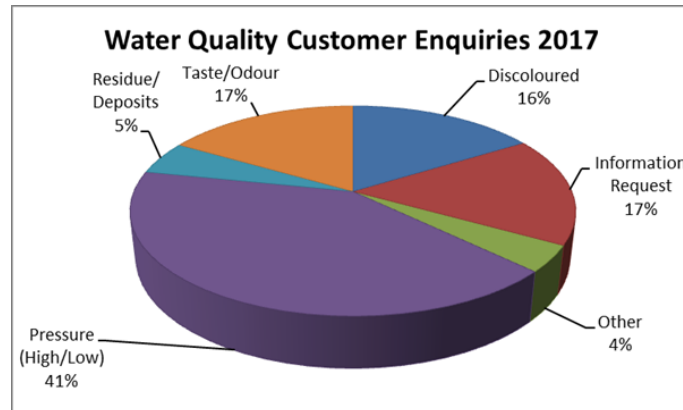


# Drinking Water Quality Management in Peel



## APPENDIX II WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE

The largest number of calls from the customers related to low water pressure and water aesthetics. They were associated with drinking water system maintenance or private plumbing issues and taste and odour, largely related to smells of chlorine.



Physical condition of **water infrastructure** is regularly evaluated to maintain state of good repair and optimal performance of the drinking water systems, and to ensure regulatory requirements and financial sustainability to meet both the current and future demands.

Maintaining the QMS requires a considerable bundle of **resources** and time, including tools appropriate for control of documentation and program outcomes related to water quality trending, corrective action status updates, consumer feedback, and asset management. Our efforts continue in locking the all-in-one technology that supports user-friendly data and information management and dashboard reporting to deliver real-time and on demand key performance indicators.

Annual internal and external (third-party) accreditation **audits** assess conformance and ensure ongoing process improvements. For the internal audit program, we continue to utilize in-house resources and leverage the competency of trained operations, compliance and support staff. The 2017 internal audit driver was an analysis of QMS program extensiveness with aim to expand cross divisional team collaboration for complete integration of water system construction and operational functions. A third-party surveillance audit by the Region of Peel's accreditation body, SAI Global, was done in February 2017. It confirmed our full conformance to the DWQMS, supported maintenance of accreditation and identified areas to review and further enhance our internal audit processes.

### Conclusion

The Management Review reinforces the QMS as a best practice for continual improvement in drinking water program administration and operations. Strong management leadership, staff engagement and ongoing assessment, evaluation and collaboration ensure consistent and effective performance to technical, regulatory and quality system standards.

# Drinking Water Quality Management in Peel



## APPENDIX II WATER TREATMENT AND QUALITY 2017 ANNUAL SUMMARY REPORT AND WATER PROGRAMS UPDATE

Outcomes from the annual management review are used to improve the administration and operations of the drinking water systems. The on-going maintenance of the QMS and focus on continual improvement provides assurance to Council, as the Owner of the municipal drinking water systems, that their duties and responsibilities of Standard of Care under the *Act* are being met.

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**For Information**


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DATE: March 19, 2018

REPORT TITLE: **PROPOSED TRANSFER OF JURISDICTION - ALBION-VAUGHAN ROAD AND HIGHWAY 50 (BOLTON)**

FROM: Janette Smith, Commissioner of Public Works

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**OBJECTIVES**

To provide Regional Council with an overview of the next steps required to address Town of Caledon Council's request for the Region of Peel to consider: the upload of Albion-Vaughan Road; download of Highway 50/Queen Street, from Mill Street to Queensgate Boulevard; and the implementation of the Bolton Transportation Master Plan.

**REPORT HIGHLIGHTS**

- Town of Caledon Council requested that the Region of Peel consider the transfer of jurisdiction of: 1) Albion-Vaughan Road; 2) Highway 50/Queen Street, from Mill Street to Queensgate Boulevard; 3) the implementation of recommendations identified within the Bolton Transportation Master Plan.
- Regional staff will continue to work with staff from the Town of Caledon, York Region and City of Vaughan to conduct an analysis of the proposed transfer.
- This report provides an update on the accomplishments to date in terms of implementing the recommendations from the Bolton Transportation Master Plan and next steps.

**DISCUSSION**
**1. Background**

The function of a Regional arterial road is to provide service which links major roads together into a network. These roadways typically handle higher traffic volumes and higher speeds, support efficient goods movement, and are often the preferred choice for higher order transit facilities. They connect urban areas and major trip generators, and typically facilitate a high proportion of inter-regional and inter-municipal trips.

The characteristics and function of roadways in the Region of Peel are continuously evolving as their surrounding land uses and transportation network transform. The establishment of new residential and employment developments, major trip generators, by-law changes to surrounding roads, changes to the 400-series highway network, and a community's vision for their neighbourhood, can change the initial function for which a road was built. Through the Arterial Road Rationalization Study, the Region of Peel developed criteria to evaluate roads for transfers of jurisdiction.

**PROPOSED TRANSFER OF JURISDICTION - ALBION-VAUGHAN ROAD AND HIGHWAY 50 (BOLTON)**

On October 10, 2017, the Council of the Town of Caledon adopted a recommendation for the Region of Peel to consider the following:

1. An upload of Albion-Vaughan Road from the Town of Caledon to the Region of Peel;
2. A download of Highway 50/Queen Street, from Mill Street to Queensgate Boulevard, from the Region of Peel to the Town of Caledon; and
3. Implement the recommendations identified within the Bolton Transportation Master Plan.

This report provides an overview of next steps to assess Albion-Vaughan Road and Highway 50/Queen Street from Mill Street to Queensgate Boulevard as candidates for jurisdictional transfer and an update on the accomplishments to date and outstanding work to implement the Bolton Transportation Master Plan (Bolton TMP). A map of the subject area can be found in Appendix I.

**2. Bolton Transportation Master Plan**

In 2015, the Region of Peel worked jointly with the Town of Caledon to enhance transportation through and around Bolton for all modes by developing the Bolton Transportation Master Plan. The Bolton TMP provides a framework for Bolton as a whole as well as a vision and specific recommendations for Downtown Bolton.

The plan's vision for Downtown Bolton is to shift the focus from moving cars and trucks through the downtown to a more people-friendly environment. The Region of Peel has initiated and completed a number of the Bolton TMP's recommendations along Highway 50/Queen Street to achieve the plan's vision, including truck restriction by-laws in Downtown Bolton, the construction of the Emil Kolb Parkway, the implementation of a pedestrian crossover, and changes to intersection signalization. A detailed status update on the full set of recommendations from the plan can be found in Appendix II.

The Bolton TMP also recommends a number of secondary enhancements such as bulb-outs, sharrows, and street furniture that can be applied to the downtown to help achieve the vision. Regional staff continue work with Town of Caledon staff to develop the scope of these enhancements.

The changes to Highway 50/Queen Street change the nature of its characteristics and function and changes traffic demand and function of adjacent north-south roadways such as Albion-Vaughan Road. These changes qualify Highway 50/Queen Street and Albion-Vaughan Road as candidates for evaluation through the Arterial Road Criteria.

**3. Arterial Road Criteria**

In 2005, Regional Council gave staff the direction to review criteria for designating a road as upper-tier and to undertake a review to rationalize the arterial road network through the Arterial Road Rationalization Study. The criteria developed provide a method to determine what constitutes an urban and rural arterial road and include the following roadway considerations: service function, flow characteristics, connections, transit, vehicle types, speed, and traffic volume. The detailed criteria matrix can be found in Appendix III. At that time, Albion-Vaughan Road did not meet the arterial road criteria and consequently did not qualify to be considered for a transfer of jurisdiction. However, the role and function of

**PROPOSED TRANSFER OF JURISDICTION - ALBION-VAUGHAN ROAD AND HIGHWAY 50 (BOLTON)**

Albion-Vaughan Road has since changed as a result of the Emil Kolb Parkway, growth in and around Bolton, and the implementation of the recommendations from the Bolton TMP which included truck restrictions in Downtown Bolton.

Regional staff have reevaluated Albion-Vaughan Road against the arterial road criteria and have confirmed that it now qualifies to be considered for a transfer of jurisdiction.

**4. Other Considerations**

In order to make an informed recommendation, Regional staff will work with the Town of Caledon, York Region, and City of Vaughan to gather the outstanding information which includes but is not limited to:

1. Confirmation of road-way transfer limits
2. Legal, real estate, and financial matters
3. Cost estimates and implications for road maintenance and widening; and
4. York Region's position on the upload of Albion-Vaughan Road to result in a shared upper-tier Regional road.

**FINANCIAL IMPLICATIONS**

The financial implications associated with any potential changes of jurisdiction to Highway 50 through Bolton and/or Albion Vaughan Road will be determined through ongoing analysis, and detailed in the next report.

**CONCLUSION**

Regional staff will continue to proceed with implementing the recommendations outlined in the Bolton TMP. Further, Regional staff will continue to work with the Town of Caledon, York Region, and the City of Vaughan to complete the analysis associated with the outstanding jurisdictional and financial matters, and will report back to Council when complete.



Janette Smith, Commissioner of Public Works

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

**PROPOSED TRANSFER OF JURISDICTION - ALBION-VAUGHAN ROAD AND HIGHWAY  
50 (BOLTON)**

**APPENDICES**

Appendix I – Map of Subject Area

Appendix II – Bolton Transportation Master Plan Recommendations and Status

Appendix III – Arterial Road Criteria

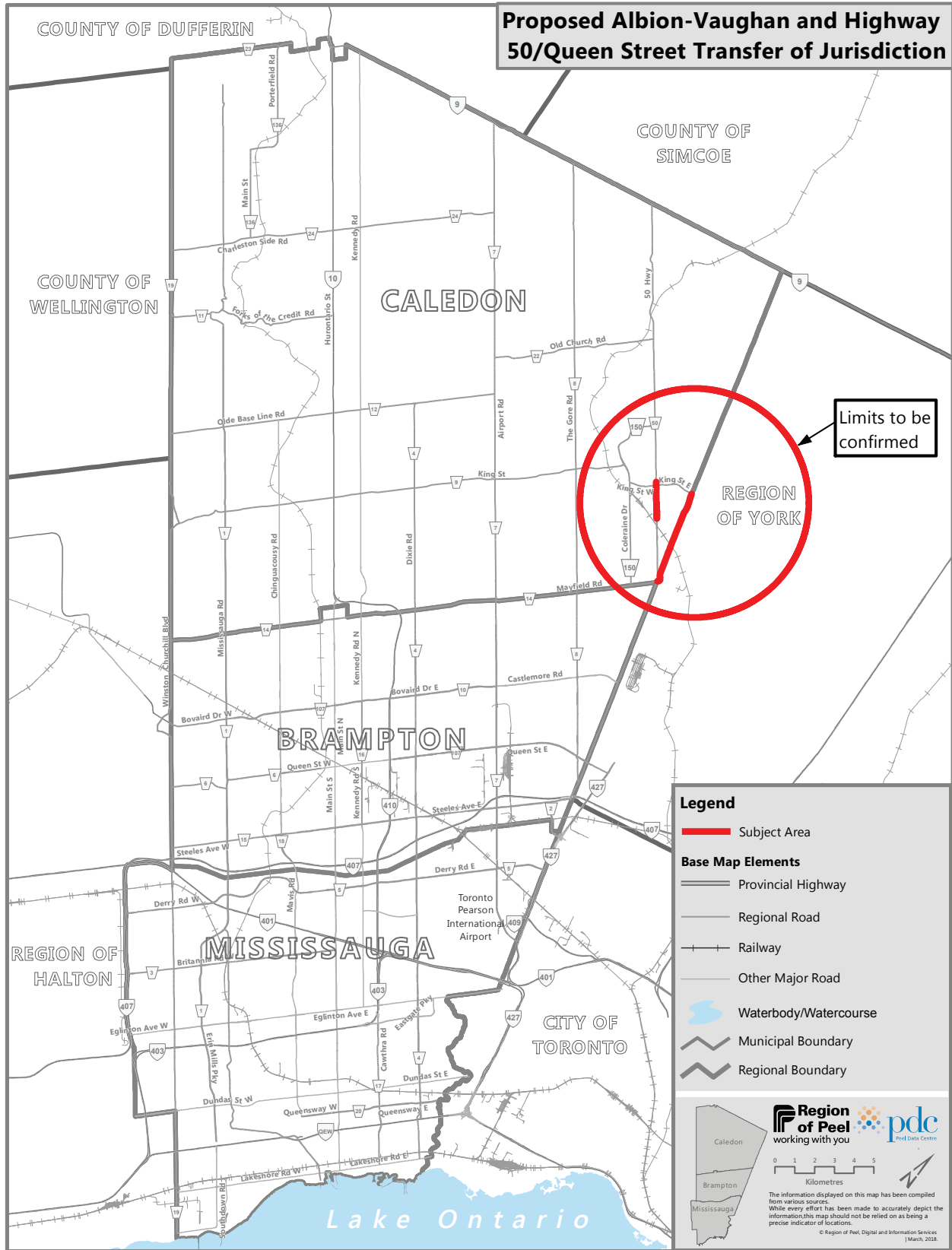
*For further information regarding this report, please contact Sabbir Saiyed, Manager, Transportation System Planning, extension 4352, [Sabbir.Saiyed@peelregion.ca](mailto:Sabbir.Saiyed@peelregion.ca).*

*Authored By: Richa Dave, Planner, Transportation System Planning, extension 5075, [Richa.Dave@peelregion.ca](mailto:Richa.Dave@peelregion.ca).*

*Reviewed in the Workflow by:*

Financial Support Unit





### Bolton Transportation Master Plan Recommendations and Status Update

The Bolton TMP recommends the following strategy to achieve the vision for Bolton as a whole:

Initiative	Description/Purpose	Status
Truck Restrictions	Truck restrictions on Queen Street/Highway 50 from Healey to Emil Kolb Parkway Truck Restrictions on King Street from Coleraine Drive to Albion-Vaughan Road	Complete
Roads	A number of Regional road improvements were recommended throughout Bolton to be implemented by the 2021 horizon, including the Emil Kolb Parkway, Arterial A2 and improvements to Mayfield Road and Coleraine. These are either completed or being studied.	In progress
GTA West	Three interchange locations for GTA west were analyzed: (1) Mayfield Rd and at Coleraine Dr; (2) Mayfield Rd Only; (3) Coleraine Dr Only	Awaiting update from MTO
Grade-separated Crossings	Grade separated crossing by 2031 for: (1) Albion Vaughan Road; (2) Coleraine Dr; (3) Realign King Street	In progress
Active Transportation (AT)	A number of short and long term AT improvements were recommended throughout Bolton to improve pedestrian and cyclist connectivity. Options for AT infrastructure are contingent on the outcome of the parking pilot study.	In progress
Transit	Bolton TMP recommended to: (1) advocate for GO Train station in Bolton Residential Expansion Area; (2) explore feasibility for transit service in Bolton	In progress
Transportation Demand Management	Bolton TMP recommended to: (1) publicize truck restrictions; (2) promote function of EKP as by-pass; (3) expand carpooling opportunities; (4) support and promote existing regional TDM efforts	On-going and complete
Downtown Bolton	Short term Downtown Bolton recommendations include: (1) truck restrictions on Queen Street and Highway 50; (2) All-day on-street parking; (3) Reduction in travel lanes; (4) Super sharrows; (5)Bulb-outs	Detailed status update below

## APPENDIX II

## PROPOSED TRANSFER OF JURISDICTION - ALBION-VAUGHAN ROAD AND HIGHWAY 50 (BOLTON)

## Bolton Transportation Master Plan Recommendations and Status Update

The Region is taking a phased approach to implement the recommendations and work towards the Bolton TMP's vision for Downtown Bolton:

Phase	Initiative	Update
Phase 1	Emil Kolb Parkway	The Emil Kolb Parkway was constructed with the purpose of allowing vehicles and trucks to by-pass downtown Bolton, thus creating a more pedestrian friendly environment.
Phase 2	Truck Restrictions	Truck restrictions on Queen Street/Highway 50 from Healey to Emil Kolb Parkway and on King Street from Coleraine Drive to Albion-Vaughan Road were immediately effective following the approval of the Bolton TMP in September 2015.
Phase 3	Pedestrian Crossover south of Sterne Street	A pedestrian crossover was constructed on Queen Street south of Sterne Street to further enhance pedestrian safety and walkability in the downtown core. The pedestrian crossover was opened to the public on October 19 <sup>th</sup> , 2017.
	De-signalize Mill Street and Signalize Hickman Street	Mill Street was designalized on October 19 <sup>th</sup> and the signalization of Hickman Street to further enhance walkability is complete.
Phase 4	All-day parking pilot project	The traffic flow impacts of the signalization changes and reconfiguration in phase 3 must be assessed prior to the commencement of phase 4. Once phase 3 is completed, phase 4 can begin to be scoped (anticipated date: late 2018). Phase 4 will be informed and developed based on stakeholder and community feedback and input.
Phase 5	Bulb-outs and Sharrows	Phase 5 identifies additional enhancements such as bulb-outs, sharrows, and street furniture that can be applied to downtown Bolton to achieve the Bolton TMP vision. These recommendations were conceptual and no funding was allocated. At the October 10 <sup>th</sup> , 2017 Town of Caledon Council meeting, council adopted a resolution that the recommendations from the Bolton TMP be implemented. Regional will work with Town of Caledon staff to scope and budget these improvements.

## PROPOSED TRANSFER OF JURISDICTION - ALBION-VAUGHAN ROAD AND HIGHWAY 50 (BOLTON)

Excerpt from the December 14, 2006 Regional Council Report Titled Engineering and Construction Identification of Arterial Roads and Road Rationalization Within the Region of Peel - Phase One

## Arterial Road Criteria

	URBAN ARTERIAL ROADS		RURAL ARTERIALS
	<i>Major Arterial Roads</i>	<i>Minor Arterial Roads</i>	
<b>Service Function</b>	Primarily provide for the movement of through traffic. Long distance trips consisting of Intra and Inter movements between municipalities and regions. Service to urban activity centres. Traffic generators of regional or community importance.	Provide for the movement of through traffic. Designated to be continuous and to interconnect with major arterials. Trips of medium length provide Intra-community connectivity. Serve traffic flows between more localized principal traffic generation areas.	Traffic movement is primary
<b>Flow Characteristics</b>	Uninterrupted with long intersection spacing. High density areas may have interruptions due to closely spaced intersections with a variety of traffic controls and the presence of pedestrian crossings.	More closely spaced intersections with a variety of traffic controls and a higher presence of pedestrian crossings.	Are generally expected to have uninterrupted traffic flow characteristics.
<b>Connections</b>	Connects with collector, minor arterials, expressways and freeways. Restricted property access.	Connect with collector and major arterials. May connect with expressways and freeways. Interconnects with and augments the major urban arterial roads. Less restricted property access.	Connect with collector, arterials, expressways and freeways.
<b>Transit</b>	Municipal and Inter Regional transit. Major transit corridors.	Municipal transit.	May accommodate Municipal and Inter Regional transit.
<b>Vehicle Types</b>	All types with a High proportion of commercial vehicles.	All types with a Medium proportion of commercial vehicles.	All types with a Moderate proportion of commercial vehicles.
<b>Speed</b>	Typically high but lower than freeway. 50-90 km/hr	Generally Medium. 40-60 km/hr	Depending on surrounding characteristics speed generally high but lower than freeway. 40-60 km/hr
<b>Traffic Volume</b>	Greater than 20,000 AADT	10,000- 20,000 AADT	5000 - 12,000 AADT

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DATE: March 21, 2018

REPORT TITLE: **FEASIBILITY OF A TRUCK RESTRICTED LANES PILOT PROJECT ON REGIONAL ROAD 5 (DERRY ROAD) AND REGIONAL ROAD 50 (HIGHWAY 50)**

FROM: Janette Smith, Commissioner of Public Works

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## **RECOMMENDATION**

**That the provisions of the Region of Peel Traffic By-law 15-2013 with respect to Regional Road 5 (Derry Road) or Regional Road 50 (Highway 50), be maintained;**

**And further, as part of the Region of Peel's continuing commitment to creating and supporting an efficient, sustainable and safe goods movement network, that Peel continue to work on its Goods Movement public education and outreach initiatives.**

## **REPORT HIGHLIGHTS**

- Regional Council directed staff to investigate options for a two year truck lane restriction pilot project on Regional Road 50 (Highway 50) and Regional Road 5 (Derry Road), citing concerns for traffic congestion and safety as per Resolution 2017-653.
- Transportation staff worked with York University's Lassonde School of Engineering to model the impacts of a truck lane restriction on the corridors of interest. Analysis results did not show significant travel time savings or traffic safety improvements to warrant implementing the restrictions.
- Staff conducted field surveys that confirmed the majority of trucks use the left lane appropriately.
- Stakeholder consultations were conducted through meetings and an online survey. Feedback received widely indicated that implementing truck lane restrictions is not the preferred solution to addressing concerns with trucks on the corridors.
- Case studies, modelling, data analysis and stakeholder discussions demonstrated that truck lane restrictions are not the most appropriate mitigation tactic to address congestion and safety concerns. Education and outreach were recommended to address concerns with truck traffic and safety.
- Existing action items as part of the Region's continued work in the Goods Movement Program and as part of the Term of Council Priority to "improve goods movement" are recommended to help address truck concerns on the corridors and in Peel Region.

## FEASIBILITY OF A TRUCK RESTRICTED LANES PILOT PROJECT ON REGIONAL ROAD 5 (DERRY ROAD) AND REGIONAL ROAD 50 (HIGHWAY 50)

### DISCUSSION

#### 1. Background

In July 2017 Regional Council directed staff to investigate a two-year pilot project of limiting trucks from the left through lane on Derry Road between Goreway Drive and Kennedy Road and on Highway 50 between Queen Street and Mayfield Road (Resolution 2017-653) (Appendix I). Council also requested staff to report back with recommendations with input from Peel Regional Police, Peel Goods Movement Task Force and other stakeholders.

Resolution 2017-653 cites concerns that trucks in the left lane, particularly those travelling three abreast on Regional roads, cause delays, driver frustration and concerns with safety. Both Derry Road and Highway 50 are identified as Primary Truck Routes in the Strategic Goods Movement Network. This means these roads connect major highways and support goods movement. Derry Road currently averages 43,000 vehicles per day of which approximately 17 percent are trucks. Highway 50 averages 46,500 vehicles per day of which approximately 16 percent are trucks.

Truck restrictions are currently implemented on some Regional Roads through By-Law 15-2013. The restrictions include heavy truck restrictions, axle weight, truck turning movements, and truck lane restrictions. The restrictions are seasonal or full restriction as outlined in the by-law. They are enforced by Ontario Provincial Police (OPP) and Peel Regional Police.

#### 2. Findings

Staff have investigated Council's request by reviewing existing case studies and research projects, partnering with York University for modeling support, and consulting with Peel Regional Police, the Peel Goods Movement Task Force, local transit authorities and businesses within the corridors of interest. The reviews found little evidence that supports implementing a truck restriction in the left lane along Derry Road and Highway 50 to improve congestion and safety or reduce driver frustration.

##### a) Literature Review

The majority of the studies reviewed demonstrated that a specific combination of corridor conditions matter in determining the effectiveness of truck lane restrictions.

With the implementation of a truck restricted lane on a roadway, a combination of truck percentage, traffic volumes, road geometric design, speed, and intersection spacing conditions determine the efficiency and safety of a corridor. However, the stated conditions are unique for each corridor, meaning the results from one study cannot be assumed for different corridors. Most studies focusing on the safety of truck restricted lane roadways seemed to indicate that corridors with a high truck percentage and close intersection spacing tended to increase the chance of fatal and injury collisions since trucks would have to make many lane changes within shorter distances.

It is important to note that the majority of studies focused on truck restricted lanes on highways in the United States rather than arterials overall. This further suggested the impact of truck restricted lanes is more likely to be effective on highway infrastructure.

**FEASIBILITY OF A TRUCK RESTRICTED LANES PILOT PROJECT ON REGIONAL ROAD 5 (DERRY ROAD) AND REGIONAL ROAD 50 (HIGHWAY 50)****b) Modelling**

York University performed a microsimulation modelling analysis to evaluate the impact of truck lane restrictions on traffic flows and safety along Highway 50 and Derry Road. The Region's updated traffic and signal timing data were used in the microsimulation model.

The simulation model was calibrated to ensure the model simulated real-world traffic flow conditions accurately. The calibrated simulation model was then used to evaluate the impact on traffic flow and safety of truck restriction lanes on the corridors.

Both corridors showed increases to the average travel time as a result of a truck lane restriction. Travel time increases averaged 13 seconds for all vehicles, 10 seconds for cars and 24 seconds for trucks. Both corridors also indicated negligible improvements in safety. Therefore there is no significant traffic safety improvement as a result of a truck lane restriction.

**c) Field Survey Analysis**

Staff also conducted field surveys to analyze the frequency at which trucks turned left from the left lane. Collision statistics were also reviewed along the corridors.

Staff conducted a study of a random sample of trucks in the left lane on Highway 50 and Derry Road during the AM and PM peak periods. Of the trucks counted in the left lane, 84 percent made left turns and 61 percent turned left within 1.5 kilometers of entering the left lane. This indicates that truck traffic in the left lane on Derry Road and Highway 50 are generally there to make a left turn.

Region of Peel 2012-2016 collision data on the corridors were analyzed, and showed that of all collisions, 13 percent involved trucks which were considered "at-fault". With truck volumes averaging 17 percent of annual daily traffic on these corridors, in general if trucks were unsafe the expectation of at fault collisions involving trucks would be higher.

**d) Consultation**

Staff consulted with stakeholders through two meetings. The first was with Peel Regional Police, the OPP, local municipalities and transit agencies. The second meeting was with the Peel Goods Movement Task Force.

Options presented at the two meetings were:

- Do Nothing
- Advisory Signs – Options were presented: slower traffic should keep right, no through trucks should be in the left lane, or not permitting trucks in the left lane except to turn left. These would not be enforceable by Police.
- By-law – A by-law to implement a truck lane restriction could be enforced by the Police but with great difficulty and resources. The *Highway Traffic Act* does not

**FEASIBILITY OF A TRUCK RESTRICTED LANES PILOT PROJECT ON REGIONAL ROAD 5 (DERRY ROAD) AND REGIONAL ROAD 50 (HIGHWAY 50)**

permit truck lane restrictions on roads with a speed limit under 80km/h or with fewer than three lanes in each direction. In Peel, the speed limits on Derry Road range from 50-70 km/h. On Highway 50, the segment between Mayfield Road and Castlemore Road is only two lanes in each direction, which does not meet the legislated requirements for truck lane restrictions.

The most frequent comment received from stakeholders was whether the Region could quantify if the problem exists. There was concern that trucks are likely traveling in the left lane to make a left turn. Below is a summary of the key comments received.

**i) Enforcement**

- Enforcing a truck lane restriction by-law would be a strain on resources and it would be unsafe to pull over trucks on busy roads.
- Advisory signs may cause misunderstandings with the public that the police fail to enforce the lane restriction. Could lead to an increase in calls and complaints.
- It was felt that a by-law and police enforcement would be more problematic than the advisory sign option.

**ii) Education**

- Trucks tend to use the left lane appropriately to turn left and truck drivers are professionals who know what they are and should be doing.
- The public may not be fully aware of the realities of the goods movement industry. Steps should be taken to help educate the public on the safe and effective movement of goods through Peel, as well as the importance of goods movement to the Region's economy.

**iii) Transit**

Considering the existing traffic volume along the corridors, transit agencies struggle to maintain service levels throughout the day. Restricting trucks to the centre and right lanes will likely cause additional delays and impact service reliability. It may adversely affect other transit priority initiatives. If a truck lane restriction were to be implemented on the corridors, Regional staff would need to work with local transit agencies to implement the most appropriate strategies to reduce negative impacts to transit travel times, reliability and safety.

**e) Survey**

An online survey was conducted in January 2018 to collect feedback from businesses located along the corridors. Sixty-one survey invitations were sent by mail, and followed by email and phone call. The survey collected information regarding the businesses' general usage of truck services and their perspectives on potential truck lane restriction pilots.

Response rates to the survey were low, however one of the responses was received from a national distributor of technical equipment that required shipping service more than 90 times per day. The company expressed that a restriction would significantly



## **FEASIBILITY OF A TRUCK RESTRICTED LANES PILOT PROJECT ON REGIONAL ROAD 5 (DERRY ROAD) AND REGIONAL ROAD 50 (HIGHWAY 50)**

impact their national business. Businesses which have moderate interaction with goods movement held a relatively positive attitude towards the pilots because they believed restricting trucks out of the leftmost lane would increase safety and reduce congestion. Survey results received indicate that businesses that require extensive goods movement services strongly oppose the pilot project of truck restricted lanes.

With consideration to staff's findings and the Region's commitment to Goods Movement, staff found that there was insufficient support to suggest a truck lane restriction would be successful in addressing truck traffic and safety on Highway 50 and Derry Road.

### **3. Goods Movement Program and Ongoing Initiatives**

Staff reviewed corporate priorities and other ongoing initiatives of the Region's Goods Movement Program to determine other ways of effectively addressing truck traffic and safety.

#### **a) Term of Council Priority**

Three strategies are currently being implemented to support the Term of Council Priority to "improve goods movement". Staff is coordinating off-peak delivery with key business champions, planning for Long Combination Vehicle trips, and establishing a collaborative partnership between universities, government, and industry through a Smart Freight Centre, a centre of excellence for goods movement research and implementation.

#### **c) Truck Friendly Measures**

Staff have been working with York University's Lassonde School of Engineering on the Region of Peel's Truck Friendly Measures Project (the Project). Truck friendly measures are the umbrella term to describe various mitigation strategies to address truck traffic and safety. It can include truck only lanes, or having trucks share high occupancy vehicle lanes. The Project intends to investigate the need for and feasibility of implementing truck friendly measures in the Greater Toronto and Hamilton Area and Peel Region. If feasibility and a need are established, the Project will further identify roadways to implement pilots of appropriate measures, and assess their impact. The Project is scheduled to commence in March 2018 and will be incorporating the lessons learned from this report to inform the deliverables.

#### **d) Education and Outreach**

Action Item #7 of the Goods Movement Strategic Plan 2017-2021 is to, "mainstream goods movement transportation through education and outreach". Public education and outreach have demonstrated improvements to road safety and generate appropriate infrastructure investments. This action item is planned to be implemented in 2018. The lessons learned from assessing the feasibility of truck lane restrictions on Highway 50 and Derry Road will be used as input in completing Action Item #7.

#### **e) Highway 427 Extension**

The Highway 427 extension project will commence this year and is scheduled to be completed in 2021. Highway 50 currently serves as the primary north-south arterial road, connecting north-east Brampton to the existing Highway 427 accesses at Zenway Drive

## FEASIBILITY OF A TRUCK RESTRICTED LANES PILOT PROJECT ON REGIONAL ROAD 5 (DERRY ROAD) AND REGIONAL ROAD 50 (HIGHWAY 50)

and at Highway 7. Currently, it is the preferred route for trucks travelling to and from the Canadian Pacific Vaughan Intermodal Terminal, located on the east side of Highway 50, north of Rutherford Road. The expansion project will relieve travel demand in the short term while providing added connectivity in the long term with shorter trips on Highway 50 as access to Highway 427 is increased.

### CONCLUSION

The literature review showed truck lane restrictions are not generally applicable to arterial roads. Field surveys indicated the left lane is being used appropriately by trucks, and stakeholder feedback found enforcement would be very difficult. The modelling results showed no significant travel time savings or safety improvements. These findings demonstrate that truck lane restrictions on Derry Road and Highway 50 are not the most appropriate mitigation strategy to address truck traffic and safety concerns. With consideration to staff's findings and the Region's commitment to Goods Movement, there is insufficient support to suggest a truck lane restriction would be successful in mitigating truck traffic and safety on the corridors.

Therefore it is recommended that the Region of Peel not implement truck lane restrictions on Regional Road 5 (Derry Road) or Regional Road 50 (Highway 50), and that the Region of Peel continues work within its Goods Movement Program.



Janette Smith, Commissioner of Public Works

### Approved for Submission:




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D. Szwarc, Chief Administrative Officer

### APPENDICES

Appendix I - Council Resolution 2017-653

*For further information regarding this report, please contact Kyle Van Boxmeer Specialist, Traffic Operations, Ext. 7849, Email: [kyle.vanboxmeer@peelregion.ca](mailto:kyle.vanboxmeer@peelregion.ca).*

*Authored By: Kyle Van Boxmeer (Specialist, Traffic Operations, [kyle.vanboxmeer@peelregion.ca](mailto:kyle.vanboxmeer@peelregion.ca), ext. 7849) and Elizabeth Bang (Principal Planner, Transportation System Planning, [Elizabeth.bang@peelregion.ca](mailto:Elizabeth.bang@peelregion.ca), ext. 4694)*

*Reviewed in workflow by:*  
Financial Support Unit

Region of Peel

APPROVED AT REGIONAL COUNCIL  
July 6, 201714.1. **Notice of Motion from Councillor Parrish and Councillor Groves Regarding the Feasibility of a Two-Year Pilot Project for Truck Restricted Lanes on Derry Road in the City of Mississauga and Highway 50 in the Town of Caledon**

Moved by Councillor Parrish,  
Seconded by Councillor Groves;

Whereas traffic congestion along Derry Road and Highway 50 costs commuters and businesses time and money, and increases driver frustration;

And whereas, Region of Peel cordon count data shows the average daily truck volume on Derry Road, between Kennedy Road and Goreway Drive, is 7,000 trucks per day and on Highway 50, between Mayfield Road and Queen Street East, is 8,000 trucks per day, both amongst the highest in the Region;

And whereas, car traffic flow and car visibility can be impeded by an abundance of truck traffic, leading to increased collision risk;

And whereas, the Region of Peel has made the efficient movement of goods a top priority in the Strategic Plan, with an overall aim to “create communities that are integrated, safe and complete”;

Therefore be it resolved, that the Region of Peel investigate a two year pilot to evaluate options of limiting trucks from the left through lane on Derry Road generally east of Goreway Drive, west to Kennedy Road; and, on Highway 50 from Mayfield Road to Queen Street East and report back to Regional Council with a recommended pilot program having regard for input from Peel Regional Police, the Peel Goods Movement Task Force and other stakeholders.

Carried 2017-653

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**For Information**


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DATE: March 20, 2018

REPORT TITLE: **THE ONTARIO MUNICIPAL COMMUTER CYCLING PROGRAM AND MULTI-USE TRAILS ON HIGHWAY OVERPASSES**

FROM: Janette Smith, Commissioner of Public Works

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**OBJECTIVE**

To inform Regional Council that the Region of Peel will be receiving \$4,228,594.08 in Provincial funding through the Ontario Municipal Commuter Cycling Program for new multi-use trails and other cycling infrastructure and to discuss an opportunity to work with the Ontario Ministry of Transportation to incorporate multi-use trails on structures along Highway 410.

**REPORT HIGHLIGHTS**

- The Ontario Municipal Commuter Cycling Program is a four-year program with the goal of increasing commuter cycling province-wide. Eligibility criteria stipulate that funds may not be directed towards temporary or low-frequency infrastructure, or towards recreational cycling initiatives, and that projects must be included in an approved cycling or active transportation plan. Additional active transportation projects for 2018 onwards have been identified in the Sustainable Transportation Strategy, which was recently approved by Regional Council.
- The Sustainable Transportation team compiled a project list and submitted it to the Ontario Municipal Commuter Cycling Program, and received \$4,228,594.08 in funding from the Ontario Ministry of Transportation.
- A Transfer Payment Agreement has been executed between the Ontario Ministry of Transportation and the Region of Peel.
- The approved project list features five capital projects, four in Mississauga, and one in Brampton. The projects are consistent with short-term cycling network improvements and upgrades outlined in the Sustainable Transportation Strategy.
- Projects must be completed by December 30, 2020.
- Funding for active transportation infrastructure over Highway 410 at Derry Road, Steeles Avenue, Bovaird Drive and Mayfield Road will be advanced into the 2019 Capital budget, so they can be constructed as part of the Ontario Ministry of Transportation's bridge rehabilitation projects.

**DISCUSSION**
**1. Discussion**

This report discusses two separate opportunities to build active transportation infrastructure in the Region of Peel. Those opportunities include:

## THE ONTARIO MUNICIPAL COMMUTER CYCLING PROGRAM AND MULTI-USE TRAILS ON HIGHWAY OVERPASSES

- Constructing new commuter cycling infrastructure utilizing \$4,228,594.08 in dedicated funding received from the Ontario Ministry of Transportation through the Ontario Municipal Commuter Cycling Program.
- An opportunity to work with the Ontario Ministry of Transportation to build multi-use trails on Highway 410 overpasses, in conjunction with the Ministry's project to rehabilitate those structures.

### 2. Region of Peel Projects

#### a. The Ontario Municipal Commuter Cycling Program

The Ontario Municipal Commuter Cycling Program is a four-year program focused on encouraging more Ontarians to commute by bike. This investment is part of Ontario's Climate Change Action Plan and is funded by proceeds from the province's cap and trade program. In the first round of funding, \$93 million was distributed across 120 municipalities. These funds will be used towards the construction of infrastructure specifically aimed at commuter cyclists. This means that temporary or low-frequency infrastructure projects are not supported through this program, nor are projects that focus on recreational cycling.

The Ontario Municipal Commuter Cycling Program will fund up to 80 per cent of eligible capital costs for approved projects, with the municipality responsible for the remaining 20 per cent.

When compiling an Ontario Municipal Commuter Cycling Program project list, applicants were asked to outline which of the program's benefits each project fulfills. Benefits align with the program's overarching goals, and are as follows:

- Better cycling networks: "Commuter cycling networks will be established across Ontario, targeting routes with high-commuting volume such as between residential communities, major transit stations and employment areas."
- Safe cycling: "There will be more cycling facilities in urban areas, including grade-separated routes and cycling signals."
- More commuter cycling infrastructure: "These investments in commuter cycling infrastructure will help to promote safety for cyclists, reduce motor vehicle trips and make cycling more comfortable and appealing for day-to-day travel, commuting and other frequent travel."

The Ontario Municipal Commuter Cycling Program runs from May 30, 2017 until March 31, 2021. Projects that use program funding must be completed by December 30, 2020, and any remaining funds must be returned to the Province by January 15, 2021. The amount of funding available in future years is dependent on the proceeds available from the cap and trade program.

Implementation of the approved projects will help to further the Region's intention, as stated in the Official Plan, to have a "safe, convenient, efficient, multi-modal, sustainable integrated transportation system that supports a vibrant economy, respects the natural

### 14.5-3

## THE ONTARIO MUNICIPAL COMMUTER CYCLING PROGRAM AND MULTI-USE TRAILS ON HIGHWAY OVERPASSES

and urban environment, meets the needs of a diverse community and contributes to a higher quality of life.” Infrastructure is an essential part of encouraging residents to start cycling, and of facilitating a shift towards a higher cycling mode share, and thus a higher sustainable mode share overall. This program also aligns with the Region’s Strategic Plan 2015-2035, particularly with respect to the goals of promoting healthy and age-friendly built environments, and promoting mobility, walkability and various modes of transportation.

On behalf of the Region of Peel, the Sustainable Transportation team submitted a project list to the Ministry of Transportation, and was subsequently awarded \$4,228,594.08 in funding. The local municipalities were engaged during the Region’s application process, and also applied separately; Mississauga received approximately \$2.28 million, Brampton received approximately \$1.78 million, and Caledon received approximately \$25,000.

To be eligible for funding, projects must be identified in a Council-approved cycling, active transportation or transportation plan—in the case of the Region of Peel, the 2012 Active Transportation Plan, which was developed in consultation with the three local municipalities. The Region’s Sustainable Transportation Strategy, presented to Regional Council on February 22, 2018, was also referred to through the development of the Ontario Municipal Commuter Cycling Program project list, to ensure consistency with future projects. Municipalities are permitted to update the project list semi-annually, though funds must always be directed towards approved projects. Municipalities are not required to complete all of the projects on the approved list.

The Active Transportation Plan proposes a comprehensive network of cycling facilities across Peel, and for the first round of funding, five projects were submitted for consideration. Figure 1 outlines the items on the approved project list:

Project Name	Municipality	Project Boundaries	Description
Steeles Avenue multi-use trail	Brampton	Bramalea Road to Tomken Road	Multi-use trail. Distance: 2.1 km
Cawthra Road bike lanes	Mississauga	Queen Elizabeth Way to Burnhamthorpe Road	Bike lanes. Distance: 4 km
Derry Road multi-use trail	Mississauga	Terragar Boulevard to Glen Erin Drive	Multi-use trail south side. Distance: 1.7 km
Erin Mills multi-use trail	Mississauga	Queen Elizabeth Way to Dundas Street	Multi-use trail. Distance: 1.8 km
Erin Mills multi-use trail #2	Mississauga	Highway 403 to Britannia Road	Multi-use trail. Distance: 3.5 km

*Figure 1: Approved Projects*

These approved projects connect to at least one of the following:

- GO stations
- Employment areas
- Community nodes
- Existing cycling infrastructure.

## THE ONTARIO MUNICIPAL COMMUTER CYCLING PROGRAM AND MULTI-USE TRAILS ON HIGHWAY OVERPASSES

These active transportation facilities will act as important links in the Region's cycling network. The focus of the Ontario Municipal Commuter Cycling Program is to encourage commuter cycling trips, and the provision of cycling facilities in Brampton and Caledon is currently sufficiently captured through the Region's resurfacing program, or through existing capital projects. For the first round of funding, projects were selected based on how closely they aligned with the funding criteria, to increase the likelihood of success for the Region's application.

The approved projects represent the Sustainable Transportation team's recommendations as of September 2017. Given the flexibility provided through the Ontario Municipal Commuter Cycling Program to resubmit project lists semi-annually, staff will review projects based on feasibility, timing, and consultation with local municipalities, and adjust the list on an as-needed basis, to ensure the most appropriate projects can be achieved before the end of 2020. Projects will only be submitted for funding if they are included in the 2012 Active Transportation Plan or the 2018 Sustainable Transportation Strategy. Future rounds of funding are anticipated through this four-year program.

The Sustainable Transportation Strategy sets a target cycling mode share of 2 per cent during the morning peak period by 2041. The Ontario Municipal Commuter Cycling Program provides an additional funding source that can help to expedite the achievement of this goal.

Appendix I contains additional information on the five approved projects. Appendix II shows the location of the five approved projects.

### **b. Highway 410 Structure Rehabilitation**

In October 2016, the Ontario Ministry of Transportation informed Regional and local municipalities that it planned to rehabilitate its structures on Highway 410 between Eglinton Avenue and Mayfield Road. The scope of work at that time did not include the provision of active transportation infrastructure, such as multi-use trails for cyclists and pedestrians.

Through further communication with the Ontario Ministry of Transportation, in late January 2018, the Region and local municipalities were informed that the Ministry of Transportation would be willing to incorporate active transportation infrastructure as part of their structures on Highway 410 between Eglinton Avenue and Mayfield Road that are being rehabilitated between 2018 and 2020.

Based on the approved Sustainable Transportation Strategy, multi-use trails have been recommended on Derry Road, Steeles Avenue, Bovaird Drive and Mayfield Road. The timing of construction of the multi-use trails that are on the Highway 410 interchange structures are subject to Ontario Ministry of Transportation's plan.

With the Ontario Ministry of Transportation agreeing to work with the Region and local municipalities to incorporate active transportation infrastructure as part of their rehabilitation contract that will be carried out between 2018 and 2020, the Region should

## THE ONTARIO MUNICIPAL COMMUTER CYCLING PROGRAM AND MULTI-USE TRAILS ON HIGHWAY OVERPASSES

take advantage of the opportunity to expedite the construction of multi-use trails on these segments of Regional roads.

The additional costs associated with the active transportation infrastructure will be paid by the Region and local municipalities. The Bovaird Drive interchange is considered part of the Provincial cycling network, and thus costs of that cycling infrastructure is paid by the Province.

### FINANCIAL IMPLICATIONS

The Ontario Municipal Commuter Cycling Program will fund up to 80 per cent of eligible costs for approved projects. Sufficient funding is available in the 2018 Budget to cover the remaining 20 per cent of the project costs. Future regional funding requirements will be incorporated through capital budget requests. No additional staffing requirements are anticipated as a result of this funding. The availability of future funding for this program is anticipated, but not known at this time.

In order to abide by the Ontario Ministry of Transportation's deadlines, a Transfer Payment Agreement has been executed between the Region of Peel and the Ontario Ministry of Transportation. In accordance with Document Execution By-law 32-2017, the Transfer Payment Agreement was signed by the Director of Transportation.

For the Highway 410 active transportation infrastructure, detailed design and estimates from the Ontario Ministry of Transportation are not yet available. Regional staff estimates that each structure will cost approximately \$2.3 million. This estimate is similar to the additional cost to widen the Dixie Road structure over Queen Elizabeth Way to accommodate cycling infrastructure. The estimates will be refined as the design progresses, and projects will be presented to Regional Council for consideration as part of the 2019 budget process.

### CONCLUSION

The funding from the Ontario Municipal Commuter Cycling Program, and the timely construction of cycling infrastructure on the 410 overpasses help the Region of Peel to provide safe, convenient, appealing and accessible commuter cycling routes for residents. The approved projects connect to major transit hubs, employment centres, and neighbourhoods, furthering the Region's vision of a *Community for life*, where all Peel residents have access to good accessible transportation choices.



Janette Smith, Commissioner of Public Works



**THE ONTARIO MUNICIPAL COMMUTER CYCLING PROGRAM AND MULTI-USE TRAILS  
ON HIGHWAY OVERPASSES**

Approved for Submission:



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

Appendix I - Additional Information on Ontario Municipal Commuter Cycling Program Projects

Appendix II - Locations of Ontario Municipal Commuter Cycling Program Projects

*For further information regarding this report, please contact Erin Sparks, Sustainable Transportation Analyst, extension 7985, [erin.sparks@peelregion.ca](mailto:erin.sparks@peelregion.ca).*

*Authored By: Erin Sparks*

*Reviewed in workflow by:*

Financial Support Unit  
Legal Services

**THE ONTARIO MUNICIPAL COMMUTER CYCLING PROGRAM AND MULTI-USE TRAILS  
ON HIGHWAY OVERPASSES**

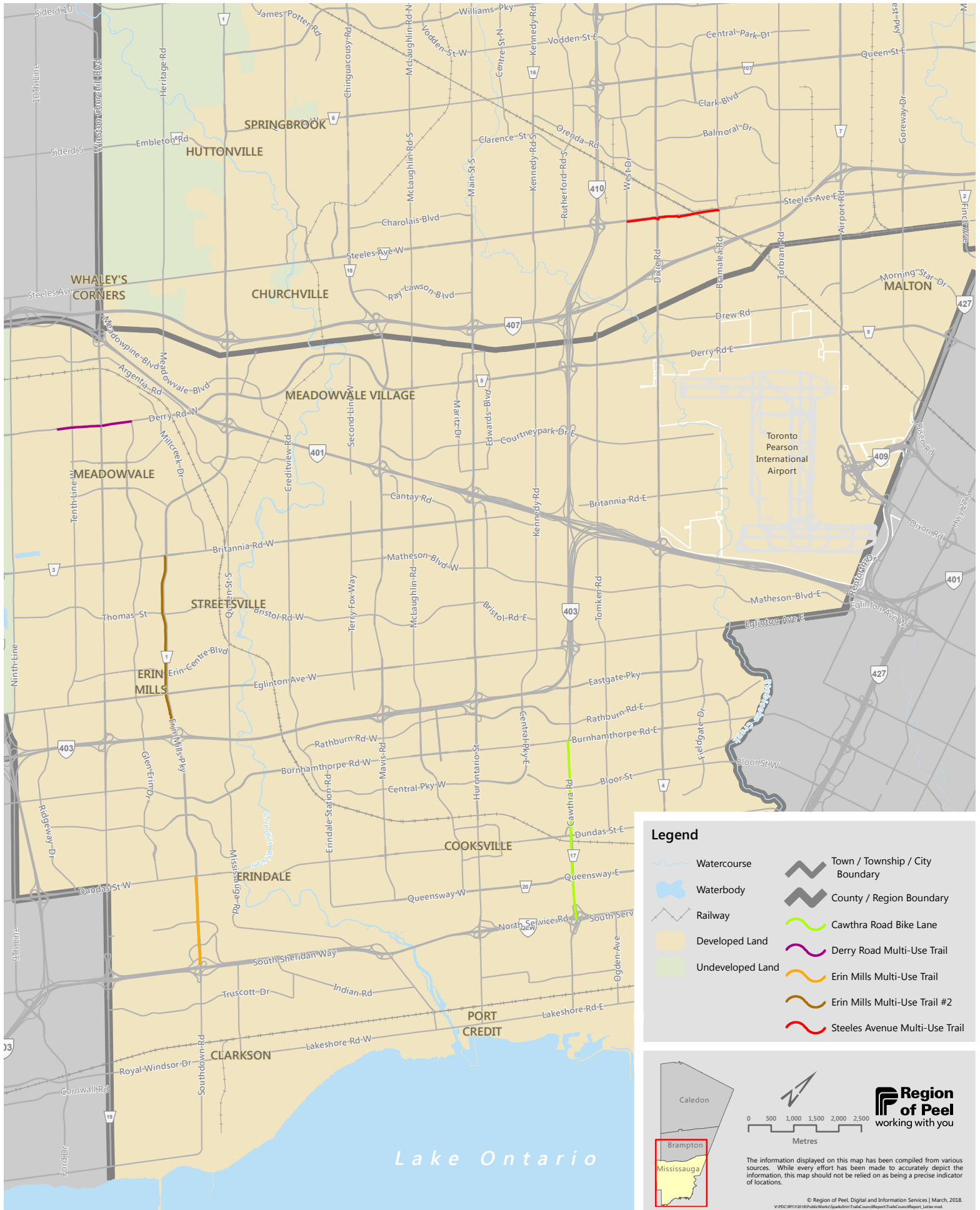
<b>Project Name</b>	<b>Potential Ridership</b>	<b>Key Destinations and Connections</b>
Steeles Avenue multi-use trail	2016 population within 5km: 169,096 Average % of trips under 5 km: 52.12	<ul style="list-style-type: none"> <li>• Bramalea GO</li> <li>• Dixie Road multi-use trail</li> <li>• Employment Area<sup>2</sup></li> </ul>
Cawthra Road bike lanes	2016 population within 5km: 301,033 Average % of trips under 5km: 51.54	<ul style="list-style-type: none"> <li>• Employment Area<sup>3</sup></li> <li>• Neighbourhood</li> <li>• Elementary school</li> <li>• Childcare centres</li> <li>• Burnhamthorpe multi-use trail</li> <li>• Future protected bike lane on Bloor Street</li> </ul>
Derry Road multi-use trail	2016 population within 5km: 155,400 Average % of trips under 5km <sup>1</sup> : 44.82	<ul style="list-style-type: none"> <li>• Meadowvale GO</li> <li>• Meadowvale Business Park<sup>3</sup></li> <li>• Lake Aquitaine Trail</li> <li>• Elementary school</li> </ul>
Erin Mills multi-use trail (Queen Elizabeth Way to Dundas Street)	2016 population within 5km: 179,332 Average % of trips under 5km: 40.93	<ul style="list-style-type: none"> <li>• Sheridan Centre mall</li> <li>• Clarkson employment area<sup>3</sup></li> <li>• Western Business Park employment area<sup>3</sup></li> <li>• Secondary school</li> </ul>
Erin Mills multi-use trail #2 (Highway 403 to Britannia Road)	2016 population within 5km: 337,758 Average % of trips under 5km: 43.54	<ul style="list-style-type: none"> <li>• Erin Mills Town Centre, Credit Valley Hospital</li> <li>• Mississauga Transitway</li> <li>• Secondary schools</li> <li>• Elementary school</li> <li>• Meadowvale Business Park<sup>3</sup></li> </ul>

<sup>1</sup>The average percentage of trips under 5 km is derived from 2011 TTS data, and calculated based on the individual percentage of trips under 5 km in traffic zones immediately surrounding the proposed cycling infrastructure.

<sup>2</sup>City of Brampton Official Plan, 2015

<sup>3</sup>City of Mississauga Official Plan, 2015

**APPENDIX II**  
**14.5-8**  
**THE ONTARIO MUNICIPAL COMMUTER CYCLING PROGRAM AND MULTI-USE TRAILS**  
**ON HIGHWAY OVERPASSES**



**Legend**

	Watercourse		Town / Township / City Boundary
	Waterbody		County / Region Boundary
	Railway		Cawthra Road Bike Lane
	Developed Land		Derry Road Multi-Use Trail
	Undeveloped Land		Erin Mills Multi-Use Trail
			Erin Mills Multi-Use Trail #2
			Steeles Avenue Multi-Use Trail

**Region of Peel**  
 working with you

0 500 1,000 1,500 2,000 2,500  
 Metres

The information displayed on this map has been compiled from various sources. While displayed effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations.

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 V:\PC\811\2018\PublicWorks\Sparks\Erin\Traffic\Council\Report\TrailCouncilReport\_Letter.mxd

DATE: March 21, 2018

REPORT TITLE: **AMENDMENT TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013 TO IMPLEMENT SPEED LIMIT REDUCTIONS ON REGIONAL ROAD 15 (STEELES AVENUE) FROM REGIONAL ROAD 19 (WINSTON CHURCHILL BOULEVARD) TO REGIONAL ROAD 2 (FINCH AVENUE) CITY OF BRAMPTON, WARDS 3, 4, 6, 7 AND 8**

FROM: Janette Smith, Commissioner of Public Works

## RECOMMENDATION

**That the existing 80 kilometre per hour posted speed limit on Regional Road 15 (Steeles Avenue) be reduced to 70 kilometres per hour from 160 metres (525 feet) west of Regional Road 1 (Mississauga Road) to Regional Road 18 (Mavis Road)/Chinguacousy Road;**

**And further, that the existing 70 kilometres per hour posted speed limit on Regional Road 15 (Steeles Avenue) be reduced to 60 kilometres per hour from 100 metres (328 feet) west of McMurchy Avenue to 420 metres (1,378 feet) east of Hurontario Street/Main Street;**

**And further, that the existing 80 kilometres per hour posted speed limit on Regional Road 15 (Steeles Avenue) be reduced to 70 kilometres per hour from Rutherford Road South/First Gulf Boulevard to 300 metres (984 feet) east of Torbram Road;**

**And further, that the necessary by-law be presented for enactment;**

**And further, that the Peel Regional Police and the City of Brampton be advised.**

## REPORT HIGHLIGHTS

- An Environmental Assessment for Regional Road 15 (Steeles Avenue) widening between Chinguacousy Road/Mavis Road to Regional Road 19 (Winston Churchill Boulevard) recommended the review of the existing posted speed limit, which prompted the review of the entire length of Regional Road 15 (Steeles Avenue).
- Staff evaluated Regional Road 15 (Steeles Avenue) from Regional Road 19 (Winston Churchill Boulevard) to Regional Road 2 (Finch Avenue) to determine appropriate posted speed limits, using the Transportation Association of Canada Speed Zone Methodology.
- The Region's Road Characterization Study supports the recommended speed changes in this report.
- The recommendation is consistent with and supports the Region of Peel's adoption of the Vision Zero framework.

**STEELES AVENUE SPEED LIMIT REVIEW RECOMMENDED SPEED LIMIT REDUCTIONS****DISCUSSION****1. Background**

The Region's Environmental Assessment report for the Steeles Avenue widening has identified that a speed limit reduction should be considered for Regional Road 15 (Steeles Avenue) between Regional Road 19 (Winston Churchill Boulevard) and Regional Road 18 (Chinguacousy Road/Mavis Road). Staff have also received requests from concerned residents to consider a decrease of the current posted speed limit on Steeles Avenue in the area of Financial Drive. The study limits of the review were extended to include a 19.3 kilometre section of Steeles Avenue from Regional Road 19 (Winston Churchill Boulevard) to Regional Road 2 (Finch Avenue) (see Appendix I).

**2. Findings****a) Speed Review**

Steeles Avenue was divided into six study areas (shown in Appendix I) and staff evaluated each area by conducting radar spot speed studies, reviewing the Automated Traffic Recorder data, and utilizing the Transportation Association of Canada Speed Zone Methodology (the Methodology) to determine the recommended speed limit. In addition, staff took into consideration the Region's Road Characterization Study which includes the surrounding land use, road characteristics, recent development, and pedestrian activity.

The Methodology is a standardized technique that is used by the industry to establish an appropriate posted speed limit for a specific section of roadway. The basic premise of this technique is that the drivers select a travel speed after subjectively evaluating the surrounding environment, road geometrics, and the risk of collision at different rates of speed. The study area roadway characteristics are mainly comprised of a combination of residential rear lot yards, industrial areas, a few window roads and commercial frontage.

The analysis' results recommended speed limit reductions from 80 kilometres per hour to 70 kilometres per hour on Steeles Avenue between 160 metres (525 feet) west of Mississauga Road to Chinguacousy Road/Mavis Road, and between Rutherford Road and 300 metres (984 feet) east Torbram Road, respectively (see Appendix I).

In addition to the above, staff is recommending a speed limit reduction from 70 kilometres per hour to 60 kilometres per hour between 100 metres (328 feet) west of McMurchy Avenue and 420 metres (1378 feet) east of Main Street/Hurontario Road. The Methodology indicates that the existing speed limit of 70 kilometres per hour is adequate, however, this area features heavily commercialized frontage with high density residential, on an existing major transit hub, attracting high pedestrian activity. Staff recommends the speed limit be reduced to 60 kilometres per hour in this area (see Appendix I).

Steeles Avenue from Mississauga Road to Winston Churchill Boulevard will undergo a further speed limit review to determine appropriate posted speed limits following the completion of the urbanization works planned in the future.

**STEELES AVENUE SPEED LIMIT REVIEW RECOMMENDED SPEED LIMIT REDUCTIONS**

**b) Transportation Safety Strategic Operational Plan**

Road safety is a priority for the Region of Peel, and in December 2017 Council adopted the Vision Zero framework where no loss of life is acceptable. Through the Vision Zero process staff will implement actions to continually strive to improve safety to eliminate motor vehicle collisions causing injury and death. The speed limit reductions recommended for Steeles Avenue are consistent with and support the move towards Vision Zero.

**CONCLUSION**

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement reduction of speed limits on Steeles Avenue to coincide with the existing road character and provide uniform posted speed for users.



Janette Smith, Commissioner of Public Works

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

Appendix I – Steeles Avenue Speed Limit Review, Recommended Speed Limit Reductions

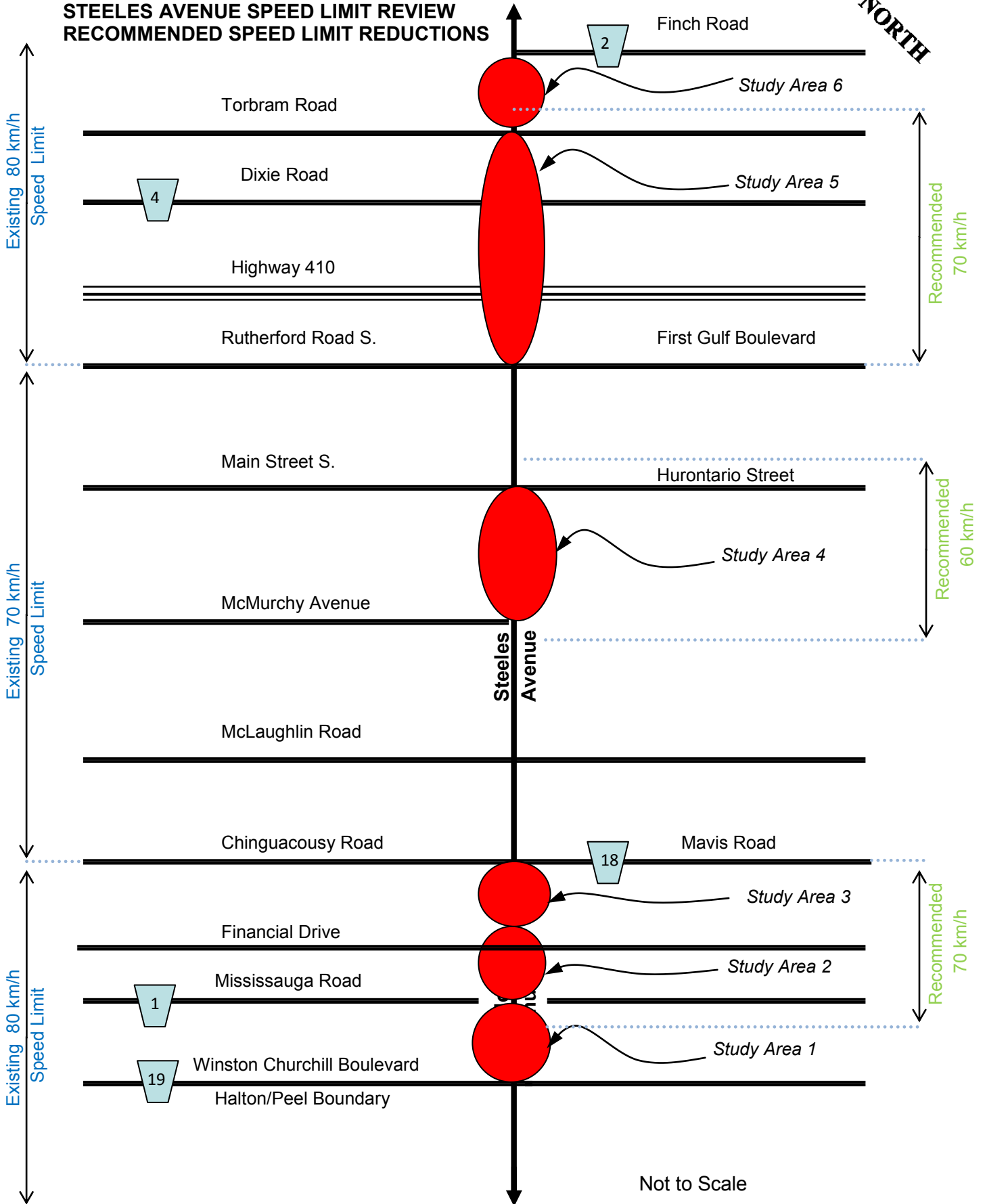
*For further information regarding this report, please contact Mark Masley, Technical Analyst, Traffic Operations, extension 2814, [mark.masley@peelregion.ca](mailto:mark.masley@peelregion.ca)*

*Authored By: Mark Masley*

*Reviewed in workflow by:*

Financial Support Unit

**APPENDIX I  
STEELES AVENUE SPEED LIMIT REVIEW  
RECOMMENDED SPEED LIMIT REDUCTIONS**



Not to Scale

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**For Information**


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DATE: March 20, 2018

REPORT TITLE: **COSTS OF WEEKLY CURBSIDE RECYCLING COLLECTION**

FROM: Janette Smith, Commissioner of Public Works

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**OBJECTIVE**

To inform Regional Council of the potential costs associated with the implementation of weekly curbside recycling collection.

**REPORT HIGHLIGHTS**

- On January 4, 2016, the Region of Peel implemented the bi-weekly, cart-based curbside waste collection program. Garbage and recycling are collected bi-weekly, taking place on alternating weeks. Organics collection is weekly, and yard waste collection is seasonally.
- At the November 2, 2017 Regional Council Budget meeting, the Commissioner of Public Works was asked to report to Regional Council with an analysis of the costs associated with the implementation of weekly recycling collection.
- The current cost of bi-weekly curbside recycling collection is approximately \$12 million per year.
- The estimated cost of weekly recycling collection would be approximately \$33 million per year, which is \$21 million per year more than the current bi-weekly recycling collection costs. This would result in a total premium of approximately \$126 Million over the remaining six years of the collection contract.
- There would also be an estimated cost of \$6.5 - \$18.5 million in the first year for a communications campaign and a cart exchange program.
- Additional processing costs could also be incurred by the Region due to a potential increase in contamination entering in the recycling stream with weekly collection.

**DISCUSSION**
**1. Background**

On November 14, 2013, Regional Council approved the implementation of bi-weekly, cart-based garbage and recycling collection, beginning with the commencement of the new waste collection contracts on January 4, 2016 (Council Resolution 2013-957).



## **COSTS OF WEEKLY CURBSIDE RECYCLING COLLECTION**

On January 4, 2016, the Region of Peel implemented the bi-weekly, cart-based program, with collection services contracted to Emterra Environmental and Waste Connections of Canada Inc..

At the November 2, 2017 Regional Council Budget meeting, Council questioned what Peel's diversion rate would be if there was a weekly recycling pickup as opposed to a bi-weekly pickup. The Commissioner of Public Works was asked to report to a future meeting of Regional Council with an analysis of the costs associated with the implementation of weekly recycling collection.

The objective of this report is to provide the information related to the implementation of weekly recycling collection.

### **2. Current Bi-weekly Curbside Recycling Collection Program**

In accordance with Council Resolution 2013-957, for the implementation of bi-weekly, cart-based garbage and recycling collection, the procurement document for curbside waste collection services specified the bi-weekly collection of garbage and recycling, on alternating collection weeks, weekly organics collection, and seasonal yard waste collection, for the majority of curbside-collected residents (approximately 98 per cent of households). The procurement document also specified the bag-based, weekly collection of garbage and recycling from locations that were not suitable for cart-based collection (approximately two per cent of households) at the start of 2016.

The procurement document also advised that the successful contractors would be required to manually collect extra, overflow garbage, recycling and organics placed outside of the carts by residents. The procurement document noted that the results of the Region's 2012 to 2013 Waste Set Out studies in the Bi-weekly Cart-based Collection pilot project area showed that approximately one to three percent of households set out extra, overflow garbage and approximately five to ten percent set out extra, overflow recycling.

Subsequent studies since the start of the bi-weekly, cart-based collection program have shown that recycling cart overflow is in line with the above estimate over a 12-month calendar period.

In efforts to reduce overflow recycling, the Region of Peel, working cooperatively with the collection contractors, has a program in place for residents to either increase their recycling cart size or get a second recycling cart if they already have a large recycling cart, for free. It does require that staff confirm that residents are not putting items into the recycling cart that should not be there (e.g. garbage, organics, household hazardous waste, etc.), and that they are doing everything they can to reduce the volume of the material going into the cart (e.g. flattening their cardboard boxes). Staff has worked with the collection contractors to identify areas and streets where overflow recycling is recurring. Staff then monitor the households for a few collection cycles to provide feedback to the residents on how they can better use their cart, or, to advise that they will be getting a free cart upsize or an additional cart.

### **3. Change to Weekly Curbside Recycling Collection**

The following sections provide the analysis related to implementing weekly recycling collection.

## COSTS OF WEEKLY CURBSIDE RECYCLING COLLECTION

### Annual Collection Costs

#### a) Current Bi-weekly Recycling Collection Costs

Vendors bidding on the curbside waste collection procurement document were required to provide unit rates for each waste stream, per metric tonne, to collect Blue Box, Green Bin, Yard Waste and Garbage. As it was identified in the procurement document that the majority of recycling would be collected on a bi-weekly collection frequency, the bidders submitted their unit prices accordingly for bi-weekly collections.

Approximately 88,000 tonnes of recycling is currently collected each year by the curbside collection contractors, at a cost of approximately \$12 million a year.

#### b) Projected Weekly Recycling Collection Costs

In response to the request made by Council at the November 2, 2017 Regional Council Budget meeting, the collection contractors were asked to provide the Region with a cost estimate to collect recycling on a weekly basis.

Making a change to the collection contracts during the current contract period (which ends in September 2024) will result in the Region paying premium costs to provide a weekly recycling collection service. The estimated costs provided to the Region by the contractors are over double the current per tonne prices for all recycling tonnes collected. The contractors advised that these increases in costs are the result of additional collection vehicles, property/yard modifications, increased fuel and increased staffing.

Tonnage forecasts, based on the latest curbside waste audits and data from other municipalities, indicated that up to 15,000 additional tonnes of recycling might be collected under a weekly recycling collection program bringing the total annual tonnage to 103,000 tonnes.

To estimate the cost of weekly recycling, the estimated annual tonnage of recycling under a weekly collection program was multiplied by the weekly per tonne collection costs provided by Peel's two collection contractors.

The estimated annual weekly recycling collection cost would be approximately \$33 million per year, which is \$21 million per year more than the current bi-weekly recycling collection costs, as shown in Table 1 below.

Table 1: Annual Curbside Recycling Collection Costs

	<b>Estimated Cost Per Year (exclusive of applicable taxes)</b>
Current Annual <u>Bi-weekly</u> Recycling Collection Cost	\$12 Million
Estimated Annual <u>Weekly</u> Recycling Collection Cost	\$33 Million
Additional Cost Per Year to Switch to Weekly Collection	+ \$21 Million

**COSTS OF WEEKLY CURBSIDE RECYCLING COLLECTION****One Time Costs****a) Communications Campaign Costs**

The estimated cost to communicate a Region-wide program change of this nature would be approximately \$500,000. If approved, a robust communication strategy will be developed.

**b) Cart Exchange Costs**

With weekly recycling, it is expected that some residents will want to exchange their current recycling cart size as capacity needs might change with more frequent collection.

Table 2 below provides the estimated cart exchange costs that would be borne by the Region if 25 percent, 50 percent or 75 percent of households exchange carts.

Table 2: Estimated Cart Exchange Costs

<b>Exchange Rate (% of Households)</b>	<b>Estimated Cost to Region</b>
25%	\$6 Million
50%	\$12 Million
75%	\$18 Million

(Exclusive of applicable taxes)

**Weekly Recycling Implementation Timelines**

It is estimated that it would take up to 18 months to implement weekly recycling, depending on the collection contractors' ability to obtain additional trucks, and to expand or procure a property that would provide the required capacity for the additional vehicles and fueling pumps.

There is a risk that the collection contractor(s) may have issues expanding or procuring a larger property/yard to maintain and fuel their collection vehicles, especially if directed to expand their operations using compressed natural gas-fueled vehicles.

**Greenhouse Gas Emissions**

In accordance with the Region's Term of Council Priority to reduce greenhouse emissions and protect the community by managing the negative impact associated with climate change, the contractors were required to use brand new collection vehicles fueled by compressed natural gas, as opposed to diesel, which resulted in a reduction of greenhouse gas emissions from the collection fleet by 30 percent. Additionally, since the move to bi-weekly collection, there are fewer trucks on the road. Switching from bi-weekly to weekly recycling collection would impact the greenhouse gas emissions savings that have been realized by increasing the number of collection vehicles on the road in Peel each day.

**COSTS OF WEEKLY CURBSIDE RECYCLING COLLECTION****Extended Producer Responsibility**

Changes resulting from the *Waste-Free Ontario Act* and accompanying provincial Strategy for a Waste-Free Ontario are still in progress, and regulations and transition plans for current programs are still in development.

Changes associated with the transition of the Blue Box program to full producer responsibility may impact how the Region operates its overall system and, in particular, its Blue Box collection program. One specific risk is that producers might not cover the added cost of weekly recycling collection under full producer responsibility. As such, this is not an advantageous time to make such a significant change to the recycling program.

**Other Municipalities**

A scan of other municipal collection programs shows that of those municipalities with bi-weekly garbage collection, three had weekly recycling collection and three had bi-weekly recycling collection. A list of other municipalities is in Table 4 below.

Table 4: Municipal Collection Schedules

<b>Municipality</b>	<b>Curbside Households (2016)</b>	<b>Blue Box Collection</b>	<b>Garbage Collection</b>
Greater Sudbury	60,575	Weekly	Weekly
City of London	121,779	Weekly	Weekly
Niagara Region	165,301	Weekly	Weekly
City of Hamilton	173,349	Weekly	Weekly
City of Thunder Bay	37,035	Bi-weekly	Weekly
City of Kingston	45,062	Bi-weekly	Weekly
City of Windsor	139,488	Bi-weekly	Weekly
Waterloo Region	150,201	Weekly	Bi-weekly
Halton Region	165,787	Weekly	Bi-weekly
Durham Region	200,192	Weekly	Bi-weekly
City of Ottawa	285,567	Bi-weekly	Bi-weekly
Peel Region	338,362	Bi-weekly	Bi-weekly
City of Toronto	461,089	Bi-weekly	Bi-weekly

**Region of Peel Policies and Approaches**

As stated in the Region of Peel's "Roadmap to a Circular Economy", policies and approaches to education and enforcement encourage residents to participate in the Region's waste reduction and resource recovery programs.

The Region will be updating its approaches to communications, education and outreach, and enforcement (i.e. bans, fines, stricter enforcement) to improve the performance of existing resource recovery programs.

The Region expects to achieve increases in recycling tonnages of similar magnitude to the additional recycling tonnes that were projected through a weekly recycling collection program, through these new policies and approaches to education and enforcement, but at a significantly lower cost than through weekly recycling. These costs will be determined and

**COSTS OF WEEKLY CURBSIDE RECYCLING COLLECTION**

presented to Regional Council through the development of implementation plans as stated in Peel's "Roadmap to a Circular Economy".

**CONCLUSION**

Making a change to the collection contracts during the current contract period will result in the Region paying premium costs to provide a weekly recycling collection service. In addition, changes associated with the transition of the Blue Box program to full producer responsibility may impact how the Region operates its overall system and, in particular, its Blue Box collection program. A change from bi-weekly to weekly recycling collection is, therefore, not recommended at this time.



Janette Smith, Commissioner of Public Works

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact Norman Lee, Director Waste Management, extension 4703, [norman.lee@peelregion.ca](mailto:norman.lee@peelregion.ca).*

*Reviewed in workflow by:*

Financial Support Unit



**THE REGIONAL MUNICIPALITY OF PEEL**

**WASTE MANAGEMENT STRATEGIC ADVISORY COMMITTEE**

**MINUTES**

**WMSAC - 1/2018**

The Region of Peel Waste Management Strategic Advisory Committee met on March 1, 2018 at 1:00 p.m., in the Regional Council Chamber, 5th Floor, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton, Ontario.

**Members Present:** F. Dale; J. Innis; J. Kovac; M. Mahoney; M. Palleschi; C. Parrish; K. Ras; R. Starr

**Members Absent:** A. Groves, due to illness

**Other Regional Councillors Present:** A. Thompson

**Also Present:** D. Szwarc, Chief Administrative Officer; J. Smith, Commissioner of Public Works; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer and Acting Commissioner Digital and Information Services; M. Killeavy, Acting Commissioner of Corporate Services; N. Lee, Director, Waste Management; K. Lockyer, Regional Clerk and Director of Clerk's; S. Jurrius, Committee Clerk; M. Sodiya, Legislative Assistant

*Chaired by Councillor Palleschi.*

1. **DECLARATIONS OF CONFLICT OF INTEREST - Nil**

2. **APPROVAL OF AGENDA**

RECOMMENDATION WMSAC-1-2018:

That the agenda for the March 1, 2018 Waste Management Strategic Advisory Committee meeting, be approved.

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\* See text for arrivals

◆ See text for departures

**3. DELEGATIONS****3.1. Sean Rana, Business Manager, Green Comfort Innovations, Presenting a New Chemical Free Solution to Increase Collection of Organic Waste at Source**RECOMMENDATION WMSAC-2-2018:

That the presentation by Sean Rana, Business Manager, Green Comfort Innovations, be referred to staff in Public Works to report back to a future meeting of the Waste Management Strategic Advisory Committee with information regarding the product called Bagez.

Sean Rana, Business Manager, Green Comfort Innovations, provided an overview of Bagez, a new chemical free solution to increase collection of organic waste at sources, including its consumer, financial and environmental benefits.

In response to a question from Councillor Ras, Sean Rana stated that the cost of Bagez is approximately \$24.99 per unit. He stated that biodegradable bags used for green bins are a myth because research showed that there is no difference between plastic bags and biodegradable bags sorted at recycling centres.

Norman Lee, Director, Waste Management, informed the Committee that the advantage of biodegradable bags for green bin waste is not a myth. He stated that plastic bags used for organic waste get ground up or shredded during the composting process at Peel and, while most of the plastic is later separated from the compost, some small pieces of plastic remain in the finished compost. Biodegradable plastic will eventually break down but regular plastic will not. These small pieces of regular plastic make it difficult to market finished compost and have resulted in some unmarketable compost because it contained plastic.

Councillor Ras requested that the presentation by Sean Rana be referred to staff in Public Works to review the product called Bagez and that Sean Rana provide a sample of the product to Waste Management staff.

In response to a question of clarification from Councillor Mahoney, Norman Lee advised that historic green bin contamination rate at the Region of Peel is approximately 1.5 percent.

Councillor Mahoney stated that the Region has conducted an aggressive campaign to educate Peel residents about waste, organics and recycling and suggested that the delegation present to other municipalities that continue to accept plastic bags for composting.

**4. REPORTS****4.1. Overview of the Region of Peel's Comments on the Proposed Amended Blue Box Program, Food and Organic Waste Framework and Tire Regulation (Oral)**  
Presentation by Norman Lee, Director, Waste Management

Received

Norman Lee, Director, Waste Management, highlighted the actions and timelines of the provincial strategy for a Waste Free Ontario including Peel's position to support the proposed Tire Regulations and the proposed Food and Organic Waste Framework to the Ministry of the Environment and Climate Change; and Peel's position not to support the proposed amended Blue Box Program Plan in its current form to Stewardship Ontario. Norman Lee advised that Regional staff will monitor the progress for the proposed Waste Electrical and Electronic Equipment regulation announced by the province on February 8, 2018. He stated that the province has yet to make an announcement with respect to the municipal hazardous and special waste program.

In response to questions from Councillor Ras, Norman Lee stated that the Region's position on the subject regulations is generally consistent with the other municipalities. Regional staff have been working with the Municipal 3Rs Collaborative Group, which includes the Association of Municipalities of Ontario and the City of Toronto, to regularly review the subject regulations. Norman Lee advised that Peel and other municipalities pay approximately 50 percent of the net cost of delivering the Blue Box Program. If the blue box program transitions to full producer responsibility, Peel could benefit by an estimated \$10 million savings per year. Under the plan proposed by Stewardship Ontario, Peel would not be eligible to transition until at least 2024, which is later than the 2023 date shown in the provincial strategy. Norman Lee further stated that these savings are shown in the Council-approved Roadmap to a Circular Economy as being used to offset the cost of other Regional waste programs. The transition to full producer responsibility would also have environmental benefits because once producers are responsible for designing both packages and packaging recovery systems, they should be able to improve recovery rates through smarter package designs.

Councillor Ras suggested that the provincial budget submissions and plan of the Government Relations Committee be circulated to the members of the Waste Management Strategic Advisory Committee. She advised that, in consultation with the Chair of the Government Relations Committee, Regional staff could include Peel's position on the Proposed Amended Blue Box Program, Food and Organic Waste Framework and Tire Regulation as part of the Region's advocacy with the provincial government.

#### **4.2. Region of Peel's Comments on the Proposed Amended Blue Box Program Plan**

##### RECOMMENDATION WMSAC-3-2018:

That the Region of Peel not support the proposed amended Blue Box Program Plan in its current form;

And further, that staff continue to work with Stewardship Ontario, the Ministry of the Environment and Climate Change, the Resource Productivity and Recovery Authority, Association of Municipalities of Ontario, Ontario Waste Management Association and other stakeholders in order to develop an amended Blue Box Program Plan that meets the requirements set out in the Minister's August 14, 2017 request letter in a fair and equitable manner;

And further, that the comments outlined in Appendix I of the report of the Commissioner of Public Works titled "Region of Peel's Comments on the Proposed Amended Blue Box Program Plan" be endorsed.



**4.3. Region of Peel's Comments on the Province's Proposed Food and Organic Waste Framework**

RECOMMENDATION WMSAC-4-2018:

That the comments outlined in Appendix I of the report of the Commissioner of Public Works titled "Region of Peel's Comments on the Province's Proposed Food and Organic Waste Framework", be endorsed.

**4.4. Region of Peel's Comments on the Province's Proposed Tire Regulation**

RECOMMENDATION WMSAC-5-2018:

That the comments outlined in Appendix I of the report of the Commissioner of Public Works titled "Region of Peel's Comments on the Province's Proposed Tire Regulation" be endorsed.

**4.5. Waste Collection Vehicle Time Off Road Requirements**

Received

In response to a question from Councillor Parrish, the Director of Waste Management indicated that Regional staff did not ask the City of Thunder Bay why they chose a 7:00 pm time-off-the-road for its waste collection contract and undertook to provide the information to Councillor Parrish.

The Director of Waste Management was requested by Councillor Palleschi to provide him with information as to whether truck drivers operating the collection vehicles log their hours in a log book since they are under the Commercial Vehicle Operator's Registration.

**5. COMMUNICATIONS**

**5.1. Resource Productivity and Recovery Authority Notice, dated February 15, 2018, Regarding the Amended Blue Box Program Plan**

Received

**6. IN CAMERA MATTERS - Nil**

**7. OTHER BUSINESS - Nil**

**8. NEXT MEETING**

The next meeting of the Waste Management Strategic Advisory Committee is scheduled for Thursday, April 5, 2018 at 11:00 a.m. or at the call of the Committee Chair.

Please forward regrets to Stephanie Jurrius, Committee Clerk, (905) 791-7800, extension 4502 or at [stephanie.jurrius@peelregion.ca](mailto:stephanie.jurrius@peelregion.ca)

**9. ADJOURNMENT**

The meeting adjourned at 1:45 p.m.

**Ministry of  
Municipal Affairs**

Provincial Planning Policy  
Branch  
777 Bay Street, 13<sup>th</sup> Floor  
Toronto ON M5G 2E5  
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**Ministère des  
Affaires municipales**

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Télééc. 416-585-6870

**Ministry of  
the Attorney General**

Agency and Tribunal Relations  
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**Ministère du  
Procureur général**

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720, rue Bay, 3<sup>e</sup> étage  
Toronto ON M7A 2S9  
Tél. 416-326-3723  
Télééc. 647-723-2051

**RECEIVED***March 8, 2018*

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

**Date:** February 27, 2018**Subject:** Proclamation of the *Building Better Communities and Conserving Watersheds Act, 2017* changes to the land use planning and appeal system

We are writing to provide an update on the *Building Better Communities and Conserving Watersheds Act, 2017*, which was passed by the Legislature on December 12, 2017.

**In Effect Date**

The changes the Act makes to the land use planning and appeal system will come into effect on April 3, 2018, as specified by proclamation.

This includes changes to:

- establish the Local Planning Appeal Tribunal (the Tribunal) as the province-wide appeal body for land use planning matters;
- improve the hearing process at the Tribunal;
- establish the Local Planning Appeal Support Centre to provide legal and planning support services to eligible Ontarians for matters before the Tribunal;
- limit the Tribunal's ability to overturn municipal decisions that adhere to municipal official plans, provincial plans and the Provincial Policy Statement;
- give municipalities more control over local planning, resulting in fewer decisions being appealed; and
- shelter certain major planning decisions from appeal.

These changes are in response to the province-wide consultation undertaken as part of the [Ontario Municipal Board Review](#).

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_

## Regulations

To facilitate implementation of the *Building Better Communities and Conserving Watersheds Act, 2017*, several new and amended regulations have been proposed.

Proposals for the regulations under the Act were posted on Ontario's Regulatory and Environmental Registries for a 45-day public consultation period from December 7, 2017 to January 21, 2018.

We anticipate providing you with an update on the proposed regulation changes and finalized approach to transition in the near future.

## Questions

If you have any questions about the changes to the land use planning and appeal system, please email [OMBReview@ontario.ca](mailto:OMBReview@ontario.ca).

Sincerely,

Laurie Miller, Director  
Provincial Planning Policy Branch  
Ministry of Municipal Affairs

Mariela Orellana, Director (Acting)  
Agency and Tribunal Relations Branch  
Ministry of the Attorney General

Ministry of Agriculture, Food  
and Rural Affairs

Ministère de l'Agriculture,  
l'Alimentation et des Affaires  
rurales

3<sup>rd</sup> Floor  
1 Stone Road West  
Guelph, Ontario N1G 4Y2  
Tel: (519) 826-3318  
Fax: (519) 826-3567

3<sup>e</sup> étage  
1 Stone Road West  
Guelph (Ontario) N1G 4Y2  
Tél.: (519) 826-3318  
Télééc.: (519) 826-3567



**RECEIVED**

March 7, 2018

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

**Agriculture Development Branch**

Date: February 28, 2018

To: Clerks of County, District, Regions and other Municipalities

From: Mike Cowbrough  
Chief Weed Inspector

---

**Subject: Weed Control Act R.S.O. 1990 and appointment of Weed Inspectors**

---

The following requirements of municipalities exist under the *Weed Control Act, R.S.O. 1990, Chapter W.5*:

- Section 6 (1) the council of every upper-tier and single-tier municipality shall by by-law appoint one or more persons as area weed inspectors to enforce this Act in the area within the council's jurisdiction and fix their remuneration or other compensation.
- Section 7 (1) the clerks of each upper-tier and single-tier municipality shall report the names of all area weed inspectors before April 1, 2018.
- Section 8 (1) municipalities may by by-law appoint one or more persons as municipal weed inspectors.
- Section 9 (1) the clerks of municipalities who have appointed municipal weed inspectors shall report the names of all municipal weed inspectors before April 1, 2018.

**If since last year (2017) there has been no change in personnel appointed as weed inspector in your municipality, then there is no need to fill out the attached form.**

**If there has been a new person appointed as a weed inspector, please fill out the attached form and return it to the attention of Vaughan Allan at the address below before April 1, 2018.**

Vaughan Allan  
Ministry of Agriculture, Food and Rural Affairs  
1 Stone Road West, 3<sup>rd</sup> Floor SW  
Guelph, Ontario N1G 4Y2

REFERRAL TO \_\_\_\_\_ .../2  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_

Good Things Grow in Ontario  
À bonne terre, bons produits



**Please forward on the following information to your appointed weed inspector:**

The annual Weed Inspectors' Conference and Training Day will be held on **April 12, 2018 in Guelph at the Victoria Park East Golf Club**. To review the program agenda go to: <http://fieldcropnews.com/2016/02/weed-act/>. You can register for the conference by phone at 1-877-424-1300 or fill out and mail in the attached registration form. Space is limited so we ask that you register by **April 6, 2018**.



---

Mike Cowbrough  
Chief Weed Inspector

Regional Municipality of Peel  
Office of the Regional Chair



Ministry of Government and  
Consumer Services

Ministère des Services  
gouvernementaux et des Services  
aux consommateurs

Office of the Minister

Bureau de la ministre

6<sup>th</sup> Floor, Mowat Block  
900 Bay Street  
Toronto, ON M7A 1L2

6<sup>e</sup> étage, Edifice Mowat  
900, rue Bay  
Toronto (Ontario) M7A 1L2

Tel.: 416-212-2665  
Fax: 416-326-1947

Tél. : 416-212-2665  
Télééc. : 416 326-1947

**RECEIVED**

March 6, 2018

REGION OF PEEL

MGCS3766MC-2018-63

OFFICE OF THE REGIONAL CLERK

MAR 01 2018

Mr. Frank Dale  
Regional Chair and Chief Executive Officer  
The Regional Municipality of Peel  
10 Peel Centre Drive, Suite A  
Brampton, ON L6T 4B9

Dear Mr. Dale:

Thank you for sharing your letter outlining recommendations regarding Ontario One Call (One Call) and improving the system for underground infrastructure locates in Ontario. I appreciate the time you have taken to provide your thoughtful suggestions. As the Minister of Government and Consumer Services, I am pleased to respond.

With respect to your recommendation on mandatory provincial training and recognized certification for utility locators in Ontario, my ministry currently does not have a role to play in training and certification of these service providers. However, we will take this under advisement for future consideration. I have also taken the liberty of sharing this information with my colleague, the Honourable Mitzie Hunter, Minister of Advanced Education and Skills Development.

As an independent, not-for-profit corporation, One Call administers the Ontario Underground Infrastructure Notification System Act, 2012 and its regulation on behalf of the government. As some of your suggestions are operational in nature, we have shared your letter with One Call. I understand One Call will be responding to you shortly. You may also wish to contact One Call's Executive Director, Ben Hamilton, directly to discuss your recommendations. Mr. Hamilton can be reached by email at [BHamilton@ON1Call.com](mailto:BHamilton@ON1Call.com) or via telephone at 519-265-8006, extension 8805.

REFERRAL TO \_\_\_\_\_

RECOMMENDED

.../2

DIRECTION REQUIRED \_\_\_\_\_

RECEIPT RECOMMENDED  \_\_\_\_\_

Should you wish to speak to someone at my ministry, please feel free to contact Samantha Pinto, Manager, Regulatory Policy and Oversight Unit, Public Safety Branch. Samantha can be reached by email at [Samantha.Pinto@ontario.ca](mailto:Samantha.Pinto@ontario.ca) or via telephone at 416-326-8883.

Thank you again for writing.

Sincerely,



Tracy MacCharles  
Minister

c: The Honourable Mitzie Hunter, Minister of Advanced Education and Skills  
Development

Mr. Ben Hamilton, Executive Director, One Call





## Office of the Regional Chair

January 15, 2018  
Resolution number 2017-987

Minister of Government and Consumer Services  
Mowat Block, 6th Flr  
900 Bay Street  
Toronto, Ontario M7A 1L2

Dear Minister MacCharles:

**Subject: ON1Call Utility Service Levels and the Impacts on Peel Residents**

I am writing to advise that Regional Council approved **Resolution 2017-987** at its meeting held on Thursday December 14, 2017.

“That the Regional Chair writes a letter to the Minister of Government and Consumer Services on behalf of Regional Council with the following actions:

- Improve service levels for underground infrastructure locate services in the Region of Peel
- Implement measures to lower overall locate volumes
- Make enhancements to the locate service provider industry including training and certification to improve the efficiency and accuracy of locate providers

And further, that Regional staff request Ontario One Call (ON1Call) to deem any incident where a residence or business is without water service an emergency locate under their policies; And further, that a copy of this resolution be forwarded to the City of Brampton, City of Mississauga, the Town of Caledon, the ON1Call Board of Directors, and the Association of Municipalities of Ontario for information.”

**Background**

The Region of Peel became a member of ON1Call on June 19, 2014. At that time, the volume of locates Peel received doubled, putting a great strain on field staff resources and increasing costs.

The Regional Municipality of Peel



## Office of the Regional Chair

These pressures have led to Peel's inability to meet the mandated five-day turnaround time to complete locates. This undermines the trust and confidence residents have in our services.

Currently ON1Call does not consider a resident or business that is without water an emergency. Utility locates are required prior to beginning repairs and can take anywhere from several days to weeks to receive. As a result, customers are without drinking water for an extended period of time which increases risk to their health and safety.

### Recommendations

1. A water outage of any type should be deemed a public emergency and as such the utility owner would be able to call in emergency locates in order to immediately complete the necessary repairs and restore water to residents and business customers.
2. Peel has worked with ON1Call and put measures in place that have decrease the volume of locates, while still ensuring the safety of our infrastructure. We would encourage ON1Call to continue to work with its partners and implement further improvements to help reduce the volume of locates.
3. Peel has retained private locate service contractors and has recently become a member of the Locate Alliance Consortium (LAC) entering into an Alternate Locate Agreement with excavators. However, even with these improvements meeting the mandated turnaround time still remains a challenge because there are a limited number of qualified field locators available in Ontario to meet service demand. We recommend mandatory provincial training and recognized certification for all utility locators in Ontario and a plan to promote and facilitate recruitment.

The Region of Peel believes that with the above recommendations in place it would assist with reducing the current locate volumes across Ontario and allow them to be completed more efficiently and accurately, and within the mandated turnaround time while valuing the health and safety of our residents.

We would be pleased to work with you and your staff on implementing solutions to these challenges.

We look forward to your reply.

Frank Dale,  
Regional Chair and Chief Executive Officer

The Regional Municipality of Peel

**Ministry of  
Municipal Affairs**

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M5G 2E5  
Tel.: 416 585-7000  
Fax: 416 585-6470

**Ministère des  
Affaires municipales**

Bureau du ministre

777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M5G 2E5  
Tél. : 416 585-7000  
Télééc. : 416 585-6470



**RECEIVED**

March 14, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

**MAR 09 2018**

18-75765

Mr. Frank Dale  
Regional Chair and Chief Executive Officer  
Regional Municipality of Peel  
10 Peel Centre Drive, Suite A  
Brampton ON L6T 4B9

Dear Chair Dale:

Thank you for sending me the Regional Council resolution 2017-994 requesting that the Ministry revise the Building Code to mandate garbage chutes in multi-unit residential buildings to be designed to assist with recycling.

As you may be aware, Ontario is shifting to a new waste management approach where waste is seen as a resource that can be recovered, reused and reintegrated into the production stream. In support of this shift, ministry staff has supported the Ministry of the Environment and Climate Change in the development of a Food and Organic Waste Framework. This Framework was recently posted for public comment and proposes a strategy that will protect the environment, drive innovation, performance and competitiveness, and stimulate economic growth and development.

One of the objectives of the Food and Organic Waste Framework is the recovery of resources from food waste and organic waste. Improving the recovery of food and organic waste in multi-unit residential buildings will assist in meeting this objective. The Framework indicates that the province will review and assess the need to amend the Building Code to promote design and construction options that support resource recovery of food and organic waste in multi-unit residential buildings.

I have forwarded the Region of Peel resolution to the Building and Development Branch for their consideration. If you or your staff has any further questions regarding the Building Code please contact Hannah Evans, Director, Building and Development Branch, at 416-585-6399 or at [Hannah.Evans@Ontario.ca](mailto:Hannah.Evans@Ontario.ca).

Once again, thank you taking the time to bring this matter to my attention. Please accept my best wishes.

Sincerely,

Bill Mauro  
Minister

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_

c. The Honourable Chris Ballard, Minister of the Environment and Climate Change



## Office of the Chair

January 5, 2018

Resolution Number 2017-994

The Honourable Bill Mauro  
 Minister of Municipal Affairs  
 17th Floor, 777 Bay Street  
 Toronto, Ontario M5G 2E5

The Honourable Chris Ballard  
 Minister of the Environment and Climate Change  
 11<sup>th</sup> Floor, Ferguson Block  
 77 Wellesley Street West  
 Toronto, Ontario M7A 2T5

Dear Ministers Mauro and Ballard:

**Subject: Organic Waste Management in Multi-Unit Residential Buildings with Respect to the Proposed Food and Organic Waste Framework of the Province of Ontario**

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, December 14, 2017:

**Resolution 2017-994**

Whereas the Waste Management Strategic Advisory Committee at its meeting held on November 30, 2017, approved the adoption of the new long term waste management strategy titled "Roadmap to a Circular Economy in the Region of Peel" (the Roadmap), under Recommendation WMSAC-13-2017;

And whereas, the Roadmap and the Province's Food and Organic Waste Framework require high diversion rates at multi-unit residential buildings;

And whereas, convenience is a key driver of diversion and a single garbage chute in multi-unit residential buildings makes Blue Box and Green Bin less convenient than garbage, and therefore limits diversion;

And whereas, the Province has the authority to mandate convenient chute options for Blue Box and Green Bin in multi-unit residential buildings;

Therefore be it resolved, that the Regional Chair write a letter to the Ontario Minister of Municipal Affairs and the Ontario Minister of the Environment and Climate Change, on behalf of Regional Council, requesting an amendment to the

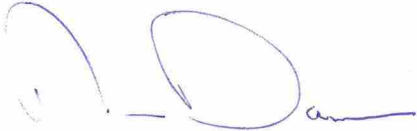


**15.4-3**

Ontario Building Code to require all new multi-unit residential buildings that use a chute system to manage waste to have three chutes for the management of organics, recycling, and garbage, or have another chute system that is equally convenient for residents and equally effective at separating organics, recycling and garbage;

And further, that the amendment be in line with Leadership in Energy and Environmental Design (LEED) Canada new building requirements.

On behalf of Regional Council, we are requesting that you give consideration to the above resolution.



Frank Dale  
Regional Chair and Chief Executive Officer

FD:cld

c: Norman Lee, Director, Waste Management, Public Works, Region of Peel

**RECEIVED**

March 13, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

**From:** Andy Manahan [<mailto:manahan@rccao.com>]

**Sent:** March 12, 2018 3:08 PM

**To:** Dale, Frank

**Cc:** Valleau, Sabrina A

**Subject:** MCEA Update

Dear Regional Chair Dale– Scott Butler of the OGRA forwarded Resolution 2018-77 to my attention. Thank you for Peel Region’s ongoing support of Class EA reform.

As you know, over a year ago the Municipal Engineers Association and RCCAO submitted an EBR application which was prepared by our lawyer Frank Zechner. Attached is a brief overview prepared by Mr. Zechner concerning the status of Municipal Class Environmental Assessment review. While the process has taken much longer than expected, a formal consultation process will begin on March 21<sup>st</sup>.

Earlier this month the Ministry advised us that it had posted a proposed guidance document pertaining to the Part II Order or bump up request process. Please see page 3 of the update for a link to the EBR posting. Through the regional clerk, feel free to attach this update to your next council agenda. If you have any questions, do not hesitate to contact me.

Andy (P.S. – I have also attached notes from a workshop hosted by Peel Region from Feb. 2014 at which I was a keynote speaker)

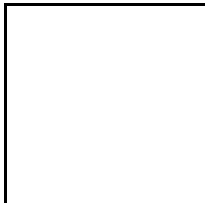
**Andy Manahan**

Executive Director, RCCAO

[Residential and Civil Construction Alliance of Ontario](#)

[manahan@rccao.com](mailto:manahan@rccao.com)

Tel: 905-760-7777



**RCCAO Disclaimer**

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Thank you.

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## RCCAO and MEA's 2017 Environmental Bill of Rights Application re MCEAs

### March 12, 2018 UPDATE BULLETIN

#### Introduction

This summary is intended to provide a status and information update for the organizations that supported the joint application by the Residential and Civil Construction Alliance of Ontario (“RCCAO”) and the Municipal Engineers Association (“MEA”) to the Ministry of the Environment and Climate Change (“MOECC”). That application was made pursuant to section 61 of the Environmental Bill of Rights Act for a review and improvements of the Environmental Assessment Act and the regulations and policies associated with the Municipal Class Environmental Assessment (“MCEA”) process.

#### What Happened?

On February 3, 2017 a joint application by RCCAO and MEA was hand delivered to the Environmental Commissioner of Ontario. The application, under section 61 of the *Environmental Bill of Rights Act*, calls for a review of and changes to the *Environmental Assessment Act*, various regulations under that statute; and all policies and guidance documents, published or in use by the MOECC related to the MCEA process. The review and changes are required to identify and implement reforms that are urgently needed and allow municipal proponents to complete the MCEA process in a reasonably timely, efficient and effective manner.

The application included the reasons why it is in the public interest to review and revise the statute, regulations and policies associated with the MCEA process. The application included endorsements and letters of support from 13 other organizations, including the Region of Peel, the Ontario Good Roads Association (OGRA), the Ontario Construction Secretariat, the Surety Association of Canada and the Ontario Society of Professional Engineers.

#### What Are the Requested Changes?

There are many opportunities for improvement to the MCEA process, but the application focuses on the following:

- a. Expediting the response process for Part II Orders or Bump Up requests by confirming that Schedule A and Schedule A+ projects are exempt and by delegating the Minister’s authority to personally respond to senior staff such as directors;
- b. Supporting changes to better integrate and harmonize the MCEA process with processes under the *Planning Act*;
- c. Reducing the scope of MCEA reports and studies to reduce duplication with existing public processes and decisions made under municipal Official Plans and

## RCCAO and MEA's 2017 Environmental Bill of Rights Application re MCEAs

### March 12, 2018 UPDATE BULLETIN

provincial legislation such as the *Places to Grow Act, 2005*;

- d. Acknowledging that climate change impacts on MCEA projects can and should be addressed through competent design and engineering without unduly increasing the scope of MCEA reports; and
- e. Ensuring the MOECC provides more timely responses to amendments put forward by the MEA.

#### Where Are We Now and What Happens Next?

The Environmental Commissioner of Ontario promptly reviewed the application and appendices, determined that the application merited consideration by the MOECC and forwarded the application to the Ministry on February 8, 2017.

On February 13, 2017, MOECC formally acknowledged receipt of the application and said that it would carefully consider it and contact the applicants by April 14, 2017 if a review was to proceed.

In a letter dated April 13, 2017, the Ministry confirmed that it would proceed with a full review of the *Environmental Assessment Act* and the MCEA process and that the review will be completed by the end of December 2018.

RCCAO and MEA waited patiently through the spring and early summer of 2017 for a MOECC announcement on a consultation plan to fulfill its April 13, 2017 commitment for a full review of the legislation and MCEA process. The departure of former Minister Glen Murray and the appointment of Chris Ballard likely disrupted any Ministry plans. Although RCCAO and MEA representatives had a face to face meeting with Minister Ballard on September 28, 2017 and the Ministry appeared committed to comply with the original deadline, the Ministry did not have a draft consultation plan ready and was unable to say when one would be available.

As a result of the delay in initiating a consultation process, RCCAO and MEA, together with the OGRA, decided to host a workshop in Richmond Hill on November 29, 2017. A number of Ministry representatives were present and participated in the workshop yet there was still no announced broader public consultation plan.

In mid-January 2018, OGRA, RCCAO and MEA distributed a proposed form of a resolution to be passed by any Ontario municipalities that believed that improvements to the MCEA process were urgently needed. To date, more than 104 Ontario municipalities have responded with resolutions, similar to the ones shown in Attachment 'A' (City of Windsor, Region of Peel and Municipality of Strathroy-Caradoc). See also Attachment 'B' which is an article entitled 'Easing Burdens' published in *Novae Res Urbis* on February 28, 2018.



## RCCAO and MEA's 2017 Environmental Bill of Rights Application re MCEAs

### March 12, 2018 UPDATE BULLETIN

On February 27, 2018, there was a special panel presentation to discuss MCEA issues at the OGRA conference. Speakers included the Mayor of Caledon, two representatives from the MEA and a spokesperson from the MOECC. The Ministry's presentation confirmed that an action plan is in place to make short-term improvements to the Part II Order Request process for all Class EAs. The Ministry also announced that 'internal service standards' for a Ministry response for a Part II Order Request of 90 business days for MCEA Schedule 'B' projects and 180 business days for MCEA Schedule 'C' projects. RCCAO and MEA will advocate for a 90 calendar day deadline for a ministry response for all classes of MCEA projects, failing which the Part II Order Request would be deemed to have been denied and the project could proceed. OGRA, RCCAO and MEA believe that the Ministry's proposal is too long **(180 business days translates to about 255 calendar days to respond)** and there needs to be a mechanism to prevent the types of delays that stakeholders have seen over the past 20 years, notwithstanding the fact that the Ministry had a performance target of 60 days to respond.

On March 1, 2018, the MOECC finally announced the commencement of its public consultation program, being a series of meetings every Wednesday, commencing on March 21, 2018 and through to May 2, 2018. Every organization receiving this update should ensure that they are represented at one or more of these consultation meetings.

#### **PLEASE ADVISE US IF YOU HAVE BEEN CONTACTED BY THE MINISTRY FOR THIS CONSULTATION OR NOT.**

On March 8, 2018, the MOECC announced that on February 28, 2018 it had posted its proposed guidance document for persons wishing to request a Part II Order on the Environmental Bill of Rights (EBR) Registry at <https://ero.ontario.ca/notice/013-2099>. Any organization, stakeholder or other member of the public can submit comments on the proposed guidance document at the EBR website on or before April 13, 2018. RCCAO and MEA will be filing a formal submission on the Part II Order guidance document.

If there are any questions please do not hesitate to contact Frank Zechner at [frankzechner@sympatico.ca](mailto:frankzechner@sympatico.ca) or Andy Manahan at [manahan@rccao.com](mailto:manahan@rccao.com). Also please contact us if your organization has any specific concerns or suggestions regarding the Ministry's Part II Order guidance document or request form.

Thank you for your ongoing support.



## Office of the Chair

February 15, 2018

Resolution Number 2018-77

The Honourable Chris Ballard  
 Minister of the Environment and Climate Change  
 11th Floor, Ferguson Block  
 77 Wellesley Street West  
 Toronto, Ontario M7A 2T5

**Sent by e-mail**

Dear Minister:

Subject: **Request to Accelerate the Application for Review of the Municipal Class Environmental Assessment Process**

---

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, February 8, 2018:

**Resolution 2018-77:**

Whereas a coalition of the Municipal Engineers Association (MEA) and the Residential and Civil Construction Alliance of Ontario (RCCAO) have successfully applied to have a review of the Municipal Class Environmental Assessment (MCEA) process conducted under Part IV (Section 61) of the *Environmental Bill of Rights Act, 1993* (EBR Act);

And whereas, impact studies and public meetings required by the MCEA process often take two years or more to complete before construction can commence;

And whereas, the MCEA requirements to evaluate alternatives are often not well aligned with prior or municipal land use planning decisions;

And whereas, analysis by the RCCAO has demonstrated that the time to complete an environmental assessment rose from 19 months to 26.7 months and costs went from an average of \$113,300 to \$386,500;

And whereas, the Auditor General of Ontario has tabled recommendations for modernizing the MCEA process;

And whereas, in spite of written commitments made by the Ministry of the Environment and Climate Change between 2013-2015, no action has been taken;

And whereas, local projects that do not have the necessary approvals could lose out on the next intake of Build Canada funding;


Therefore be it resolved, that The Regional Municipality of Peel requests that the Minister of the Environment and Climate Change take immediate steps to expedite the response process for Part II Orders or Bump-Up requests, as part of the s.61 review to improve MCEA process times and reduce study costs;

And further, that the Minister of the Environment and Climate Change support changes to better integrate and harmonize the MCEA process with processes defined under the *Planning Act*;

And further, that the Minister of the Environment and Climate Change amend the scope of MCEA reports and studies to reduce duplication with existing public processes and decisions made under municipal Official Plans and provincial legislation;

And further, that a copy of this resolution be forwarded to the Minister of the Environment and Climate Change, Ontario Good Roads Association Board of Directors and the Association of Municipalities of Ontario.

On behalf of Regional Council, I request that you give consideration to the above resolution.



Frank Dale  
Regional Chair and Chief Executive Officer

FD:ms

Also sent to:

Lynn Dollin, President, Association of Municipalities Ontario  
Joseph Tiernay, Executive Director, Ontario Good Roads Association Board of Directors

c: Gary Kocialek, Director of Transportation, Public Works, Region of Peel  
Arvin Prasad, Director of Integrated Planning, Public Works Region of Peel  
Andrew Farr, General Manager, Water and Waste Water, Public Works, Region of Peel  
Andrea Warren, Director of Development Services, Public Works, Region of Peel  
Scott Butler, Manager, Policy and Research, Ontario Good Roads Association Board of Directors

*Office of the President & Chief Executive Officer*

Phil Verster  
Phil.Verster@metrolinx.com  
(416) 202-5908

March 12, 2018

Frank Dale  
Regional Chair and Chief Executive Officer  
The Regional Municipality of Peel  
Office of the Chair  
10 Peel Centre Drive, Suite A  
Brampton, Ontario  
L6T 4B9

**RECEIVED**

*March 13, 2018*

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

Dear Mr. Dale,

I would like to thank the Regional Municipality of Peel for providing comments on the Draft 2041 Regional Transportation Plan (2041 RTP or RTP). These comments have been reviewed and considered along with feedback from other municipalities and stakeholders. In response to specific priorities identified, please refer to the attached appendix, which addresses those in more detail.

Throughout our comprehensive consultation period, Metrolinx received many requests for clarity on how the 2041 RTP would be implemented, including roles and responsibilities, and implementation timing of the priority actions. In response to these enquiries, the "Making it Happen" section of the 2041 RTP was removed and expanded into a separate *Making it Happen Paper*. This paper discusses decision-making, funding, prioritization and performance monitoring, and identifies examples of ways to initiate delivery of each of the 2041 RTP's strategies for discussion.

The Metrolinx Board of Directors approved the 2041 Regional Transportation Plan, pending minor edits, at the March 8, 2018 Board Meeting. The Board also approved Metrolinx to initiate consultation on the *Making it Happen Paper*. The Board materials are available [here](#) for your review.

We would also like to extend our appreciation to staff who have participated on the Metrolinx Planning Leaders Forum and Municipal Technical Advisory Committee, as well as all the staff who have contributed to the development and review of the 2041 RTP over the past three years. Input provided through these channels has been instrumental in shaping the 2041 RTP and we hope to continue to foster these relationships. We look forward to continuing to work with you and your staff to realize the Plan. The 2041 Regional Transportation Plan was developed to become a shared vision for all partners and stakeholders in the region and its success can only be realized through region-wide collaboration.

Once again, thank you for your comments and ongoing contributions. We look forward to further discussions and engagement with you and your staff. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Phil Verster  
President and Chief Executive Officer

- cc. David Szwarc, Chief Administrative Officer, Region of Peel  
Janette Smith, Commissioner, Public Works, Peel Region  
Nancy Polsinelli, Commissioner, Health Services, Peel Region  
Dr. Jessica Hopkins, Medical Officer of Health, Peel Region  
Janice Baker, City Manager, City of Mississauga  
Harry Schlange, Chief Administrative Officer, City of Brampton  
Mike Galloway, Chief Administrative Officer, Town of Caledon

## Appendix: Responses to Comments Provided by the Region of Peel on the Draft 2041 Regional Transportation Plan

Region of Peel's report to Council was received on November 21, 2017.

Comment Received	Response
<p>The Draft 2041 Regional Transportation Plan (RTP) should show how the various provincial planning documents complement each other - in particular how the Draft RTP aligns with the Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2017.</p>	<ul style="list-style-type: none"> <li>• In consultation with the Ministry of Municipal Affairs (MMA), Chapter 2 and Strategy 4 were revised to strengthen language relating to the Growth Plan, more clearly position the 2041 RTP's role in supporting its implementation, and revising language related to Metrolinx's role in its implementation.</li> </ul>
<p>The Draft RTP's planning horizon is not in line with the Greater Golden Horseshoe Transportation Plan's (GGH Plan) 2071 planning horizon.</p>	<ul style="list-style-type: none"> <li>• The 2041 RTP is required to conform to the Growth Plan and to comply with the Ministry of Transportation's (MTO) transportation plans. Hence, the Draft RTP is aligned to the 2017 Growth Plan which has a time horizon to 2041.</li> <li>• We continue to work with MTO as they develop the GGH Plan. Future updates to the Regional Transportation Plan will need to comply with this plan when it is complete and in effect.</li> </ul>
<p>GO rail service should be extended to Bolton with Bus Rapid Transit (BRT) to Mayfield West from Brampton GO Station.</p>	<ul style="list-style-type: none"> <li>• Analysis of the GO Rail extension to Bolton demonstrated relatively lower anticipated ridership benefits in relation to the costs of infrastructure and service provisions. Therefore the Draft RTP identifies the project for beyond the 2041 planning horizon.</li> <li>• Metrolinx is committed to GO Transit bus service to Bolton. We have an existing route that operates out of a commuter lot at the intersection of Mayfield Road and Highway 50. The 2041 RTP confirms this commitment through a Connection to Bolton as part of the proposed Regional Express Bus Network.</li> <li>• The analysis demonstrated that Priority Bus service (frequent bus service with transit priority measures) is adequate for anticipated levels of demand and development expected for Mayfield West in the 2041 planning horizon. Full implementation of Priority Bus measures would result in similar speeds and reliability expected with BRT, at the levels of development currently expected. Priority Bus offers opportunities to implement additional priority measures as conditions evolve over time to maintain desired transit speed and reliability targets. These corridors can eventually be converted into BRT, Light Rail Transit (LRT) as demand grows.</li> </ul>
<p>The proposed 15-minute GO Expansion Regional Express Rail (RER) for the Milton corridor should be expedited to before 2025. Planning and implementation of the 'In Delivery' and Proposed transit projects in Maps 4 and 6 should be expedited.</p>	<ul style="list-style-type: none"> <li>• The 2041 RTP proposes the expansion of the 15-minute, two-way all-day GO rail network along the Milton Line. This builds on the GO RER program currently underway. This expansion will require extensive infrastructure investments and be subject to a review of physical constraints, and discussion and agreement with other railway operators.</li> </ul>

**15.6-4**

	<ul style="list-style-type: none"> <li>• Implementation and phasing of this project is subject to negotiations with freight rail operators, in particular where sections are not in public ownership.</li> <li>• Metrolinx continues to have constant discussions with CP about improving service on the Milton Corridor.</li> </ul>
<p>Consideration should be given for the GTA west corridor and other major projects needed to accommodate future growth.</p>	<ul style="list-style-type: none"> <li>• The 2041 RTP analysis did not consider new road and highway investments beyond those already committed to by municipalities and the Province. The Draft RTP only reflects highway projects that have been committed by the provincial and federal governments.</li> <li>• The 2041 RTP is required to and does conform to the 2017 Growth Plan.</li> </ul>
<p>A connection is needed between Steeles Ave. and Brampton GO Station; the Draft RTP should show alignments in Brampton's LRT Extension study and use the same naming as the City.</p>	<ul style="list-style-type: none"> <li>• Metrolinx changed the name of this project to "Hurontario LRT north extension" for consistency with our naming convention for other projects, and without committing to a specific alignment. All specific route alignments shown on the Frequent Rapid Transit Network are subject to revision based on further study and consultation with municipalities.</li> </ul>
<p><b>Other Considerations from Metrolinx</b></p>	
<p>Other revisions made to address various comments received:</p> <ul style="list-style-type: none"> <li>• Expanded descriptions for new transit concepts such as Priority Bus, Regional Express Bus and managed lanes.</li> <li>• Improved clarity on the role of the 2041 RTP and Provincial plans.</li> <li>• Strengthened language on the importance of sustainability, accessibility, equity, health and safety.</li> <li>• General edits to text and language to better clarify or emphasize key messages and concepts.</li> </ul>	





## Office of the Chair

Resolution Number 2017-877

November 21, 2017

Phil Verster  
 President and CEO  
 Metrolinx  
 20 Bay Street, Suite 600  
 Toronto, ON M5J 2W3

Dear Mr. Verster:

**Subject: Metrolinx Draft 2041 Regional Transportation Plan**

---

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, November 9, 2017:

**Resolution 2017-877**

That the Region of Peel's position on the update to Metrolinx's Regional Transportation Plan, outlined in the joint report of the Commissioner of Public Works, and the Commissioner of Health Services and the Medical Officer of Health, titled "Metrolinx Draft 2041 Regional Transportation Plan," be endorsed;

And further, that a copy of this resolution and the subject report be forwarded to Metrolinx as part of the Metrolinx consultation process;

And further, that a copy of this resolution and the subject report be shared with the local municipalities, Association of Municipalities of Ontario, the Association of Local Public Health Agencies, and the Ontario Public Health Association Built Environment Workgroup.

A copy of the report is enclosed for your information.

Frank Dale  
 Regional Chair and Chief Executive Officer

FD:ms

- c: Gary Kocialek, Director of Transportation, Public Works, Region of Peel  
 Nancy Polsinelli, Commissioner of Public Health, Region of Peel  
 Jessica Hopkins, Medical Officer of Health, Region of Peel



**Also Sent to:**

Carey deGorter, General Manager, Corporate Services/Town Clerk, Town of Caledon

Lynn Dollin, President, Association of Municipalities of Ontario (AMO)

Peter Fay, City Clerk, City of Brampton

Kevin Haley, Co-chair of Ontario Public Health Association (OPHA) Built Environment Working Group

Diana Rusnov, City Clerk, City of Mississauga

Lorretta Ryan, Executive Director, Association of Local Public Health Agencies (ALPHA)

Pegeen Walsh, Executive Director, Ontario Public Health Association (OPHA)

**RECEIVED**

March 23, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK



March 19, 2018

Frank Dale  
Regional Chair and Chief Executive Officer  
The Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, ON L6T 4B9

Regional Municipality of Peel  
Office of the Regional Chair

MAR 23 2018

Dear Regional Chairman,

**RECEIVED**

Re: Resolution number 2018-987

Thank you for your recent letter in regards to locate delivery in the Region of Peel. I also met recently with the City of Mississauga Council to answer some of their concerns of the same topic.

Since the Region of Peel joined Ontario One Call (ON1Call), Regional staff have undertaken many significant changes to their policies and procedures. Staff have overhauled both their back office functions as well as how locates are delivered in the field. Like other municipalities, Region of Peel has also customized their ON1Call system settings to maximize their ability to clear requests where a locate does not have to be provided.

As part of our efforts to help our members deal with locate request volumes, ON1Call launched its Map Selection Notification platform in December 2017. In short, this system helps limit the number of requests a member receives by defining a much more specific excavation area than was previously possible. This will eliminate locate requests which are generally too far away from a member's infrastructure to require a locate. Initial results suggest that an average member will see a double-digit decline in locate requests in 2018. We continue to work on additional innovations that will help our members eliminate unnecessary requests and help them better meet the five day standard.

As you note, not all water service outages are considered emergencies by Ontario One Call. Under our by-laws, an emergency is defined as "a loss of service by a utility that in the circumstances would be considered essential, so that absence of the service can reasonably be expected to result in *an imminent or significant safety or environmental hazard, or imminent threat to the person or the public*" (emphasis added). It also has a legal requirement for all members to be on site within two hours, and for the excavating crew to be on site waiting. Instead, water service requests are typically given priority status, which means locates will be provided in a timely manner so the repair can start the same day. This approach tries to find the right balance between providing a reasonable response to a homeowner or business while also ensuring that emergencies which provide an immediate and direct threat to public life (natural gas leaks, electrocution risks) are dealt with in the most urgent manner.

REFERRAL TO \_\_\_\_\_

RECOMMENDED

DIRECTION REQUIRED \_\_\_\_\_

RECEIPT RECOMMENDED  \_\_\_\_\_

We certainly recognize that there are broad challenges with the availability of outside locating services. Several of our members have failed to receive adequate interest from their RFP requests for outside resources, especially during peak season. This is a rare scenario where someone is willing to throw money at a problem, but no one is willing or available to take it. The Ontario Region Common Ground Alliance has been looking at the question of locator certification and how to encourage young Ontarians to pursue a career in the field. I would also encourage Region of Peel to work within the Locate Alliance Consortium to support the work of their locate service providers as it pertains to recruitment and training.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ben Hamilton', with a long horizontal flourish extending to the right.

Ben Hamilton  
Executive Director  
Ontario One Call



## Office of the Regional Chair

These pressures have led to Peel's inability to meet the mandated five-day turnaround time to complete locates. This undermines the trust and confidence residents have in our services.

Currently ON1Call does not consider a resident or business that is without water an emergency. Utility locates are required prior to beginning repairs and can take anywhere from several days to weeks to receive. As a result, customers are without drinking water for an extended period of time which increases risk to their health and safety.

### Recommendations

1. A water outage of any type should be deemed a public emergency and as such the utility owner would be able to call in emergency locates in order to immediately complete the necessary repairs and restore water to residents and business customers.
2. Peel has worked with ON1Call and put measures in place that have decrease the volume of locates, while still ensuring the safety of our infrastructure. We would encourage ON1Call to continue to work with its partners and implement further improvements to help reduce the volume of locates.
3. Peel has retained private locate service contractors and has recently become a member of the Locate Alliance Consortium (LAC) entering into an Alternate Locate Agreement with excavators. However, even with these improvements meeting the mandated turnaround time still remains a challenge because there are a limited number of qualified field locators available in Ontario to meet service demand. We recommend mandatory provincial training and recognized certification for all utility locators in Ontario and a plan to promote and facilitate recruitment.

The Region of Peel believes that with the above recommendations in place it would assist with reducing the current locate volumes across Ontario and allow them to be completed more efficiently and accurately, and within the mandated turnaround time while valuing the health and safety of our residents.

We would be pleased to work with you and your staff on implementing solutions to these challenges.

We look forward to your reply.

Frank Dale,  
Regional Chair and Chief Executive Officer

The Regional Municipality of Peel



Ministry of the Environment  
and Climate Change

Ministère de l'Environnement  
et de l'Action en matière de  
changement climatique



Office of the Minister

Bureau du ministre

77 Wellesley Street West  
11th Floor, Ferguson Block  
Toronto ON M7A 2T5  
Tel.: 416-314-6790  
Fax: 416-314-6748

77, rue Wellesley Ouest  
11<sup>e</sup> étage, édifice Ferguson  
Toronto ON M7A 2T5  
Tél. : 416-314-6790  
Télééc. : 416-314-6748

MAR 22 2018

ENV1283MC-2018-59

Mr. Frank Dale  
Regional Chair and Chief Executive Officer  
The Regional Municipality of Peel  
10 Peel Centre Drive, Suite A  
Brampton ON L6T 4B9

**RECEIVED**

March 26, 2018  
REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

Dear Mr. Dale:

Thank you for your letter of January 5, 2018 concerning a Peel Region Council resolution supporting changes to the Ontario Building Code, aimed at increasing waste diversion in multi-unit residential buildings.

The Ontario government is deeply committed to reducing waste and fostering resource recovery. This includes diverting food and organic waste from landfills, which make up over one-third of Ontario's waste stream.

On November 16, 2017, the government released a proposed Food and Organic Waste Framework for stakeholder and public input. The Framework includes actions and policies to prevent and reduce food and organic waste, rescue surplus food, and collect and recover food and organic waste. Actions would also support beneficial uses of end products such as compost, digestate, and biogas. Among these actions and policies, the province has committed to review the Building Code to assess that the requirements for new construction enable and promote designs and construction options that support the recovery of food and organic waste in multi-unit residential buildings. The Framework also provides direction to owners of multi-unit residential buildings in Southern Ontario to provide collection services for food and organic waste to their residents.

We welcome Peel Region's resolution and will be seeking to address stakeholder comments received through the final version of the Framework, anticipated to be released in the spring.

Again, thank you for your recommendation, and please accept my best wishes.

Sincerely,

  
Chris Ballard  
Minister

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_

c: The Honourable Bill Mauro, Minister of Municipal Affairs



## Office of the Chair

January 5, 2018

Resolution Number 2017-994

The Honourable Bill Mauro  
 Minister of Municipal Affairs  
 17th Floor, 777 Bay Street  
 Toronto, Ontario M5G 2E5

The Honourable Chris Ballard  
 Minister of the Environment and Climate Change  
 11<sup>th</sup> Floor, Ferguson Block  
 77 Wellesley Street West  
 Toronto, Ontario M7A 2T5

Dear Ministers Mauro and Ballard:

**Subject: Organic Waste Management in Multi-Unit Residential Buildings with Respect to the Proposed Food and Organic Waste Framework of the Province of Ontario**

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, December 14, 2017:

**Resolution 2017-994**

Whereas the Waste Management Strategic Advisory Committee at its meeting held on November 30, 2017, approved the adoption of the new long term waste management strategy titled "Roadmap to a Circular Economy in the Region of Peel" (the Roadmap), under Recommendation WMSAC-13-2017;

And whereas, the Roadmap and the Province's Food and Organic Waste Framework require high diversion rates at multi-unit residential buildings;

And whereas, convenience is a key driver of diversion and a single garbage chute in multi-unit residential buildings makes Blue Box and Green Bin less convenient than garbage, and therefore limits diversion;

And whereas, the Province has the authority to mandate convenient chute options for Blue Box and Green Bin in multi-unit residential buildings;

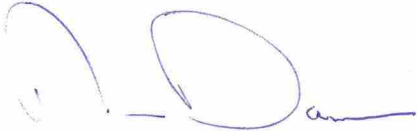
Therefore be it resolved, that the Regional Chair write a letter to the Ontario Minister of Municipal Affairs and the Ontario Minister of the Environment and Climate Change, on behalf of Regional Council, requesting an amendment to the

**15.8-3**

Ontario Building Code to require all new multi-unit residential buildings that use a chute system to manage waste to have three chutes for the management of organics, recycling, and garbage, or have another chute system that is equally convenient for residents and equally effective at separating organics, recycling and garbage;

And further, that the amendment be in line with Leadership in Energy and Environmental Design (LEED) Canada new building requirements.

On behalf of Regional Council, we are requesting that you give consideration to the above resolution.



Frank Dale  
Regional Chair and Chief Executive Officer

FD:cld

c: Norman Lee, Director, Waste Management, Public Works, Region of Peel



# Resolution

Moved By: Councillor Sprovieri	Date: <b>March 29, 2018</b>
Seconded By: Councillor Palleschi	Item Number <b>17.1</b>

Whereas, on February 22, 2017 the Regional Chair, on behalf of Peel Regional Council sent Resolution 2017-68 to the Honourable Dr. Eric Hoskins, Minister of Health and Long-Term Care, notifying the Minister that Municipal Councillors do not have the detailed familiarity to interconnect data regarding the efficacy Hydrofluorosilicic (HFSA) in water fluoridation treatments and are struggling with a range of conflicting and public concerns on the matter of fluoridation;

And whereas, the Peel Regional Council has requested the Province to:

- undertake appropriate and comprehensive toxicity testing necessary to reassure the public that the use of HFSA in water fluoridation treatments is safe; and,
- take legislative responsibility for the regulation and administration of HFSA in water fluoridation treatment across the Province, leaving local governments from what is a provincial responsibility;

And whereas, on March 9, 2017, Peel Regional Council approved a motion to suspend the Committee Water Fluoridation Committee until such time as the Province clarifies its role in the Community Fluoridation; or until such time as Regional Council reconvenes the Committee;

And whereas, over one year has passed and the Ministry of Health and Long-Term Care has failed to respond or acknowledge Peel Regional Council's request;

And whereas, a number of issues and questions have been raised to staff in the past year that have been referred to the suspended Committee Water Fluoridation Committee, such as:

1. Is water fluoridation forced medication and is Council in violation of the *Charter of Rights and Freedoms*;
2. Is the water fluoridation product HFSA that is used by Peel Region or is it a toxic and harmful substance;
3. Who is responsible to do the toxicology reviews on the fluoridation product HFSA required by Health Canada;
4. Are Regional Councillors violating the *Save Drinking Water Act (SDWA)*, the *Food and Drug Act* and the *Charter of Rates and Freedoms* by approving water fluoridation;
5. Are Municipal Councillors at personal risk for approving water fluoridation under the provision of the Statutory Duty of Care (SDWA);

Therefore be it resolved, that Regional Council re-activate the Community Water Fluoridation Committee to investigate the raised issues and report back to Council with a recommendation.

<b>CARRIED</b>	<b>LOST</b>	<b>REFERRED</b>
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Chair



**From:** Sprovieri, John Councillor [<mailto:John.Sprovieri@brampton.ca>]  
**Sent:** March 20, 2018 10:03 AM  
**To:** Lockyer, Kathryn  
**Cc:** Sprovieri, John; Palleschi, Michael  
**Subject:** FW: QUESTIONS RELATED TO NOTICE OF MOTION TO RE-ACTIVATE CWFC.

Hi Kathryn,  
Can you include this information with my notice of motion for the next Council meeting.  
John.

Why does Council need to re-activate CWFC?

#1: According to the Supreme Court of Canada, Water Fluoridation is a Medication. The Charter of Rights and Freedoms protects the people from being forced medicated.

#2: Health Canada requires Toxicology Reviews of the Fluoridation Product to ensure its safety at the maximum use level.

#3: Staff have reported that Health Canada and the US EPA have done the Toxicology Studies on HFSA.

#4: The record shows that no Toxicology Studies have been done on the Fluoridation product.[HFSA]

#5: HFSA contains Fluoride which is classified a Neuro Toxin, same as Lead and Arsenic and they all accumulate in the body.

#6: The Safe Drinking Water Act and the Food and Drug Act prohibit any harmful products to be added to the drinking water and food. [Dilution is no excuse]

#7: On Feb. 17, 2017 Regional Council notified the Province by resolution that Municipal Councillors don't have the expertise to determine if the Fluoridation Product HFSA is safe for Human Consumption, and requested the Province to take back the responsibility for Water Fluoridation and do the required Toxicology Reviews.

#8: Over a year has gone by and the Province has not responded nor acknowledged the Council's request.

#9: Staff have been asked to provide the Toxicology Studies and have referred the request to the CWFC.

#10: Municipal Councillors have a Statutory Duty of Care to make sure the residents are provided safe drinking water.

#11: 98% of Europe, 70% of Canada and 35% of the U.S. have discontinued AWF due to Negative Health Effects and Ethical concerns.

#12: According to Dr. Peter Cooney and the CDC, Artificial Water Fluoridation is not effective in preventing Cavities.

### 17.1-3

#13: Water Fluoridation puts the most Vulnerable members of our Community at risk. [Infants, Seniors and people with Health problems]

#14: In January 2016 the Minister of Health encouraged all the heads of Council across the Province to support Water Fluoridation because it is a very important measure to protect the Health of Ontarians, yet 30% of Ontario's residents have discontinued water fluoridation and in October 2016 the Province refused to pass MPP Delaney's private members bill to legislate Water Fluoridation and make it available to all Ontarians.

#15: According to Diane Saxe 2014 Blog, Councillors are at risk of being held responsible under the Safe Drinking Water Act and the Province has not fixed the risk.

#16: The CWF Committee needs to address the issues and report to Council.

#17: Recorded Vote.

Please review the City of Brampton e-mail disclaimer statement at:  
[www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx](http://www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx)



# Resolution

Moved By: Councillor Parrish	Date: <b>March 29, 2018</b>
Seconded By: Councillor Iannicca	Item Number <b>17.2</b>

Whereas the recent report from the Credit Valley Conservation and its many studies that show road salt used in winter maintenance has a negative impact on ground water, smaller aquatic habitats, soil, roadside vegetation, wildlife and ultimately larger bodies of water;

And whereas, the detrimental effects of road salt and sand are accelerating at an alarming rate as the public's demand for relatively bare roads increases;

And whereas, the use of road salt on commercial and industrial properties is not monitored or regulated and may not follow the policy and procedural framework established by the Region of Peel and its component cities;

And whereas, there will be no improvement without extensive public education and acceptance;

Therefore be it resolved, that the recent presentation by Amanjot Singh, Senior Engineer for Water and Climate Change Science for the Credit Valley Conservation Authority be condensed into a simple pamphlet which can clearly and concisely deliver a message regarding the alarming effects of salt use;

And further, that funding be provided for printing and distribution to every household in the Region of Peel and every classroom as well as an electronic version be made available for websites and Councillors' newsletters.

<b>CARRIED</b>	<b>LOST</b>	<b>REFERRED</b>
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Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 14-2018

**A by-law to reduce the speed limits on Regional Road 15 (Steeles Avenue) from 80km/h to 70km/h from 300 metres east of Torbram Road to First Gulf Boulevard/ Rutherford Road South; from Regional Road 18 (Mavis Road)/Chinguacousy Road to 160 metres west of Regional Road 1 (Mississauga Road); and from 70km/h to 60km/h from 420 metres east of Hurontario Street/Main Street to 100 metres west of McMurchy Avenue; and, to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.**

WHEREAS, the Council of the Regional Corporation on the 24<sup>th</sup> day of January, 2013 passed By-law 15-2013 to consolidate the by-laws that regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel;

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 29<sup>th</sup> day of March, 2018, authorized the enactment of a by-law to amend By-law 15-2013 to reduce speed limits on Regional Road 15 (Steeles Avenue) from 80km/h to 70km/h from 300 metres east of Torbram Road to First Gulf Boulevard / Rutherford Road South, and from Regional Road 18 (Mavis Road) / Chinguacousy Road to 160 metres west of Regional Road 1 (Mississauga Road), and from 70km/h to 60km/h from 420 metres east of Hurontario Street / Main Street to 100 metres west of McMurchy Avenue;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Part 13 of Schedule A of By-law 15-2013 is amended by deleting the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	First Gulf Boulevard / Rutherford Road South	Regional Road 18 / Chinguacousy Road	Anytime

2. That Part 14 of Schedule A of By-law 15-2013 is amended by deleting the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	550 metres west of Regional Road 50	First Gulf Boulevard / Rutherford Road South	Anytime
15	Regional Road 18 / Chinguacousy Road	Regional Road 19	Anytime

3. That Part 12 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	420 metres east of Hurontario Road / Main Street South	100 metres west of McMurchy Avenue	Anytime

4. That Part 13 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	300 metres east of Torbram Road	420 metres east of Hurontario Road / Main Street	Anytime
15	100 metres west of McMurchy Avenue	160 metres west of Regional Road 1 (Mississauga Road)	Anytime

5. That Part 14 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	550 metres west of Regional Road 50	300 metres east of Torbram Road	Anytime
15	160 metres west of Regional Road 1 (Mississauga Road)	Regional Road 19 (Winston Churchill Boulevard)	Anytime

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 29<sup>th</sup> day of March, 2018.

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Regional Clerk

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Regional Chair

**ADDITIONAL MATERIALS  
DISTRIBUTED AT MEETING**



Presented By: Tony DiMillo, President & CEO

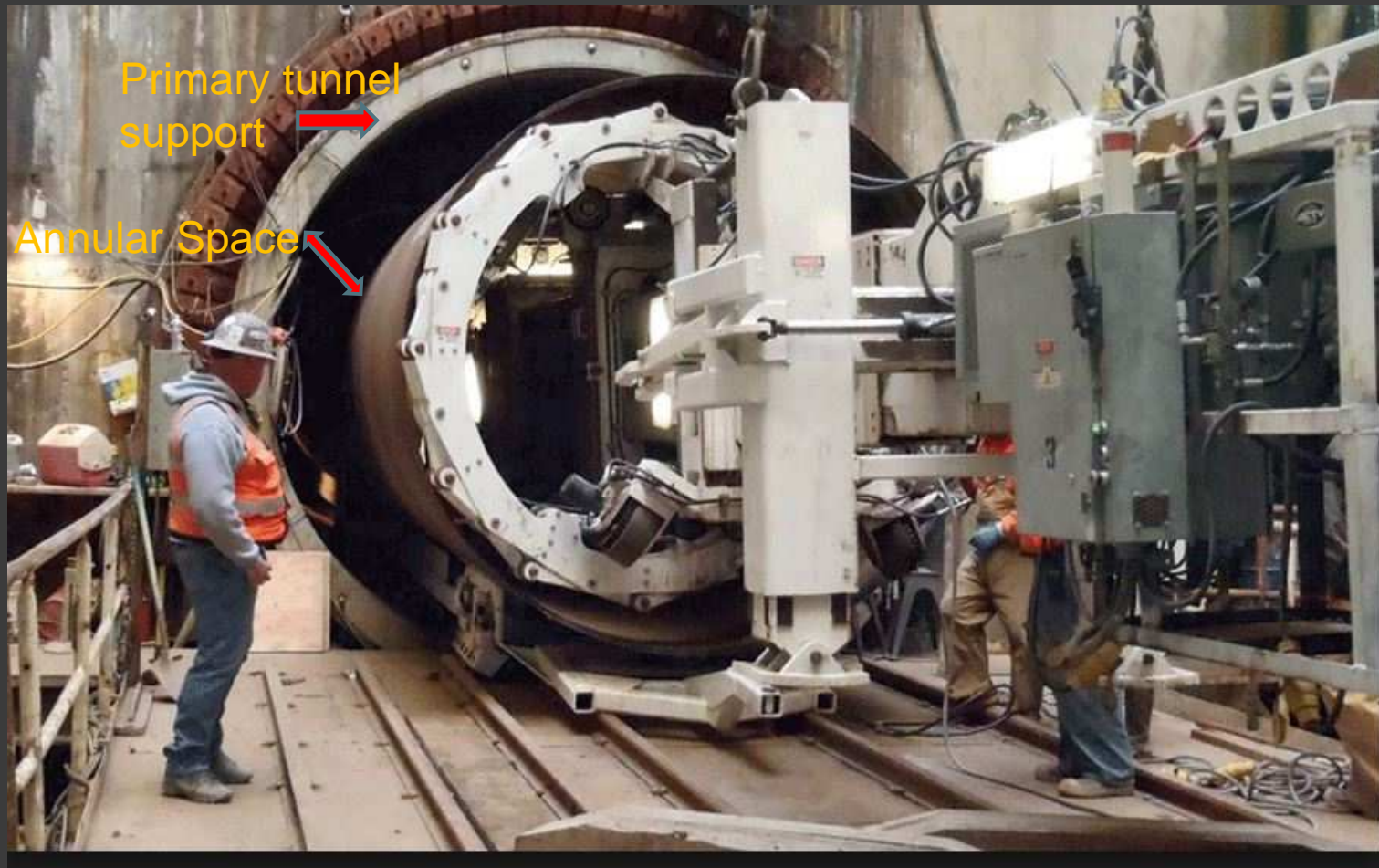


# Steel Pipe is used Worldwide...

- ⦿ Thousands of kilometers of large steel pipe span across the globe
- ⦿ Large steel pipelines transmit crude oil, gas, and water
- ⦿ Steel pipe in Canada extends 17 times around the world



# Tunnels are excavated in a two-pass system



# Hanlan Feedermain Project

- 2400mm CPP installed in the tunnel which weighed over 35T per pipe
- This is as much as one large transport truck can haul
- The equivalent steel pipe would be approximately 7.8T



# Hanlan Feedermain Project

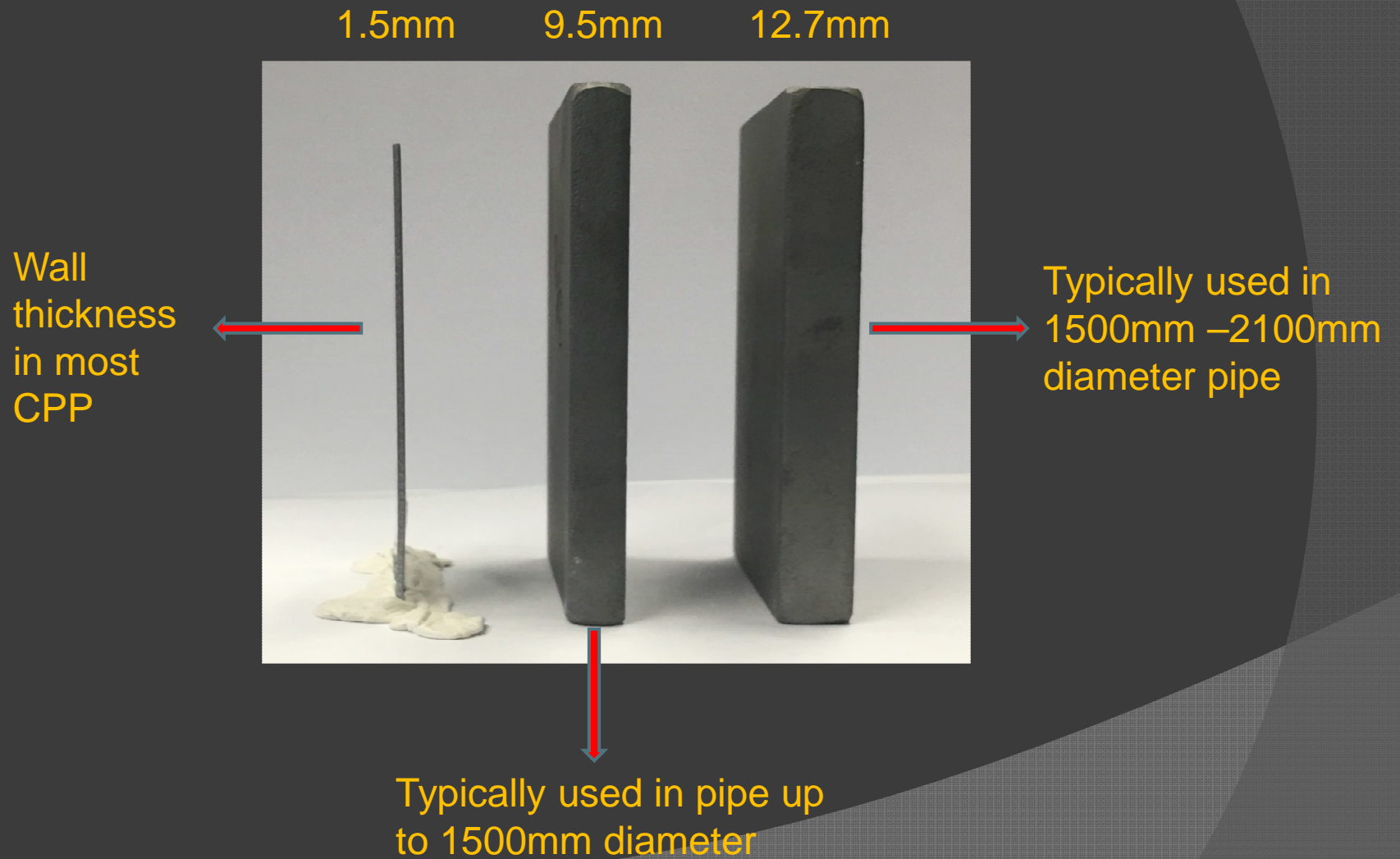


# Carbon Footprint

- ◎ Steel pipe is lighter compared to CPP
- ◎ Multiple pipes can be delivered at one time
- ◎ Reduces transportation, equipment and handling cost



# Wall Thickness of Steel Pipe vs. CPP

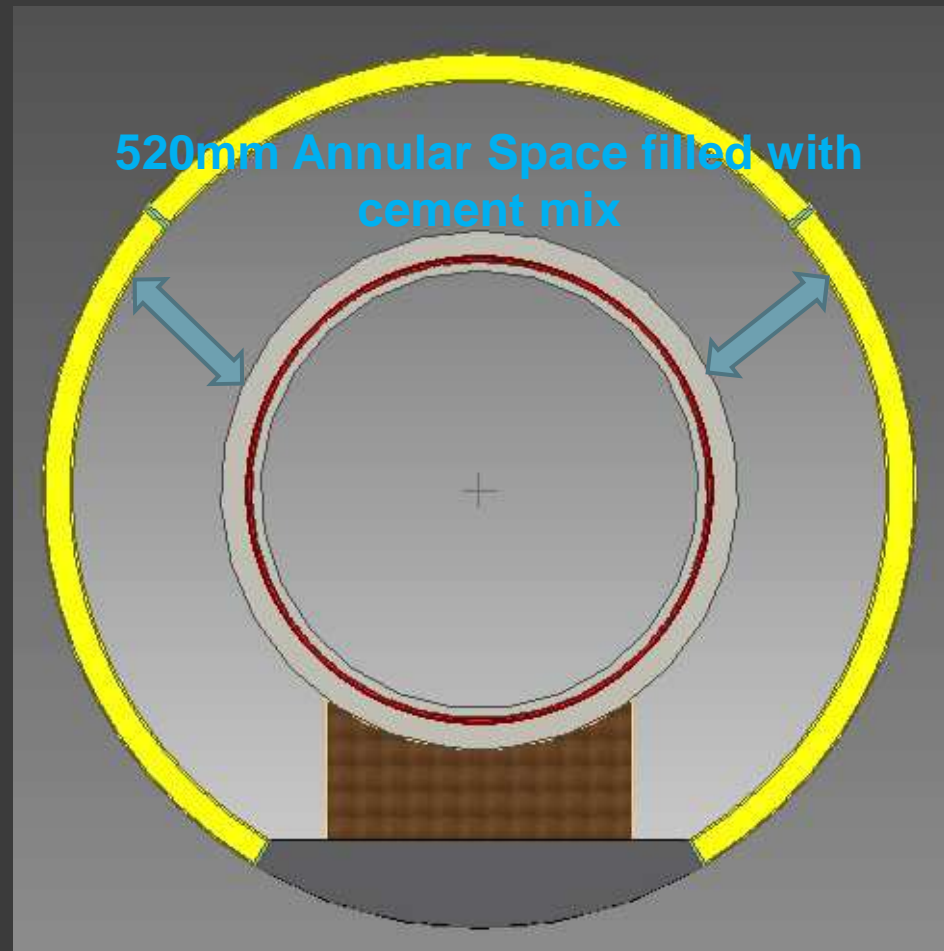




# Filling the Annular Space of a Tunnel

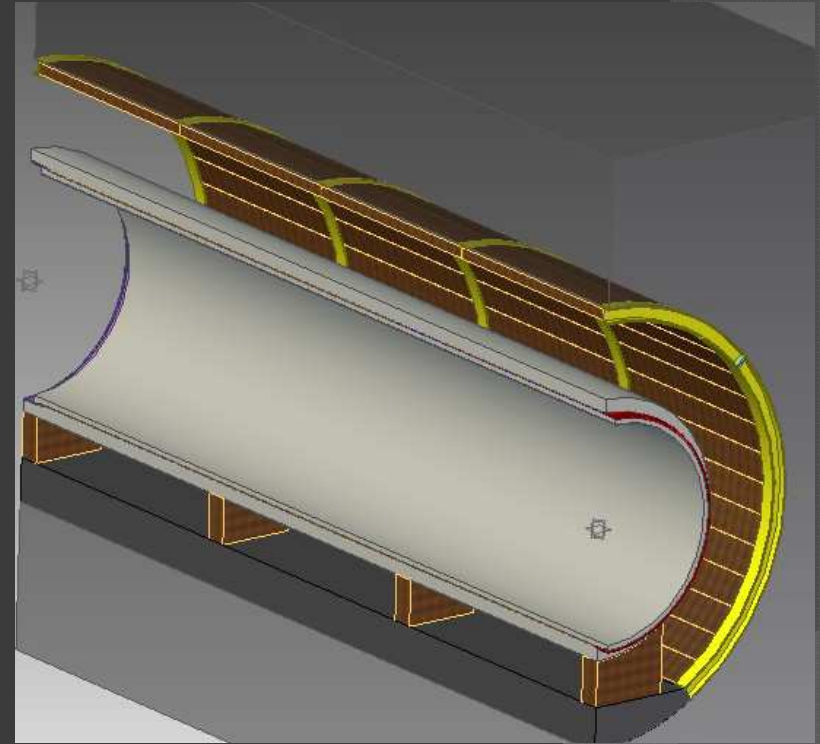
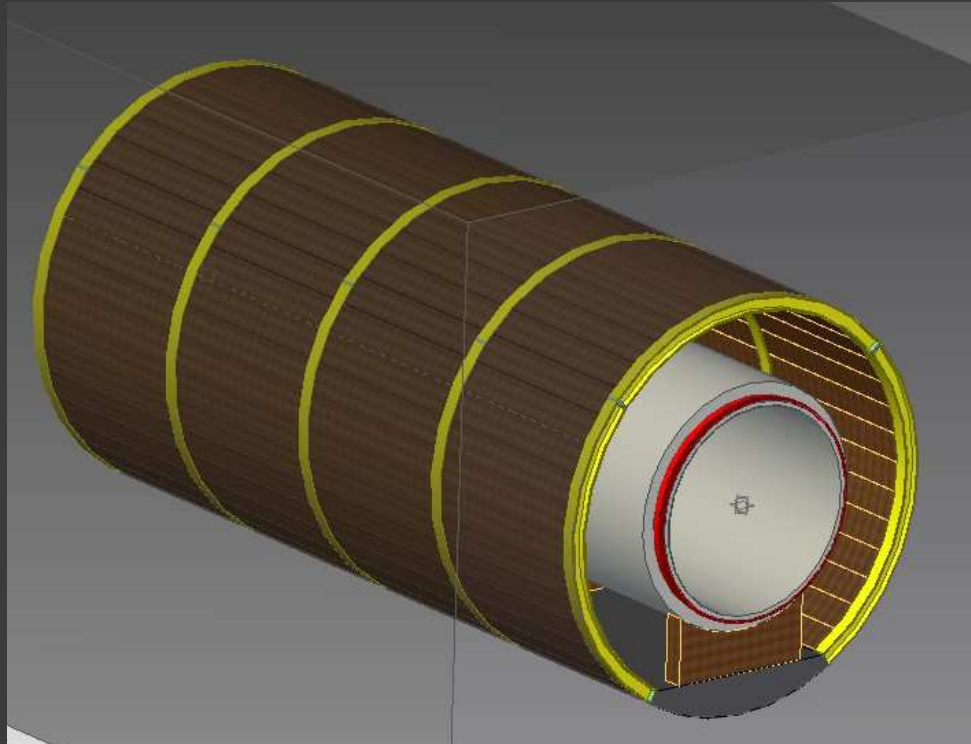


# Burnhamthorpe Project Pipe Design





# Burnhamthorpe Project Pipe design



# Thank you!



# DECAST



# DECAST

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*“Research completed by R.V. Anderson concluded that environmental impacts from Steel Pipe are comparable to Concrete Pressure Pipe.”*

- Based on over 60% recycled material in the steel used for Steel Pipe. At this level the products are equal
- Analysis did not look into recycled material in the steel used in CPP or substitute cementitious materials
- **Comparing apples to apples** with virgin material used in both products the RV Anderson Report concludes that the environmental impact of **Steel Pipe is 86% higher than CPP**
- As the recycle content swings these results for Steel Pipe so dramatically, the RV Anderson Report recommends an “Approved Supplier Program” based on an Environmental Product Declaration

# DECAST

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*“The failure rates and average expected service life of Concrete Pressure Pipe is comparable to that of Steel Pipe if properly designed, handled, installed and operated.”*

- This conclusion is not logical. Within the RV Anderson Report there is nothing that supports this
- The Utah Comprehensive Watermain Break report shows failure rates of Steel Pipe in the US and Canada to be **2.6x greater than failure rates for CPP**



# DECAST

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Staff Report draws your attention specifically to Steel Pipe in London, Halton and Toronto when discussing failure rates and concludes “failure rates and lifespan for Steel Pipe and Concrete Pressure Pipe appear comparable”. This is false and misleading and I draw your attention to the following:

- RV Anderson Report, pg 13, shows in a study they conducted for the City of London, for pipe 600mm diameter, 13 Steel Pipe breaks compared to only 3 for CPP. **4.33x more failures for Steel Pipe**
- RV Anderson Report, page 14, for the City of Toronto concluded “excellent results with their welded steel watermains (encased in concrete)”. **Toronto Specification for most watermains is not standard C200 Steel Pipe**, “Metro Main” process is rigorous/complex (concrete encasement, cement mortar lined, welded joints mandatory)
- RV Anderson Report, pg 24, shows **0 km of Steel Pipe in Halton**, unsure why Halton is referenced in the Staff Report
- Staff chose to ignore the one city in the RV Anderson Report that actually allows the use of both CPP and Steel pipe to C200 specifications, Calgary. RV Anderson Report, page 24, Calgary actually has 93 km of Steel Pipe and 137 km of CPP so it is a good Canadian example of failure rates. **Steel Pipe has a failure rate 2.2x higher than CPP in the City of Calgary**

# DECAST

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*“The failure rates and average expected service life of Concrete Pressure Pipe is comparable to that of Steel Pipe if properly designed, handled, installed and operated.”*

## Our Conclusions:

- We agree with information as presented in the RV Anderson Report, however the conclusion drawn is without basis in the facts presented
- All of the information points to a Steel Pipe failure rate of greater than 2.5x of CPP
- With respect to the conclusion that lifespans are comparable. C200 Steel Pipe is a thin-wall flexible product that has not been proven in long-term studies

# DECAST

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*“Concrete pressure pipe and Steel Pipe are excellent pipe materials and can withstand the full range of pressure requirements without sacrificing capacity when well designed and operated.”*

- Agreed, *“...when well designed and operated.”*



# DECAST

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*“The option to use either Steel Pipe or Concrete Pressure Pipe for future tunnel projects will enhance procurement competition resulting in better value for taxpayers.”*

- Pipe price accounts for roughly 10 to 15% of a tunnel installation cost to the Region. If the Region was to save ~10% on pipe price they would save ~1 to 1.5% on the project
- Better value to the taxpayers is not just price. This 1 to 1.5% **savings gets wiped out with one failure.** The risk of failure is 2.5x greater using Steel Pipe
- Additional risk to the Region as the strength of pipe is governed by field installation for a flexible Steel Pipe

# DECAST

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*Peel Region has had excellent service life from the CPP in it's systems and we would ask that you keep your high level of standards in the future by continuing to specify Concrete Pressure Pipe*

- Since 1955, Peel Region has successfully completed over 800 km of CPP
- 1000s of kilometers of successful CPP installations in the GTA

# DECAST



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A Review of the Report,  
***“Comparative Assessment of Steel Pipe  
and Concrete Pressure Pipe for Large  
Diameter Watermains”***

Presented to  
The Council of the  
**Regional Municipality of Peel**

Enrico Stradiotto, P.Eng  
Sr. Technical Resources Engineer,  
Canadian Concrete Pipe and Precast Association

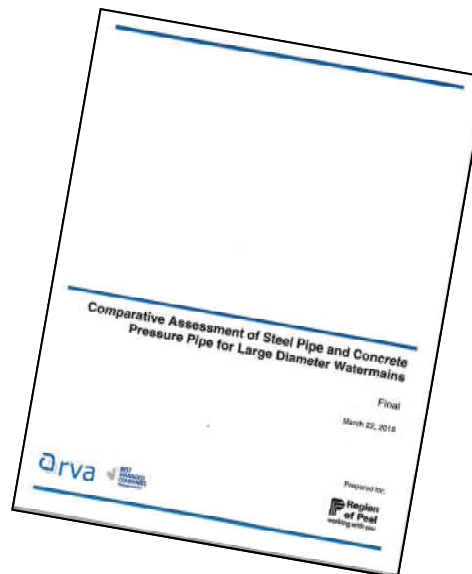
## CPP MANUFACTURERS

- **Forterra** (2 plants locally, 1 plant in Quebec)
  - Whitchurch-Stouffville, ON
  - Uxbridge, ON
  - Saint-Eustache, QC
  
- **DECAST Ltd.** (1 plant locally)
  - Utopia, ON



## PIPE SPECIFICATIONS

- Concerns for specifying Steel Pipe (SP) as it relates to Concrete Pressure Pipe (CPP)
- References taken directly from the report by R.V. Anderson Associates, *“Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains”*





## DESIGN PHASE

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- pg25 – *“For CPP, the Consulting Engineer typically creates a performance specification that the CPP manufacturer needs to design and meet. Whereas for SP systems, the Consulting Engineer would need to design the piping system including bedding and backfill”*
- appx.5 – *“CPP is a self-contained structure designed for multiple loading conditions”*
- SP requirements will result in additional costs to Region of Peel during the design phase.

## INSTALLATION

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- pg27 – *“Both pipe materials in open cut installations require good quality bedding material and proper compaction of backfill. CPP being a more rigid pipe, requires less compaction than SP which requires extensive compaction and bedding material to support the pipe.”*
- CPP’s ability to support load is built into the pipe, at the plant, under controlled conditions. The pipe structure is then delivered to the field.



## INSTALLATION

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- appx.5 – *“The soil in which a buried flexible pipe is installed will carry approximately 95% of the external loading with the pipe wall stiffness/strength bearing the other 5% or so of the loading on the pipe”*
- This relationship places a very serious part of the pipe design in the hands of the contractor in the field, placing the Region of Peel at risk.

## FAILURES

- pg27 – *“Improper compaction of the backfill material around Steel Pipe can cause the pipe to deflect and lead to failure during high pressures. Large leaks may erode surrounding soil support resulting in premature failure of the watermain.”*
- appx.5 – *“Steel Pipe is generally more prone to failures under vacuum conditions if not adequately designed”*
- pg20 – *“Failure of watermain pipes can result in a significant waste in resources, such as large volumes of potable water, and the energy used to treat and pump the water. In addition, a high volume of water discharged at the pipe break can erode the surrounding bedding and create sinkholes that can be dangerous to the public.”*

## INVESTMENT IN BURIED INFRASTRUCTURE

- Project Success depends on,
  - Good design
  - Quality manufacturing
  - Proper installation
  
- Options of CPP and SP are not comparable
  
- Minimize inherent risk to the Region of Peel
  
- Recommend further study/review.



# Failure Rates, Environmental Impacts, and Pipe Lifespan Comparison:

## Canadian Concrete Pressure Pipe (CPP) vs Steel Pipe

*April 5, 2018 - Regional Council*





# Outline

- ❑ Pipe Failure Rates and Lifespan Comparison
- ❑ Environmental Impact – Plant and On-Site
- ❑ Risk and Environmental Impact For Steel pipe
- ❑ Commentary on Peel Staff Report



## Pipe Failure Rates

□ **Report updated March 2018:**

Utah State University - Water Main Break Rates

Failure Rates per Pipe Material - break rate/100miles/year

	2018	2012
CPP	3.1	5.4
Steel	7.6	13.5

- Relevant survey sample size – Over 270,000 km of pipe covered w/ almost 300 owner operators throughout Canada & the US
- Steel ranges between 2.5x to 4x more failures than CPP
- Failure rates are a good indicator of pipe lifespan
- RVA Report Table 4 – Failure Rate Comparison
  - Only the City of Calgary represents a comparative sample size
  - Report indicates steel pipe's break rate is 2.2x more than CPP

# Environmental Impacts – Plant Manufacturing



## Amount Of Energy Consumed For Pipes Manufactured in a Plant

- ❑ Producing concrete pipe uses less energy than steel
- ❑ Steel utilizes 12x more energy than CPP
- ❑ With recycled steel, total energy would still exceed CPP
- ❑ RVA's report compares:

**complete** CPP “ready to install”

VS

**incomplete** steel pipe - major on-site work required

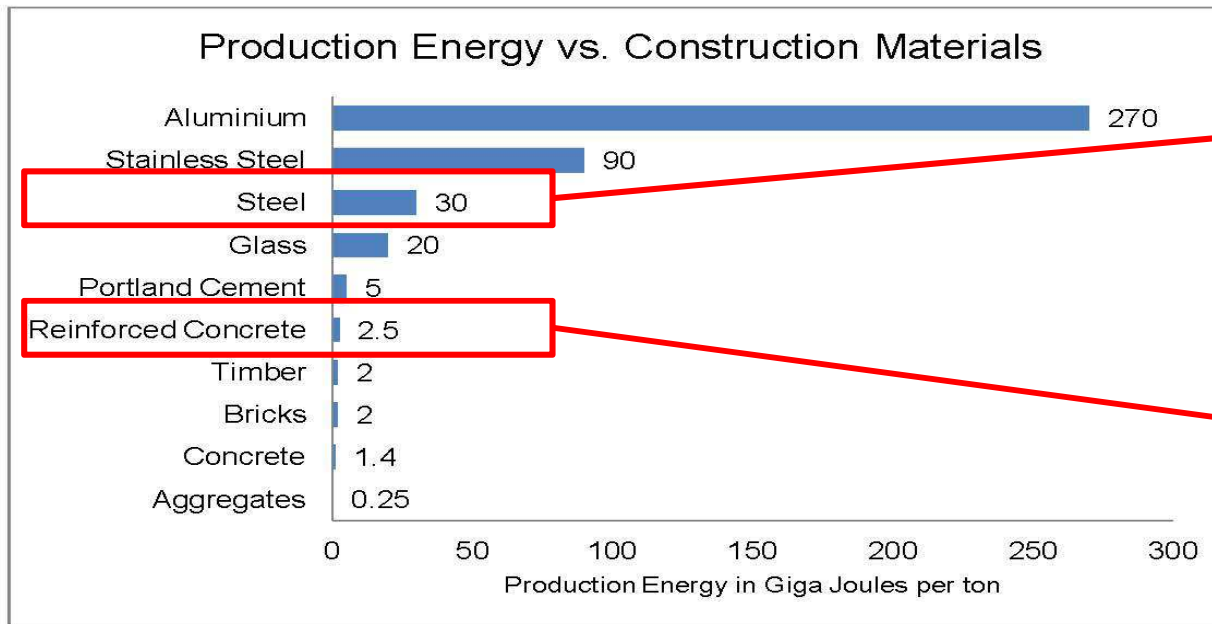




Figure 2.1: Production Energy in Giga Joules per ton for Various Construction Materials  
Source: National Ready-Mixed Concrete Association (NRMCA based in the US)



# Environmental Impacts – On-Site vs Plant



	CPP	Steel
<p><b>Plant</b></p> <p>RVA Report covers this comparison</p>	<p>Up to 95% of final structure is supplied by Manufacturing Plant</p> 	<p>Only 5% of final structure is supplied by Manufacturing Plant</p> 
<p><b>On-site</b></p> <p>RVA Report Does NOT cover this comparison</p> <p><b>WHY??</b></p>	<p>Numerous environmental advantages</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Stringent bedding requirements: <ul style="list-style-type: none"> <li>• More trucks to job site</li> </ul> </li> <li><input type="checkbox"/> Welding: <ul style="list-style-type: none"> <li>• Effect of fumes in tunnels</li> </ul> </li> <li><input type="checkbox"/> Timber struts to keep pipe round: <ul style="list-style-type: none"> <li>• Approx. 300 avg. sized trees would be required for RVA's example in report, Page-10</li> </ul> </li> <li><input type="checkbox"/> Mortar lining <ul style="list-style-type: none"> <li>• More trucks &amp; equipment to job site</li> </ul> </li> </ul>



# Risk and Environmental Impact On-Site



CPP		On-Site Requirements * Inspection and QA/QC Required On-Site		Steel Pipe
OK	✓	Construct tunnel	✓	OK
Not Required (structure in the pipe)	✓	Internal pipe bracing	✗	<b>RISK !!</b> collapse, floatation uneven lateral movement
OK	✓	Install pipe into tunnel	✓	OK
Not Required (typically bell/spigot joints)	✓	Fit pipe together for welding	✗	<b>RISK !!</b> Must mate oval pipe before welding extremely difficult
Not Required	✓	Weld from inside	✗	<b>Required *</b>
Cellular Grout OK	✓	Grout annular space	✗	<b>Must be Structural *</b>
Not Required (structure in the pipe)	✓	Remove internal pipe bracing	✗	<b>Required *</b>
Not Required (included with pipe)	✓	Mortar line inside pipe	✗	<b>Required *</b>

# Commentary on Peel Staff Report



## ❑ Pipe Failure Rates

- Calgary has best Canada sample size for CPP & Steel Pipe
- Data illustrates Steel pipe failure rates are 2.2x more than CPP
- RVA report has insufficient data for a true comparison
- Why is the City of Calgary discounted in the RVA report?

## ❑ Environmental Impact

- Plant manufacturing, field installation and transportation should be considered
- Numerous timber/wood bracing required – A lot of trees cut down
- RVA report does not cover chemical coatings for steel pipe - Why?

## ❑ Fuel Consumption comparison

- Pipe loading assumptions for CPP is incorrect
- RVA report incorrectly shows 1650mm CPP from Quebec – should be Ontario
- (2) 1650mm x 6.1m long CPP per truck is permitted in Ontario
- Steel pipe will not be feasible in 12m lengths for tunnel shafts
- Is recycled steel CO<sub>2</sub> emissions accurate?

## ❑ Steel pipe design and construction specifications

- Various standards referenced – City of Toronto, AWWA C200 ???
- RVA report provides no benchmark for accurate comparison

## ❑ Local site service and support

- Local CPP manufacturers are partners and stakeholders in the Region
- CPP manufacturers provide support for Asset Management Divisions

# Conclusions

## ❑ RVA Report needs more in-depth review

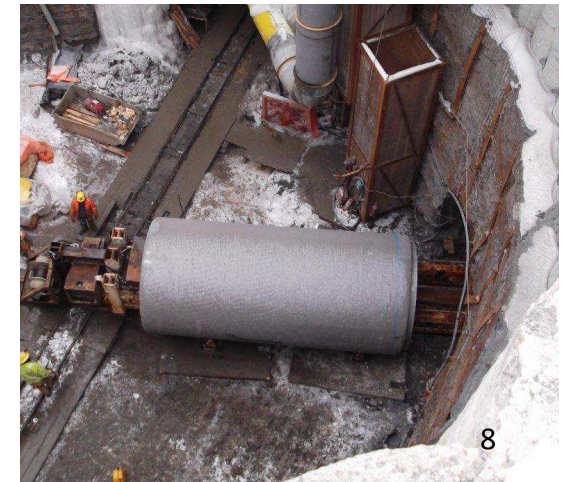
- Metrics for Environmental Impact needs more analysis
- Steel design standards vary widely – which one is being recommended?
- Is the Region and their support staff prepared for the extra QA/QC requirements?
- What is the associated environmental impact and costs once it becomes ready?
- We suggest that Tax payers will Not benefit when all things are considered including numerous requirements that were not covered in the RVA report

## ❑ CPP has proven track record in Peel Region

- Structure is in the Pipe
- Lowest break rate in the Region (not pipe integrity related)
- Reliability with over 700km installed
- 24//7 field Support and Service

## ❑ Specify “Made in Canada”

- Support the local economy



# Comments on Carbon Footprint Analysis of Large Diameter Water Transmission Pipeline Installation

**Dr. Mark Knight PhD, P.Eng. Consulting Engineer**

**Associate Professor Civil and Environmental Engineering**

**Executive Director Centre for Advancement of Trenchless Technologies (CATT)**

April 2, 2018

UNIVERSITY OF  
**WATERLOO**



# RVA GHG Analysis

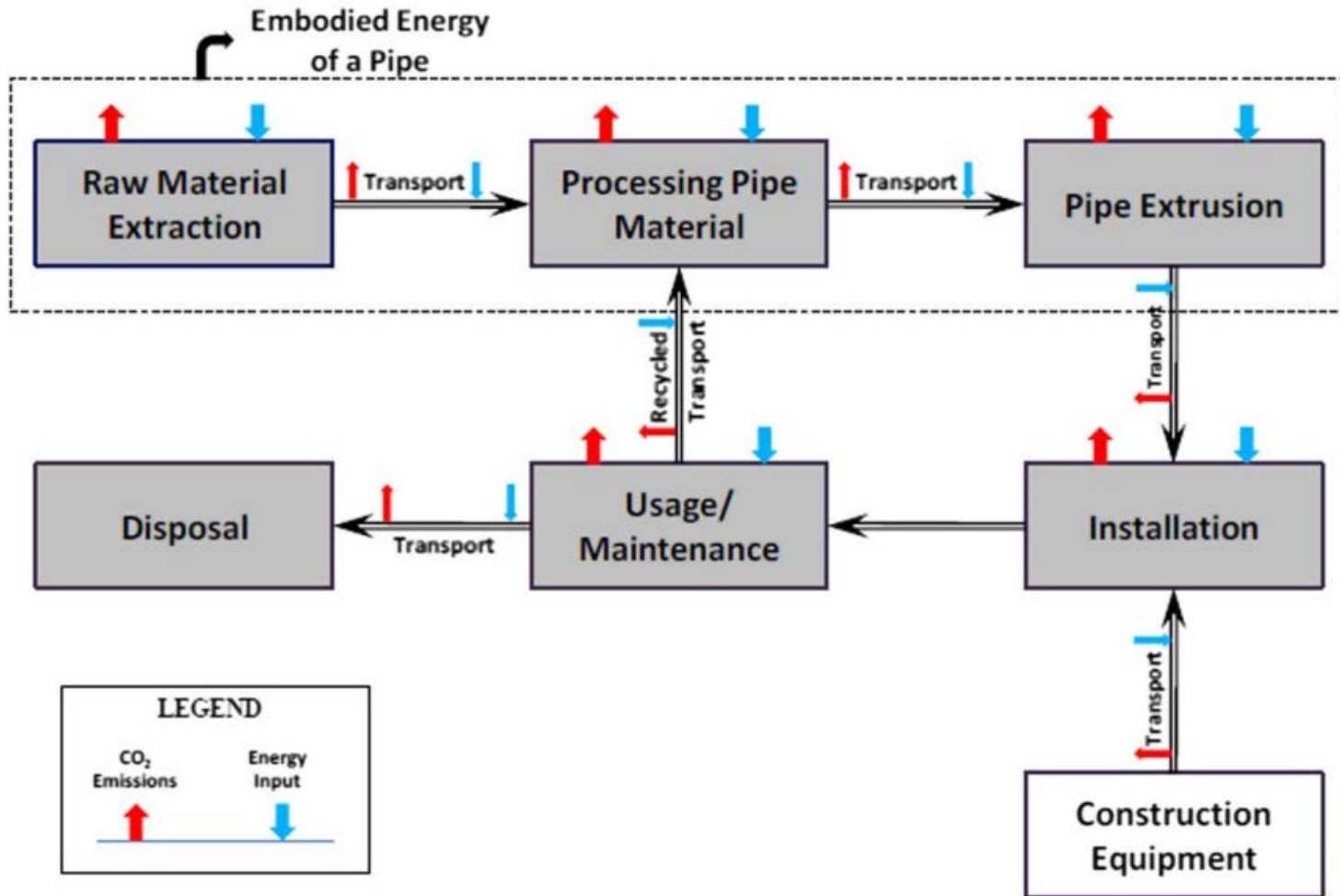


Fig. 1. Life cycle of a water pipeline project

# Carbon Footprint Analysis of Large Diameter Transmission Pipeline Installation

*Najafi Report (2011 and 2016)*

Construction Phases	CO2 Emissions (Short Tons)	
	Steel Pipe	CPP
<b>Material Production and Pipeline Fabrication</b>	<b>541,843</b>	<b>397,780</b>
Pipe Transportation	5,190	10,602
Pipe Installation	26,852	27,156
Pipe Operation	3,532	3,532
<b>Total</b>	<b>577,417</b>	<b>439,070</b>

*Steel CO2 emissions are 32% higher than CPP*

*Over 90% emissions are at the material production and pipe fabrication phase*

**Many different factors can be used to create outcome you want...**

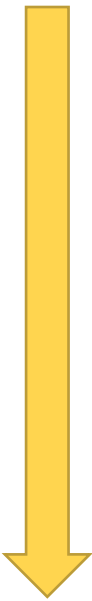
**Regardless not much difference between pipe materials**

# RVA GHG Analysis - Comments

- 60% steel recycling needed to move steel in favour of Concrete Pressure Pipe...
- Concrete Pressure Pipe has steel cylinder and steel wire which can be made from recycled steel!!!
  - This is not considered in the analysis....
- **Will it be possible to dig up and recycle an old large diameter steel watermain?**

# Common Pipe Performance/Risk Approach

Highest  
Consideration



Lowest  
Consideration

1. **Pipeline Performance**
  - Failure Risk (reliability, longevity), constructability
2. **Economics**
  - Construction cost
  - Maintenance and repair
3. **Social Costs – Societal Costs (Business/Public)**
  - Local jobs, traffic delays
4. **Environmental Costs – Business/Public**
  - GHG emissions, noise, pollution, etc.



# Pressure Pipe Risk Analysis

- Large diameter pressure pipes are **critical pipelines with high cost** and **high consequence of failure**

**Ruptured water main in Kitchener could cost region \$63,000**

EDUCATION

UCLA claims \$13 million in flood damage from water line break



By LARRY GORDON JUL 09, 2015 | 3:04 PM



**Risk = Probability of failure \* Consequence of failure**

- Large diameter pipe are **HIGH RISK pipelines** even with low probability of failure....

# Pressure Pipe Risk Analysis

**Choose the lower risk option even if it costs more to construct...**

- Lowest risk of failure
- Lowest risk for potential design issues
- Lowest risk from installation issues

**My recommendation is to be very conservative and to use a low risk approach with these high consequence pipelines...**

**It will save you \$\$\$**

# Pipe Failure Rates

Pipe Material	Number of Failures	Total Length (in miles)	Performance (per 100 miles)
Other	4	50	8
PVC	2	22	9
Bar-wrapped	35	258	14
DI	38	270	14
CPP → PCCP	92	613	15
Steel Pipe → Steel	110	574	19
CI	57	200	29
HDPE	0	5	Not Available

Steel Break rate is 1.27 times greater than PCP

3-1-2018

# Water Main Break Rates In the USA and Canada: A Comprehensive Study

Steven Folkman  
 Utah State University

**TABLE 5: SUMMARY OF FAILURE DATA FROM THE BASIC SURVEY OVER A 12-MONTH PERIOD**

	Length	Failures	2018 Break Rate	2012 Break Rate	% Change
AC	21,589	2,240	10.4	7.1	46%
CI	48,471	16,864	34.8	24.4	43%
CPP → <b>CSC</b>	4,940	152	<b>3.1</b>	<b>5.4</b>	-43%
DI	47,595	2,627	5.5	4.9	13%
PVC	37,704	878	2.3	2.6	-10%
Steel Pipe → <b>Steel</b>	4,765	362	<b>7.6</b>	<b>13.5</b>	-44%
Other	5,506	680	12.4	21	-41%
Total	170,569	23,803	14.0	11	27%

**Steel Pipe break rate is ~2.5x CPP**

**Request for Delegation**

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD <b>2018/04/05</b>	MEETING NAME <b>Regional Council</b>
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Attention: Regional Clerk  
Regional Municipality of Peel  
10 Peel Centre Drive, Suite A  
Brampton, ON L6T 4B9  
Phone: 905-791-7800 ext. 4582  
E-mail: [council@peelregion.ca](mailto:council@peelregion.ca)

DATE SUBMITTED YYYY/MM/DD  
**2018/04/05**

NAME OF INDIVIDUAL(S)  
**Gary L. Lewis**

POSITION(S)/TITLE(S)  
**Sales Representative**

NAME OF ORGANIZATION(S)  
**Northwest Pipe Company**

E-MAIL <b>Sales Representative</b>	TELEPHONE NUMBER	EXTENSION
---------------------------------------	------------------	-----------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)  
**1. To support the inclusion of steel pipe in the regions water and wastewater applications.**  
**2. To discuss the Modern Steel Manufacturing Plant and the content of recycled material.**  
**3. 2018 Utah State - Follow Up Study and AWWA - AWWArf Report**

A formal presentation will accompany my delegation  Yes  No  
Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)  
 Picture File (.jpg)  Video File (.avi,.mpg)  Other   
Additional printed information/materials will be distributed with my delegation :  Yes  No  Attached

**Note:**  
Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least seven (7) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 9-2018 delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**  
Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).  
Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda. Thank you.

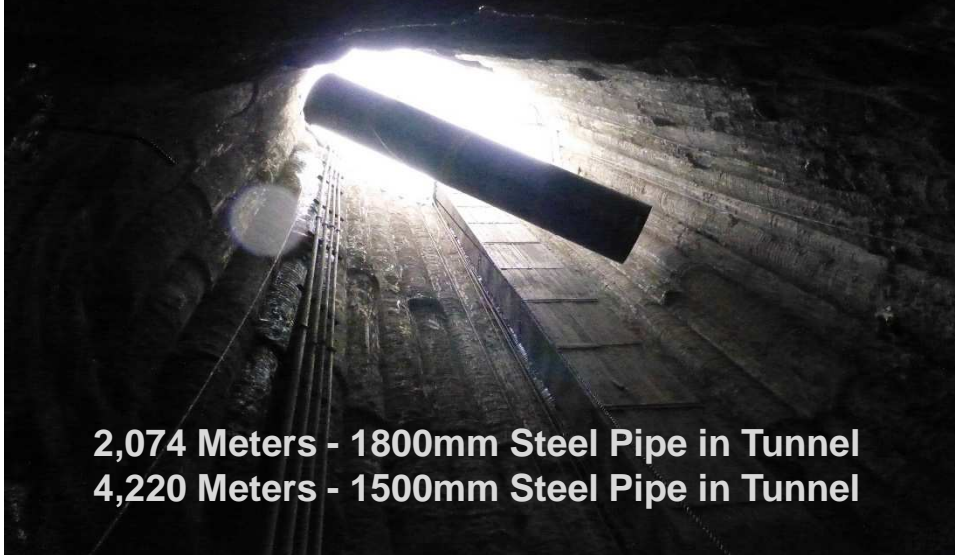
**Notice with Respect to the Collection of Personal Information**  
(Municipal Freedom of Information and Protection of Privacy Act)  
Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 9-2018, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the *Municipal Act, 2001*, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.





# Northwest Pipe Company

Region of Halton – Zone 1



2,074 Meters - 1800mm Steel Pipe in Tunnel  
4,220 Meters - 1500mm Steel Pipe in Tunnel

- Support Peel Regional Engineering Staff - Past and Present, Regional Council Members and the Consulting Engineering Community.
- Steel Pipe provides REAL competition to CPP.
- Steel Pipe is more “Environmentally Friendly”.
- NO STEEL FAILURES IN REGION OF PEEL

Elgin Area Water – London, ON  
Design Build



3.2K – 1200mm Steel Pipe  
Open Cut

Halifax Water – Slipline of Failed CPP



1446 Meters – 1200mm Steel Pipe  
Kearney Lake Rd



# Northwest Pipe Company

## NUCOR CORPORATE OFFICE

**Bar Mill Group** – The Nucor Bar Mill Group produces rebar, angles, flats, rounds and other miscellaneous shapes.

2016 Approximate Recycled Steel Content Of All Nucor Bar Mill Group Products				
Facility	Total Scrap Steel Used	Total Alloys and Other Iron Units	Total Post-Consumer Recycled Content	Total Pre-Consumer Recycled Content
Auburn, NY	96.5%	0.2%	81.4%	15.1%
Birmingham, AL	95.0%	1.5%	88.0%	7.1%
Jackson, MS	96.5%	0.2%	89.7%	6.8%
Jewett, TX	95.7%	0.8%	79.0%	16.7%
Kankakee, IL	96.5%	0.2%	63.6%	32.9%
Kingman, AZ	99.8%	0.2%	96.5%	3.3%
Marion, OH	96.3%	0.2%	80.5%	15.7%
Plymouth, UT	96.5%	0.2%	96.5%	0.0%
Seattle, WA	96.5%	0.2%	90.6%	5.9%
Wallingford, CT	68.0%	32.4%	50.7%	19.8%

**Engineered Bar Products Group** – The Nucor Engineered Bar Mill Products Group produces angles, flats, rounds and other miscellaneous shapes.

2016 Approx. Recycled Steel Content Of All Nucor Engineered Bar Products Group				
Facility	Total Scrap Steel Used	Total Alloys and Other Iron Units	Total Post-Consumer Recycled Content	Total Pre-Consumer Recycled Content
Darlington, SC	86.4%	10.1%	62.1%	24.3%
Memphis, TN	78.9%	17.6%	58.8%	20.0%
Norfolk, NE	92.8%	3.7%	63.2%	29.6%

**Sheet Mill Group** – The Nucor Sheet Mill Group produces hot band, cold rolled, pickled and galvanized products. Nucor Sheet mills use varying amounts of recycled materials depending on metallurgical product demands and market conditions.

2016 Approximate Recycled Steel Content Of Nucor Sheet Mill Group Products				
Facility	Total Scrap Steel Used	Total Alloys and Other Iron Units	Total Post-Consumer Recycled Content	Total Pre-Consumer Recycled Content
Crawfordsville, IN	81.0%	15.4%	28.2%	52.9%
Hickman, AR	55.2%	41.3%	37.2%	18.0%
Perseley, SC	41.3%	55.1%	25.3%	16.0%
Decatur, AL	57.7%	28.8%	22.6%	35.1%
Gallatin, KY	78.6%	17.3%	33.5%	45.1%
Nucor Castrip® Blytheville, AR	93.8%	6.2%	83.7%	10.1%
Nucor Castrip® Crawfordsville, IN	84.1%	15.9%	29.2%	54.8%

Functional unit: 1000 kg Electric Arc Furnace Billet

1 Material Inputs Unit - Main material inputs

Bentonite ( $\text{Al}_2\text{O}_3 \cdot 4\text{SiO}_2 \cdot \text{H}_2\text{O}$ , in ground)  $1.00\text{E}-03$  kg

Dolomite ( $\text{CaCO}_3 \cdot \text{MgCO}_3$ , in ground)  $1.66\text{E}+01$  kg

Iron (Fe, ore)  $9.90\text{E}+00$  kg

Limestone ( $\text{CaCO}_3$ , in ground)  $9.60\text{E}+01$  kg

Manganese (Mn, ore)  $1.66\text{E}+01$  kg

Sand (in ground)  $6.08\text{E}+00$  kg

Sodium Chloride (NaCl, in ground or in sea)  $1.03\text{E}-01$  kg

Steel Scrap  $1.10\text{E}+03$  kg = >89% Recycled Material

## EcoSmart

When it comes to sustainability, SSAB Americas is making a world of difference.

The **EcoSmart™** program is our way of making people more aware of the environmental sustainability of our steel. For us, sustainability isn't something new; it's built into who we are and how we operate. In short, we are proud to make planet-friendly products using a planet-friendly process.

Our products

- Our steel is 100% recyclable.
- Our steel is made from 97% recycled materials.

# SSAB



Date: January 1, 2017

To: Steel Dynamics Columbus Division Customers

Re: Recycled Content of Columbus Steel Products

Steel Dynamics Columbus is a steel mill designed for high grade output using recycled material in the form of scrap as its major feedstock. We have the capability to melt varying degrees of scrap versus virgin iron units based on metallurgical requirements and market conditions. Our scrap is screened for cleanliness as well as to ensure there are no environmental issues before use. The Steel Dynamics Columbus Melt Shop uses an Electric Arc Furnace in its steel recycling process for producing steel products.

Steel Dynamics Columbus has prepared the attached information by determining the percentage of the average scrap mix. This percentage includes scrap generated onsite. The sources are varied but include recycled automobiles, buildings, equipment, etc.

Recycled Content of Steel Sheet Products (% By Total Weight)	
Total Scrap Steel Used	Total Alloys & Other Iron Units
76%	24%

Distribution of Total Scrap Steel Used (% By Total Weight)	
Total Post Customer Recycle Content	Total Pre-customer Recycle Content
95%	5%

Steel Dynamics Columbus traces the origin of the scrap mix and strives to use materials and products that have been extracted, harvested, recovered and manufactured within 500 miles of the facility. Approximately 75% of the Recycled Content used is within 500 miles of the site.

OUR PRODUCTS ARE MELTED AND MANUFACTURED IN THE USA

Steel Dynamics Flat Roll Group Columbus Division  
1946 Airport Road  
Columbus, MS 39701  
USA

T: (662) 245 4200  
[www.steel-dynamics.com](http://www.steel-dynamics.com)



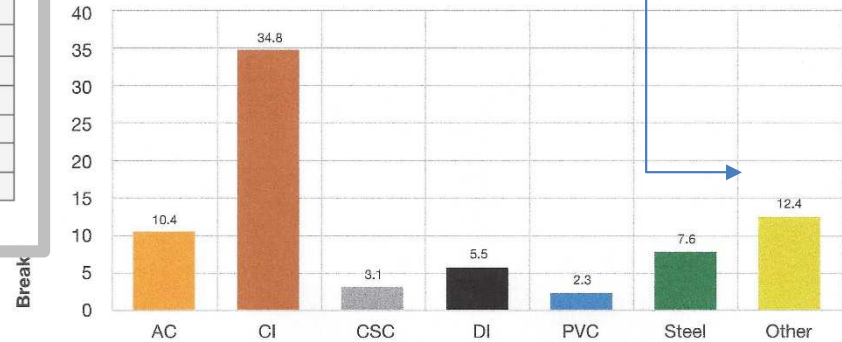


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TABLE 5: SUMMARY OF FAILURE DATA FROM THE BASIC SURVEY OVER A 12-MONTH PERIOD

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AC	21,589	2,240	10.4	7.1	46%
CI	48,471	16,864	34.8	24.4	43%
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Steel	4,765	362	7.6	13.5	-44%
Other	5,506	680	12.4	21	-41%
Total	170,569	23,803	14.0	11	27%

FIGURE 20: BREAK RATES OF EACH PIPE MATERIAL FROM THE BASIC SURVEY



1. Break rate for steel pipes are largely attributed to smaller diameter GALVANIZED steel pipes...
2. LARGE DIAMETER Steel pipes used in transmission lines have VERY LOW break rates.

Water Main Break Rates In the USA and Canada

Comparing this 2018 survey with the 2012 survey in Table 5 shows that overall, break rates increased by 27%. The change is primarily due to failures in asbestos cement (AC) and cast iron (CI) pipes with increases of break rates by over 40%. As Figure 14 shows, AC and CI pipe represent the largest percentage of oldest pipe currently installed and thus are nearing the end of their useful lives. Many studies show that water-main failure rates generally increase exponentially over time (Kleiner, 2002). One could envision a rapid increase in break rates in the future as illustrated in Figure 21. Certain utilities could experience the need to rapidly accelerate the rate at which they are replacing CI and AC water mains. If a break rate doubles, the economic impact is significant; one would need to double the number personnel repairing the breaks along with supplies while in the field. The potential impacts could be devastating.

Figure 22 compares the break rates for the materials of AC, CI, DI, and PVC, the break rates for DI and PVC shows a small decrease in break rate over time. The overall consistency of the data is good. The break rates for AC and CI pipes is a very significant increase.

The amount of concrete and steel pipe installed in the USA is less than 6% of the total installed pipe length. Due to the small amount of pipe break data is available, the accuracy of the break rates from survey data will be decreased. The 42% decrease in break rate for concrete pipe was likely due to the fact that over twice as much concrete pipe is in this 2018 survey and should be more accurate. Steel pipe also saw a large decrease in break rates. The break rate for steel pipes are largely attributed to smaller diameter galvanized steel pipes that are rapidly being replaced. Large diameter steel pipes used in transmission lines have a very low break rate.



The Rest of the Story!!!



Slide 3

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**gll1**

glewis, 2018-04-02



UNIVERSITY OF  
TEXAS  
ARLINGTON | DEPARTMENT OF  
CIVIL ENGINEERING



December 12, 2012

To Whom It May Concern:

This letter is regarding a thesis by my student Lalit Chilana entitled "Carbon Footprint Analysis of a Large Diameter Water Transmission Pipeline Installation." Generally, a student's Master's thesis cannot be used for a specific project's design guidelines and specifications, as many details regarding project and site conditions must be considered. ~~Usually, this research is limited in scope due to time and resource constraints.~~ In this specific research, the student was not able to find sources of information, as past research in this topic was limited; therefore, the conclusions and findings of the above thesis are not conclusive. Overall, it should be emphasized that selection or rejection of any specific pipe material, and/or any design decisions on a project, is responsibility of design professionals.

Please do not hesitate to contact me with any questions or concerns.

*Mohammad Najafi*

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"In this specific research, the student was not able to find sources of information, as past research in this topic was limited; Therefore, the conclusions and findings of the above thesis are not conclusive. Overall, it should be emphasized that selection of pipe material, and/or any design decisions on a project, is the responsibility of the design professionals."

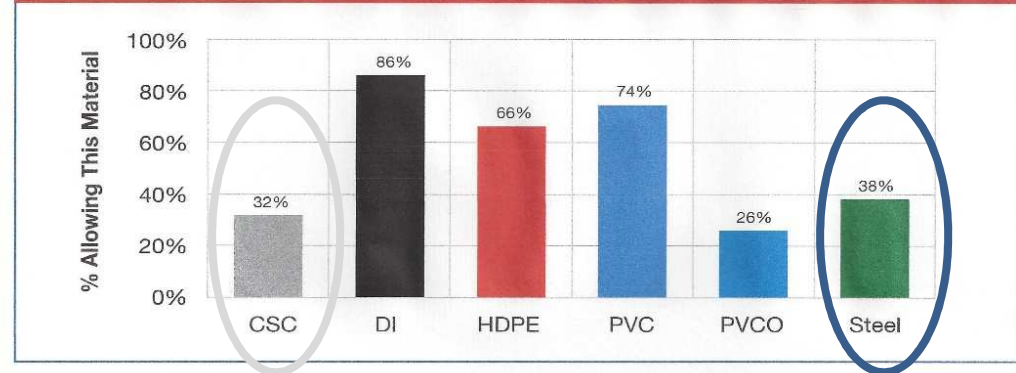
# Customers

- Region of Peel
- Toronto Water
- Region of Halton
- Region of York
- City of Ottawa
- Halifax Water
- Metro Vancouver
- City of Calgary
- City of London
- City of Windsor
- City of Moncton
- City of Campbell River
- BC Ministry of Transportation
- City of Nanaimo
- City of Langley
- City of Abbotsford
- Edmonton Airport
- Region of Municipality: Wood Buffalo
- 17 Power Companies – HYDRO - Penstocks – More stringent requirements.

3-1-2018: Water Main Break Rates In the USA and Canada: A Comprehensive Study - Steven Folkman, Utah State University

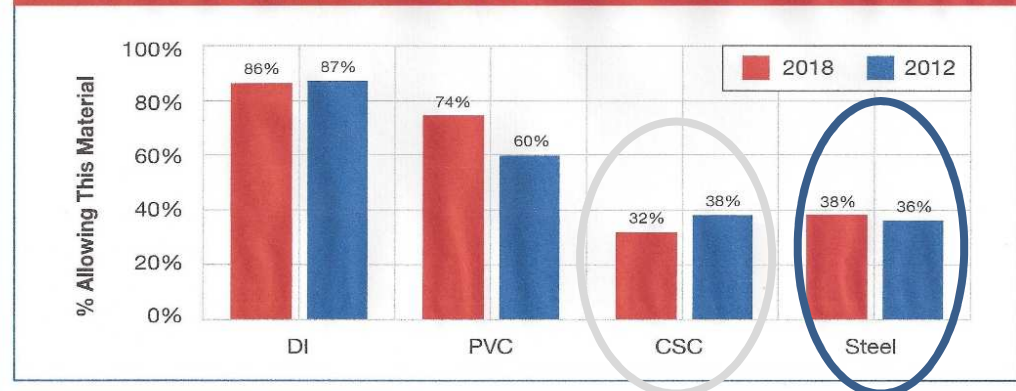
## 11.0 Approved Pipe Materials

FIGURE 39: RESPONDENTS ALLOWING INSTALLATION OF THESE WATER MAIN MATERIALS



The detailed survey also asked respondents what water main pipe materials are currently approved for use at their utility. Figure 39 illustrates the percentage of respondents that allow a particular pipe material to be installed. HDPE pipe at 66% allowance for use in water systems represents a high degree of acceptance for trenchless applications such as pipe bursting and directional drilling, whereas for open cut installations PVC and ductile iron pipe are the predominantly accepted materials (see Table 10). Figure 40 compares the pipe materials approved for use by utilities in the 2018 survey with the data obtained in the 2012 survey. Figure 40 shows a 23% increase in the acceptance of PVC water pipe by North American utilities since 2012. Specifically, PVC pipe approval among survey respondents increased from 60% of water utilities allowing its use in 2012 to 74% of utilities allowing its use in 2018. The number of utilities approving of ductile iron, concrete steel cylinder, and steel pipes for use in water systems remains essentially the same.

FIGURE 40: COMPARISON WITH 2012 SURVEY FOR ALLOWED MATERIALS



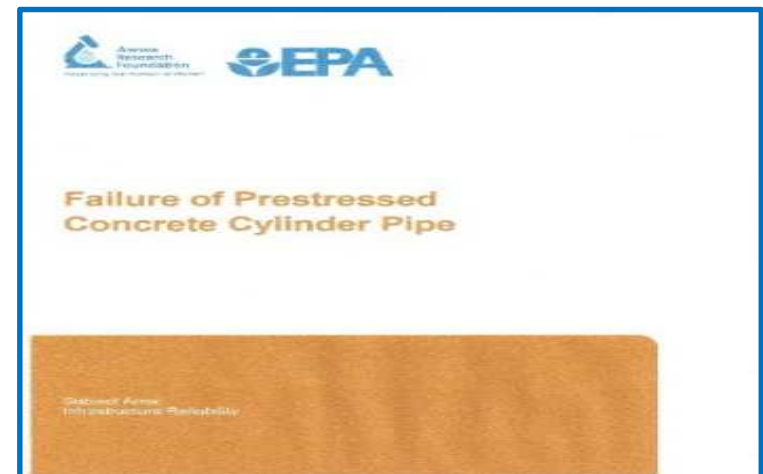
### The Region has been discussing this since 2011

- Economics:
  - Region Staff and Consulting Engineers have provided reports and comment on the appropriateness of steel pipe Steel Pipe.
  - ROP might have saved over \$23,000,00.00 on the Hanlan Project alone.
- Social Costs:
  - Truck delivery traffic would be significantly less with Steel Pipe. 1000 vs 250 – Providing for a safer ROP. RVA Report 4-5-18
  - Potential Job Loss:
    - NWP Market Share is not currently significant.
    - Potential Jobs lost in Canada are over stated. (11,000).
- **Environmental and Performance Costs:**
  - **RVA Report demonstrates that both materials have approximately the same failure rate.**
  - **RVA Report demonstrates Steel Pipe is more environmentally friendly than CPP.**
- The only dissenting opinion has been that of the CPP Industry, which is **COMMERCIALLY MOTIVATED.**

### Options:

- Continue the mud slinging, and finger pointing for another 7 years.
  - NWP can also present many papers and studies like the [AWWArf Report](#) referenced below.
- Urge the Council to start listening the PROFESSIONAL ENGINEERS who are charged with and paid for ensuring proper engineering design and installation standards without prejudice.
  - Adhere to AWWA accepted standards.
  - Allow Steel Pipe to compete on ROP projects when deemed appropriate by the engineers.

**I encourage the council to adopt the 2<sup>nd</sup> option and set about the business of allowing competitive solutions for the rate paying public.**



April 5, 2018

Moved by: C.Parrish  
Seconded by: B. Crombie

Whereas both the October 12,2017 and the April 5,2018 reports on Community Hubs Development recognize the Region's role in community hub development - ***including evidence informed needs analysis***, strong partnerships with shared vision, strong business planning and integrated service delivery;

Whereas today's report endorses community groups being supported by the Region through conducting needs assessments, ***exploring surplus infrastructure*** and writing grant applications;

Whereas a needs assessment - one of dozens conducted in the Village of Malton - has recently been completed by the Region and is available in draft form entitled "Malton Neighbourhood Community Data Summary Report (March 20,2018)" which describes extensive consultation with Malton stakeholders through community meetings, focus groups and local reports and statistics;

Whereas additional data has been collected from various agencies and institutions including the **Peel Data Centre, Peel Health Services, Statistics Canada, the City of Mississauga and the Peel District School Board**;

Whereas a recent report was also done by the **United Way of Peel** that gives Census Tract Average Individual Incomes compared to Toronto's CMA Average of \$46,666, showing Malton to be in the Very Low category at 54-60%; with an average individual income of \$24,142 and an average \$17,266 for newcomers, which are 59.9% of Malton's population;

Whereas **21.65%** of Malton's 38,000 residents are low income, **10.5%** are unemployed, **25%** of youth are unemployed, **24.3%** are lone parent families and **82.5%** are visible minorities;

Whereas **26%** of Malton's residents are under the age of nineteen, **28%** of Malton's youth are not involved in any after school activities because of costs and transportation needs; only **482 of 19,000** participate in the City's subsidized programs and **1708 of 19,000** are registered in full-cost programs;

Whereas Early Development scores (2015) indicate **35.4%** of Malton's children are considered vulnerable; every school in Malton scored **HIGH** on the Social Risk index; Peel Public Health reported Healthy Smiles Screening (2016-17) showing **64%** of Malton children require urgent or preventative dental care when the Region's average is 36%;

Whereas the Village of Malton is isolated by **Pearson International Airport** and an enormous industrial belt which is the economic engine of both Mississauga and the Region of Peel, contributing \$137,572,356 in taxes and PILTs to the Region, \$124,376,557 to the City, for a total of \$261,948,913, while Malton's residents are the poorest in the Region;

Whereas the Regional hub Report, page 3, states: "The Community Data Summary Report indicates that Malton has opportunities to provide targeted supports to address the unique needs of this community, in particular services that related to youth, income security and health;

Whereas the current report specifically suggests exploring *surplus infrastructure*;

Whereas the **Lincoln Alexander SS pool**, owned by the City of Mississauga on Peel Board land, has been dormant with connecting

doors chained for seven years - a wasted space of 8,263 square feet with a height of over 21 feet, space for a **Youth Activity Centre**, suitable for the social services a **Youth Hub** would require;

Whereas **Community Hub Funding** builds upon the **Human Services Revolving Capital Loan Fund** of \$600,000 and is being promoted as a resource for hub development, to be used in conjunction with the new \$150,000 **Community Hub Development Fund** in the 2018 Budget;

**Therefore be it resolved:**

**Funds be accessed from the 2018 Community Development Fund to evaluate the conversion of the Lincoln Alexander Pool enclosure into a Youth Hub Facility with a drop-in centre main floor and a 40% mezzanine to house social and health service agencies specifically focused on youth; and further**

**The 7 agencies currently functioning in Malton, and funded at \$579,235 per year by The United Way of Peel, be surveyed as to their willingness to operate in the Lincoln Alexander Youth Drop-in Centre and Hub; and further**

**That a commitment in principle, subject to 2019 Budget deliberations, be made to provide 2/3 of the capital funds necessary to undertake the conversion; and further**

**That the City of Mississauga be requested to provide the other 1/3 funding, subject to it's 2019 Budget deliberations, to complete the Youth Drop-in Centre and Hub in Malton.**

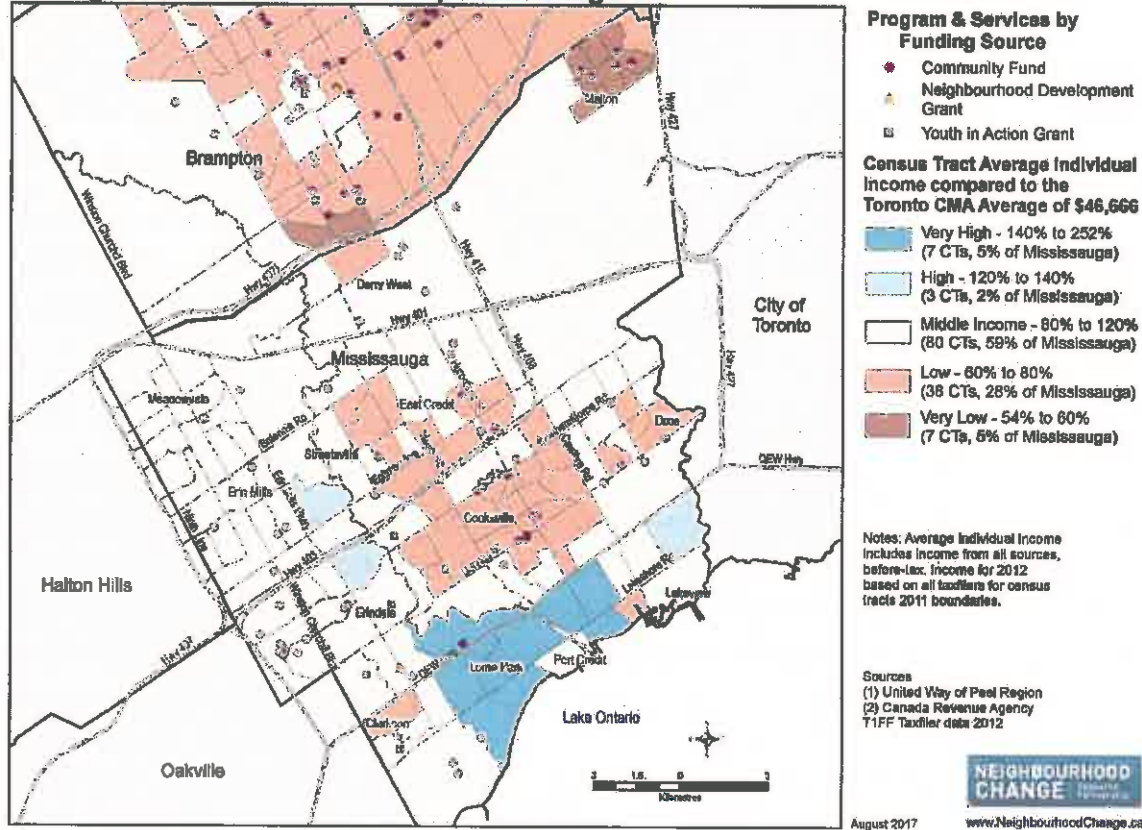




**Malton Data**

**Malton Demographics and Information-** The map below shows a map of Mississauga and where United Way funded programs are located. The map also shows Average Individual Income levels based on 2012 tax filer data. Malton is identified as an area with very low income.

**United Way Program & Service Delivery Locations 2017 and Average Individual Income 2012, Mississauga**







### Malton demographics

- There are 12,605 couples with children at home living in Ward 5 (which makes up 57% of families in Ward 5)
- 3,510 female lone parent families (16% of families in Ward 5)
- 680 male lone parent families (3% of families in Ward 5)
- The proportion of families is similar to the rest of Mississauga – however Malton has a larger proportion of female lone parent families than the rest of Mississauga (16% of families in Malton in comparison to 13%).
- The unemployment rate in Malton is also higher than in Mississauga or Peel - at 11% - in comparison to 8.7 and 8.9%
- Malton also has a higher percentage of the population living below the poverty line – 16.14% in comparison to 13.55% in Mississauga and 12.64% in Peel.

Ward 5's age demographics are:

- 19.2% of Ward 5 are aged 0 – 14
- 14.5% of Ward 5 are aged 15 – 24
- 11.2% of Ward 5 are aged 55 – 64
- 10.6% of Ward 5 are aged 65+

The top 3 Immigrant places of Birth in Ward 5 are:

- India (30.37%)
- Philippines (6.42%)
- Pakistan (6.06%)

4255 individuals in Ward 5 speak neither English or French. The languages most often spoken at home in Malton also vary slightly from Mississauga as a whole.

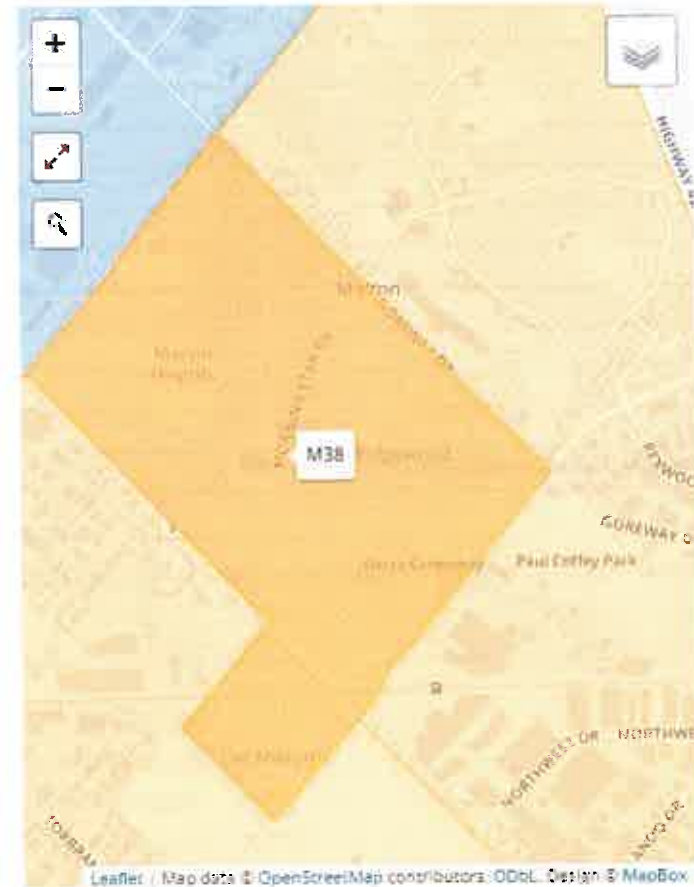
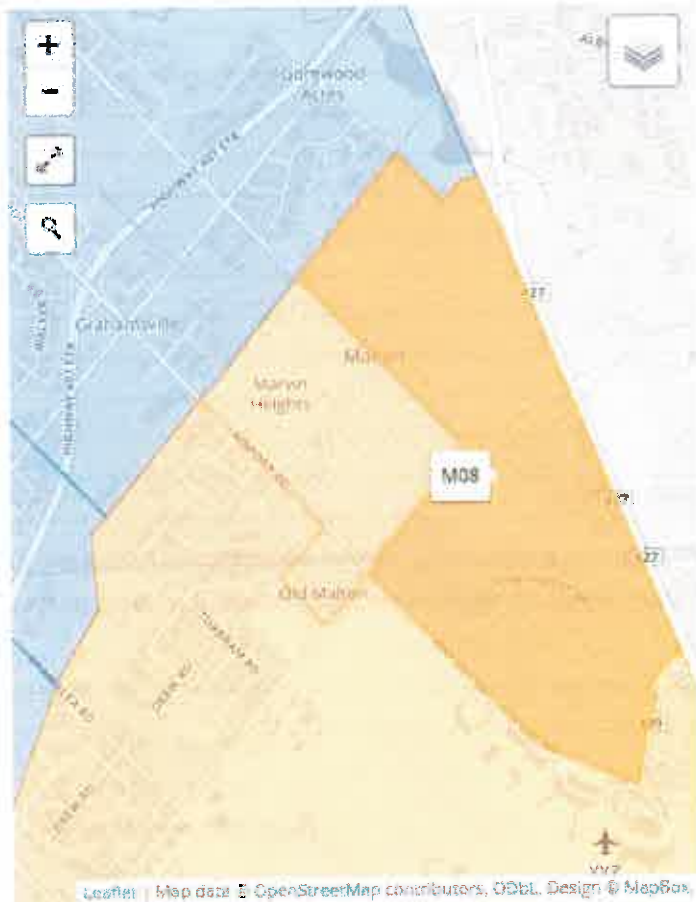


<b>In Malton:</b> <ul style="list-style-type: none"> <li>• Punjabi (10.35%)</li> <li>• Urdu (3.3%)</li> <li>• Tamil (1.62%)</li> </ul>	<b>In comparison to Mississauga:</b> <ul style="list-style-type: none"> <li>• Urdu (3.08%)</li> <li>• Polish (2.45%)</li> <li>• Punjabi (2.2%)</li> </ul>
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Newcomers are particularly vulnerable to falling into poverty and we see that reflected within average individual income numbers by Service Delivery Area (SDA). There are a number of SDA's that impact Malton.

<b>SDA</b>	<b>Average Individual Income</b>	<b>Average Individual Newcomer Income</b>
B39	\$31,473	\$21,498
B40	\$40,411	\$12,703
B43	\$26,894	\$18,480
B44	\$30,662	\$18,849
B45	\$27,339	\$18,140
B38	\$27,429	\$20,881
B42	\$29,409	\$21,257
M08	\$24,147	\$18,339
M38	\$24,137	\$16,193
M37	\$32,146	\$24,777
M39	\$32,110	\$26,335
M40	\$29,884	\$20,442
M41	\$30,424	\$22,132
M36	\$40,697	\$27,556

Below are the boundaries for M08 and M38 (highlighted above) as these are located within Ward 5 and are the most vulnerable. Both of these SDAs have average individual incomes of just over \$24,000 a year and for Newcomer's the average individual income drops to \$16,193 and \$18,339.



Broken down by SDA we see that many of the Service Delivery Area's in Malton have higher proportions of the South Asian and Black community than Peel as a whole. M03 and M38 are highlighted below.

Geography	Top 1 Visible Minority	Top 2 Visible Minority	Top 3 Visible Minority
Peel (Newcomer Population)	South Asian (56.51%)	Filipino (10.02%)	Black (9.61%)
SDA - B38	South Asian (78.89%)	Black (14.44%)	Filipino (4.81%)
SDA - B39	South Asian (73.96%)	Black (14.58%)	Filipino (3.13%)
SDA - B42	South Asian (82.54%)	Filipino (4.76%)	Visible minority, n.i.e. (4.23%)
SDA - B43	South Asian (79.79%)	West Asian (6.22%)	Black (3.63%)
SDA - B44	South Asian (81.53%)	Black (8.92%)	Latin American (3.18%)
SDA - B45	South Asian (82.43%)	Black (7.21%)	Visible minority, n.i.e. (4.05%)
<b>SDA - M08</b>	<b>South Asian (78.04%)</b>	<b>Black (14.55%)</b>	<b>Latin American (3.7%)</b>
SDA - M36	South Asian (52.12%)	Arab (13.33%)	Black (11.52%)
SDA - M37	South Asian (78.08%)	Filipino (10%)	Arab (4.23%)
<b>SDA - M38</b>	<b>South Asian (81.8%)</b>	<b>Black (6.14%)</b>	<b>Multiple visible minorities (3.07%)</b>
SDA - M39	South Asian (42.69%)	Filipino (19.01%)	Chinese (10.23%)
SDA - M40	South Asian (55.66%)	Filipino (13.05%)	Arab (12.48%)
SDA - M41	South Asian (51.81%)	Filipino (13.8%)	Arab (11.99%)



It is also important to note that certain communities – particularly racialized communities face higher rates of poverty. In Ontario the poverty rates for these ethno-specific communities are:

**Black** - Jamaican Canadian (24%), Ethiopian Canadian (49%) and Somali Canadian (70%)

**East Asian** - Japanese Canadian (13%), Chinese Canadian (25%) and Korean Canadian (43%)

**South Asian** - East Indian (19%), Sri Lankan (26%), Pakistani (43%), Bangladeshi (49%)

**West Asian** - Lebanese Canadian (25%), Iraqi Canadian (41%), and Afghan Canadian (56%)

**United Way of Peel Region Impact**

United Way of Peel Region funds 9 programs in Malton – 2 are located directly in Malton and 6 deliver services in Malton.

The 2 programs located directly in Malton are:

Agency	Program	UWPR Funding Amount	Program Description
Malton Neighbourhood Services	Youth	\$69,185	<b>Youth Program:</b> The youth program has a youth worker who provides practical counselling to "at risk" youth as well as other youth in the community. The program recruits and supervises secondary school aged youth tutors from the local high schools who participate in the Homework Club for primary school aged children. The program is also designed to nurture self-esteem, self-confidence and the sense of purpose in the tutors and to improve the grades for participants in the Homework Club.
Malton Neighbourhood Services	Seniors Supports	\$ 58,075.00	<b>Seniors Supports:</b> The Senior Supports Program addresses the issue of Elder Abuse. The program activities include counseling for seniors who report being the victim of abuse. The program also provides elder abuse education and training with an ethno culture lens. These services are provided by workers with intimate knowledge of the respective ethno cultural community.



Malton Neighbourhood Services served 458 individuals through their 2 UWPR funded programs. Of these individuals:

- 125 were children and adolescents aged 0 – 15 (or 27.3%)
- 155 were youth aged 16 – 25 (or 34%)
- 133 were older adults aged 55 – 64 (or 29%)
- 15 were seniors aged 65+ (or 3.2%)

186 individuals served by Malton Neighbourhood Services 2 UWPR funded programs reported being born outside of Canada and of those:

- 12 have been in Canada 0-3 years
- 4 have been in Canada 3-5 years
- 16 have been in Canada 5 – 10 years
- 154 have been in Canada more than 10 years

454 clients reported on their ethnicity:

- 185 clients reported being South Asian
- 5 South East Asian
- 31 West Asian
- 218 Black
- 3 Latin American
- 3 White European
- 9 White North American

UWPR also funds 7 programs that have service locations in Malton. These programs are:

Agency	Program	Funding Amount	Program Description
Vita Centre	Growing As Parents (GAP) Program	\$ 45,450.00	<b>Growing as Parents:</b> A 12-week parenting and life skills program running 6 times per year for families who live in Peel. The primary goal of the program is to strengthen the relationship between parent and child by disseminating information on relevant parenting and life skills topics; child minding, snacks, and bus tickets provided to participants. Learning strategies include ample time for social interaction and questions.
Punjabi Community Health Services	SAHARA Family Enhancement Program	\$ 70,700.00	<b>SAHARA Family Enhancement Program:</b> The Family Enhancement Program provides one to one counselling, mentoring and in group sessions to families with member experiencing addiction, violence or mental health issues. These are high need and high service recipient families. Mentorships allow experienced women and youth to mentor women and youth who are still in situations that are problematic. Youth are engaged in one to one and group programming. The entire family is helped. Men are helped as well including seniors in the family.
Interim Place	Interim Place Community Support and Outreach (THSP)	\$ 50,500.00	<b>Interim Place Community Support and Outreach Program (THSP):</b> This program provides support to women in the community who are currently experiencing or are seriously considering leaving an abusive partner. The services include: support, counselling, advocacy, information and referrals in areas that will assist women to find safety for themselves and their children. Assistance is also provided in areas such as: income support, housing, employment, literacy, ESL, education, legal support, referrals for practical supports such as food and other basic needs, individual and group counselling.
Interim Place	Interim Place Shelters	\$171,700.00	<b>Interim Place Shelter:</b> Interim Place runs two 24-hour emergency shelters equipped to provide safety and security for women and children fleeing violence in Peel. The total bed capacity between both shelters is 54. The shelters provide: Crisis Counselling, Safety Planning and Crisis Intervention Services over the phone and in person. The shelters also provide information and referral to supports and services required by the women and children such as legal, housing support services, advocacy services in areas such as: income security, health, education, ESL, assistance with practical support such as clothing, healthcare, daycare and social, educational and recreational programs.
Elizabeth Fry	Building Resiliency	\$ 65,650.00	<b>Building Resiliency in Girls:</b> Building Resiliency in Girls is a prevention/intervention based



Society of Peel-Halton	in Girls		program for girls, assisting schools to work with girls in supporting and addressing their needs. This program utilizes Girls Circle, a model of structured support groups for girls, designed to foster self-esteem, help girls maintain authentic connection with peers and women in their community, counter trends towards self-doubt, and allow for genuine self-expression through verbal sharing and creative activity. This program especially targets women who are vulnerable to human trafficking and serves as a prevention program for youth girls at risk.
Safe City Mississauga	ASPIRE	\$ 20,200.00	<b>ASPIRE:</b> The Aspire program is a one-on-one no-cost after school tutoring service for student's kindergarten to grade 6 provided to families living in under-serviced Mississauga neighbourhoods. The program helps students do better in school and build stronger social skills that will lead to them feeling more competent at school, at home and in the community. Through the provision of a peer-mentor and role model students feel more confident in their abilities leading them to make healthier life choices both inside and outside of the classroom.
Boys and Girls Club of Peel	CENTRES	\$151,500.00	<b>CENTRES Program:</b> The CENTRES program provides community-based activities for children and youth. The programs are located in communities that have been identified as having above average concentrations of children, youth and families at risk. Common features of agency programs are as follows: Respectful, inclusive and engaging environments; Relationship-building and mentoring; Community and family engagement. Core program areas include physical activity, health and safety, leadership growth and empowerment, learning and career development, families and communities, academic support and youth employment.

Of these programs 3 are youth programs, 1 is a parenting program, and 2 are focused on mental health and abuse.





The needs and demographics in Malton may reflect why these programs are focused on youth; parenting; and mental health and abuse.

United Way of Peel Region is focused on poverty reduction. Investing in kid's development from early childhood to adulthood is a key part of our poverty prevention strategy. Building self-esteem and mental health, developing leadership skills and supporting their families in parenting are all critical to helping children thrive and removing barriers to success. In addition 70% of mental health problems begin during childhood and adolescents. Immigrant and racialized youth face unique challenges making them less likely to succeed in school.

UWPR also supports our most vulnerable neighbours overcome complex challenges – abuse, mental illness and social isolation – by supporting them and connecting them to their community. Our goal is for every individual to feel supported and know that they are not alone.

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\*ward information comes from PDC: <https://www.peelregion.ca/planning-maps/wardprofiles/>

\*SDA information comes from PDC's newcomer profiles: <https://www.peelregion.ca/planning-maps/newcomers/>

\*Ethno-specific poverty rates come from The Colour of Poverty

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# Malton Neighbourhood Community Data Summary Report

Draft Report: March 20, 2018

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DRAFT

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## Summary

The purpose of this report is to provide relevant data that is representative of Malton. It is intended to support community residents and stakeholders, as they work towards their vision of achieving a Community Hub.

Malton is a well-established, diverse community within the City of Mississauga. It has evolved, like many other communities in the Greater Toronto Area, to accommodate changing demographics, labour markets, housing needs and transportation developments.

Malton stakeholders have provided data and information to inform this report. Information has been gathered through community meetings, focus groups and local reports, all of which has provided insights into addressing local needs and concerns. Additional data was gathered from the Peel Data Centre, Health Services Department, Statistics Canada, City of Mississauga and the Peel District School Board.

The Community Data Summary Report indicates that Malton has opportunities to provide targeted supports to address the unique needs of this community, in particular services that relate to youth, income security and health.

## Introduction

### The Community of Malton

The Malton neighbourhood is a well-established and mature residential area, located in the northeast quadrant of the City of Mississauga; it is largely separated from other residential areas of Mississauga by the Toronto Pearson International Airport and numerous industrial developments.

Malton is a fully built out community with few remaining parcels of land available for new development and is therefore not likely to experience new growth, without targeted revitalization, redevelopment and reinvestment.<sup>1</sup>

For the purposes of this report, data was collected based on Service Delivery Areas. These areas were created by the Peel Data Centre to support service planning and delivery, by providing data that is relevant to local geographies. Malton is comprised of two Service Delivery Areas, M08 and M38. Please see the map on page 6.

Malton is a diverse and community focused neighbourhood; 2016 census data shows a total immigrant population (individuals born outside of Canada) of 22,835, representing 59.9% of the population, of those, 4,075 are recent immigrants (resident in Canada less than 5 years).

Malton is a highly engaged community; according to the *My Malton Community Vision Report*, "Residents of Malton often portray the community as exuding a 'village feel', referring to the neighbourliness, strong sense of community and social connectedness felt between residents". The community includes a number of faith-based groups; many have expressed interest in collaborating with the wider community. Memberships in these organizations range from 60 to over 1,000 persons, and offer a variety of social services to the wider community.

There is easy access to some of the many assets in Malton - the library, community centre, schools, culturally appropriate grocery stores and transportation are within walking distance of much of the community. However, current community space such as in the Malton Community Centre is very well used with limited capacity for additional programming.

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<sup>1</sup> City of Mississauga *My Malton Community Vision Final Report* March 2016, p. 4.

## Community Hubs

On October 12, 2017, Peel Regional Council endorsed the *'Community Hubs Planning Framework'* which includes:

- Build the community's capacity to access and use data including information from the Neighbourhood Information Tool, to inform service planning
- Define the Region's funding role to support comprehensive community hub development that can leverage other funding sources
- Promote integration and coordinated service planning through a network.

Several local groups in Malton have had discussions and community consultations about the need for a community hub. As a result, the Region of Peel's Human Services Department, in collaboration with the City of Mississauga, Community Services Department, collected available data and information from Malton stakeholders and other sources.

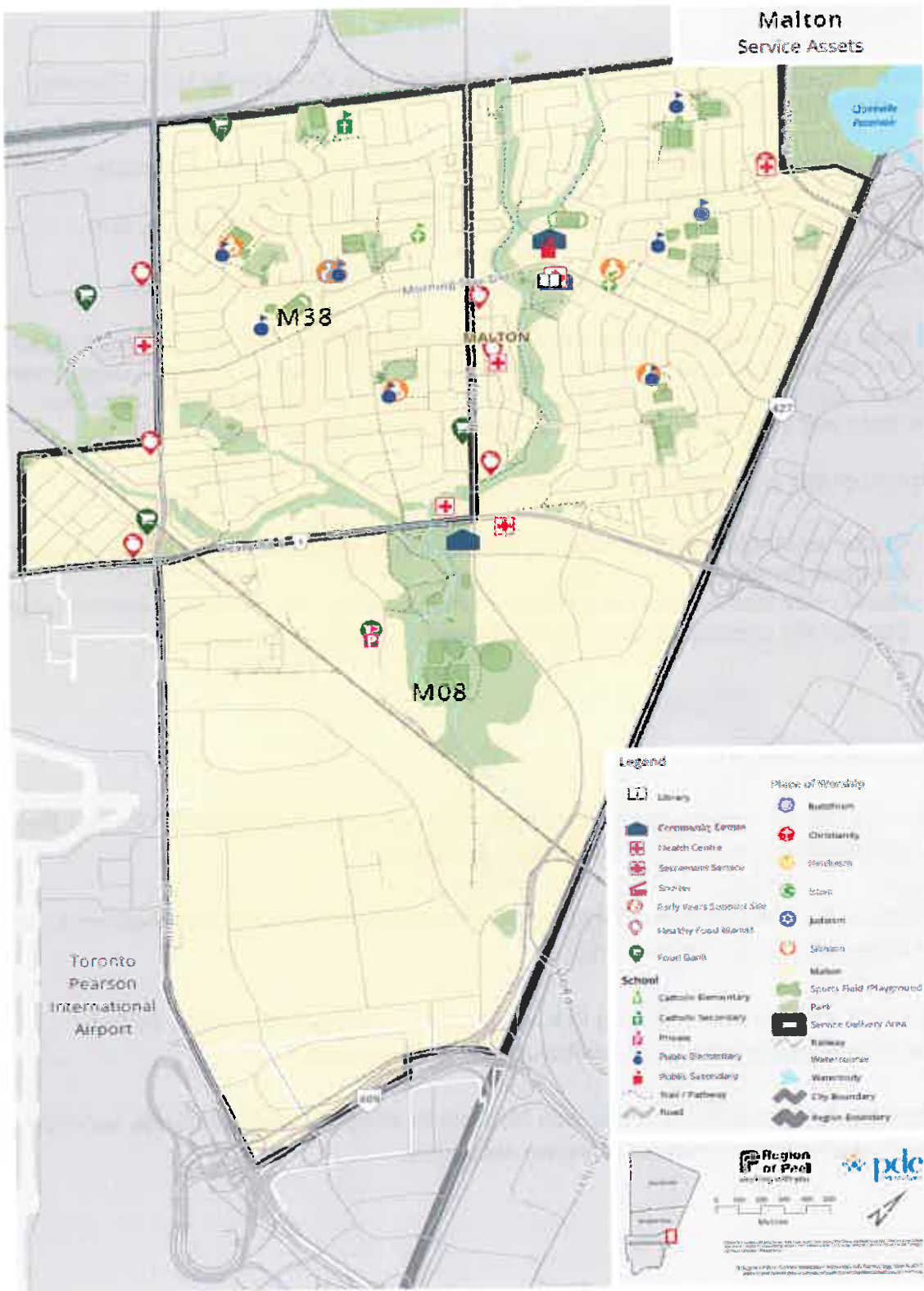
The purpose of this collaborative effort was to:

- Gather available data and existing information to support community stakeholders with informed planning
- Identify key themes that can guide the community to collectively set service priorities
- Support the community to move their community hub vision forward

## Recommendations

Based on the results of this report, the following steps are recommended for the Region of Peel to help facilitate community collaboration in Malton:

1. Validate the Malton Community Data Summary Report with key stakeholders to inform Malton community hub planning
2. Support collaborative planning through the various stages of community hub development, including any additional data requirements
3. Develop a regional Community Hub Network to integrate and coordinate services, support planning and identify funding resources.





## Community Data Summary

### QUICK FACTS...

*From The 2016 My Malton Community Vision Report*

The community has also voiced their concerns that the lack of appropriate venues for artistic expression contributes to local talent leaving Malton... in order to find opportunities elsewhere.

90% of community agencies serving Malton note a considerable proportion of youth have difficulty accessing health and community services. Either services do not exist or there is insufficient designated, safe and accessible space to offer programs and services.

## 1. Socio-Demographic Information

Recent 2016 census data from Statistics Canada shows Malton's overall population has increased from 37,700 in 2011 to 38,075 in 2016.

**Child-Youth Population:** This population remains a high proportion of the community. 26% of the population is under the age of 19. In the rest of Mississauga, only 24% of the population is within this age range.

The recent Malton United Youth Collective Impact Project case study indicates that 28% of youth are not involved in any extra-curricular activities.

The case study also cites the following barriers to youth participating in activities: lack of close proximity, transportation costs, and lack of age appropriateness. The study also identified that youth may feel uncomfortable when engaging in activities because of gender, skin colour or language.

The same study also finds 17% of youth do not have access to community programs which are of interest to them.

Other community agencies identify the need for youth services in Malton, and also emphasize the requirement to ensure programs and services are culturally appropriate, and reflect the needs of youth in the community.

**Senior Population:** The population of persons over the age of 65 has grown slightly since the last census, from 4,730 to 5,290, an increase of 560.

**Lone Household Led Families:** The proportion of lone parent families has also increased marginally from 21.1% to 24.3% in 2016, and is higher than Mississauga's rate of 17.2% in 2016.

**Visible Minority:** The proportion of visible minority population in Malton is 82.5%, which is considerably higher than that of Mississauga at 57.2%.



**Immigration Status:** There are 22,835 immigrants in Malton, of which, 4,075 are new immigrants who have been in Canada less than 5 years, representing 59.9% of the population. There are 381,735 immigrants in Mississauga, at 53%.

The following tables provide information regarding language, ethnicity and diversity:

### Top 5 Non-Official Languages Spoken Most Often at Home, 2016

M08		M38		Mississauga	
Punjabi (Panjabi)	2,155	Urdu	555	Urdu	22,885
Urdu	685	Hindi	410	Mandarin	18,080
Gujarati	390	Gujarati	365	Arabic	16,810
Italian	390	Italian	280	Polish	14,980
Hindi	380	Malayalam	205	Punjabi (Panjabi)	12,890

Source: Statistics Canada Census Data 2016

### Top 5 Immigrant Places of Birth, 2016

M08		M38		Mississauga	
India	4,015	India	5,470	India	54,630
Jamaica	1,510	Jamaica	895	Pakistan	35,855
Pakistan	1,010	Guyana	690	Philippines	28,330
Guyana	980	Pakistan	620	China	23,110
Italy	605	Trinidad & Tobago	415	Poland	21,685

Source: Statistics Canada Census Data 2016

**QUICK FACTS...**

*My Malton Community Vision Report* suggests Malton offers one of the most affordable places to live in Mississauga

YET

They also identified that housing needs are highest among youth, recent immigrants and lone-parent households

About 70% of agencies reported that career counselling and job opportunities are essential needs in Malton.

Community input gathered through the Malton Community Building Project highlights a need for increased high school graduation rates, jobs, mentorship, and opportunities for foreign trained persons.

## 2. Economic Opportunities

Malton remains a community that would benefit from additional economic opportunities for its residents. The 2016 census shows on average 21.6% of the population in Malton experience low-income, which is substantially higher than the population in Mississauga at 14.7%.

The following information shows the number of families that pay more than 30% per cent in household shelter costs, general and youth unemployment rates and the number of residents with post-secondary education.

### Prevalence of Low Income Status\*, 2016

Location	Total Population	Number of Persons	Percentage
Malton M08	20,400	4,410	21.6%
Malton M38	17,505	3,805	21.7%
Mississauga	715,475	105,250	14.7%

Source: Statistics Canada Census Data, 2016

\*Low income status is based on the after-tax low-income measure (LIM-AT)

**Household Shelter Costs:** 36.4% of Malton households spent more than 30% of their income on housing costs; a proportion higher than that of Mississauga households at 31.4%.

### Household Income Spent on Shelter, 2016

Location	Households Spending ≥ 30% of Income on Shelter
M08	2,345
M38	1,780
Mississauga	75,660

Source: Statistics Canada Census Data, 2016

### Unemployment Rate, 2016

Location	Percentage
Malton M08	10.5%
Malton M38	10.5%
Mississauga	8.3%

Source: Statistics Canada Census Data, 2016

### Youth Unemployment Rate\*, 2016

Location	Percentage
Malton M08	23.0%
Malton M38	27.3%
Mississauga	25.1%

Source: Statistics Canada Census Data, 2016

\*Proportion of Population 15 years and over were reported as unemployed and not in school

### Number of Persons with Post-secondary Education (15 yrs. and over), 2016

Location	Total Population with Post-secondary	Location of study inside Canada	Location of study outside Canada
M08	7,305	4,185	3,105
M38	6,380	3,140	3,230
Mississauga	348,915	207,315	141,600

Source: Statistics Canada Census Data, 2016

### 3. Resident Engagement and Community Belonging

Resident engagement and community belonging are important indicators for community well-being. Information is available that shows how connected residents in Malton are to their community.

The data shows 72% of Malton residents perceive a sense of belonging to their community. This is higher than the Ontario average of only 66%.

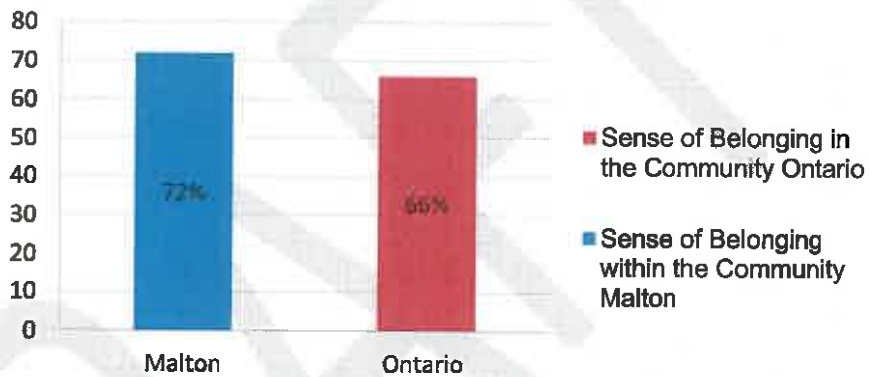
Although over 15,000 children and youth accessed free City of Mississauga, Recreation programs in 2015 - 2016, a lack of “things to do” is a frequently occurring theme in the “*My Malton Community Vision*” report and was shared by stakeholders.

**QUICK FACTS...**

The Malton United Youth Collective Impact Project suggests youth are looking for a place where they feel safe to access affordable services, and participate in activities of interest to them such as: arts, music, dance, sports, and technology.

The desire for space has been expressed from various community documents calling for some type of communal or hub space to support program engagement.

#### Sense of Belonging in the Community

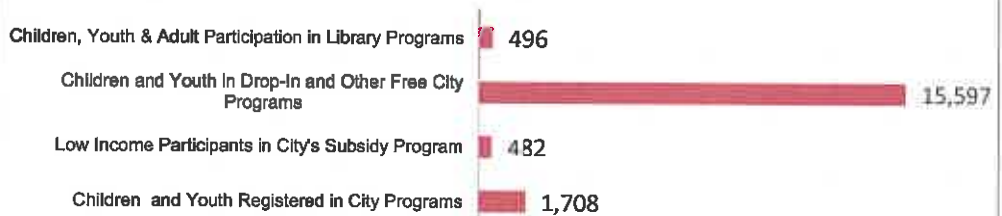


Sense of Community Belonging - Proportion of population aged 12+ that self-report sense of belonging

Source: Canadian Community Health Survey, 2010 – Environics

**Updated Sense of Community Belonging Data** – Data will not be available through Peel Data Centre until April 2018

#### Total Malton Participants in City of Mississauga Programs



Source: City of Mississauga Municipal Data 2015 Recreation Program Usage: Proportion of population in each municipality registered or a member of one or more recreation program in their municipality in the past year.

Source: Municipal Data, 2015-2016: Library Usage - Proportion of population in each municipality using their municipality's library services in the past year.

## 4. Safety

A feeling of safety in one's community is an important indicator of community well-being and vitality. Peel Regional police data shows in 2017 there were 334 reported crimes including mugging, theft from vehicle, mischief, auto theft, break-in and robbery. In comparison to Mississauga, Malton is proportionately lower at 4.8% and Mississauga is 56.7% of crimes reported across the geographies serviced by Peel Police.

**Crime Rates, 2017**

Crime Categories	M08	M38	Mississauga
<b>Auto Theft</b>	56	17	1,255
<b>Break-In</b>	24	20	1,279
<b>Homicide</b>	0	0	11
<b>Mischief</b>	34	22	1,589
<b>Muggings</b>	25	5	212
<b>Robbery</b>	33	10	271
<b>Theft from Vehicle</b>	50	38	2,346
<b>Total</b>	222	112	6,963

Source: Peel Regional Police 2017

Note: Due to a variance in the reporting geographies used by Peel Regional Police, the chart above only provides a compilation of reported crimes.



## 5. Health

### QUICK FACTS...

According to Wellfort Community Health Centre:

'A Community Hub in Malton would be a dynamic element of Malton's 21<sup>st</sup> century story and help position Malton as a leader in innovation for community well-being.'

Services could include food security programs, grassroots programs, youth friendly space and newcomer information.

Good health is an important component of overall well-being and quality of life. Although Malton residents' health is similar to others in Peel Region, there are some areas where Malton residents do better.

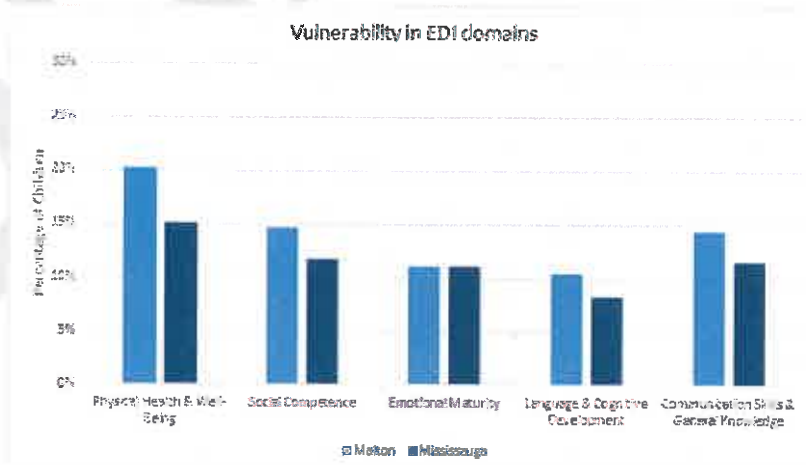
Most recent data shows that in comparison to Peel, Malton residents tend to have a lower obesity rate, (49% vs. 51%) less alcohol consumption above the recommended guidelines (9.1% vs. 15.5%) and are less likely to smoke (12% vs. 14.6%).

The latest Early Development Scores for 2014 – 2015 indicate that 35.4% of children in Malton are considered vulnerable, compared to 30.3% of children across the city of Mississauga.

The 2014 Peel District School Board Social Risk Index provides a general picture of potential risk in communities.<sup>2</sup> Every school in Malton is considered to score high on the Social Risk Index.

Peel Public Health reported that in the 2016/2017 school year on average, 64% of the children screened through the Healthy Smiles Program had dental needs requiring urgent or preventive care. In the rest of Peel, the average was 36%.

### Healthy Child Development Early Development Instrument Assessment Malton and Mississauga, 2014 - 2015



Source: Health Services, Region of Peel 2014 – 2015

Healthy Child Development Early Development Instrument Assessment - to be updated in 2018

<sup>2</sup> This index takes into consideration indicators such as economic, family structure and education and then weights them to provide a score, similar to the methodology used in the Neighbourhood Information Tool. This report is to be updated by the School Board in 2018.

## 6. Physical Environment

Several key redevelopment and investment initiatives have occurred throughout Malton, for example, the Malton Adventure Playground and the Paul Coffey Park and Arena renovations, which has helped to transform the environment and provide a sense of local pride for residents.

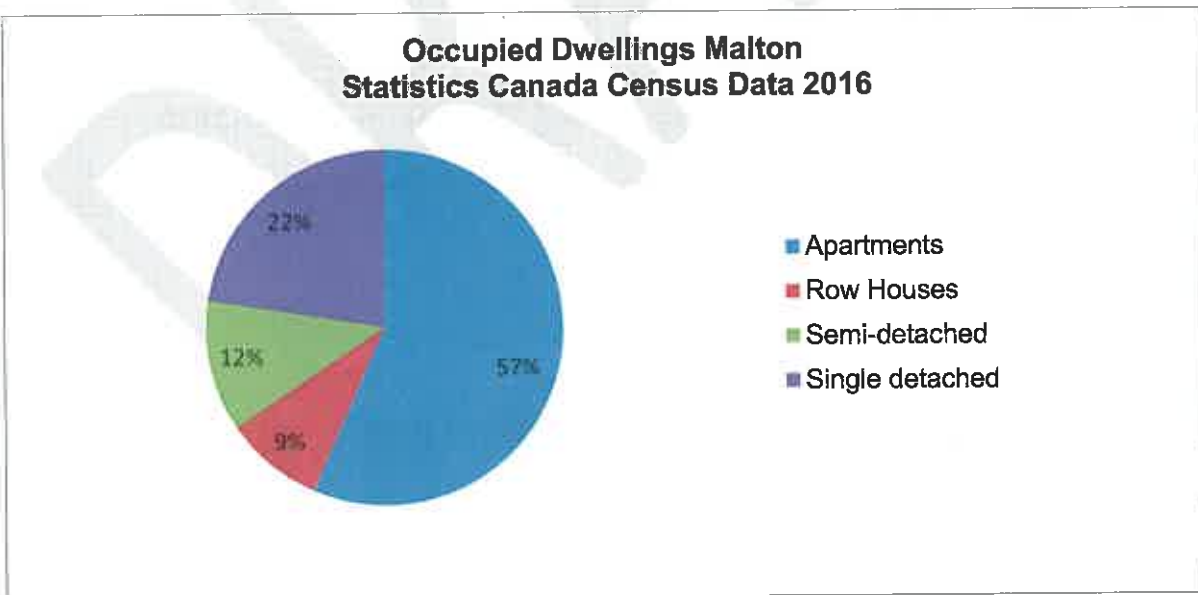
On average, 64.3% of residents in Malton live within a ten minute walking distance to the library, community centre and places of worship.

Almost 60% of residents in Malton live within a ten minute walking distance to fresh food retailers.

Emergency food programs are offered through non-profits, schools and faith-based organizations. However, when referencing the social demographic and economic data in this report, the community may need to have further discussions around local food security needs.

The Malton Community Centre offers a cluster of programs and services through various organizations, many of which are satellite services. However, community agencies reported only 20% of youth social services program providers have offices in Malton; therefore, services are still inaccessible for youth.

The majority of residents, 57% rent their homes. This is at a much larger rate than the rest of Mississauga, where only 36.9% rent their homes.



## 7. Conclusion

Over the past decade, the residents and stakeholders of Malton have identified that additional supports and community space are required to address their needs.

This report has attempted to reflect their input and use relevant and current data to support their vision for a community hub and to establish additional services within their community.

As this report indicates:

- Proportionately there is a higher youth population in Malton.
- Some children are not always ready for school.
- Income security remains an issue for newcomers to Canada, lone parent families, and those paying more shelter costs than are reasonable.

These factors impact the general health and well-being of the community. It is important that all those who have an interest in the community of Malton consider supporting the recommendations as outlined in this report: community validation, continued collaborative planning, additional data analyses, the development of a Community Hub Network to integrate services, support planning and the identification of funding resources.



## Appendix I: Methodology and Data Limitations

### Methodology

During the months of August and September 2017, Peel Region conducted informal consultations and some key stakeholders (non-profits, collectives, school board and faith-based organizations) provided their own pre-existing data and information to help inform the need for programs and services in Malton.

The data from the community was supplemented with statistics derived from, but not limited to:

- Statistics Canada
- Peel Data Centre
- Peel Health Services Department
- City of Mississauga

All documents were sorted and analyzed for distinct themes and concepts. Both qualitative and quantitative approaches were applied to this report.

### Data Limitations

There are limitations and gaps that impact the ability to conduct a more rigorous assessment. For example, some data suffers from self-reported bias and sample size limitations for certain results.

The primary participants who administered the process, including those who collected, analyzed and interpreted the information presented in the report are Regional staff members. The report relied heavily on quantitative and qualitative data and other secondary research.

Finally, data was not collected on specific vulnerable population such as the homeless or other vulnerable sectors of the community.

## Appendix II

## Organizations and Groups Serving Malton\*

Child and Family Learning Centres (CFLC) & Parent Family Literacy Centres (PFLC) & EarlyON	
Dunrankin Drive Public School CFLC 3700 Dunrankin Dr.	Lancaster Public School CFLC 7425 Netherwood Rd.
Marvin Heights Public School CFCL 7455 Redstone Rd.	Ridgewood Public School CFLC 7207 Cambrett Dr.
Holy Cross Catholic Elementary School PFLC 3615 Morning Star Dr.	
Child and Youth Services	
Boys and Girls Club of Peel 7455 Redstone Rd. Malton 3700 Dunrankin Dr.	Four Corners Health Centre (WellFort) 40 Finchgate Blvd. (Moving 2018 to Westwood Mall)
Rapport Youth and Family Services 71 West Dr. #37, Brampton	Malton Neighbourhood Services 3540 Morning Star Dr.
Eclipse Youth Centre After School Program (Rapport Youth and Family Services) 3700 Dunrankin Dr. 7207 Cambrett Dr. 7455 Redstone Rd.	
Malton Community Building Project - Gravel Club 3540 Morning Star Dr.	Malton United for Youth 3540 Morning Star Dr.
Malton Muslim Youth Club and Malton Mavericks 7097 Airport Rd.	
Day Care Centres and After School Programs	
YMCA Morning Star Drive Child Care Center (Malton CC) 3500 Morning Star Dr.	PLASP - Holy Cross Catholic School after School Program 3615 Morning Star Dr.
PLASP - St. Raphael Catholic School after School and Early Years Programs 3470 Clara Dr.	PLASP - Lancaster Early Learning and Child Care Centre 7425 Netherwood Rd.
Rainbow Village Daycare Centre 7314 Goreway Dr.	Rapport Youth & Family Services 71 West Dr. Brampton
Emergency Food Services	
New Life Covenant Centre Food Bank 7050 Bramalea Rd.	Mount Zion Apostolic Food Bank 6810 Professional Ct.
Seva Food Bank 2832 Slough St.	Sai Dham Canada 7140 Goreway Dr.

Grassroots Organizations	
Malton Moms camar@maltonmoms.com	Malton Senior Asians Group 3540 Morning Star Dr.
Malton Senior Citizens Club 231 3540 Morning Star Dr.	Malton Black Development Association clovalyn.w@gmail.com
Malton Community Building Project 3540 Morning Star Dr.	Malton Women Council 7095 Rexwood Rd.
Peel SWAG (Success with Age and Guidance) info@peelswag.ca, peelswag@gmail.com	
Health	
Alcoholics Anonymous Our Lady of the Airways 7411 Darcel Ave.	Four Corners Health Centre (WellFort) 40 Finchgate Blvd. (Moving 2018 to Westwood Mall )
Punjabi Community Health Services 2980 Drew Rd. Unit # 241	
Library	
Mississauga Public Library, Malton Branch 3540 Morning Star Dr.	
Places of Worship	
Anjuman-E-Anwarul Islam of Malton 7079 Airport Rd.	Faith Alive Christian Centre 3595 Nashua Dr.
Faith and Hope Ministry 7475-56 Goreway Dr.	Guru Nanak Community Services Foundation 677 Drew Rd.
Haridham Canada, Hindu Swaminarayan Mandir and Cultural Centre 6875 Professional Crt.	Light Presbyterian Church 6965 Professional Crt.
Malton Bible Chapel 3093 Churchill Ave.	Malton Islamic Centre 6836 Professional Crt.
Malton Seventh-Day Adventist Church 285 Attwell Dr. Etobicoke	Mississauga International Baptist Church 3415 Etude Dr.
Mount Zion Apostolic Church of Canada 6810 Professional Crt.	New Life Covenant Centre 7050 Bramalea Rd. - Unit 42 – 47
Our Lady of the Airways Catholic Church 7411 Darcel Ave.	St. Hugh and St. Edmond Anglican Church 7314 Goreway Dr.
Sri Guru Singh Sabha Gurdawara Malton 7280 Airport Rd.	St. Gregorios Orthodox Church of Toronto 6890 Professional Crt.
St. Mark's Presbyterian Church 7366 Darcel Ave.	Temple of Hope 3131 Morning Star Dr.
Toronto Kalibari 6815 Professional Crt.	Trinity United Church 7113 Airport Rd.
The Church of God of Prophecy 5145 Tomken Rd.	The Holy Remnant Apostolic Church 3233 Brandon Gate Dr.

Schools	
Ascension of Our Lord Secondary School 7640 Anaka Dr.	Brandon Gate Public School 3800 Brandon Gate Dr.
Corliss Public School 3730 Corliss Cres.	Darcel Avenue Sr. Public School 7635 Darcel Ave.
Dunrankin Drive Public School 3700 Dunrankin Dr.	Holy Cross Catholic Elementary School 3615 Morning Star Dr.
Lancaster Public School 7425 Netherwood Rd.	Lincoln M Alexander  Secondary School 3545 Morning Star Dr.
Marvin Heights Public School 7455 Redstone Rd.	Morning Star Middle School 3131 Morning Star Dr.
Ridgewood Public School 7207 Cambrett Dr.	St. Raphael Catholic Elementary School 3470 Clara Dr.
Recreational, Parks and Community Centres	
Cricket Club of Canada - Malton Cricket Ground 3430 Derry Rd. East	Elm Creek Park 3540 Morningstar Ave.
Malton Muslim Youth Club and Malton Mavericks 7097 Airport Rd.	Malton Community Centre 3540 Morning Star Dr.
Malton Soccer Club 3430 Derry Rd. East	Paul Coffey Arena and Park 3430 Derry Rd. East
Malton Tennis Club 3430 Derry Rd. East	Malton Community Festival 3430 Derry Rd. East
Sikh Sports Club info@sikhsportsclub.com	
Housing	
Supportive Housing in the Province (SHIP) 969 Derry Rd. East	
Settlement	
Malton Neighbourhood Services 3540 Morning Star Dr.	
Seniors	
Malton Senior Asians Group 3540 Morning Star Dr.	Malton Senior Citizens Club 231 3540 Morning Star Dr.

\*Malton services have been identified through community consultations and the online Malton Library, Community List of Social Services.

## Appendix III

### Additional Data and Information Sources

- City of Mississauga, Community Services Department
- Dufferin-Peel Catholic District School Board
- Family Day Care Services
- Family Education Centre
- Four Corners Health Centre (Wellfort)
- Malton Black Development Association
- Malton Community Building Project
- Malton Moms
- Malton Neighbourhood Services
- Malton United Youth Collective Impact Project
- Malton Women Council
- *My Malton Community Vision 2016*
- Mississauga Public Library
- Peel District School Board
- Peel Regional Police (Diversity and Community Support Unit)
- Peel Regional Police (Intelligence Services)
- Punjabi Community Health Services
- Sai Dham Canada
- Seva Food Bank
- Success with Age and Guidance (SWAG)
- United Way of Peel Region
- YMCA

**RECEIVED**  
**March 29, 2018**  
REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

**From:** Henry Verschuren [REDACTED]  
**Sent:** March 29, 2018 10:06 AM  
**To:** ZZG-RegionalClerk  
**Cc:** Chris Banks  
**Subject:** Response to Housing Report

Dear Regional Clerk

On behalf of the Royal Canadian Legion Branch 15 Brampton I submit to you our response to the Regional Housing Department's report which will be tabled at the April 5<sup>th</sup> meeting of Council. Would you please add our response to the agenda?

Thank you for your consideration

Henry F. Verschuren CD, Poppy Chair and Parade Commander

Maj Wm Dwight Sharpe Branch 15

Royal Canadian Legion , 80 Mary Street

Brampton On L6W 2R3

416-564-3126; [poppychair@rclbr15.com](mailto:poppychair@rclbr15.com)

REFERRAL TO **Human Services**  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED \_\_\_\_\_

# Report on Peel Housing and Homelessness: Needs Assessment, Targets and Revised Plan

Response from



**Royal Canadian Legion  
Maj. Wm. Dwight Sharpe Branch 15  
Brampton**

**From:** Comrade Chris Banks CD, 3<sup>rd</sup> Vice President,  
Public Relations Officer,  
**Project Lead - Combating Veteran Homelessness**

Comrade Henry F Verschuren CD, Poppy Trust Fund Chair,  
Parade Commander, Co-Chair -Building Committee



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## Recommendation

**That The Region of Peel Council (henceforth “Council”) accepts these submissions from Maj. Wm. Dwight Sharpe Branch 15 Royal Canadian Legion Brampton (Henceforth “the Legion”) as it relates to homeless Veterans in the Region of Peel.**

**That the report entitled “Peel Housing and Homelessness, Needs Assessment, Targets and Revised Plan” (Henceforth “the Report”) be amended to include the issue of Homeless Veterans in Peel before endorsement by Council, as set out below.**

## Background

The Report noted above is a comprehensive and detailed document that identifies housing issues and sets out new Official Plan Affordable Housing Targets and key strategies for the new plan. One such strategy is “diverting people from shelters and matching people with the right services”<sup>1</sup> it also seeks to “expand the supply of Supportive Housing and supports provided...”<sup>2</sup>

As well written as the Report is, there is a gap in the focus thereof. There is neither any mention of Homeless Veterans in Peel nor any proposed plans to include this issue going forward. There are currently no programs by the Region of Peel that focus on Homeless Veterans.

That there are Veterans in Peel who are homeless is of no doubt. It is believed by the authors hereof that The Region’s Housing Department may have some statistical evidence in this regard. But if so, we do not currently have access to same.

While homeless Veterans may suffer from the same issues as other homeless persons such as chronic mental health issues, chronic physical health issues, addictions etc., these can be but symptoms of issues that are unique to the Veteran Community as a whole, such as Post Traumatic Stress Disorder (PTSD) and/or Operational Stress Injury (OSI). Thus Homeless Veterans require a separate consideration in programming in order to better the chances of a successful transition from homelessness to permanent housing.

While all the attendant care and support one would normally require in Transitional/supportive housing setting are needed by Homeless Veterans, they also require a different level of care that involves Veteran specific programming. Such programs can include, but are not limited to, one on one peer counselling, peer group settings and more, all in addition to the normal transitional/supportive housing services.

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<sup>1</sup> “The Report” Pg 1 under “Report Highlights”

<sup>2</sup> “The Report” Pg 2 under “Report Highlights” Continued

The Legion currently has a proposal for Transitional Housing for Veterans which is attached hereto.

The Purpose of this Response is to have Homeless Veteran issues included in the Region's Housing and Homelessness plan going forward, and to recognize Branch 15 Legion as a stakeholder.

## **Recommended Amendments to the Report**

Our suggested amendments are not of a nature as to delete or change what is already in the report. However, we respectfully suggest some additions to it and they are as follows:

### **Report Page 4 Chart 1**

In Chart 1 under the column heading "Emergency/Temporary Housing" and Row heading "What is needed" add

- No Beds for Homeless Veterans
- Lack of Transitional Support for Homeless Veterans

In Chart 1 under the column heading "Emergency/Temporary Housing" and the row heading "Type of Housing Required" add

- Transitional units for Homeless Veterans

### **Report Page 5 -1<sup>st</sup> Paragraph**

Amend the sentence "These units can be further broken down annually to 30 shelter and transitional units, 200 supportive housing units..." to

"These units can be further broken down annually to to 40 shelter and transitional units with 10 reserved for Homeless Veterans, 190 supportive housing units...."

The addition of 10 further units for transitional housing takes into account transitional units for Veterans in order to deal with their specific needs.

### **Appendix I -Housing Targets**

Under the column heading "Emergency Temporary/Transitional Housing" and row heading "Average # of unit/year" amend 30 to 40

Under the column heading "Emergency Temporary/Transitional Housing" and row heading "Brampton" amend 18 to 28

### **Appendix II - Strategy1**

Under the Heading "Immediate Actions:" add

1.6 By the summer of 2018, undertake enumeration of the homeless Veteran population in Peel to better understand the extent of Veteran Homelessness and their needs.

Under the Heading “Immediate Actions” add

1.7 By the summer of 2019 house 10 Veterans experiencing chronic homelessness through the Combat Veteran Homelessness program

Under the heading “Fundamental Changes” re-number due to above amendments.

### **Appendix II - Strategy 2**

Under the Heading “Immediate Actions” add

2.5 Provide program design and evaluation support to the Combat Veteran Homelessness program

Under the heading “Fundamental Changes” re-number due to above amendments.

### **Appendix II - Strategy 5**

Under the Heading “Immediate Actions” add

5.2 By Spring of 2019 award funding for a new Veterans Transitional Housing project.

Under the heading “Fundamental Changes” re-number due to above amendments AND under this heading wherever it states “supportive housing” amend to “supportive housing/veterans transitional housing.”

## **Conclusions**

On page 5 of the Report, Item #5 the phrase “Home for All” is used in the title.<sup>3</sup> We respectfully submit that the suggested amendments will ensure that this laudable goal is achieved and no one is left behind.

Any transitional housing program for Veterans will require the co-operation of all levels of government and stakeholders such as the LIHN in Peel and several community partners who can assist in the successful transition of homeless veterans to permanent and stable housing. However the front line housing provider in the Region of Peel is the Region of Peel.

The suggested amendments in no way comprise or reduce the goals of the Report as written. Rather, it deals with the much specialised needs of part of the homeless population in Peel which hitherto has gone unrecognised. The amendments add to the report elements that will assist in the achievement of the stated goal “Homelessness in Peel is Prevented”<sup>4</sup>

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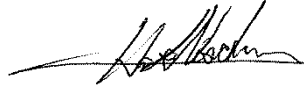
<sup>3</sup> The Report Page 5 Item 5

<sup>4</sup> The Report page 6 2<sup>nd</sup> last paragraph

All of which is respectfully submitted by



Comrade Chris Banks CD



Comrade Henry F. Verschuren CD

# Proposal to Combat Veteran Homelessness

Initial proposal for the launch of a project to build micro-homes  
for short-term housing of homeless Veterans in Brampton



By Comrade Christopher Banks CD  
Royal Canadian Legion Branch 15

1 February 2018

## Background

In a report generated by Employment and Social Development Canada titled the [Highlights of the National Shelter Study 2005-2014](#), it was reported that nearly 3,000 homeless shelter users were Veterans. Another [report by Homeless Hub](#) estimates the number at 2,950. And [a report by Employment and Social Development Canada](#) estimates that 2.7% of shelter users across the country are Veterans and 2.4% of shelter users in Peel Region are Veterans. Homeless Hub [estimates](#) over 15,000 people used shelters in Peel Region in 2016.

## Project Objective

The intent of this proposed project will be to create a plan for the construction of micro-homes in Brampton which will be used to house Veterans who are homeless on a short-term basis to get them off the streets and begin the transition to a stable life.

The aim will be to remove the barriers of homelessness by constructing a number of micro-homes for short-term use by homeless Veterans or near homeless Veterans. The intent will be to get Veterans off the streets, into short-term employment so they can get on their feet and with a continuum of services from community partners begin the road to recovery.



*1Photo by: Matthew Waitunski*

*Source: [https://commons.wikimedia.org/wiki/File:Homeless\\_Man.jpg](https://commons.wikimedia.org/wiki/File:Homeless_Man.jpg)*

## Project Rationale

Canadian Armed Forces Veterans have served Canada, they deserve to be cared for after their service ends. For many of the homeless Veterans, it was mental or physical injuries they suffered during their service which has led to their current situation.

With the number of homeless Veterans on the street, this project will seek to get them into short term housing and begin to transition into a stable life. With community partners and potential sponsors this project can make a significant difference in the lives of homeless Veterans and reduce the homeless Veteran population.

The project will provide shelter and safety to Veterans. With a place to live, they can begin to get into short term employment and begin to generate income. With a residential address they can begin applying to other jobs. Most employers require a residential address for applicants, this is an issue that individuals who are homeless face daily.



One of the leading causes of homelessness is Mental Health Issues. This presents a challenging issue with regard to Veterans as they cannot access the Mental Health Services if they disappear and cannot be tracked by VAC or other organizations.

Putting Veterans in need into one location will make it easy for the Service Officer to connect the Veteran with services, such as the Dental Services offered to Veterans through George Brown College, employment services through Veterans Affairs Canada or Canada Company's Military Employment Transition, Mental Health Services through Operational Stress Injury Social Support, and other services offered through the Royal Canadian Legion and other organizations.

This project has the potential to inspire similar projects in other communities across Canada as these projects have no doubt inspired similar projects across the United States.

## Core Objectives

To reach the Project Objective, the Project and sponsors will seek to reach the following Core Objectives:

### Phase One

- Form a Project Team
- Identify Potential Project Sponsors and their potential contribution
- Identify Potential Sites
- Create a Budget and Plan
- Final Decision on Project to move forward

### Phase Two

- Fundraising
- Take Possession of Land for the Site
- Gather Volunteers
- Hire a Design Team
- Hire a Builder

### Phase Three

- Build
- Final Inspections
- Furnishings
- Create List of Potential Residents
- Solicit Local Businesses for Short-Term Employment Opportunities for Residents



*2Photo by: Christopher Banks on deployment in Afghanistan 2008*

**Phase Four**

- Begin Housing
- Connect Residents with Transition Services and Short-Term Employers
- Prepare Residents to Transition Out

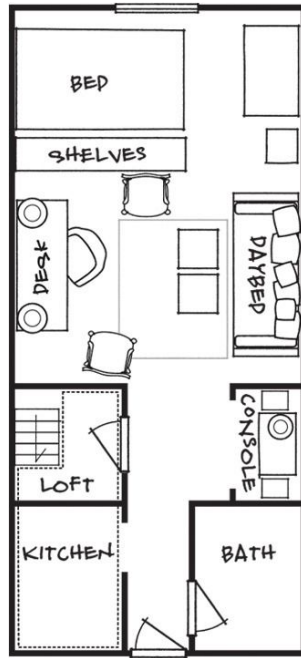
**What is a Micro Home?**

An easy comparison to a Micro Home would be a small cottage. Micro Homes are growing in popularity as their cost is significantly cheaper than traditional homes or apartments; their foot print is also significantly smaller. The advantage to traditional homeless housing is that the residents will have a place to begin their transition at their own pace in a place of comfort and privacy while regaining the skills to live on their own. Here are some examples from an internet search:



*3 Image Source: <http://eco18.com/micro-apartments-popularity/>*





4Image Source: <https://www.pinterest.ca/TinyHouseUSA/tiny-house-plans/>



5Image Source: <https://www.pinterest.ca/TinyHouseUSA/tiny-house-plans/>

## Design Objectives

Micro Homes are the proposed structures as their cost is low, their foot print is low, and their maintenance is cheap. To keep the costs low after the construction phase, certain design objectives are encouraged to mitigate costs to the sponsors.

- High R Value for installation. Keeping the units well insulated will reduce costs of heating or cooling the units.
- Small parking area for the community. Some homeless individuals live out of their cars, they should be offered a parking space to keep their car and improve their way of life.
- Kitchens in each unit to encourage sustainable living.
- High Efficiency Appliances to reduce the cost of electricity per unit.
- Each unit will be accessible to handicapped Veterans.
- The Community should be located close to public transit to allow residents to make use of public transit to get to potential jobs or job interviews. The City of Brampton offers [a free transit pass](#) for Brampton Transit available to Veterans.
- The Community should be located close to public health care facilities.
- A community centre will have access to 24hrs care, laundry facilities, computers and a TV.
- Each unit should come with a desk phone to enable the residents to maintain their connection to the world.
- The community will share Wi-Fi from a central location.
- The community will have a central community garden to foster healthy living.

## Project Vision

The working title of the project, and potential name for the community, is Garrison Village. Garrison is the word used in the military to describe the non-field and non-operational environment where much of the routine work is done. Garrison is where soldiers, sailors and air crews live, work and play when not deployed on a field exercise, course or operation. In this sense, Garrison is meant to be a familiar term meaning easy going.

In order to achieve the objectives of this project, we're going to design and build a small community of micro-homes on a small piece of land. 250ft x 250ft should be enough to build this community, however the size of the land is flexible and the number of homes is dependent on the size of land. The community will be on a side street or residential street near public transit. Each home will have a small drive way off the community drive way, much like a trailer park; alternatively a public parking area can replace individual driveways. Every aspect of the community is designed to enable each Veteran the ability regain their dignity while working towards leaving the community as self-sustaining individuals. A central garden will be planted with vegetables for residents to gather fresh food from. 10 homes will be built (dependent on the size of land). The below mock-up should give you an idea of the community.

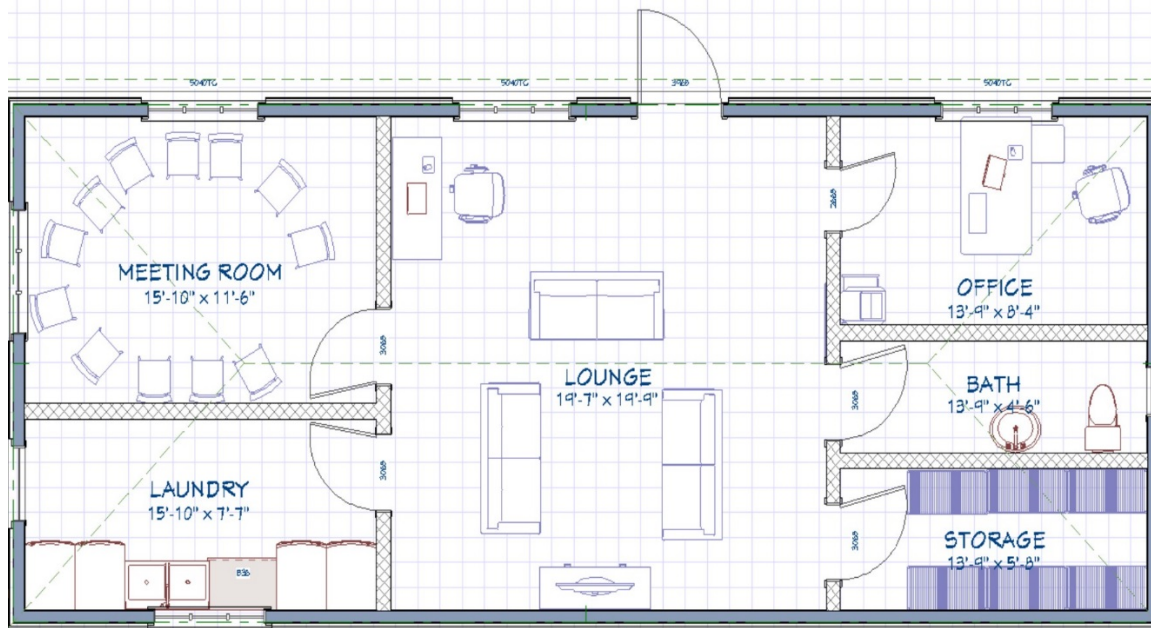


*Design by: Christopher Banks*

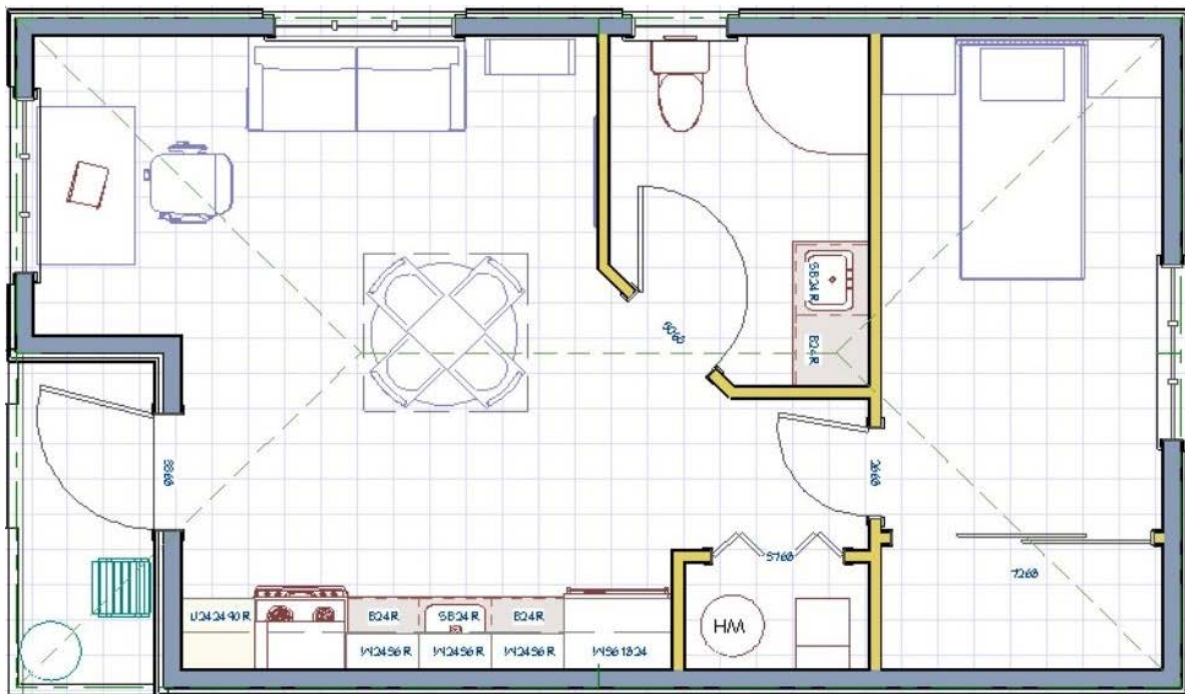
A central building will be used as storage for maintenance and stocking of items for new residents, and in this community centre will a Wi-Fi hotspot, network printer, a public computer for the residents. The building will also house a community laundry room and a community lounge with a TV. A small meeting room in the centre will enable residents to participate in group counselling such as OSISS. There will be an office inside the community centre for the

## 11.2-14

volunteer or professional caregiver. A small shed near the central building will store landscaping tools for the residents use in maintaining their property. The below mock-up should give you an idea of the layout for a community centre.



Each home will be conservative in size and design giving each resident a space to live, reclaim their dignity and enable them to move out on their own. The design, roughly 30ft by 20ft, will accommodate a single individual, or small family. The design will focus on providing the residents with a kitchen to cook their own food, including a fridge, stove, microwave range hood, sink, a kitchen table and a small pantry cabinet. The pantry will ideally be stocked with non-perishable food items before a resident moves in. A small pull-out couch and desk will furnish the living room. A small three piece bathroom in the middle of the home. The bedroom will be small and will have a small closet. The homes will be heated by forced air from a high efficiency furnace or baseboard heaters; it will be cooled with a ductless air conditioner. Each unit will have a small utility room with its own water heater. The use of high-efficiency appliances will keep the ongoing costs low, each home will be very well insulated to minimize heating and cooling costs. The below mock-up should give you an idea of the layout of each micro-home.



8Design by: Christopher Banks

Once the project is completed, volunteers from the Legion and beyond will find suitable residents to be housed here. Each resident will be under the supervision of the Branch 15 Service Officer or his/her designate. The residents will receive a welcome briefing which will include a commitment from them to work for their own success. They will be connected with local employers who are seeking part-time help. They will also be connected to Veterans Affairs and Veterans Transition Services.

Each resident will be responsible for the upkeep of their home, including cutting the grass and clearing snow. Centrally located landscaping tools will be available to all residents.

The final community size, layout and number of homes will be dependent on the size of land the resources we are able to source plus the fundraising we are able to solicit.

## Proposed Operating Procedure

Phases 1-3 will be complex and involve a lot of moving parts and partners. If the project is to move forward, the project team will have to liaise with the City of Brampton, potential sponsors, potential designers and potential builders to formulate a plan to achieve the Project Objective.

Phase 4 will be when the Project becomes Operational. In Phase 4, Residents will be moved into the site under the control of the Royal Canadian Legion. Potential residents will be connected to the Branch 15 Service Officer through partner organizations such as Veterans Affairs Canada, VETS Canada, other Veterans Organizations, other branches/commands of the Royal Canadian Legion, and other non-veteran oriented homeless initiatives. Many non-Veteran orientated

community organizations will have a part in this project, the Region of Peel along with Peel Regional Police, Peel Paramedics and Brampton Fire & Emergency Services will play a part in helping to identify homeless Veterans and bring them to our attention; groups such as Local Integrated Hospital Network and Canadian Mental Health Association will play a part in helping to treat and monitor the Veterans once they're in our housing. All Veterans will be vetted by the Branch 15 Service Officer and will be connected to Transition Services. Each resident will be responsible for the cleaning and maintenance of their unit.

Veterans will be connected to local businesses who can offer short term employment to assist the Veteran in getting on their feet. Veterans will be granted twelve months less one day of accommodation in the units, rent will be \$85/month. The \$85 rental will only begin after the Veteran is housed and receiving social services. It is important that the Veteran get accustomed to things such as paying rent in preparation for their transition out of our housing. However, the rental fee will not be tied to the Veterans income, it will be an \$85 flat fee. The community will have 24hrs coverage from a volunteer or professional from a partner organization such as LIHN or CMHA.

Residents will be subject to visits from the Service Officer to ensure they are making efforts to transition and are not violating the agreement or causing harm to themselves or others. The Service Officer will also check on the Veterans Well Being and connect them to services.



## Potential Partners

To achieve the objectives of this proposal a project committee will need to be formed to oversee the project. Volunteers will be needed to bring together partners and resources. And it is not a project we can expect to do without fundraising. But in order to mitigate the expenses of this project, partners in the community and beyond will be sought to donate time, services or resources to complete this project. Below is a short list of potential partners who should be sought out to contribute.

Potential Partner	Ask
The City of Brampton	Land; Permits
Veterans Affairs Canada	Funding; Veteran Resources
Health Canada	Health Care for Veterans
Royal Canadian Legion Dominion Command	Funding
Royal Canadian Legion Ontario Command	Funding; Coordination of Identifying Homeless Veterans
Region of Peel and Peel Regional Police and Peel Paramedics and Brampton Fire	Identifying Homeless Veterans



<b>Local Integrated Hospital Network</b>	Health Care for Veterans
<b>Canadian Mental Health Association</b>	Intensive Case Management
<b>Operational Stress Injury Social Support</b>	Group and/or individual peer support
<b>Homeless Hub</b>	Consultations
<b>Habitat for Humanity: GTA</b>	Volunteer Staff; Volunteer Contractors; Connections to other Potential Partners
<b>VETS Canada</b>	Transition Services; Selecting Residents
<b>Peel Water</b>	Water & Sewage Utility Provider
<b>Alectra</b>	Electricity Provider
<b>True Patriot Love Foundation</b>	Funding; Advocacy
<b>BMO and/or CIBC and/or RBC and/or TD</b>	Project Bank Account; Financial Services
<b>Great-West Life</b>	Project Insurance; Site Insurance After Construction
<b>Sheridan College</b>	Student Volunteers from Community Worker Program
<b>Lowes and/or Home Depot</b>	Materials
<b>Canadian Tire</b>	Green Space Items; Garden Items; Landscaping Tools; Small Kitchen Items
<b>Best Buy and/or Canada Computers</b>	Laptops; Network Printer
<b>Walmart Canada</b>	Laptops; Furnishings; Kitchen Items; Green Space Items; Non-perishable food; Bathroom Items;
<b>Loblaws Canada and/or Presidents Choice and/or Post Food Canada and/or Giant Tiger</b>	Non-perishable food; Cutlery; Small Kitchen Items; Bathroom Items
<b>Ikea and/or The Brick and/or Leons</b>	Furnishings
<b>Hudson Bay Foundation</b>	Furnishings
<b>Delta</b>	Sinks; Bathroom Fixtures; Kitchen Fixtures
<b>Whirlpool Foundation and/or GE and/or Frigidaire</b>	Kitchen Appliances; Laundry Machines; Water Heaters; Heating; Air Conditioners
<b>Rogers and/or Bell and/or Telus</b>	Phones; Internet
<b>Benjamin Moore and/or Dulux</b>	Paint
<b>P&amp;G and/or S.C. Johnson</b>	Bathroom Items
<b>Talize and/or Value Village</b>	Gift Cards (for clothing for residents)
<b>Chapters and/or Brampton Library</b>	Book Donations
<b>Staples</b>	Office Supplies for Project Team; Office Supplies for Residents

## Potential Outcomes

First and foremost, if this project is successful we will be able to make a significant dent in the homeless Veteran population in the region. Secondly we can make a dent in the overall homeless population. As this project is designed to be ongoing, the project could potentially see 10 homeless Veterans per year off the streets.

Another hopeful outcome will be the positive attention on the National and World stage for all organizations and sponsors involved. When a [Missouri community built 50 micro homes for Veterans](#) it made national news and made waves in the international Veteran communities. That project was started by a USMC Veteran. It was not the only project of this scope to reach National News, another project in [Mount Pleasant, Wisconsin](#) gained similar media attention. Successes such as these and more have led to the creation of the [Veterans Community Project](#).

Another hopeful outcome will be to establish a long-term connection of Veterans to our community and partners for their benefit.



Image Source: <https://www.veteranscommunityproject.org/>

## Next Step

The motto of the Royal Canadian Infantry Corps, where I have spent 18 years of my military career, is *Ducimus* which is Latin for “We Lead”; it is time for us to lead and tackle this issue. No more lip-service, this is a solution, proven to work by Veterans in the United States.

The next step for this project is to solicit partners and sponsors for the work ahead and assemble a project committee to plan and complete the project.

The goal will be to have this project completed before winter 2018, and ideally have the residents selected prior to Remembrance Day 2018.

## Conclusion

I am a Veteran, a Veteran of over 18 years of service in the Canadian Army, a Veteran of Peacekeeping Operations in Bosnia and a Combat Veteran of Operations in Afghanistan, I am a Veteran who has suffered with PTSD, and I take the care & well-being of Veterans very seriously. This project, if successful, will get Veterans off the streets and into housing so we can connect them to resources and begin getting them ready to transition to full time jobs and living on their own. That is the foremost objective, to get them off the streets and connect them to resources in order to transition to a stable life. Finally I hope to inspire and encourage similar projects across the country to be launched.

With your help, we can succeed.

## Contact

Proposal by:

Comrade Christopher Banks CD  
Royal Canadian Legion Branch 15  
80 Mary Street, Brampton, Ontario, L6W  
2R3  
[admin@RCLBR15.com](mailto:admin@RCLBR15.com)

Project Media:  
[www.RCLBR15.com/wordpress/garrison-village](http://www.RCLBR15.com/wordpress/garrison-village)  
[village@RCLBR15.com](mailto:village@RCLBR15.com)

Royal Canadian Legion Branch 15 Media:  
[Branch 15 Online](#)  
[Branch 15 on Facebook](#)



10Photo by: Christopher Banks on deployment to Afghanistan 2009

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Regional Council  
 Regional Municipality of Peel  
 10 Peel Centre Drive, Suite A, 5<sup>th</sup> floor  
 Brampton, ON L6T 4B9

April 4, 2018

**Re: Support for the new Peel Housing and Homelessness Plan**

**RECEIVED**

**April 4, 2018**

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Dear Council Members,

The Peel Alliance to End Homelessness (PAEH) is a collaborative of agencies from all across Peel Region, working together to end homelessness in our communities. In 2016 PAEH presented findings from our Registry Week that sought to enumerate those experiencing homelessness in Peel Region. The results from this effort were used to create a By-Name-List of the same individuals, for triaging and matching services to those in greatest need. This By-Name-List will be expanded following our partnered work with the Region of Peel for the upcoming joint Point-in-Time count and Registry Week in late April. We welcome continued collaboration with the Region of Peel on this initiative, and believe it to be an essential element of a coordinated access system.

PAEH congratulates the Region of Peel on its efforts to assess and plan for the needs surrounding housing and homelessness in our communities. We hope this update marks a new beginning and commitment to prioritize one of Peel's most vulnerable populations, seen in those experiencing homelessness.

PAEH believes housing is an essential social determinant of health. We applaud the upstream approach of the new Peel Housing and Homelessness Plan (PHHP), including the focus on increased affordable housing. Our current system is built to *manage* homelessness, when there is opportunity to *prevent* it. A shift must be made away from the costly, downstream approach of relying on shelters and emergency services, towards implementing policies and interventions that lower the risks of becoming homeless. This includes increasing affordable housing. However, international examples of successful homelessness prevention rely on the collaboration of multiple sectors including housing, social services, health, and employment. In addition to housing support, best-practice requires individuals be provided with supports for needs including health, mental health, life skills, and income. PAEH believes this **intersectoral** model should be adopted as a future state goal, in which our homelessness prevention system can be measured on its ability to adequately assess and improve the conditions that lead to homelessness. Existing community collaboratives like PAEH can be leveraged, in conjunction with primary care, corrections, and education to meet this goal. Therefore, we applaud the prioritization of increased supportive housing in *Strategy 2*, and the commitment to coordinate efforts with agencies like the Local Health Integration Networks.

Furthermore, PAEH applauds the adoption of **Housing First** as a best-practice in *Strategy 1 - Transform Service Access*. Housing First has proven very successful, especially in enabling those with mental illness experiencing homelessness to procure and maintain stable housing, as demonstrated by the At Home/Chez Soi study from the Mental Health Commission of Canada. Furthermore, beyond the benefits for participants, Housing First provides the certainty of significant cost offsets by way of reduced shelter costs and emergency department visits.

*Strategy 1* alludes to the importance of portability, so that financial supports follow the individual and are not tied to a unit. PAEH agrees, and would see this expanded to explicitly plan to build on the **Canada Housing Benefit** outlined in the new National Housing Strategy. This tool allows for much needed housing stability to low income families, and should be a vital element of the Housing First approach. However, the national strategy's purported \$2500 annual average support will be insufficient to help those

REFERRAL TO \_\_\_\_\_ 1  
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 DIRECTION REQUIRED \_\_\_\_\_  
 RECEIPT RECOMMENDED  \_\_\_\_\_

in Peel region, especially vulnerable populations such as those experiencing homelessness. With one of the lowest vacancy rates and highest average rents in the country, participants of this benefit from Peel will find it extremely difficult to find the quality or type of housing conducive to stability and recovery with this level of support. In the At Home/Chez Soi study, this benefit was subject to local adjustment. Therefore, PAEH recommends including a regional plan to supplement the national Canada Housing Benefit, reflecting current local market rental prices.

The new PHHP is a far more action-oriented framework than the 2014 iteration. PAEH believes it can form a solid foundation for the kind of system change that the residents of Peel deserve. The update correctly identifies participation of partners as an essential precursor to meeting the Affordable Housing Targets. PAEH applauds this notion, and is hopeful that this community collaboration lens will be reflected in the future implementation plan. We offer our endorsement and support for this plan, and will continue to work in close partnership with the Region of Peel in meeting its targets and ending homelessness in our communities.

Sincerely,

*Michelle Bilek*

*Cory O'Handley*

Michelle Bilek

Cory O'Handley

Co-Chairs, Peel Alliance to End Homelessness

**RECEIVED**

April 3, 2017

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

April 3, 2018

**The Council of the Regional Municipality of Peel**

10 Peel Centre Drive  
Brampton, ON L6T 4B9  
Canada

**Attention: Regional Chair Frank Dale, and Members of Regional Council**

**Re: *Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains*, by R.V. Anderson Associates Limited, Final Report – March 22, 2018**

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Dear Chair Dale,

The Canadian Concrete Pipe and Precast Association (CCPPA) is an industry association incorporated under the Canada Not-for-Profit Corporations Act. Our mandate is to protect and advance the best interests of the concrete pipe and precast industry across Canada.

In the context given by the above report, CCPPA would suggest steel pipe is actually **not comparable** to concrete pressure pipe. Here are just three examples of over fifty (50) identified:

1. Failure Rate – The referenced Utah State University study presented an average failure rate of concrete pressure pipe as 2.25, while the average failure rate of steel pipe was 5.90. Steel pipe fails 2.6 times more than concrete pressure pipe. These failure rates are **not comparable**.
2. Risk to Infrastructure – Concrete pressure pipe is a rigid structure, tested at the plant for the required strength. Steel pipe is a flexible structure that requires soil support for strength. It requires the engineer to design the installation and the contractor to install it correctly. These additional design and installation costs are **not comparable**.
3. Environmental Impact – The materials and activities that contribute to greenhouse gases (GHGs) can be approached in many different directions. However, the report did not capture the cement-mortar lining steel pipe needs during its installation. This item makes the GHG component of installation, **not comparable**.

REFERRAL TO \_\_\_\_\_  
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DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED

CCPPA would recommend this report undergo additional review (by others), to confirm the comparisons of steel pipe to concrete pressure pipe presented in the report.

Please call if you require any clarification in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Stradiotto". The signature is fluid and cursive, with a large initial "E" and a long horizontal stroke extending to the right.

Enrico P. Stradiotto, P.Eng.  
Canadian Concrete Pipe and Precast Association  
Sr. Technical Resources Engineer



RECEIVED

April 4, 2018  
REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

April 3, 2018

The Council of the Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, Ontario L6T 4B9  
Canada

Attention: Chair Frank Dale, and Members of the Regional Council

Subject: Review of R. V. Anderson Associates Limited report, "Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains", dated March 22, 2018

Dear Regional Chair and Councilors:

I have been asked by the Canadian members of the American Concrete Pressure Pipe Association, (ACPPA), to review the subject RVA report. Although I am currently ACPPA's President, I was previously the President of Ameron International Corporation's Water Transmission Group prior to Ameron being purchased by National Oilwell Varco. At Ameron, I oversaw and had "hands-on" involvement in the design and development of all aspects of steel, concrete, and municipal fiberglass pipe, and steel pipe was a primary product during my Ameron tenure. I have been in the steel and concrete pipe industry nearly continuously since 1977 and was initially hired by Ameron to develop their municipal fiberglass pipe. It is based upon my broad experience with these three types of pressure pipe that I provide this review.

A major aspect of the subject report that I find surprising is the implication that the first project for which the Region of Peel is considering steel pipe is for a tunnel installation. On the basis of risk, a tunnel installation is the worst application for steel pipe relative to concrete pipe because the pipe must be grouted in place. Concrete pipe will never be collapsed by external grout pressure even orders of magnitude higher than pressures needed to fill the annular space between the pipe and the tunnel. Steel pipe, by comparison, must have considerable strutting remaining in place during the grouting operation, and even with strutting it is not uncommon for steel pipe to be collapsed or significantly deformed by the grout pressure.

Another aspect of tunnel installation of steel pipe is the joints. Joints for concrete pressure pipe are typically sealed by rubber gaskets held firmly in place by robust hot-rolled spigot shapes engaged against shaped and sized bell rings welded to the ends of the concrete pressure pipe cylinder and held round by the stiffness of the concrete pressure pipe. Such gasket joints are extremely reliable to hold high levels (up to 400 psi) of both positive (internal) and negative (external) pressures if tested during installation, easily and inexpensively, with a feeler gauge to assure the gasket is not displaced during joint engagement. By comparison, steel pipe joints are best made by welding, and in diameters approximately 1500 mm and smaller, there is available for pipe working pressures generally not exceeding 150 psi bells and spigots formed into the steel pipe cylinder. If the steel pipe joints are welded in a tunnel, installation contractors must take extreme caution to assure there is adequate air

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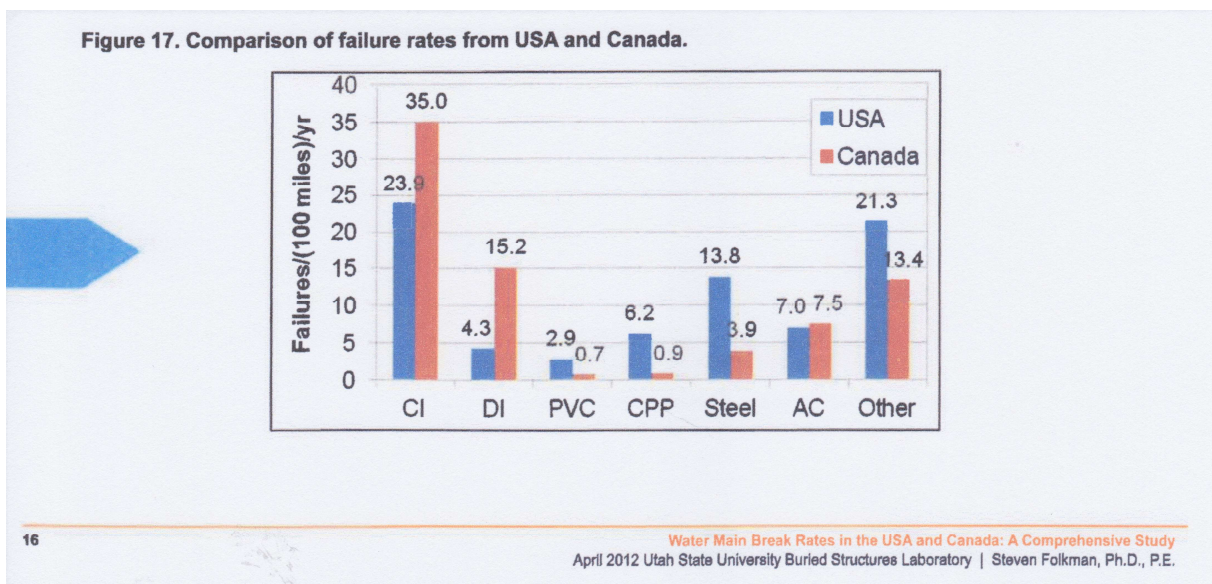


flow for the welders to safely breathe. If the formed joints for steel pipe are considered, users should understand that water-tightness is dependent on excessive deflection during grouting being avoided. This is another area where the risk of use of steel pipe is significantly greater than the risk associated with the use of concrete pressure pipe.

Incidentally, in my experience the statement in the subject report that welded joints are "...typically stronger and more resistant to failure..." than concrete pressure pipe gasket joints is false. Welded joints are more expensive and a greater safety risk from burns, eye damage and lung damage to the installer than rubber gasket joints. Welded joints are sometimes needed for thrust restraint at bends, tees, and plugs. Properly installed gasket joints on concrete pressure pipe can handle any pressure likely to be imposed by a potable water system and are much more resilient than the formed bell and spigot used on steel pipe. Plus, the slight flexibility allowed by the rubber gasket joints allows for small differential ground movement without detrimental stresses being imposed in the pipe. It should be noted that whenever a pipeline enters or exits a stable structure, good design dictates that flexible joints be used to allow the pipeline to move with the ground outside the stable structure. There are many documented failures of welded joints leading to failure in such transitions of underlying pipe support.

*On Failure Rates and Expected Pipeline Life.*

It is my opinion that the authors of the subject report seem to have deliberately skewed the recommendations in favor of steel pipe. I come to this conclusion due to the selective nature by which RVA chose information that is not truly relevant to be included in their report, and excluded other information that is directly relevant to the subject of comparative performance as should be expected in the Region of Peel. As an example, it makes no sense to me to compare the performance of steel pipe as used in Toronto when Toronto's specifications basically use steel pipe as a form for the concrete encasement placed around the steel pipe. Since the Region of Peel does not plan to install steel pipe in the manner used by Toronto, steel pipe performance in Toronto will not be duplicated in the Region of







Peel. It also is questionable why the authors did not include information that was not supportive of steel pipe performance relative to concrete pressure pipe performance but which was prominently presented in the April 2012 Utah State paper referenced in the RVA report.

For example, Figure 2 in the RVA report is actually Figure 22 in the Utah State report. Two figures from the Utah State report which RVA clearly and deliberately did not include are the very relevant Figure 17, shown on page 2 of this letter, and Figure 19, provided below.

Figure 17 presents that the failure rate of concrete pressure pipe in the United States is just less than 45% of the failure rate of steel pipe in the United States, and that the failure rate of concrete pressure pipe in **Canada** is only 23% of the failure rate of steel pipe in Canada. In other words, according to the Utah State report, the performance of concrete pressure pipe in Canada is more than 4 times better than the performance of steel pipe in Canada.

One may ask why there is such a large difference in the performance of concrete pressure pipe in Canada versus the performance of concrete pressure pipe in the United States. That information, and more, can be gleaned from the Utah State report Figure 19.

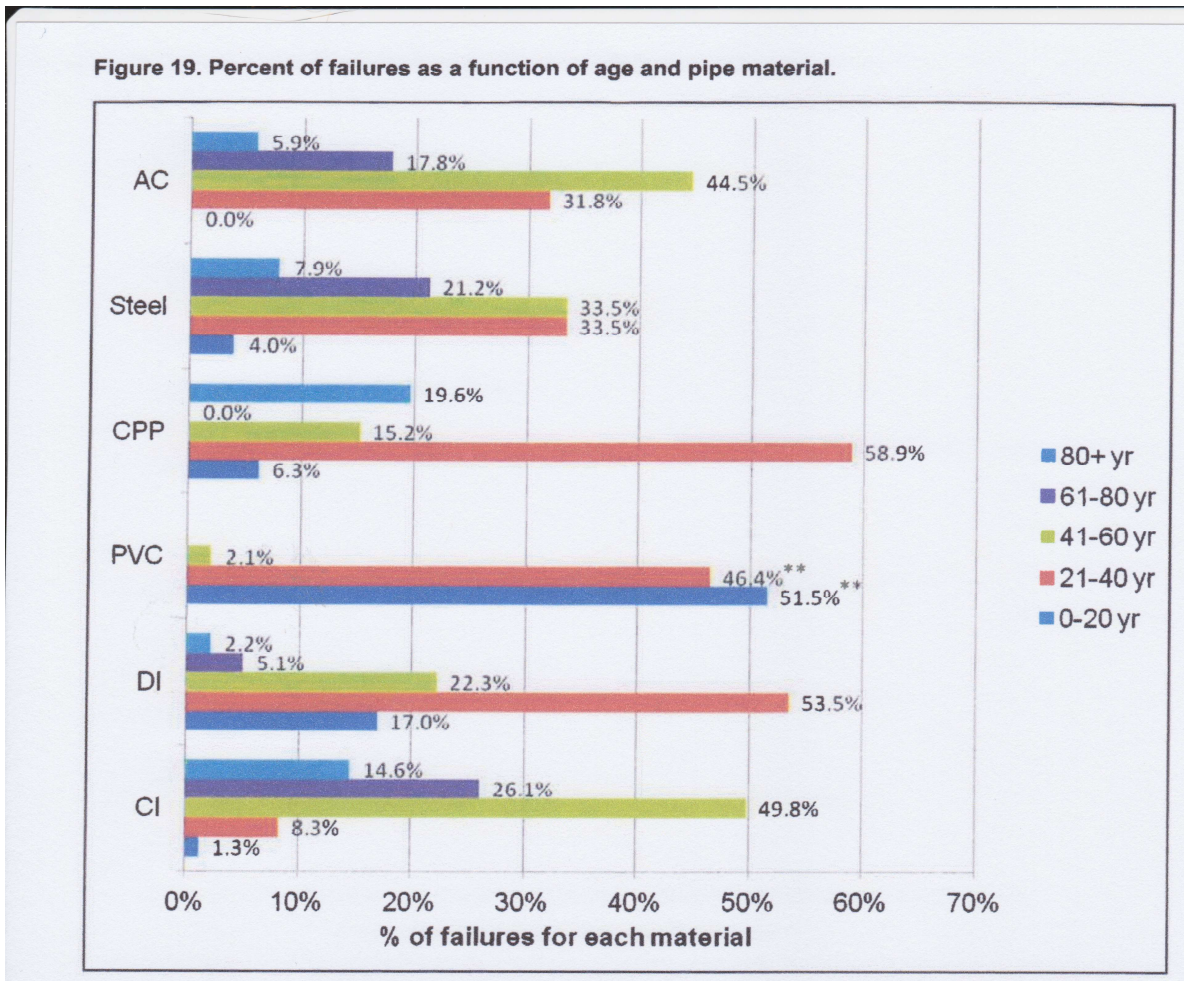






Figure 19 shows that the vast majority of breaks on concrete pressure pipe occurred on pipe manufactured between 21 and 40 years before 2012, or from 1972 to 1991. Per “PCCP – A Perspective on Performance”, presented by J. S. Clift at the 1991 American Water Works Association (AWWA) Annual Conference and Exposition, a large majority of the failing PCCP manufactured during this time period were manufactured by Interpace Corporation utilizing “Class IV” wire and suspect mortar coating. In fact, Interpace Corporation was responsible for manufacturing PCCP on 70% of the PCCP projects with pipe that had failed by the time of the Clift report. No Canadian supplier of PCCP utilized the substandard manufacturing processes used by Interpace Corporation. Also, by 1991 the entire concrete pressure pipe industry had implemented strict requirements in the applicable AWWA standards and adopted and continues to require annual auditing of all member companies’ concrete pressure pipe manufacturing facilities to assure conformance with those strict requirements. This effort will help assure the negative experience and failure rate of Interpace pipe is not repeated. There have been no reported failures of PCCP due to manufacturing defects since 1991.

The other information to be derived from Figure 19 is that 92.1 percent of the steel pipe failures considered during the compilation of the Utah State report were from steel pipe manufactured within 80 years of 2012, or since 1932. This is an important fact, because according to the fourth edition of the AWWA M11 Manual, “Steel Pipe – A Guide for Design and Installation”, welding steel pipe cylinders had supplanted riveting and “Lock Bar” manufacturing processes by approximately 1930. Hence, the statement on the bottom of page 15 of the subject RVA report that “It is to be noted that the type of SP (e.g. cement-mortar lined) was not indicated in the report however it is expected that a significant percentage of the steel pipes systems were riveted steel” is demonstrably false.

External corrosion is a primary cause of failure of both concrete pressure pipe and steel pipe. One should consider that the excellent performance history of concrete pressure pipe has been earned almost completely without need for cathodic protection systems. In almost all natural environments, the passivating pH of cement mortar will adequately protect the prestressing steel and steel cylinder from any corrosion for many decades and potentially indefinitely. This is simply not true of steel pipe protected by a dielectric coating, for which good design practice dictates cathodic protection, which must be maintained and for which anodes must be replaced approximately every 20 years. And while considering the difference between the coating systems of concrete pressure pipe and steel pipe, it is worth noting that on page 30 of the RVA report, the authors state, “Due to the brittle characteristics of the outer mortar layer of CPP, **extreme care** (emphasis mine) must be taken into consideration during the handling and transportation to prevent cracking and damage to the pipe.” Few people would consider the thin paints or plastic wrap coatings on steel pipe to be nearly as durable as the concrete pressure pipe mortar coating, yet the authors provide no caution regarding handling steel pipe in a manner to avoid coating damage.

#### *Design Risk of Concrete Pressure Pipe vs. Steel Pipe in Open Cut Installations*

On page 27, the RVA report states, “Both pipe materials in open cut installation require good quality bedding material and proper compaction of backfill.” This is actually not true except to meet any Region of Peel requirements. Concrete pressure pipe has the inherent stiffness to withstand very high compaction forces that could be used, for example, to encase the pipe in clays or other cohesive materials. Large diameter steel pipe cannot withstand those forces.



By design, concrete pressure pipe does not depend on sidefill support to withstand external load. In comparison, the stiffness of steel pipe typically provides about 5% of the strength to withstand external loads; the other 95% is provided by the sidefill compaction achieved in the field. It is important to consider that concrete pressure pipe manufacturers are audited to assure conformance to manufacturing and design requirements in the factory. Hence, when concrete pressure pipe is installed, the large majority of the structure of the pipe-soil interaction system has already been inspected. With steel pipe, even if the pipe is thoroughly inspected in the factory, it represents only about 5% of the strength of the pipe-soil system. The remainder of the strength is dependent on contractor performance, which the owner hopes will be adequately provided and inspected in the field. Does the Region of Peel prefer to depend on the installation contractor's competence and integrity for 95% of the pipe-soil installation's strength? That strength is already built in and inspected in the factory for concrete pressure pipe.

#### *On Catastrophic Failure*

The RVA report notes that steel pipe typically leaks with smaller volumes of water, whereas during those rare failures of concrete pressure pipe, a likely mode is a large pipe burst. Certainly, there is potential damage from the volume of water released during a large pipe burst. It has also been shown that smaller volumes of water will create large holes around a leaking pipe due to soil being washed away over time, such as RVA presents as the likely failure mode for steel pipe. Those holes in the soil will often be located by a bus, car or truck overloading the surface and collapsing the hole. One might consider that to the occupants of such vehicles, the failure of the slowly leaking pipe could also be called "catastrophic".

#### *Environmental Footprint from Pipe Selection and Design*

The RVA report notes that if recycled steel is used in steel pipe, the environmental footprint is substantially less because the steel is likely produced from scrap melted in an electric arc furnace. When I was at Ameron, our primary steel supplier produced (and still produces) cylinder coil steel from ingots produced overseas. Hence, if Ameron customers want the most competitive price on steel pipe, that steel is produced from virgin material in a blast furnace, and not from electric arc furnace steel. The Region of Peel needs to decide if they want their customers to consider paying a premium for pipe made from steel produced from scrap melted in an electric arc furnace.

If the Region of Peel is interested in improving the environmental footprint for installations of concrete pressure pipe, they should consider revising their bedding requirements to substantially reduce the amount of imported bedding and backfill material required. I was associated with and assisted in the design of a 150-mile pipeline in Texas, built of 60" and 53" concrete pressure pipe, for which zero material was imported to bed and backfill the pipe. On that project, the contractor used a trenching machine and processed the native material, including expansive clays, to be used as bedding and backfill for the pipe. This not only resulted in the most cost-effective installation, but also the most environmentally friendly, as well. It is also better from a corrosion resistance viewpoint, by eliminating differential soil oxygen concentrations around the circumference of the pipe. I recommend the Region of Peel consider doing the same.



Please feel free to call if you have any questions or comments regarding my opinions and findings of fact.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard I. Mueller". The signature is fluid and cursive, with a long horizontal stroke at the end.

Richard I. Mueller, P.E.  
President