

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 12, 2018

Time: 9:30 AM

Place: Council Chamber, 5th 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.

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1. **ROLL CALL**

2. **DECLARATIONS OF CONFLICTS OF INTEREST**

3. **APPROVAL OF MINUTES**

3.1. April 5, 2018 Regional Council meeting

4. **APPROVAL OF AGENDA**

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

6. **DELEGATIONS**

6.1. **Michael Gyovai, Resource Development Manager, Boys and Girls Club of Peel,** Providing an Introduction to the Boys and Girls Club of Peel, the Club's Mission/Vision, Needs for 2018/2019 and Requesting a Working Collaboration with the Region of Peel

6.2. **Tammy Laporte, Retail Worker,** Regarding the Holiday Shopping By-law in the Region of Peel (Related to 6.3)

6.3. **Karen Lobb, Retail Store Bookkeeper,** Regarding the Holiday Shopping By-law in the Region of Peel (Related to 6.2)

6.4. **Don Given, Planner, Malone Given Parsons Ltd.,** on behalf of Mayfield West Phase 2-Stage 2 Landowners Regarding the Growth Management Reports listed on the April 12, 2018 Regional Council Agenda (Related to 8.1 to 9.4 inclusive)

7. **CONSENT AGENDA**

8. **GROWTH MANAGEMENT**

8.1. Implications of Provincial Policy on Major Planning and Growth Management Initiatives in Peel (Oral) (Related to 6.4, 8.2 to 9.4 inclusive)
Presentation by Arvin Prasad, Director, Integrated Planning and Steve Jacques, Director, Growth Management Strategy

8.2. Current Provincial Land Use Planning Context (Related to 6.4, 8.1 and 8.3 to 9.4 inclusive)

8.3. Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel (Related to 6.4, 8.1, 8.2 and 8.4 to 9.4 inclusive)

8.4. Implications on the Growth Management Work Plan as a Result of Provincial Policy Directions (For information) (Related to 6.4, 8.1 to 8.3 inclusive and 8.5 to 9.4 inclusive)

8.5. GTA West Corridor/Northwest Greater Toronto Area Corridor Identification Study Update (For information) (Related to 6.4, 8.1 to 8.4 inclusive, 9.1 to 9.4 inclusive)

9. COMMUNICATIONS

9.1. **Kathryn McGarry, Minister of Transportation**, Letter dated March 6, 2018, Providing an Update on the GTA West Environmental Assessment Study (Receipt recommended) (Related to 6.4, 8.1 to 8.5 inclusive and 9.2 to 9.4 inclusive)

9.2. **Sonya Pacheco, Legislative Coordinator, City of Brampton**, Letter dated March 13, 2018, Providing a Copy of a City of Brampton Resolution Regarding the GTA West Corridor (Receipt recommended) (Related to 6.4, 8.1 to 9.1 inclusive, 9.3 and 9.4)

9.3. **Graham Milne, Regional Clerk, Region of Halton**, Letter dated April 5, 2018, Providing a Copy of the Region of Halton Resolution and Report titled "Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study" (Receipt recommended) (Related to 6.4, 8.1 to 9.2 inclusive and 9.4)

9.4. **Kathryn McGarry, Minister of Transportation**, Letter dated March 27, 2018, Responding to a Letter from Regional Chair Dale Regarding the Mayfield West Phase Two Residential Development and its Proposed Connection to Highway 410 at the Valleywood Boulevard Interchange (Receipt recommended) (Related to 6.4, 8.1 to 9.3 inclusive)

10. ITEMS RELATED TO PUBLIC WORKS

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

10.1. Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions on Regional Road 3 (Britannia Road) in the Area of Streetsville to Heartland, City of Mississauga, Wards 6 and 11 (Related to By-law 18-2018)

10.2. Amendment to the Region of Peel Traffic By-law 15-2013 to Implement a Westbound Left Turn Prohibition in the Morning and Afternoon Peak Periods from Monday to Friday on Regional Road 15 (Steeles Avenue West) at Churchville Road Intersection (Buses Excepted), City of Brampton, Wards 4 and 6 (Related to By-law 19-2018)

10.3. Amendments to the Region of Peel Area Weed Inspector By-law (Related to By-law 20-2018)

11. COMMUNICATIONS

12. ITEMS RELATED TO HEALTH

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

13. COMMUNICATIONS

- 13.1. **Dr. Helena Jaczek, Minister of Health and Long-Term Care**, Letter dated March 22, 2018, Advising of Additional Funding to Support Public Health Programs and Services in the Peel Community (Receipt recommended)

14. ITEMS RELATED TO HUMAN SERVICES

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

- 14.1. Provincial Approval of Appointment of Ontario Works Administrator for the Region of Peel

15. COMMUNICATIONS

- 15.1. **Sonya Pacheco, Legislative Coordinator, City of Brampton**, Letter dated March 13, 2018, Regarding the Peel Affordable Transportation Program - Brampton (Receipt recommended)
- 15.2. **Michael Coteau, Minister of Community and Social Services**, E-mail dated March 29, 2018, Responding to a Letter from Regional Chair Dale, Regarding Income Security Reform (Resolution 2018-143) (Receipt recommended)

16. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

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

- 16.1. 2018 Final Levy By-law (Related to By-law 21-2018)
- 16.2. 2017 Operating Financial Triannual Performance Report - Year End (Unaudited) (Related to 16.3)
Presentation by Norm Lum, Director, Business and Financial Planning
- 16.3. 2017 Capital Performance and Impact on Capital Reserves and Reserve Funds (For information) (Related to 16.2)
- 16.4. Budget Policy and Reserve Management Policy Compliance Update - December 31, 2017 (For information)
- 16.5. 2017 Region of Peel United Way Campaign (For information)
- 16.6. Municipal Access Agreement for Access to the Region of Peel Right-of-Ways
- 16.7. Regional Chair Election Compliance Audit Committee
- 16.8. Report of the Debt Issuance Committee (DEBT-1/2018) meeting held on March 22, 2018 (For information)

17. COMMUNICATIONS

- 17.1. **Dipika Damerla, Minister of Seniors Affairs**, Letter dated March 2018, Regarding Nominations for the 2018 Senior of the Year Award (Receipt recommended)
- 17.2. **Robert Serpe, Executive Director, Peel Police Services Board**, Letter dated March 26, 2018, Regarding 2017 External Funding Assistance – Public Police Programs (Receipt recommended)

18. OTHER BUSINESS

19. NOTICE OF MOTION/MOTION

20. BY-LAWS

Three Readings

By-law 18-2018: A by-law to reduce the speed limits on Regional Road 3 (Britannia Road) from 70 km/h to 60 km/h from 70 metres east of Terry Fox Way/Silken Laumann Way to 70 metres east of Creditview Road, and from 60 km/h to 50 km/h from 70 metres east of Creditview Road to 200 metres west of Tillsdown Road/River Grove 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. (Related to 10.1)

By-law 19-2018: A by-law to prohibit westbound left turn in the morning and afternoon peak periods Monday to Friday on Regional Road 15 (Steeles Avenue West) at Churchville Road intersection (buses excepted); 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. (Related to 10.2)

By-law 20-2018: A by-law to amend By-law 73-75, being a by-law to appoint an Area Weed Inspector for The Regional Municipality of Peel. (Related to 10.3)

By-law 21-2018: A by-law to adopt estimates of all sums required during the year 2018 for the purposes of the Regional Corporation and to provide a general levy and special levies on lower-tier municipalities, and to elect to adjust the total assessment for property in a property class with changes to the tax roll for 2017 resulting from various prescribed events. (Related to 16.1)

21. IN CAMERA MATTERS

- 21.1. Commencement of Expropriation Proceedings Burnhamthorpe Road Watermain Twinning from Regional Road 17 (Cawthra Road) to Grand Park Drive and Regional Road 17 (Cawthra Road) Sanitary Sewer from Burnhamthorpe Road East to Dundas Street East - City of Mississauga, Wards 3, 4 and 7 (A proposed or pending acquisition or disposition of land by the municipality or local board)

22. BY-LAWS RELATING TO IN CAMERA MATTERS

By-law 22-2018

23. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

24. ADJOURNMENT



**THE COUNCIL OF
THE REGIONAL MUNICIPALITY OF PEEL
April 5, 2018**

Regional Chair Dale called the meeting of Regional Council to order at 9:30 a.m. in the Council Chamber, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

1. ROLL CALL

Members Present:	G. Carlson	S. McFadden
	D. Cook	M. Medeiros
	B. Crombie*	G. Miles
	F. Dale	E. Moore
	J. Downey	M. Palleschi
	C. Fonseca♦	C. Parrish
	G. Gibson	K. Ras
	A. Groves	P. Saito♦
	N. Iannicca	B. Shaughnessy
	J. Innis	J. Sprovieri
	J. Kovac*	R. Starr
	M. Mahoney	A. Thompson

Members Absent:	L. Jeffrey	Due to illness
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Also Present: D. Szwarc, Chief Administrative Officer; L. Graham-Watson, Commissioner of Corporate Services; S. VanOwewegen, 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; D. Obaseki, Legislative Assistant

2. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

* See text for arrivals

♦ See text for departures

★ Denotes alternate member

3. APPROVAL OF MINUTES

3.1. March 8, 2018 Regional Council meeting

Moved by Councillor Cook,
Seconded by Councillor Starr;

That the minutes of the March 8, 2018 Regional Council meeting be approved.

Carried 2018-191

4. APPROVAL OF AGENDA

Moved by Councillor Parrish,
Seconded by Councillor Palleschi;

That the agenda for the April 5, 2018 Regional Council meeting include a delegation from Gary Lewis, Sales Representative, Northwest Pipe Company, regarding the inclusion of steel pipe in Region of Peel water and wastewater applications, to be dealt with under Delegations – Item 6.9;

And further, that the agenda for the April 5, 2018 Regional Council meeting include a communication from the Royal Canadian Legion regarding the Region of Peel Housing and Homelessness: Needs Assessment, Targets and Revised Plan report, to be dealt with under Items Related to Human Services – Item 11.2;

And further, that the agenda for the April 5, 2018 Regional Council meeting include a communication from Peel Alliance to End Homelessness regarding the new Peel Housing and Homelessness Plan, to be dealt with under Items Related to Human Services – Item 11.3;

And further, that the agenda for the April 5, 2018 Regional Council meeting include a communication from the Canadian Concrete Pipe and Precast Association regarding the Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains the Final Report by R.V. Anderson Associates Limited, to be dealt with under Items Related to Public Works – Item 15.9;

And further, that the agenda for the April 5, 2018 Regional Council meeting include a communication from the American Concrete Pressure Pipe Association regarding the R.V. Anderson Associates Limited report, “Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains”, to be dealt with under Items Related to Public Works – Item 15.10;

And further, that item 17.2 listed on the April 5, 2018 Regional Council agenda be withdrawn;

And further, that the agenda for the April 5, 2018 Regional Council meeting be approved, as amended.

Carried 2018-192

Related to 2018-198, 2018-256, 2018-257, 2018-202 and 2018-203

5. PUBLIC ANNOUNCEMENTS SPONSORED BY A MEMBER OF COUNCIL

Councillor Kovac arrived at 9:33 a.m.

Councillor Crombie arrived at 9:35 a.m.

6. DELEGATIONS

- 6.1. **Tony DiMillo, Chief Executive Officer, Technicore Underground Inc.,** Regarding the Allowance of Steel Pipe in Peel Region

Received 2018-193

Related to 2018-192, 2018-194 to 2018-198 inclusive and 2018-201 to 2018-203 inclusive

Tony DiMillo, Chief Executive Officer, Technicore Underground Inc., stated that it is his professional opinion, based on years of experience, that steel pipe should be permitted in Region of Peel watermain projects as a practice that could save taxpayers a considerable amount of money.

- 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

Received 2018-194

Related to 2018-193, 2018-195 to 2018-198 inclusive and 2018-201 to 2018-203 inclusive

Jim Tully, Executive Vice President, and David Archer, Business Development Manager, DECAST Ltd., advised of their disagreement with the information contained in the report of R.V. Anderson, noting that any savings associated with the use of steel pipe could be lost by one failure and that the failure risk of steel pipe is greater than concrete pressure pipe.

In response to a question from Councillor Sprovieri, Jim Tully advised that approximately 80 per cent of steel's carbon footprint comes from the manufacturing process.

- 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

Received 2018-195

Related to 2018-193, 2018-194, 2018-196 to 2018-198 inclusive and 2018-201 to 2018-203 inclusive

Enrico Stradiotto, Senior Technical Resources Engineer, Canadian Concrete Pressure Pipe and Precast Association, stated that concrete pressure pipe is a rigid structure whereas steel is flexible and relies on the interaction between the pipe and soil. The delegates recommended that Regional Council direct staff to further review the issue.

Items 6.5, 6.7, 6.9, 14.1, 15.9 and 15.10 were dealt with.

- 6.5. **Christopher Edwards, Technical Resource Engineer, Forterra**, Regarding the Carbon Footprint Impact of Canadian Concrete Pressure Pipe

Received 2018-196

Related to 2018-193 to 2018-195 inclusive, 2018-197, 2018-198 and 2018-201 to 2018-203 inclusive

Christopher Edwards, Technical Resource Engineer, Forterra, highlighted the higher labour costs, risks and requirements associated with steel pipes and advised that it is the opinion of Forterra that the report by R.V. Anderson is inaccurate and contradictory.

- 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

Received 2018-197

Related to 2018-193 to 2018-195 inclusive, 2018-196, 2018-198 and 2018-201 to 2018-203 inclusive

Mark Knight, Associate Professor, Department of Civil Engineering, University of Waterloo and Executive Director, Centre for Advancement of Trenchless Technology, advised that Regional Council should be very conservative and use a low risk approach with high consequence pipelines.

In response to a question from Councillor Sprovieri, Mark Knight stated that steel pipe may be appropriate based on local areas however, it has higher failure rates than concrete pressure pipe.

In response to a question from Councillor Crombie, Mark Knight advised that the research centre at the University of Waterloo includes approximately 60 member municipalities, is

independently funded and receives funding from concrete pipe manufactures but not from steel pipe manufacturers.

- 6.9. **Gary Lewis, Sales Representative, Northwest Pipe Company,** To Support the Inclusion of Steel Pipe in the Region of Peel Water and Wastewater Applications; To Discuss the Modern Steel Manufacturing Plant and the Content of Recycled Materials and the 2018 Utah State AWWA Report

Received 2018-198

Related to 2018-193 to 2018-195 inclusive, 2018-196, 2018-197 and 2018-201 to 2018-203 inclusive

Gary Lewis, Sales Representative, confirmed Northwest Pipe Company's support for the report of R.V. Anderson and urged Regional Council to accept the position outlined in the report; accept the American Waterworks Association standards for pipes; and, allow the market to determine the appropriate products to be used in watermain projects.

In response to a question from Councillor Crombie, Gary Lewis advised that there are two Canadian steel pipe making companies.

14.1. **Tendering Options for Large Diameter Watermain Projects**

Presentation by Janette Smith, Commissioner of Public Works; Ken Campbell, Chairman and Gianpiero Vancheri, Principal, R.V. Anderson Associates Limited

Received 2018-199

Janette Smith, Commissioner of Public Works, introduced Ken Campbell, Chairman and Gianpiero Vancheri, Principal, R.V. Anderson Associates Limited, noting that R.V. Anderson Associates Limited had been retained by the Region of Peel in response to Council direction in October 2017 to report back with additional analysis on failure rates and a comparison of lifespan, and additional information regarding the environmental impact of concrete pressure pipe (CPP) and steel pipe (SP) for large diameter water transmission mains.

Gianpiero Vancheri advised that the comparative study completed by R.V. Anderson Associates Limited considered 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

It was noted that there are limited studies and performance data related to large diameter steel pipe and concrete pipe and limited evidence to definitively conclude that one performs better

than the other. Pipe performance may be affected by age, changing manufacturing standards, engineering design standards, pipe handling, installation, operation, temperature, and soil type.

Ken Campbell and Gianpiero Vancheri summarized the study's conclusions as follows:

- 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.
- 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.

In response to a question from Councillor Sprovieri, Ken Campbell advised that watermain pipe may be installed in a tunnel or in open trench. Installation of steel pipe in tunnel is easier and effective for large diameter pipe however, there are additional factors to consider in open trench installation, such as protection for soil erosion.

In response to a question from Councillor Medeiros, Ken Campbell stated that since pipes are positioned well below the frost line, climate is not a factor in determining the suitability of steel versus concrete pressure pipe and that adequate investigative soil studies are required, which is standard practice.

In response to a question from Councillor Crombie, the Commissioner of Public Works stated that Region of Peel staff believe that more competition leads to better value, and that both steel and CPP pipe for large diameter tunnelled watermains will achieve the desired outcome.

Councillor Miles called the question.

Moved by Councillor Miles;
Seconded by Councillor Sprovieri;

That the motion regarding Tendering Options for Large Diameter Watermain Projects be voted upon.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; P. Saito; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	Total 18
Opposed	A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Mahoney	5
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	L. Jeffrey	1

Carried by a 2/3 majority vote 2018-200

Moved by Councillor Crombie,
Seconded by Councillor Ras;

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.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; J. Innis; S. McFadden; M. Medeiros; G. Miles; K. Ras; J. Sprovieri	Total 11
Opposed	G. Gibson; A. Groves; N. Iannicca; J. Kovac; M. Mahoney; E. Moore; M. Palleschi; C. Parrish; P. Saito; B. Shaughnessy; R. Starr; A. Thompson	12
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	L. Jeffrey	1

Lost 2018-201

Related to 2018-193 to 2018-195 inclusive, 2018-196 to 2018-198 inclusive, 2018-202 and 2018-203

- 15.9. **Enrico Stradiotto, Senior Technical Resources Engineer, Canadian Concrete Pipe and Precast Association**, Letter dated April 3, 2018, Regarding the Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains the Final Report by R.V. Anderson Associates Limited dated March 22, 2018

Received 2018-202

Related to 2018-192 to 2018-195 inclusive, 2018-196 to 2018-198 inclusive, 2018-201 and 2018-203

- 15.10. **Richard Mueller, President, American Concrete Pressure Pipe Association**, Letter dated April 3, 2018, Regarding Review of the R.V. Anderson Associates Limited Report, "Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains", dated March 22, 2018

Received 2018-203

Related to 2018-192 to 2018-195 inclusive, 2018-196 to 2018-198 inclusive, 2018-201 and 2018-202

Items 7 and 8.2 were dealt with.

7. CONSENT AGENDA

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

That the following matters listed on the April 5, 2018 Regional Council Agenda be approved under the Consent Agenda:

- 8.1. Pharmacy Services for the Region of Peel's Long Term Care Division, Document 2017-710P
- 8.3. Multi-Unit Housing Smoke-Free Initiative
- 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
- 10.4. 2018 Homelessness Point-in-Time Count and Registry Week
- 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
- 12.1. 2017 Statement of Remuneration and Expenses
- 12.2. Funding to Support Community Organizations for Costs Associated with Police Presence at Community Events
- 12.3. Evaluation and Implementation of Consent Agenda
- 12.5. 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
- 13.1. 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
- 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)
- 14.2. Water Treatment and Quality 2017 Annual Summary Report and Water Programs Update
- 14.5. The Ontario Municipal Commuter Cycling Program and Multi-Use Trails on Highway Overpasses
- 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
- 14.8. Report of the Waste Management Strategic Advisory Committee (WMSAC-1/2018) meeting held on March 1, 2018
- 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
- 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
- 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)
- 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)

- 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)

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; C. Fonseca; G. Gibson; A. Groves; N. Iannicca; J. Innis; 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	Total 23
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	L. Jeffrey	1

Carried 2018-204

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

- 8.1. **Pharmacy Services for the Region of Peel's Long Term Care Division, Document 2017-710P**

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

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.

Carried 2018-205

8.3. **Multi-Unit Housing Smoke-Free Initiative**

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

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

Carried 2018-206

Related to 2018-245

- 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

Received 2018-207

10.4. **2018 Homelessness Point-in-Time Count and Registry Week**

Received 2018-208

Related to 2018-254, 2018-255, 2018-209 and 2018-257

- 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

Received 2018-209

12.1. **2017 Statement of Remuneration and Expenses**

Received 2018-210

12.2. **Funding to Support Community Organizations for Costs Associated with Police Presence at Community Events**

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

That funding in the amount of \$182,522 in 2018 to the City of Brampton in the amount of \$68,641 and the City of 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.

Carried 2018-211

12.3. **Evaluation and Implementation of Consent Agenda**

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

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 5 of the Procedure By-law 9-2018 be waived accordingly, until an amendment is brought forward for enactment to the By-law.

Carried 2018-212

12.5. **Supply, Installation and Support for Multifunctional and Non-Multifunctional Devices - Document 2012-578P**

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

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 (excluding applicable taxes) for the Region of Peel and \$300,000 (excluding 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.

Carried 2018-213

12.6. **Digital Strategy - IT Operating Model**

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

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 (excluding applicable taxes) in accordance with Purchasing By-law 113-2013.

Carried 2018-214

12.7. **Report of the Government Relations Committee (GRC-1/2018) meeting held on March 1, 2018**

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

That the report of the Government Relations Committee (GRC-1-2018), meeting held on March 1, 2018 be adopted.

Carried 2018-215

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. ELECTION OF CHAIR AND VICE CHAIR

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.

Approved 2018-216

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.

Approved 2018-217

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.

Approved 2018-218

4. DELEGATIONS - Nil

5. REPORTS

5.1. Update on the Region of Peel's 2018 Provincial Election Strategy

Received 2018-219

6. Government Relations Update

Discussion led by Jeffrey Barillas, Advisor, External Relations, Strategic Public Policy and External Relations

Received 2018-220

7. COMMUNICATIONS

7.1. 2018 Spring MP/MPP Advocacy Update

Received 2018-221

7.2. Region of Peel 2018 Federal Pre-Budget Submission

Received 2018-222

7.3. Region of Peel 2018 Provincial Pre-Budget Submission

Received 2018-223

7.4. **Summary of the 2018 Federal Budget**

Received 2018-224

- 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

Received 2018-225

- 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)

Received 2018-226

- 14.2. **Water Treatment and Quality 2017 Annual Summary Report and Water Programs Update**

Received 2018-227

- 14.5. **The Ontario Municipal Commuter Cycling Program and Multi-Use Trails on Highway Overpasses**

Received 2018-228

- 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**

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

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 McMurphy 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.

Carried 2018-229

Related to 2018-265

14.8. **Report of the Waste Management Strategic Advisory Committee (WMSAC-1/2018) meeting held on March 1, 2018**

Moved by Councillor Iannicca,
Seconded by Councillor Gibson;

That the report of the Waste Management Strategic Advisory Committee (WMSAC-1/2018) meeting held on March 1, 2018 be adopted.

Carried 2018-230

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.

Approved 2018-231

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.

Approved 2018-232

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 2018-233

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.

Approved 2018-234

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.

Approved 2018-235

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.

Approved 2018-236

4.5. **Waste Collection Vehicle Time Off Road Requirements**

Received 2018-237

5. COMMUNICATIONS

5.1. **Resource Productivity and Recovery Authority Notice, dated February 15, 2018, Regarding the Amended Blue Box Program Plan**

Received 2018-238

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**

Received 2018-239

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**

Received 2018-240

- 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)

Received 2018-241

- 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)

Received 2018-242

- 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)

Received 2018-243

Councillor Fonseca departed at 11:36 a.m.

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

Item 8.2 was dealt with.

- 8.2. **Implications of the Legalization of Cannabis for Recreational Use**
Presentation by Dr. Jessica Hopkins, Medical Officer of Health

Received 2018-244

Related to 2018-245

Councillor Saito departed at 11:59 a.m.

Moved by Councillor Crombie,
Seconded by Councillor Thompson;

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 subject 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, the Association of Local Public Health Agencies, the Peel District School Board, the Dufferin-Peel Roman Catholic School Board and the Ontario Public School Boards Association.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; G. Gibson; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; K. Ras; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	Total 20
Opposed		
Abstain <i>(counted as a no vote)</i>	C. Parrish	1
Absent <i>(from meeting and/or vote)</i>	C. Fonseca; L. Jeffrey; P. Saito	3

Carried 2018-245

Related to 2018-206 and 2018-244

Dr. Jessica Hopkins, Medical Officer of Health, presented the implications of the legalization of cannabis for recreational use, including the associated legislative framework, Public Health approach, recommendations and next steps.

Cannabis is the most commonly used illegal drug in Canada and worldwide and the legislative framework includes jurisdictional responsibilities for federal, provincial and regional/municipal governments.

Upon Regional Council’s approval of the recommendation contained within the report listed as item 8.2 on the April 5, 2018 Regional Council agenda, Region of Peel staff 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:

- Allocate funds, resources and supports for new regional/municipal responsibilities
- Establish formal provincial guidelines regarding siting of cannabis related businesses
- Commit to public health and safety considerations as the primary driver for policy decisions
- Invest in a system of research, monitoring and evaluation on the health, social and economic outcomes of cannabis legislation

Region of Peel staff will continue to work with external partners to facilitate a coordinated regional approach to cannabis legislation; monitor actions at the provincial and federal levels; monitor impacts and be responsive to the emerging needs of Peel residents upon legalization; and, provide updates to Regional Council, as needed, on the progress of cannabis legalization.

In response to a question from Councillor Sprovieri, Dr. Hopkins stated that she is not aware of any modelling studies that anticipate how the number of cannabis users would be affected by its legalization, however, information from the State of Colorado indicates that there has been no increase.

In response to questions from Councillor Thompson, Dr. Hopkins noted that medical cannabis is regulated at the federal level and it is not yet clear how enforcement of the maximum number of plants permitted per property would be enforced or by whom. The Medical Officer of Health advised that Peel Public Health staff have provided feedback through the federal and provincial processes, however, it is not yet clear what gaps may exist as the final wording of the legislation has not yet been proclaimed.

Councillor Ras highlighted the need for educating youth and children regarding edible cannabis that looks like candy, and educating parents about what to do if a child ingests edible cannabis.

Councillor Moore requested that copies of the report listed as Item 8.2 on the April 5, 2018 Regional Council agenda be distributed to Peel school boards and the Ontario Public School Boards Association.

6.4. Simrohit Singh Sidhu, Resident of Peel Region, Regarding Water Fluoridation

Received 2018-246

Related to 2018-247, 2018-248 to 2018-250 inclusive

Simrohit Singh Sidhu, Resident, Region of Peel, stated that the Region of Peel should place a moratorium on the fluoridation of drinking water until the Minister of Health responds to Regional Council Resolution 2017-68.

In response to a question from Councillor Sprovieri, Mr. Sidhu stated that the Community Water Fluoridation Committee should consider new science regarding the health risks of water fluoridation and examine the differences between communities that use fluoride and those that do not.

6.6. Christine Massey, Spokesperson, Fluoride Free Peel, Regarding the Reactivation of the Community Water Fluoridation Committee

Received 2018-247

Related to 2018-246, 2018-248 to 2018-250 inclusive

Christine Massey, Spokesperson, Fluoride Free Peel, stated that Regional Council should reactivate the Community Water Fluoridation Committee to address serious questions that have been raised and to consider new science.

- 6.8. **Liesa Cianchino, Resident**, Regarding the Reactivation of the Community Water Fluoridation Committee

Received 2018-248

Related to 2018-246, 2018-247, 2018-249 and 2018-250

Liesa Cianchino, Resident, Region of Peel, indicated her support of the motion to reactivate the Community Water Fluoridation Committee.

The Regional Clerk advised that a response had been received from the Minister of Health to Regional Council Resolution 2017-68 and in accordance with direction from Regional Council, the letter has been referred to the Community Water Fluoridation Committee.

Item 17.1 was dealt with.

- 17.1. **Motion from Councillor Sprovieri Regarding Reactivating the Community Water Fluoridation Committee**

Moved by Councillor Sprovieri,
Seconded by Councillor Palleschi;

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 of 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 Community 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 Community Water Fluoridation Committee;

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.

In Favour	G. Carlson; D. Cook; J. Downey; G. Gibson; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	Total 20
Opposed	B. Crombie	1
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	C. Fonseca; L. Jeffrey; P. Saito	3

Carried 2018-249

Related to 2018-246, 2018-247, 2018-248 and 2018-250

Moved by Councillor Sprovieri,
Seconded by Councillor Thompson;

That the resignation of Councillor Parrish from the Community Water Fluoridation Committee be received;

And further, that Councillor Kovac be appointed to the Community Water Fluoridation Committee for a term ending November 30, 2018 or upon the completion of the Committee's mandate.

In Favour	G. Carlson; D. Cook; J. Downey; G. Gibson; A. Groves; N. Iannicca; J. Innis; J. Kovac; M. Mahoney; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	Total 20
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	B. Crombie; C. Fonseca; L. Jeffrey; P. Saito	4

Carried 2018-250

Related to 2018-246 to 2018-249 inclusive

Regional Council recessed at 12:38 p.m.

Regional Council reconvened at 1:10 p.m.

Members Present:	G. Carlson	M. Medeiros
	D. Cook	G. Miles
	B. Crombie	E. Moore
	F. Dale	M. Palleschi
	J. Downey	C. Parrish
	G. Gibson	K. Ras
	A. Groves	B. Shaughnessy
	N. Iannicca	J. Sprovieri
	J. Innis	R. Starr
	J. Kovac	A. Thompson
	S. McFadden	

Members Absent:	L. Jeffrey	Due to illness
	C. Fonseca	
	M. Mahoney	
	P. Saito	Due to other municipal business

Also Present: D. Szwarc, Chief Administrative Officer; L. Graham-Watson, Commissioner of Corporate Services; S. VanOwewegen, 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; D. Obaseki, Legislative Assistant

8. ITEMS RELATED TO HEALTH
Chaired by Councillor E. Moore

8.2. Implications of the Legalization of Cannabis for Recreational Use
Presentation by Dr. Jessica Hopkins, Medical Officer of Health

This item was dealt with under Resolutions 2018-245

9. COMMUNICATIONS

This item was dealt with under Consent Agenda

10. **ITEMS RELATED TO HUMAN SERVICES**

Chaired by Councillor M. Medeiros

10.1. **Community Hubs Development Update**

Received 2018-251

Related to 2018-252

Moved by Councillor Parrish,
Seconded by Councillor 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;

And whereas, today's report endorses community groups being supported by the Region through conducting needs assessments, *exploring surplus infrastructure* and writing grant applications;

And 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;

And 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;

And 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 of \$17,266 for newcomers, which are 59.9% of Malton's population;

And 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;

And 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 9,900 participate in the City's subsidized programs and 1708 of 9,900 are registered in full-cost programs;

And 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%;

And 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;

And 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 are related to youth, income security and health;

And whereas, the current report specifically suggests exploring surplus infrastructure;

And 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;

Therefore be it resolved:

That funds be provided 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, that the seven 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 its 2019 Budget deliberations, to complete the Youth Drop-in Centre and Hub in Malton.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; G. Gibson; A. Groves; N. Iannicca; J. Innis; J. Kovac; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	Total 20
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	C. Fonseca; L. Jeffrey; M. Mahoney; P. Saito	4

Carried 2018-252

Related to 2018-251

Councillor Parrish requested the support of Regional Council for a community hub in Malton, noting the significant needs of the Malton community.

In response to questions from Councillor Miles, Councillor Parrish advised that the first step would be to complete a study on the feasibility of converting the pool area to be suitable for the services a youth hub would require at the Lincoln Alexander Secondary School and to determine the associated cost.

The Commissioner of Human Services advised that the intent of the community hub would be to have community agencies on site providing services to the public.

10.2. **Peel Housing and Homelessness: Needs Assessment, Targets and Revised Plan**

Presentation by Aileen Baird, Director, Housing Services and Arvin Prasad, Director, Integrated Planning

Received 2018-253

Related to 2018-254

Moved by Councillor Groves,
Seconded by Councillor Iannicca;

That the targets and revised plan contained in the report of the Commissioner of Human Services and the Commissioner of Health Services, titled, "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.

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

Carried 2018-254

Related to 2018-208, 2018-209, 2018-253 to 2018-257 inclusive

Aileen Baird, Director, Housing Services and Arvin Prasad, Director, Integrated Planning, presented the new direction proposed for Housing and Homelessness in the Region of Peel.

They highlighted accomplishments that have been achieved in an environment that is facing increasing pressure and challenges, which has prompted new responses from all levels of government and they noted that the gap between supply and demand continues to grow.

Arvin Prasad stated that the related report to Regional Council seeks endorsement of a new set of affordable housing targets for the Region’s Official Plan and a new 10-year Housing and Homelessness Plan for the Region of Peel. The targets and strategies are based on a needs assessment for emergency, transitional, supportive and affordable housing and will guide the Region towards greater success.

Aileen Baird provided a summary of items that will be brought forward to Regional Council over the next twelve months.

In response to comments from Councillor Groves, Arvin Prasad, noted that there are many obstacles to be cleared before inclusionary zoning is achieved, including Official Plan Amendments and Zoning By-law amendments. He advised that staff would be reporting to Regional Council in June 2018 with planning considerations and information to prepare for a Regional Official Plan Amendment in the next term of Council.

Councillor Palleschi requested that staff consider the lands located in front of the Mount Pleasant GO Transit Station and the Heritage Heights Lands for affordable housing.

Councillor Ras suggested that staff consider underutilized church properties for affordable housing.

Councillor Parrish noted that two Dufferin-Peel Catholic School Board schools have closed in the City of Mississauga and she encouraged staff to investigate their availability and the feasibility of utilizing them for affordable housing.

10.3. **Action Plan Towards Ending Youth Homelessness**

Moved by Councillor Palleschi,
Seconded by Councillor Ras;

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.

In Favour	G. Carlson; D. Cook; B. Crombie; J. Downey; G. Gibson; A. Groves; N. Iannicca; J. Innis; J. Kovac; S. McFadden; M. Medeiros; G. Miles; E. Moore; M. Palleschi; C. Parrish; K. Ras; B. Shaughnessy; J. Sprovieri; R. Starr; A. Thompson	Total 20
Opposed		
Abstain <i>(counted as a no vote)</i>		
Absent <i>(from meeting and/or vote)</i>	C. Fonseca; L. Jeffrey; M. Mahoney; P. Saito	4

Carried 2018-255

Related to 2018-208, 2018-209 and 2018-254

11. **COMMUNICATIONS**

11.2. **Comrade Chris Banks CD, 3rd Vice President, Public Relations Officer, and Comrade Henry F. Verschuren CD, Poppy Chair and Parade Commander, Royal Canadian Legion**, Providing a Response to the Region of Peel Housing and Homelessness: Needs Assessments, Targets and Revised Plan

Referred to Human Services 2018-256

Related to 2018-192 and 2018-254

- 11.3. **Michelle Bilek and Cory O’Handley, Co-Chairs, Peel Alliance to End Homelessness**, Letter dated April 4, 2018 in Support of the New Peel Housing and Homelessness Plan

Received 2018-257

Related to 2018-192, 2018-254 and 2018-208

12. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

Chaired by Councillor M. Medeiros

- 12.4. **Nominations for a Region of Peel Municipal Member Candidate to Serve on the Greater Toronto Airports Authority Board of Directors**

Moved by Councillor Thompson,
Seconded by Councillor Ras;

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.

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

Carried 2018-258

13. COMMUNICATIONS

These items were dealt with under Consent Agenda

14. ITEMS RELATED TO PUBLIC WORKS

Chaired by Councillor R. Starr

14.1. Tendering Options for Large Diameter Watermain Projects

Presentation by Janette Smith, Commissioner of Public Works; Ken Campbell, Chairman and Gianpiero Vancheri, Principal, R.V. Anderson Associates Limited

This item was dealt with under Resolution 2018-201

14.3. Proposed Transfer of Jurisdiction - Albion-Vaughan Road and Highway 50 (Bolton)

Received 2018-259

In response to a question from Councillor Groves, Gary Kocialek, Director, Transportation, advised that the Downtown Bolton Parking Pilot was included in the scope of the Bolton Transportation Master Plan and will involve community consultation to better understand the needs and impacts, prior to staff reporting to Regional Council with recommendations.

14.4. Feasibility of a Truck Restricted Lanes Pilot Project on Regional Road 5 (Derry Road) and Regional Road 50 (Highway 50)

Moved by Councillor Parrish,
Seconded by Councillor Sprovieri;

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.

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

Carried 2018-260

In response to questions from Councillors, Gary Kocialek, Director, Transportation, advised that staff would be reporting to a future meeting of Regional Council with recommendations to improve safety on Highway 50.

14.7. **Costs of Weekly Curbside Recycling Collection**

Received 2018-261

15. **COMMUNICATIONS**

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)

Received 2018-262

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)

Received 2018-263

Related to 2018-241

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)

Received 2018-264

Related to 2018-242

- 15.9. **Enrico Stradiotto, Senior Technical Resources Engineer, Canadian Concrete Pipe and Precast Association**, Letter dated April 3, 2018, Regarding the Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains the Final Report by R.V. Anderson Associates Limited dated March 22, 2018

This item was dealt with under Resolution 2018-202

- 15.10. **Richard Mueller, President, American Concrete Pressure Pipe Association**, Letter dated April 3, 2018, Regarding Review of the R.V. Anderson Associates Limited Report, "Comparative Assessment of Steel Pipe and Concrete Pressure Pipe for Large Diameter Watermains", dated March 22, 2018

This item was dealt with under Resolution 2018-203

16. **OTHER BUSINESS - Nil**

17. **NOTICE OF MOTION/MOTION**

- 17.1. **Motion from Councillor Sprovieri Regarding Reactivating the Community Water Fluoridation Committee**

This item was dealt with under Resolution 2018-249

- 17.2. **Motion from Councillor Parrish Regarding the Proposed Regional Campaign on the Effects of Salt Use**

This item was withdrawn under Resolution 2018-192

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 McMurphy 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.

Moved by Councillor Palleschi,
Seconded by Councillor Moore;

That the by-law listed on the Regional Council agenda, being By-law 14-2018, 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 2018-265

Related to 2018-229

19. IN CAMERA MATTERS

Council opted not to move into closed session to consider the following item:

- March 8, 2018 Regional Council Closed Session Report

19.1. March 8, 2018 Regional Council Closed Session Report

Received 2018-266

20. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Moved by Councillor McFadden,
Seconded by Councillor Miles;

That By-law 17-2018 to confirm the proceedings of Regional Council at its meeting held on April 5, 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 2018-267

21. ADJOURNMENT

The meeting adjourned at 2:36 p.m.

Regional Clerk

Regional Chair

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/04/12	MEETING NAME Regional Council
--	---

Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9

Phone: 905-791-7800 ext. 4582 Fax: 905-791-1693

E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD 2018/02/02
--

NAME OF INDIVIDUAL(S) Michael J Gyovai
--

POSITION/TITLE Resource Development Manager

NAME OF ORGANIZATION Boys and Girls Club of Peel
--

E-MAIL mgiovai@bgcpeel.org	TELEPHONE NUMBER (905) 712-1789	EXTENSION 103	FAX NUMBER
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NAME OF INDIVIDUAL(S)

POSITION/TITLE

NAME OF ORGANIZATION

E-MAIL	TELEPHONE NUMBER	EXTENSION	FAX NUMBER
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Providing an Introduction to the Boys and Girls Club of Peel, the Club's Mission/Vision, Needs for 2018/2019 and to Request a Working Collaboration with the Region of Peel

I AM SUBMITTING A FORMAL PRESENTATION TO ACCOMPANY MY DELEGATION YES NO

IF YES, PLEASE ADVISE OF THE FORMAT OF YOUR PRESENTATION (ie POWERPOINT) Powerpoint

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 100-2012, as amended, 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 IV-4 of the Region of Peel Procedure By-law 100-2012 as amended, 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 video broadcast on the local cable television network where video files 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 2018/04/12	MEETING NAME Regional Council
---------------------------------------	----------------------------------

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

DATE SUBMITTED YYYY/MM/DD
April 4, 2018

NAME OF INDIVIDUAL(S)
Tammy Laporte

POSITION(S)/TITLE(S)
retail worker

NAME OF ORGANIZATION(S)

E-MAIL [REDACTED]	TELEPHONE NUMBER [REDACTED]	EXTENSION [REDACTED]
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
to discuss the holiday shopping by-law in Peet Region
date requested: April 12, 18

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).**
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Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/04/12	MEETING NAME Regional Council
---------------------------------------	----------------------------------

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

DATE SUBMITTED YYYY/MM/DD

April 4, 2018

NAME OF INDIVIDUAL(S)

Karen Lobb

POSITION(S)/TITLE(S)

Retail store bookkeeper

NAME OF ORGANIZATION(S)

E-MAIL

[REDACTED]

TELEPHONE NUMBER

[REDACTED]

EXTENSION

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

Changes to the holiday shopping by-law

date requested: April 12

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).**

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Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2018/04/12	MEETING NAME Regional Council
--	---

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

DATE SUBMITTED YYYY/MM/DD

2018/04/06

NAME OF INDIVIDUAL(S)

Don Given

POSITION(S)/TITLE(S)

Planner

NAME OF ORGANIZATION(S)

Malone Given Parsons Ltd.

E-MAIL

TELEPHONE NUMBER

EXTENSION

(905) 513-0170**109**

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

Mr. Given is requesting delegation status to present at the April 12, 2018 Regional Council on behalf of the Mayfield West Phase 2 - Stage 2 Landowners. Mr. Given is requesting to speak to Items 8.1 to 8.5 (Growth Management) on the Council agenda. Please note that the presentation for Mr. Given will be provided to the Clerks Division after the materials for Item 8 have been distributed.

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:**

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)*

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GROWTH MANAGEMENT

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Implications of Provincial Policy on Major Planning and Growth Management Initiatives in Peel

April 12, 2018

Arvin Prasad

Director, Integrated Planning
Region of Peel
arvin.prasad@peelregion.ca

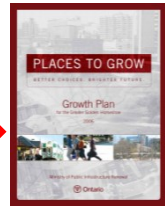
Steve Jacques

Director, Growth Management Strategy
Region of Peel
steve.jacques@peelregion.ca

Current Land Use Planning Context



History of Growth Plan Implementation



Growth Plan, 2006



Growth Plan, 2017

2006

2010

2013

2014-
2016

2017

October
26, 2017

February
2018

Spring
2018

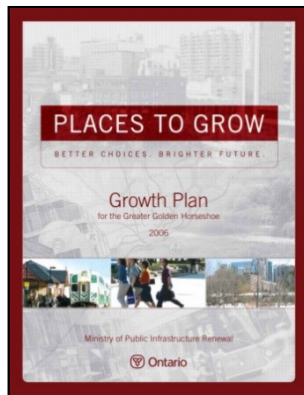
- Adoption of ROPA 24 and including 2031A growth targets
- Completion of Peel Regional Official Plan Review
- Revised 2031 forecasts (2031B)
- Establishment of new approach to growth management at the Region of Peel
- ROPAs 28, 29, 30* implement 2031 growth forecasts
- *ROPA 30 under appeal at the OMB
- Comprehensive Growth Management Strategy Report to Regional Council
- Regional Council authorized staff to proceed to statutory consultation on GM ROPA
- Growth Management Statutory Open Houses/PICs
- GTA West cancellation announcement
- Release of Provincial guidance on Growth Plan implementation
- *Building Better Communities and Conserving Watersheds Act* comes into effect

Municipal Comprehensive Review

Growth Plan, 2006

Policy Overview:

- Growth forecasts to 2031
- Local-led Municipal Comprehensive Review:
 - Settlement boundary expansion
 - Employment conversion



Growth Plan, 2017

Policy Overview:

Growth forecasts to 2041

- Region-led Municipal Comprehensive Review:
 - Growth forecasts (people and jobs) and density and intensification target implementation
 - Settlement boundary expansion
 - Employment area strategy, designation, conversion, and density requirements
 - Major transit station area and strategic growth area delineation
 - Natural heritage and agricultural systems mapping refinement



Provincial Guidance Documents

- Land Needs Assessment Methodology
- Municipal Comprehensive Review
- Application of Intensification and Density Targets
- Housing Strategy
- Watershed Planning
- Natural Heritage and Agricultural Systems Mapping
- Agricultural Impact Assessment
- Community Greenhouse Gas Emissions Reduction Planning

Draft Municipal Comprehensive Review Guidance

- All Growth Plan, 2017 Municipal Comprehensive Review policies must be implemented through a single amendment
- Integrated approach to planning for complete communities supports the Region's approach to planning and managing growth
- Concern that requiring single amendment will impede timely implementation of important community building policies and impact affordability, competitiveness, infrastructure planning and financing

Recommendation: Draft guidance be revised to allow for flexibility and permit a staged approach

New Appeals Process

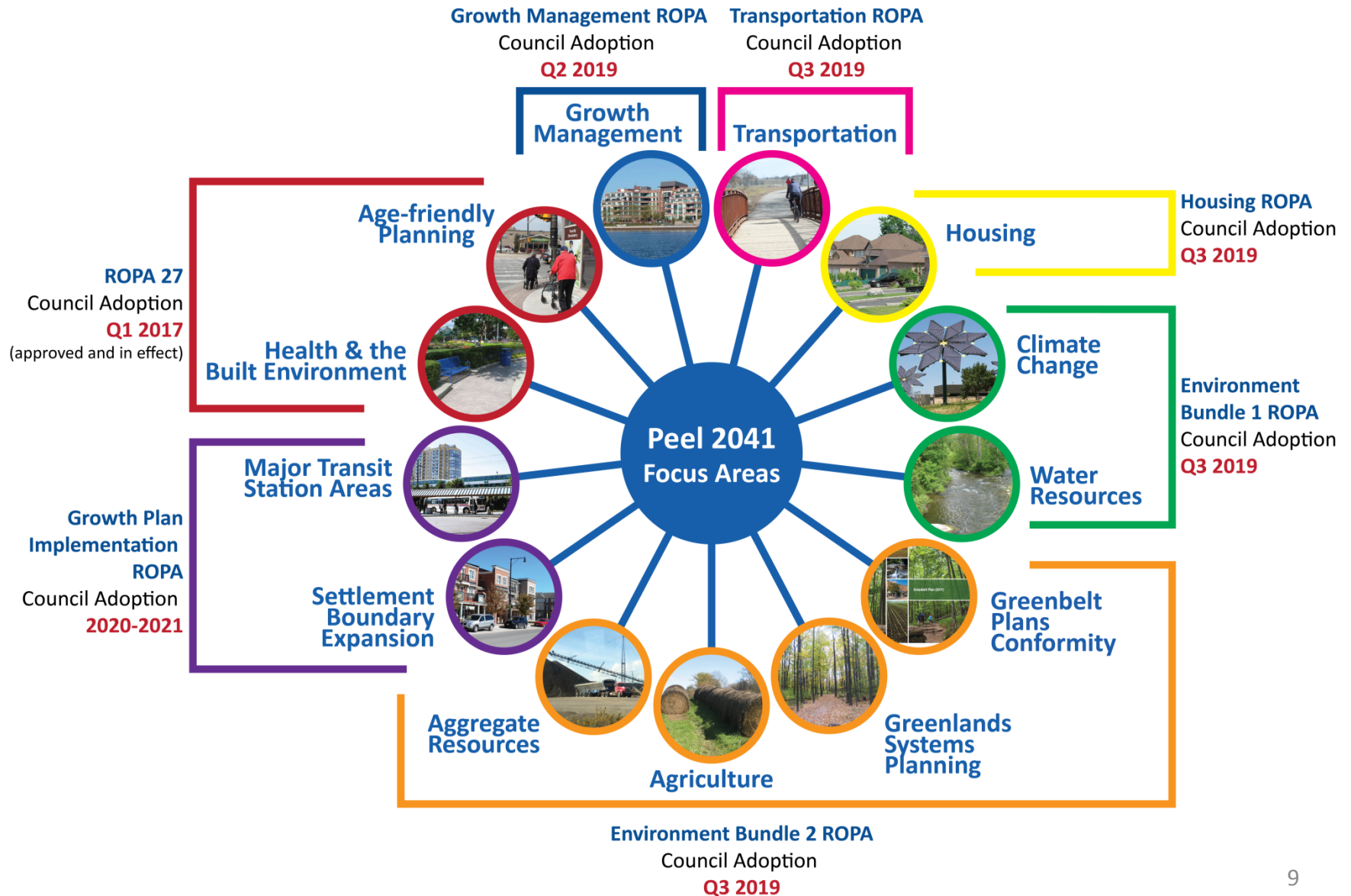
- *Building Better Communities and Conserving Watersheds Act* came into effect April 3, 2018
- The Ontario Municipal Board is replaced by the Local Planning Appeal Tribunal
- Conformity amendments through Peel 2041 no longer subject to appeal unless there is no decision by the Province
- Appeals to be assessed based on consistency and conformity with Provincial and relevant upper-tier plans
- Mandatory case management prior to hearing
- New evidence requirements
- Additional process changes

Impact on Regional Planning Initiatives



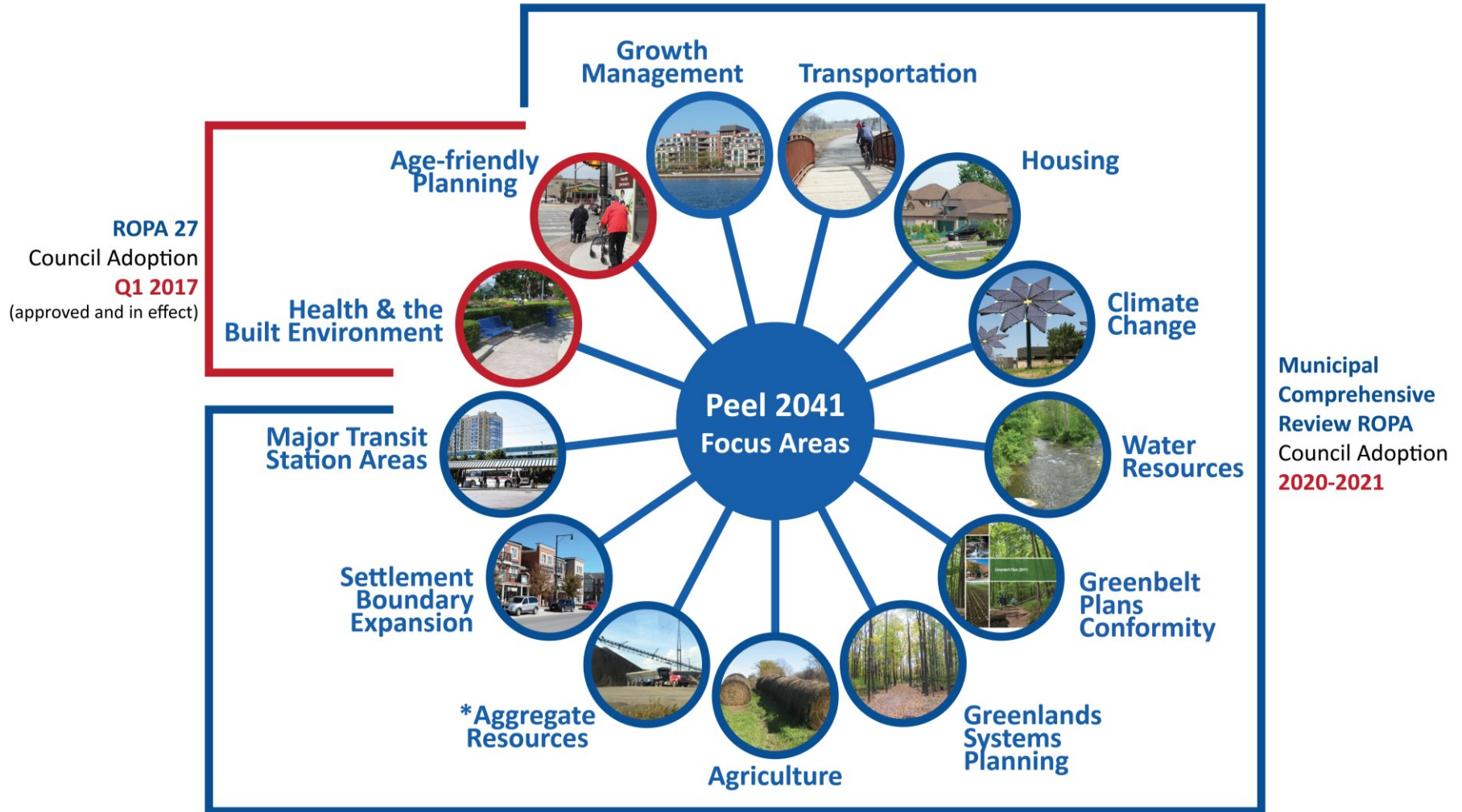
Amendment Adoption Schedule

(original work plan, staged approach)



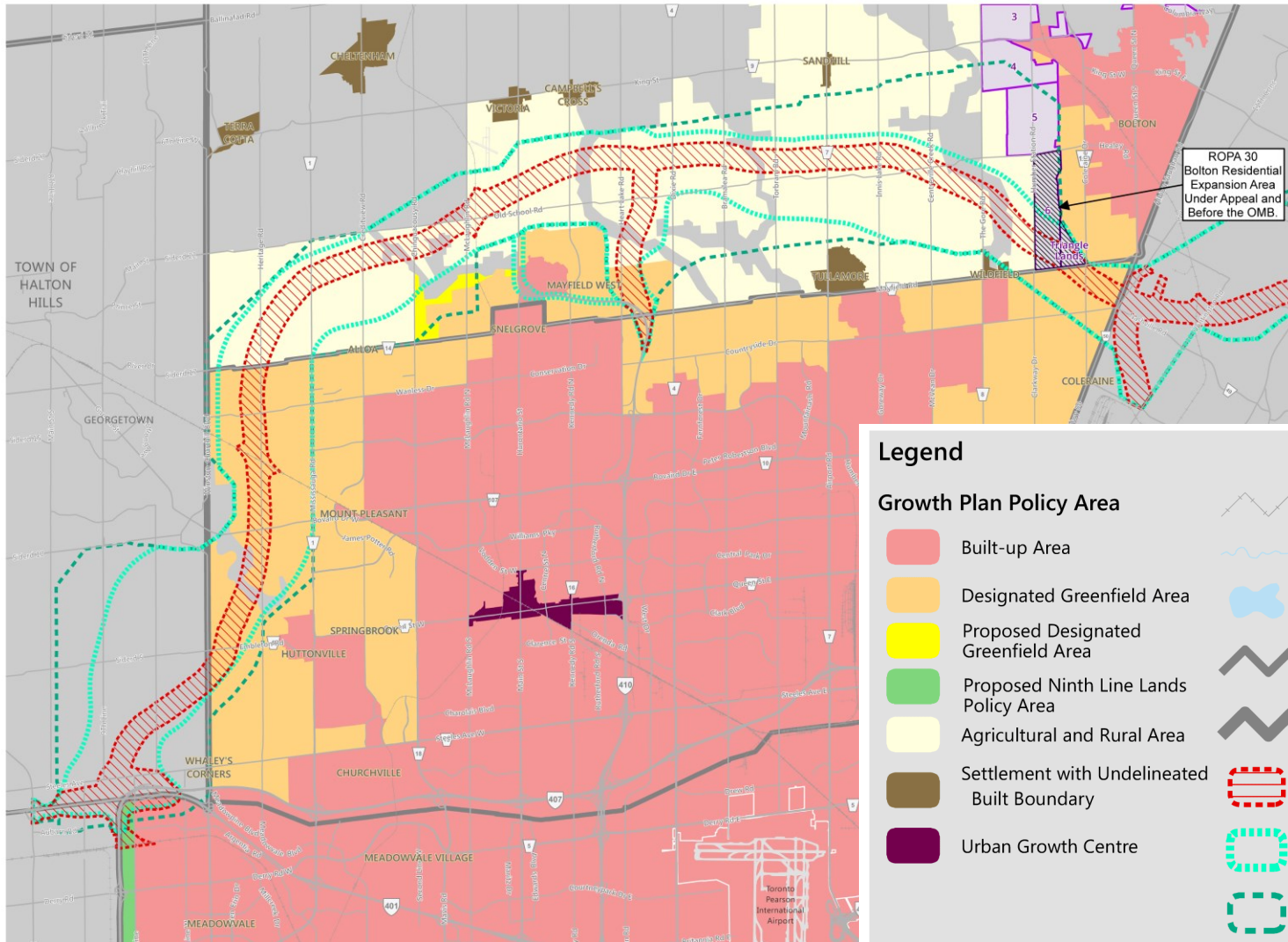
Amendment Adoption Schedule

(revised work plan, MCR ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

GTA West Corridor



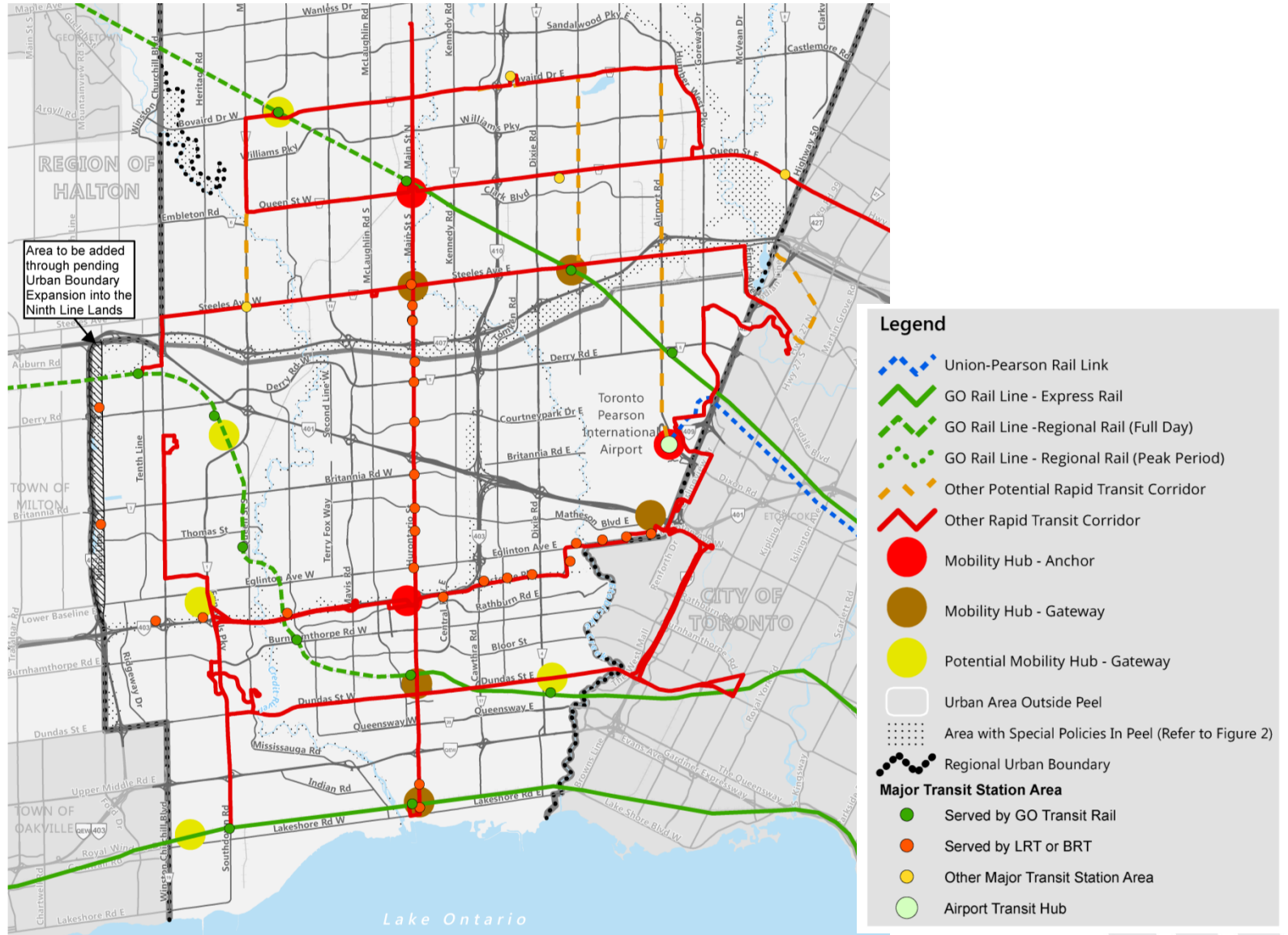
Legend

Growth Plan Policy Area

- Built-up Area
- Designated Greenfield Area
- Proposed Designated Greenfield Area
- Proposed Ninth Line Lands Policy Area
- Agricultural and Rural Area
- Settlement with Undelineated Built Boundary
- Urban Growth Centre

- Railway
- Watercourse
- Waterbody
- Town / Township / City Boundary
- County / Region Boundary
- Northwest GTA Identification Study Area
- GTA West Focused Analysis Area
- GTA West Study Area
- Bolton Residential Expansion Option
- BRES Lands Under Appeal

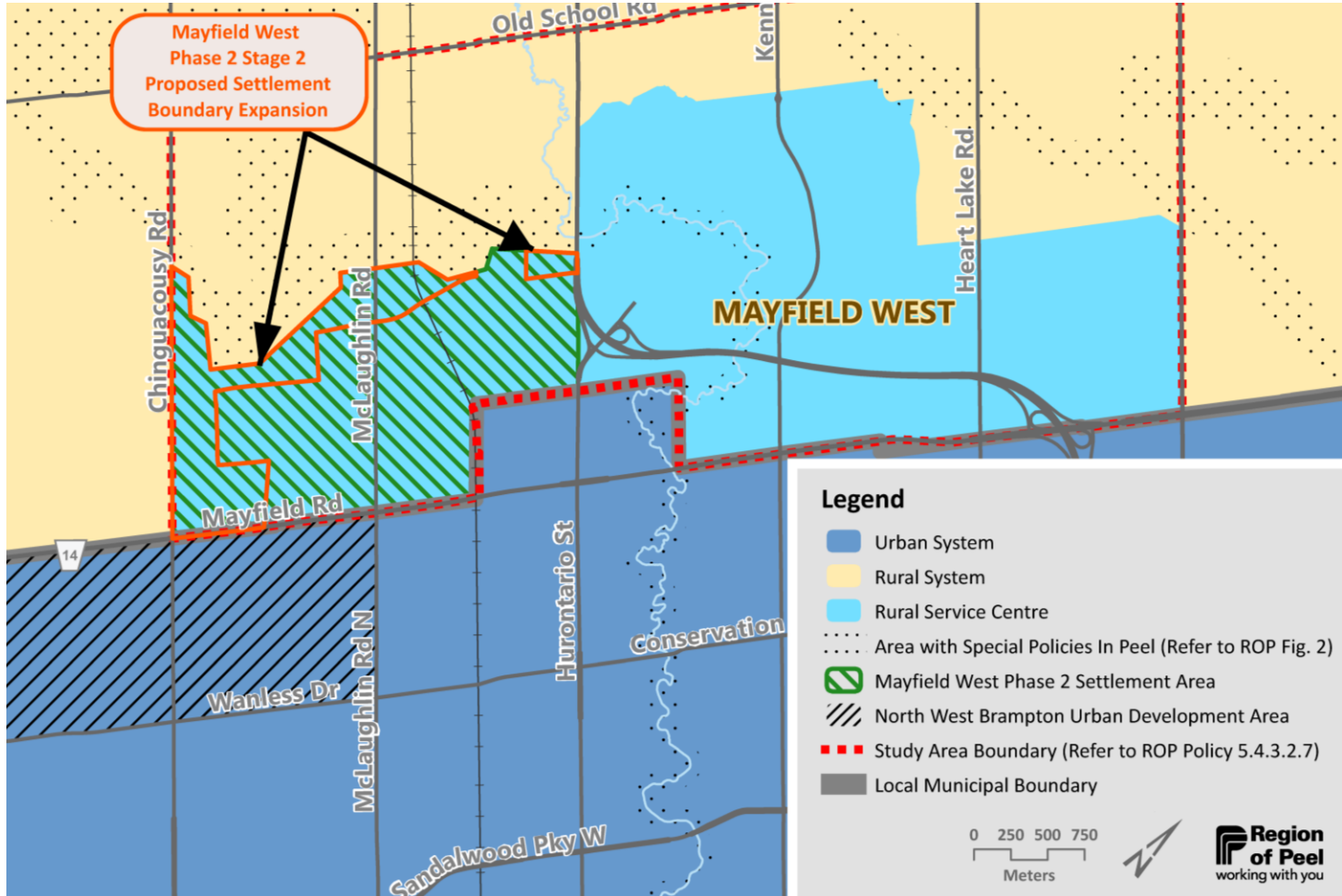
Major Transit Station Areas



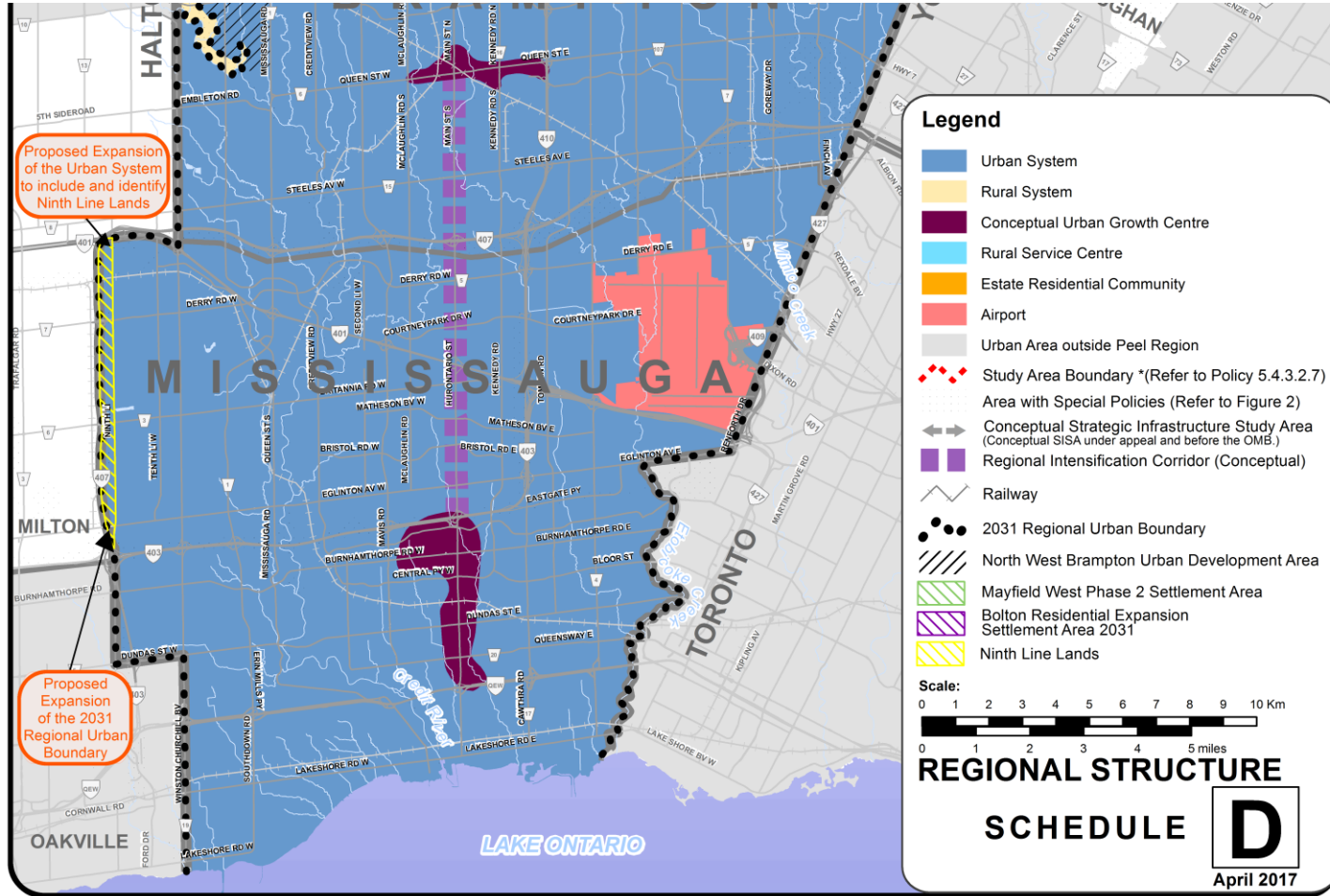
Settlement Area Boundary Expansion

- Component of Municipal Comprehensive Review
- Expansions must occur in accordance with 2041 land needs assessment methodology and housing strategy
- Background studies required:
 - Water and wastewater master plan
 - Stormwater master plan
 - Watershed planning
 - Water resource and natural heritage assessment
 - Agricultural impact assessment
 - Transportation master plan
 - Demonstration of sufficient existing or planned public service facilities
 - Cultural heritage resource assessment
 - Planning justification report

Mayfield West Phase 2 Stage 2



Proposed Ninth Line Lands ROPA



Environment Bundles

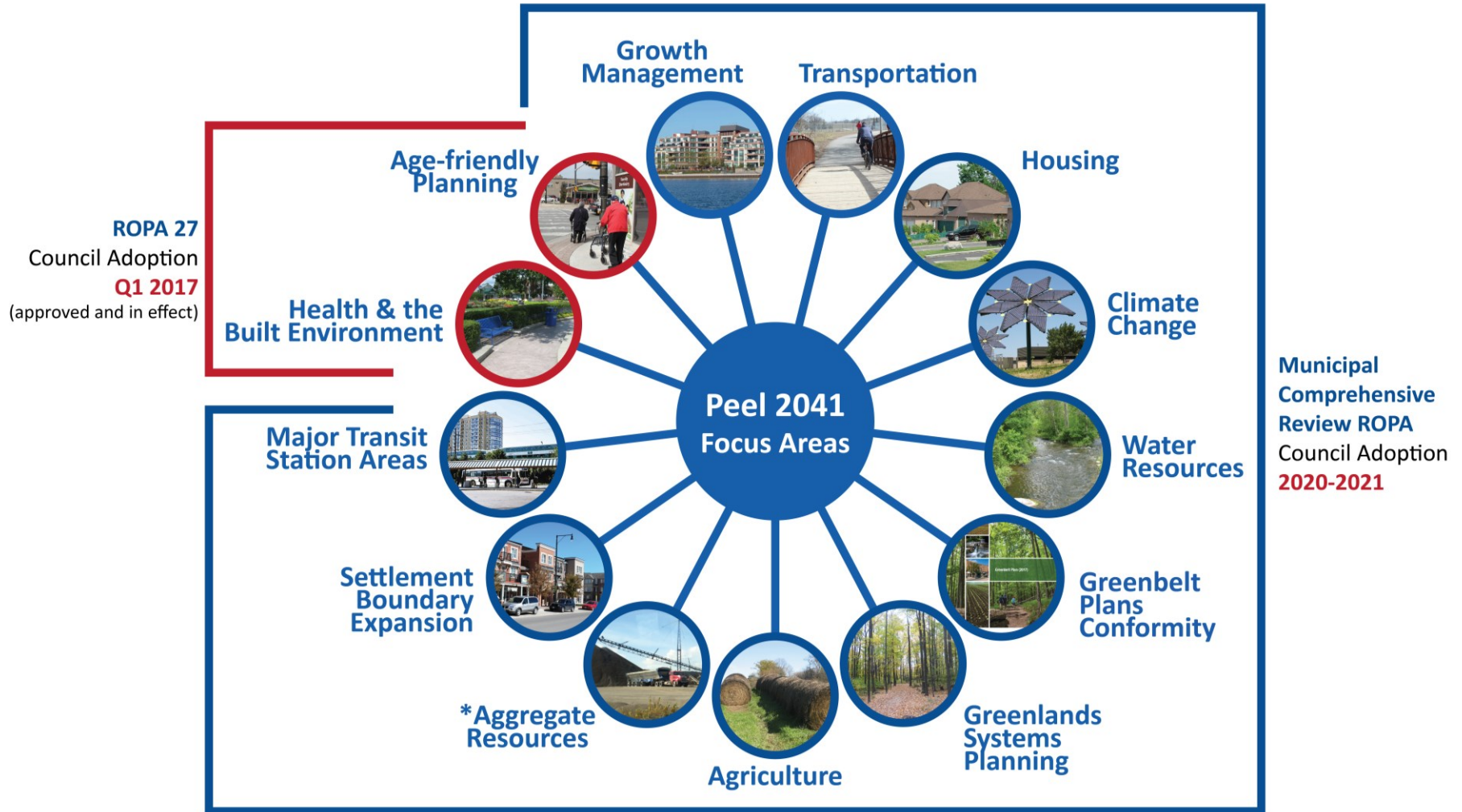
MCR Requirements:

- Greenlands Systems Planning (Natural Heritage System mapping)
- Agriculture (Agricultural System mapping)
- Water Resources (watershed and stormwater planning)



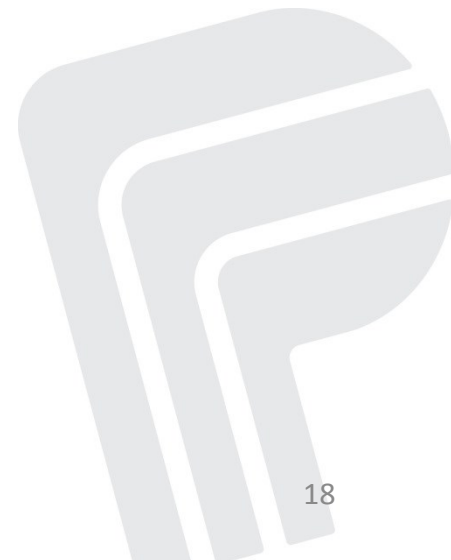
Amendment Adoption Schedule

(revised work plan, MCR ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

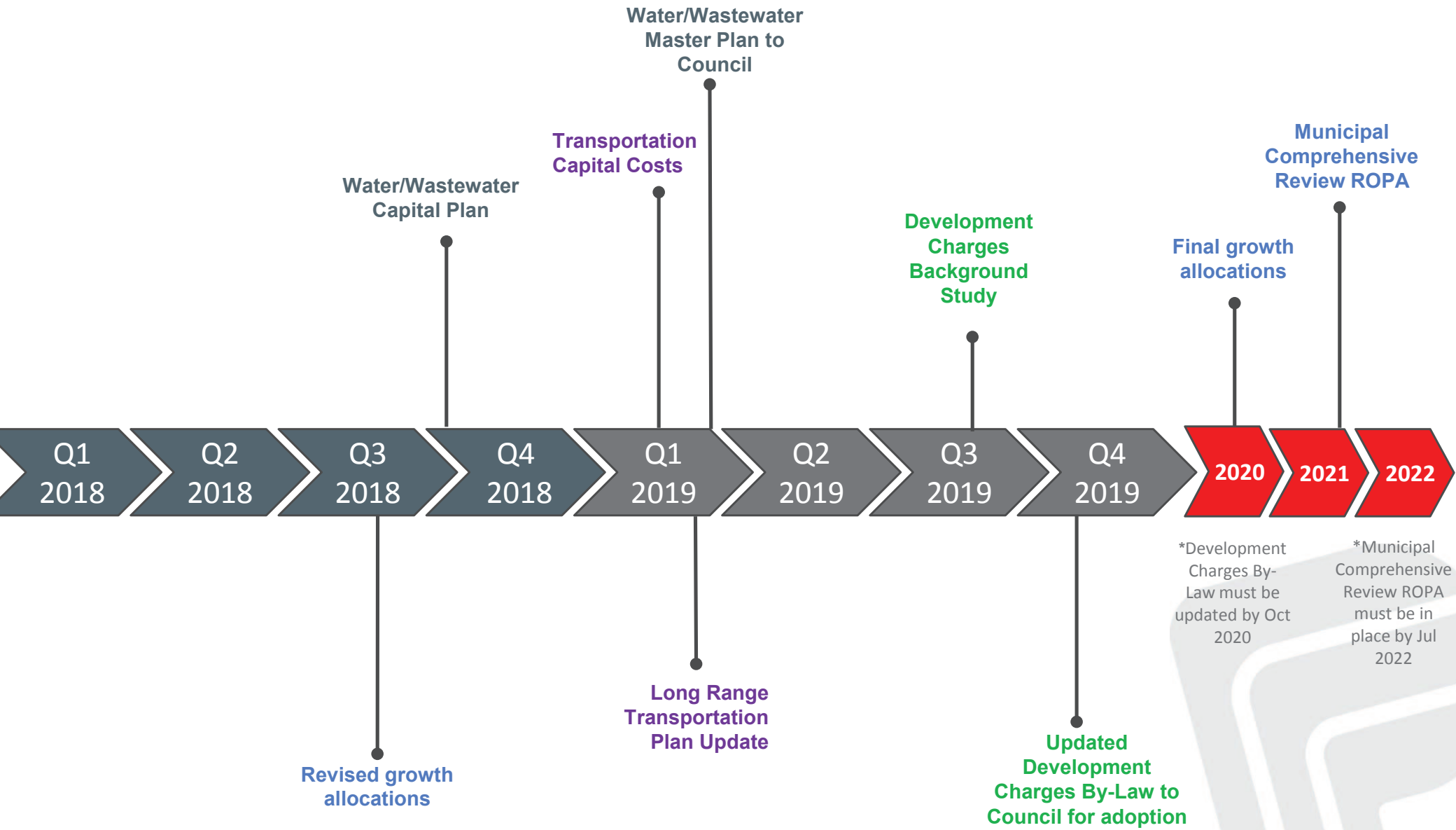
Growth Management Work Plan



New Approach to Growth



Revised Growth Management Timeline



Next Steps

- Comment on Provincial guidance documents
- Continue work on Peel 2041 focus areas
- Develop detailed scopes of work for Municipal Comprehensive Review requirements
- Evaluate the implications of the GTA West decision
- Continued engagement with stakeholders and monitoring of Provincial direction
- Report back to Council late 2018–early 2019



Thank you.

Arvin Prasad

Director, Integrated Planning

Region of Peel

arvin.prasad@peelregion.ca

Steve Jacques

Director, Growth Management Strategy

Region of Peel

steve.jacques@peelregion.ca

DATE: April 10, 2018

REPORT TITLE: **CURRENT PROVINCIAL LAND USE PLANNING CONTEXT**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That Regional Council recommend to the Provincial Government that the draft Provincial guidance on Municipal Comprehensive Reviews be revised to allow flexibility for a staged implementation of Official Plan Amendments undertaken in a manner that continues to provide for an integrated approach to planning for complete communities such as the approach currently underway in the Region of Peel.

REPORT HIGHLIGHTS

- This report provides an overview of the current Provincial planning framework in place including the 2017 Growth Plan, Bill 139 implementing Ontario Municipal Board reform as well as emerging guidance on land needs assessment, Municipal Comprehensive Review requirements, Provincial mapping and application of targets.
- The 2017 Growth Plan came into effect on July 1, 2017, providing forecasts to 2041 and a new expanded policy framework for Municipal Comprehensive Reviews which now must be initiated by the Region and approved by the Province.
- Previously, Municipal Comprehensive Reviews applied only to employment conversions and settlement boundary expansions, could be initiated by local municipalities and did not require Provincial approval.
- The expanded Municipal Comprehensive Review policies require integrated planning to 2041, addressing a provincially mandated land needs methodology, built up areas, major transit station areas, employment areas, greenfield areas, settlement boundary expansions, natural heritage systems, agricultural systems, growth forecasts, and intensification and density targets.
- The draft Municipal Comprehensive Review guidance document released by the Province on March 21, 2018, directs that all Review elements must be completed at once, and must be packaged in one Official Plan Amendment. This would mean that current areas of the Peel 2041 work program such as the growth forecasts to 2041 and intensification and density targets, and some later areas of the work program such as Major Transit Station Area boundaries, full settlement boundary expansion work to 2041 and agricultural and environmental mapping must be incorporated into one Regional Official Plan Amendment.
- Provincial policy provides sole authority to single or upper-tier municipalities to initiate all Municipal Comprehensive Reviews and requires that such Reviews be Provincially approved.

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

- The direction from the Province in the 2017 Growth Plan and draft guidance documents target an integrated approach to planning for complete communities which supports Peel's new approach to planning and managing growth. However, regional staff has a concern with the draft provincial implementation guidance which would require a single amendment process that would impede the timely implementation of important community building policies and impact affordability, competitiveness, infrastructure planning and financing.
- It is recommended that the draft Provincial guidance be revised to allow flexibility for a staged implementation of Official Plan Amendments undertaken in a manner that continues to provide for an integrated approach to planning for complete communities such as the approach currently underway in the Peel.
- Implications of the current Provincial planning legislative and policy framework on Peel's ongoing work plans is discussed in the companion report listed on the April 12, 2018 Regional Council agenda, titled "Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel".

DISCUSSION

1. Background

This report provides a brief summary of the 2006 Growth Plan context and an overview of the recent Provincial land use planning framework including the new 2017 Growth Plan and Ontario Municipal Board reform. A separate report listed on the April 12, 2018 Regional Council agenda, titled "Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel", will discuss implications of these changes on Peel's work plan going forward. A summary graphic of the Provincial land use planning framework evolution is provided in Appendix I.

2. Growth Plan for the Greater Golden Horseshoe, 2006

Regional planning is guided by legislation including the *Ontario Planning Act*, the Provincial Policy Statement and provincial plans. A major milestone in Provincial involvement in municipal planning occurred with the *2005 Places to Grow Act* which was the enabling legislation for The Growth Plan for the Greater Golden Horseshoe, 2006 (2006 Growth Plan). The 2006 Growth Plan provided extensive policies around managing growth and development including allocating population and employment growth forecasts to 2031 (now known as 2031A) to single- and upper-tier municipalities and setting minimum intensification and density targets.

Peel responded to the 2006 Growth Plan with several amendments to the Peel Official Plan including Regional Official Plan Amendment 24 (ROPA 24) which further allocated Regional 2031 population and employment growth forecasts to the local municipalities based on a land budget that demonstrated how the required intensification and density targets were to be achieved. The majority of ROPA 24 came into effect in 2012 except for the GTA West Corridor policies, which remain appealed. The local municipalities amended their respective official plans to ensure conformity with regional official plan targets as set out in the Growth Plan and the policies adopted in ROPA 24.

8.2-3

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

The land budget implemented through ROPA 24 provided for some growth to be accommodated through settlement boundary expansion in Caledon. This was later implemented through subsequent amendments to the Peel Official Plan initiated by the Town of Caledon including:

- ROPA 28 for Bolton Employment Lands (2016 in effect);
- ROPA 29 for Mayfield West Phase 2 (2015 in effect); and
- ROPA 30 for Bolton Residential Expansion (under Ontario Municipal Board appeal)

Settlement boundary expansion is also a part of the Ninth Line Lands draft amendment which is in the process of being finalized. Growth allocation for the Ninth Line Lands requires a redistribution of the 2031A allocation for the City of Mississauga and the land use planning history for those lands is associated with the Municipal boundary land exchange with Halton Region and the previous Halton Region Official Plan. Staff has targeted a report to Council regarding the draft Ninth Line Lands Amendment in May 2018, pending discussions with Provincial staff around Growth Plan implementation of the current 2031 forecasts.

a) Amendment 2 to the Growth Plan

The Province released Amendment 2 to the 2006 Growth Plan in 2013, which provided new population and employment forecasts to 2031 (known as 2031B), as well as extended the forecast period to 2041. Forecasts contained in existing Official Plans were categorized as 2031A.

Table 1. 2031A, 2041 Population and Employment Forecasts by local municipality*

Municipality	2031A (ROPA 24)		2041 October 2017 Draft Allocation	
	Population	Employment	Population	Employment
Brampton	727,000	314,000	890,000	325,000
Caledon	108,000	46,000	160,000	80,000
Mississauga	805,000	510,000	920,000	565,000
Peel	1,640,000	870,000	1,970,000	970,000

*Forecasts rounded to nearest 000's

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

3. Outcomes of Provincial Co-ordinated Plans Review, 2017

The Provincial Co-ordinated Plans Review was completed and released on May 18, 2017. This Review included the Greenbelt Plan, Niagara Escarpment Plan, Oak Ridges Moraine Plan and the Growth Plan. The Plans are now more integrated and coordinated and provide more supportive policies to plan for complete and healthy communities. Of particular significance is the 2017 Growth Plan that came into effect July 1, 2017.

a) 2017 Growth Plan

The 2017 Growth Plan revised and added many new policies including:

- Continued 2041 population and employment growth plan forecasts from Amendment 2 as the basis for planning and settlement expansion (the 2031B forecasts are only to be used for calculating interim density and intensification targets and not settlement expansion);
- Increased density and intensification targets;
- Increasing the role of upper-tier municipalities in preparing an employment strategy and designating employment lands;
- Expanding requirements for Municipal Comprehensive Reviews, including providing sole authority to single or upper-tier municipalities to initiate all Municipal Comprehensive Reviews, expanded applicability of matters to be addressed as noted in the section below, and requiring that they be Provincially approved;
- Stronger integration of planning for land uses, infrastructure and finances; and
- Requiring that upper tier municipalities designate and delineate Major Transit Station Areas.

b) New Municipal Comprehensive Review Requirements

As noted above, the 2017 Growth Plan redefined a Municipal Comprehensive Review as a new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the 2017 Growth Plan. Amendments under Section 26 of the *Planning Act* must be approved by the Province. Under the previous 2006 Growth Plan, Municipal Comprehensive Reviews applied only to employment conversions and settlement boundary expansions, could be initiated by local municipalities and did not require Provincial approval.

The following table summarizes key elements of the 2017 Growth Plan policies which are now to be completed as part of a Municipal Comprehensive Review (also see detailed table in Appendix II):

2017 Growth Plan Municipal Comprehensive Review (MCR) Requirements Summary		
Policy Area	Policy	Requirements
Where and How To Grow	Managing Growth	Integrated planning to manage growth to 2041 based on required Provincial land needs methodology.
	Delineated Built Up Areas	Minimum intensification targets of 50% from next MCR to 2031 and 60% between 2031 and 2041.
	Transit Corridors and Station Areas	Delineate and provide minimum densities for Major Transit Station Areas on priority transit corridors.

8.2-5

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

2017 Growth Plan Municipal Comprehensive Review (MCR) Requirements Summary		
Policy Area	Policy	Requirements
	Employment	Develop an employment strategy, designate employment areas and establish employment density targets. Employment conversions only permitted through the full MCR.
	Designated Greenfield Areas	Plan for a minimum density of 80 people and jobs per hectare for new areas. Areas approved and in effect as of July 1, 2017 to be planned at a minimum of 60 people and jobs per hectare.
	Settlement Area Boundary Expansions	Settlement area boundary expansion may only occur through the MCR including a 2041 land needs assessment undertaken in accordance with approved Provincial methodology and subject to numerous specific policy assessments. Background studies that must be addressed or completed in an MCR for settlement expansion include: <ul style="list-style-type: none"> - wastewater and water master plan or equivalent - stormwater master plan or equivalent - watershed planning study prepared in accordance with provincial guidelines - assessment of water resource and natural heritage systems, features and areas - planned development in accordance with housing strategy - agricultural impact assessment prepared in accordance with provincial guidelines - transportation master plan or equivalent - Evidence to demonstrate that there is sufficient existing or planned infrastructure and public service facilities, and that what's required would be financially viable over the full life cycle of these assets - cultural heritage resource assessment - planning justification report
Protecting What is Valuable	Natural Heritage Systems	Implement Provincial Natural Heritage System mapping with refinements only permitted through the MCR
	Agricultural Systems	Implement Provincial Agricultural System mapping with refinements only permitted through the MCR.
Implementation and Interpretation	Coordination	Through the MCR, provide policy direction around intensification and density targets, strategic growth areas, employment areas and densities, and forecast allocation to local municipalities.
	Growth forecasts	Through the MCR, apply the growth forecasts to 2041 in the Growth Plan The forecasts in the Growth Plan can only be applied through an MCR on a region-wide basis, and cannot be applied to specific geographies in the Region for approving or refusing proposals e.g. MW Phase 2 Stage 2.
	Targets	Changes to minimum density and intensification targets can only occur through MCR Through the MCR, required to delineate built up areas, urban growth centres, major transit station areas, and other strategic growth areas.

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

c) Draft Provincial Guidance for 2017 Growth Plan Implementation

Provincial Land Needs Assessment Methodology

The 2017 Growth Plan requires the Minister of Municipal Affairs to approve guidance in the form of a land needs assessment methodology. The land needs assessment guidance is mandatory and an amendment to the Regional Official Plan can only proceed in compliance with the land needs assessment methodology which is to be approved by the Minister. On December 19, 2017, the Ministry of Municipal Affairs released a Discussion Paper on a Proposed Methodology for Land Needs Assessment for the Greater Golden Horseshoe.

The draft methodology represents a positive initiative in providing comprehensive guidance around land needs that reflects a consistent and transparent approach and best practices including the approach used by Peel Region and local municipalities. However, Peel Region has commented on issues including the following:

- Concerns with the proposed inclusion of the land area for Undelineated Built-up Areas (i.e. Hamlets and Villages) as part of the Designated Greenfield Areas minimum density target calculation, which are partially addressed through proposed new transition regulations;
- Clarity regarding the timing and requirements for detailed implementation planning in strategic growth areas such as Major Transit Station Areas;
- Concerns with mandated employment floor space vacancy rate assumptions;
- Uncertainty regarding the remaining guidance to come from the Province on supporting materials such as an Intensification Strategy, a Housing Strategy, and an Employment Strategy; and
- Flexibility to recognize ongoing Municipal Comprehensive Review work within the 2031 timeframe that will support overall 2041 objectives such as the Ninth Line lands planning process underway.

It is not expected that the Proposed Land Needs Assessment Methodology will result in significant changes required to the overall draft Regional growth allocations. However, some minor adjustments to calculations will be needed (e.g. to address specific guidance on persons per unit methodology). It is expected that a final land budget methodology required for 2041 allocations will be approved by the Minister later this Spring.

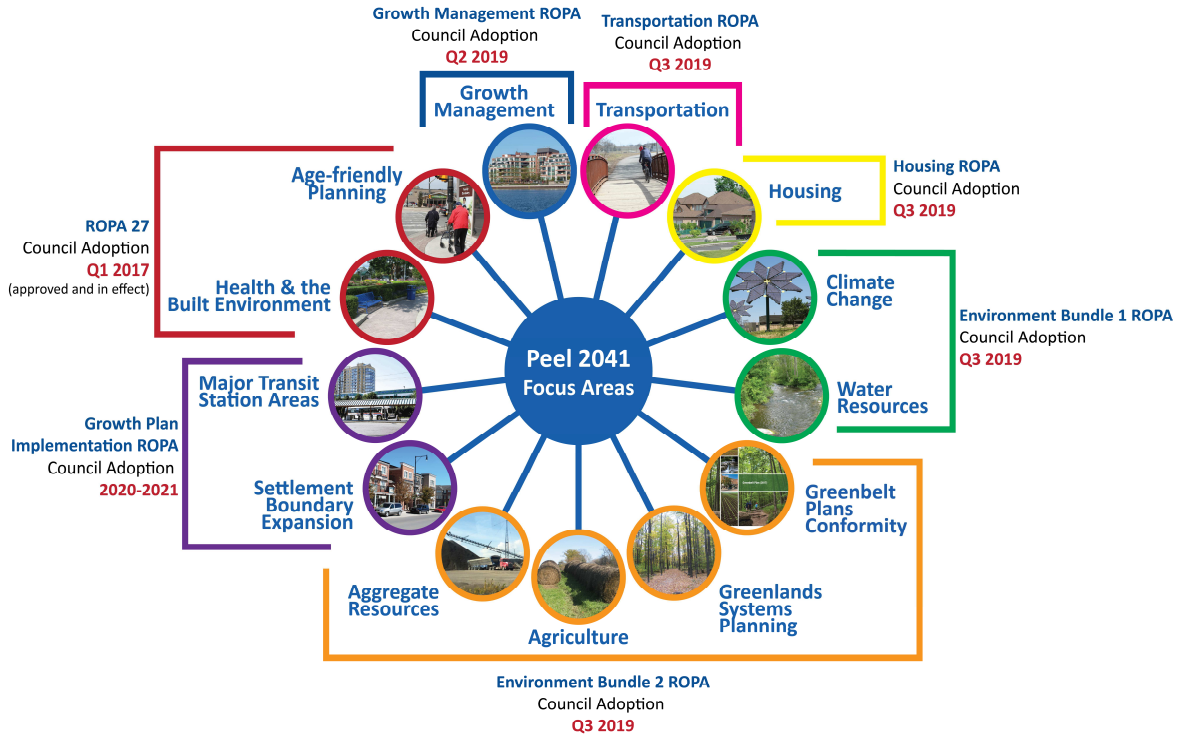
Provincial Municipal Comprehensive Review Guidance

The Province released draft Municipal Comprehensive Review guidance on March 21, 2018 with comments due by May 7, 2018. The draft document now indicates that the Municipal Comprehensive Review elements discussed above cannot be implemented independently and must be implemented in an integrated manner through the same official plan or official plan amendment.

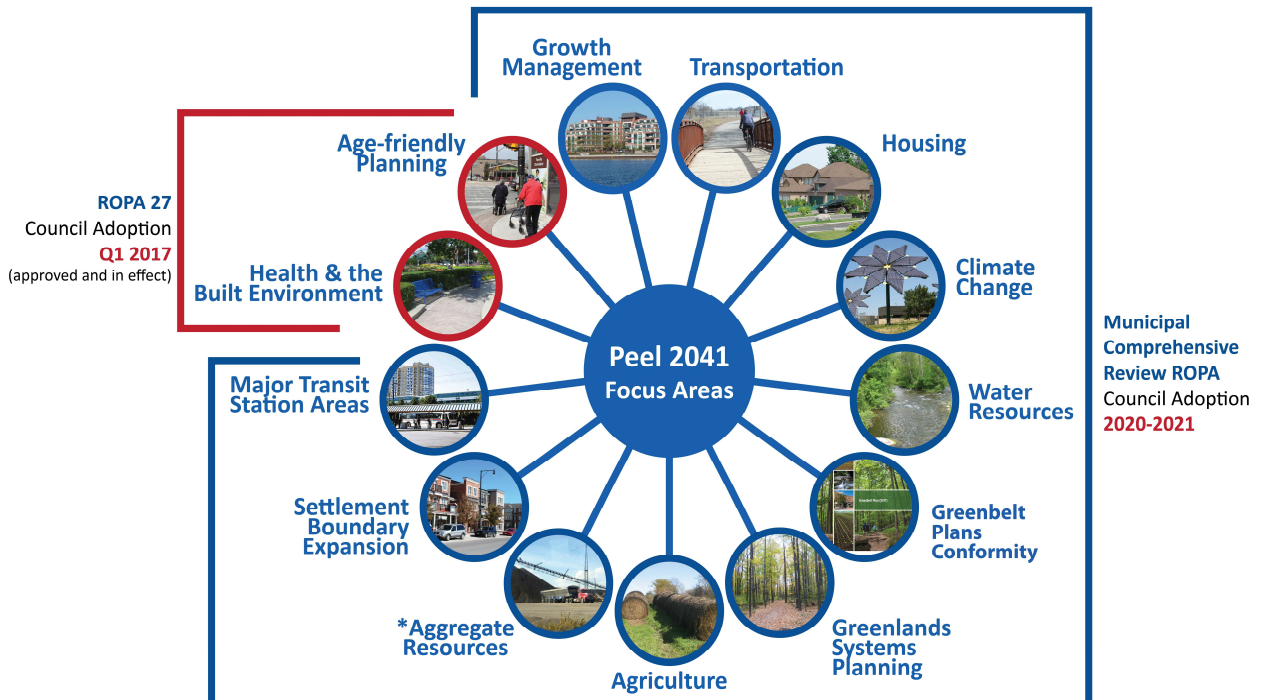
CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

Peel 2041 Council Adoption Schedule

(original work plan, staged approach)



Peel 2041 Council Adoption Schedule
(revised work plan, Municipal Comprehensive Review ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

As a result of this direction, elements of the Peel 2041 work program such as Major Transit Station Area boundaries, full settlement expansion work and agricultural and environmental mapping would need to be completed as a comprehensive and integrated exercise and incorporated into one amendment in order to facilitate Provincial approval and demonstrate conformity with the Growth Plan. The current work plan had envisioned these elements being implemented through several phased amendments implemented over several years as the more detailed work is undertaken.

The Region supports the overall direction from the Province on draft Municipal Comprehensive Review guidance for an integrated approach to planning for complete communities. The overall direction also supports Peel's integrated approach to planning and managing growth currently underway. However, Regional staff is concerned with the single amendment process, as it will impede the timely implementation of important community building and growth management policies.

Regional staff recommends that Council request that the Province allow flexibility for a staged implementation of Official Plan Amendments undertaken in a manner that will continue to allow for an integrated approach to planning for complete communities, such as the approach currently underway in Peel. Peel's approach would allow for major findings of policy work such as the land budget, Regional structure and employment area polices to be put in place first, thereby allowing important community building initiatives to proceed, while detailed implementation such as further settlement expansions and agricultural mapping follows when the technical work is completed. Peel staff continue to advance the position to the Provincial staff that they should consider revising the draft Municipal Comprehensive Review guidance to recognize that a staged consideration of settlement boundary expansion could be an appropriate process given clear circumstances such as Mayfield West Phase 2 Stage 2 expansion and the substantial body of supporting technical work already completed.

The single amendment approach would result in some unintended consequences. For example, lands that have been demonstrated as appropriate for employment land conversions would be held up for several years and community building initiatives such as portions of Inspiration Lakeview could be prevented from advancing in a timely manner. The overall delay in planning for new growth may accelerate land speculation for existing designated lands. It may also delay new housing supply, impact housing affordability and delay implementation of employment strategies intended to respond to a rapidly changing economic and employment landscape.

Regional staff will prepare comments on the draft Provincial Municipal Comprehensive Review guidance document in support of an overall integrated approach to planning for complete communities, but will advise the Province of the Region's concern with its approach to require a single amendment process. Regional staff will forward comments to the Province before the May 7, 2018 commenting deadline.

Provincial Application of Targets Guidance

The Province also released draft guidance titled, "Application of Intensification and Density Targets", on March 21, 2018, with comments also due by May 7, 2018. The draft document provides guidance on how to calculate intensification and density targets in

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

accordance with the policies of the 2017 Growth Plan. The document is applicable to the following policy areas:

- Designated Greenfield Area density target;
- Intensification target;
- Employment area density target;
- Urban Growth Centre density targets;
- Major Transit Station Area density targets; and
- Other Strategic Growth Area density targets.

The calculation of intensification and density targets is a key determinant for land needs assessments and will be used to inform the planned capacity of settlement areas and the need for settlement area expansions. Staff will have to evaluate and assess how the guidance materials on intensification and density targets would impact the work undertaken in the draft land budget that was brought forward to Regional Council on October 26, 2017. In general, the guidance validates the comprehensive, integrated and collaborative approach undertaken by Peel, however, more detailed documentation may be required.

The document also provides guidance on the processing of development applications as it relates to targets prior to a municipality completing its Municipal Comprehensive Review. This would mean that when processing development applications within an area to which a target applies, municipalities should consider the objective of the target and ensure that any approval of an application would not preclude or hinder achievement of the target overall.

4. Other Provincial Land Use Planning Initiatives

a) Ontario Municipal Board Reform

On April 3, 2018, the *Building Better Communities and Conserving Watersheds Act* (Bill 139) came into effect to replace the Ontario Municipal Board with the Local Planning Appeal Tribunal and establish new rules around the appeal of planning related matters. Local Planning Appeal Tribunal members are appointed by the Lieutenant Governor in Council. It is anticipated that existing Ontario Municipal Board (Board) members will be appointed as the initial Local Planning Appeal Tribunal (Tribunal) members.

Key distinctions between the Board and Tribunal include the following:

- Once proclaimed and in effect, Provincial conformity amendments introduced through Peel 2041 are no longer subject to appeals unless there is no decision from the Province. The time for Provincial decision is 210 days which may be extended for up to 90 additional days.
- Appealed applications will not be subject to appeal just on the basis of any matters related to good planning as in the past. Instead appeals will be assessed by the Tribunal on the basis of consistency and conformity with Provincial and relevant upper-tier plans and policies;
- Appeals considered by the Tribunal will first be referred to mandatory case management to provide an opportunity for resolution outside of a hearing process;

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

- Hearings will primarily be undertaken on the basis of written submissions with oral hearings held only by exception;
- The Tribunal will only hear appeals using evidence that informed a Council's decision under challenge;
- If the Tribunal determines that a municipal decision does not meet the new standard of review on a first appeal, the matter will be referred back to the municipality for reconsideration;
- A new decision must be issued within 90 days by the original approval authority on a matter referred back by the Tribunal. This is a significant consideration as this may potentially impact Regional work processes and necessitate additional Council meetings;
- In the event of a non-decision, or refusal to change a decision, a second hearing is undertaken at the Tribunal; and,
- The Tribunal can substitute its decision for that of the original approval authority in a second hearing.

Implications of the *Building Better Communities and Conserving Watersheds Act* on municipal business processes are still being evaluated. However, indications are that staff reports, available information and the process leading to municipal decision-making on planning matters must now be more comprehensive as the Local Planning Appeal Tribunal will only hear appeals using evidence that informed a Council's decision under challenge. This may require the inclusion of additional planning and related technical reports to be brought forward as part of a Council report, as new information cannot be added during an appeal process.

CONCLUSION

The Provincial land use planning framework affecting Peel has changed with the new 2017 Growth Plan and Ontario Municipal Board reform in particular. The Provincial land use planning framework continues to evolve as new Provincial guidance is released and this changing context will affect the Peel 2041 Official Plan Review and Growth Management Program work plans going forward. A separate report listed on the April 12, 2018 Regional Council agenda, titled "Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel", will discuss implications of these changes.

The direction from the Province targets an integrated approach to planning for complete communities which supports Peel's integrated approach to planning and managing growth currently underway. However, Regional staff has a concern with the draft provincial implementation guidance which would require a single amendment process that would impede the timely implementation of important community building policies and impact affordability, competitiveness, infrastructure planning and financing. It is recommended that the draft guidance be revised to allow flexibility for a staged implementation of Official Plan Amendments undertaken in a manner that continues to provide for an integrated approach to planning for complete communities such as the approach currently underway in Peel.

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - New Regional Official Plan Review Planning Process

Appendix II - 2017 Growth Plan Municipal Comprehensive Review Requirements

*For further information regarding this report, please contact Arvin Prasad,
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Authored By: Adrian Smith, Liliana da Silva

New Regional Official Plan Review Planning Process

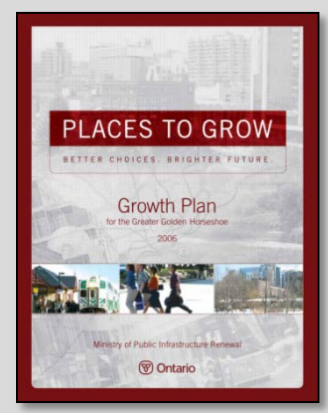
PROVINCIAL PLANNING

REGIONAL PLANNING

Growth Plan, 2006

Growth Plan Policy Overview:

- Growth forecasts to 2031
- Local-led Municipal Comprehensive Review:
 - Settlement area boundary expansion
 - Employment lands conversion



Regional Conformity to the Growth Plan, 2006:
Peel Regional Official Plan Review (PROPR)

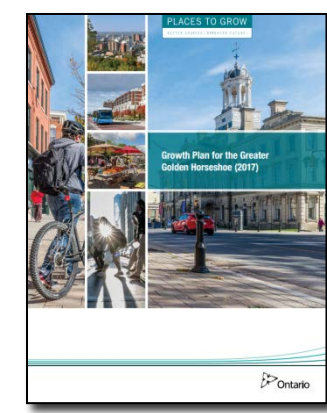


PROPR included staged implementation through 8 Regional Official Plan Amendments (ROPAs)

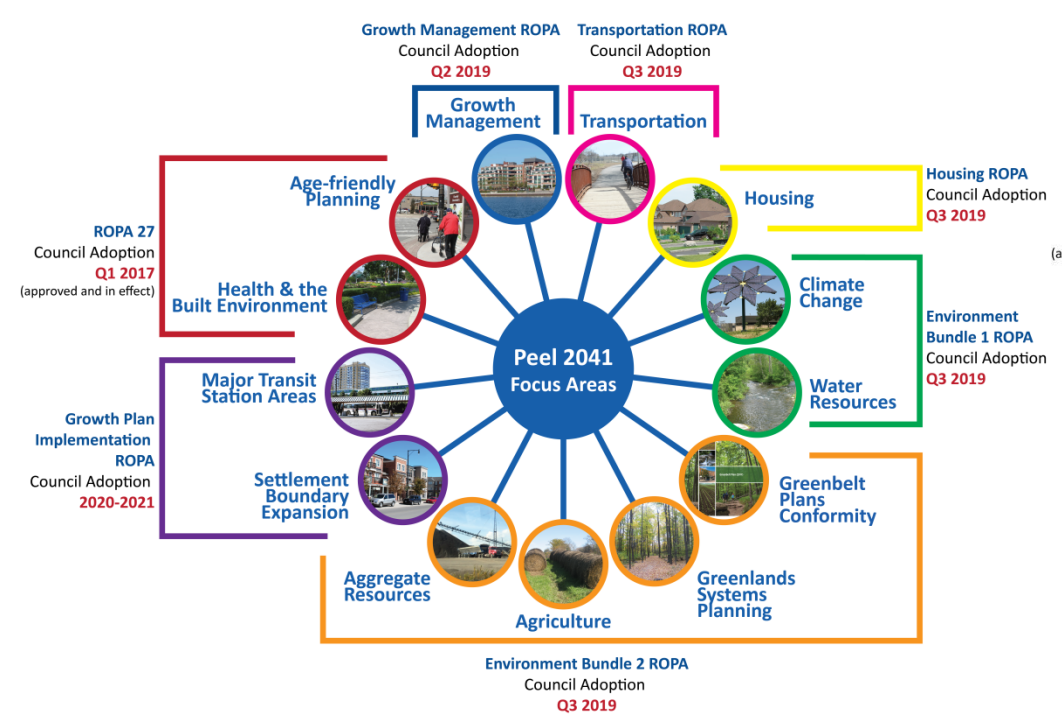
Growth Plan, 2017

Growth Plan Policy Overview:

- Growth forecasts to 2041
- Region-led Municipal Comprehensive Review:
 - Growth forecasts (people and jobs) and density and intensification target implementation
 - Settlement area boundary expansions in accordance with 2041 land needs assessment methodology and housing strategy
 - Employment strategy, designation, density targets, and conversion requirements
 - Major transit station area and strategic growth area delineation
 - Natural heritage and agricultural systems mapping refinement



Regional Conformity to the Growth Plan, 2017:
Peel 2041: Regional Official Plan Review (original work plan)



Peel 2041 originally planned for staged implementation through 7+ ROPAs

Provincial Guidance and Recent Initiatives

Growth Plan, 2017 Guidance Documents:

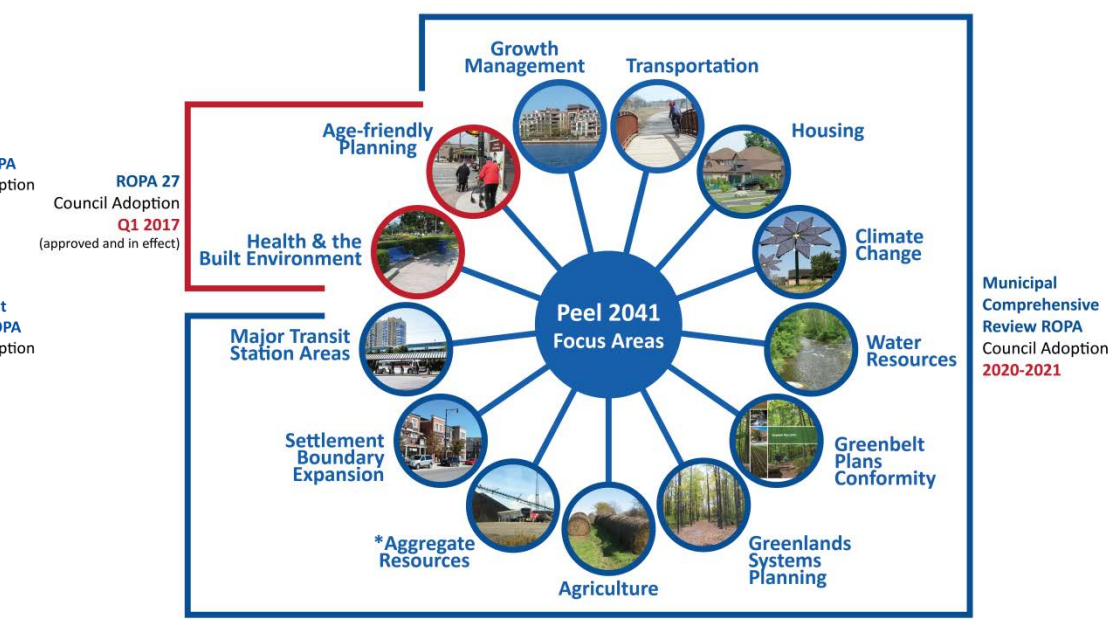
- Land Needs Assessment Methodology
- Municipal Comprehensive Review Process
- Intensification and Density Targets
- Housing Strategy
- Watershed Planning
- Natural Heritage and Agricultural Systems Mapping
- Agricultural Impact Assessment
- Community Greenhouse Gas Emissions Reduction Planning

Recent Provincial Initiatives:

- GTA West Corridor Highway Cancellation
- New Appeals Process and OMB Replacement – Bill 139



Regional Response to Provincial Guidance and Recent Initiatives: Revised Peel 2041 work plan



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

Single **integrated** Municipal Comprehensive Review ROPA



2017 Growth Plan Municipal Comprehensive Review (MCR) Requirements Summary

Policy Area	Policy	Requirements
Where and How to Grow	Managing Growth	Integrated planning to manage growth to 2041 based on required Provincial land needs methodology and housing strategy.
	Delineated Built Up Areas	Minimum intensification targets of 50% from the next MCR to 2031 and 60% between 2031 and 2041.
	Transit Corridors and Station Areas	Delineate and provide minimum densities for major transit station areas on priority transit corridors.
	Employment	Develop an employment strategy, designate employment areas and establish employment density targets. Employment conversions only permitted through the full MCR.
	Designated Greenfield Areas	Plan for a minimum density of 80 people and jobs per hectare for new areas. Areas approved and in effect as of July 1, 2017, to be planned at a minimum of 60 people and jobs per hectare.
	Settlement Area Boundary Expansions	Settlement area boundary expansion may only occur through the MCR including a 2041 land needs assessment undertaken in accordance with approved Provincial methodology and subject to numerous specific policy assessments.
Protecting What is Valuable	Natural Heritage Systems	Implement Provincial Natural Heritage System mapping with refinements only permitted through the MCR.
	Agricultural Systems	Implement Provincial Agricultural System mapping with refinements only permitted through the MCR.
Implementation and Interpretation	Coordination	Through the MCR, provide policy direction around intensification and density targets, strategic growth areas, employment areas and densities, and forecast allocation to local municipalities.
	Growth Forecasts	Through the MCR, apply the growth forecasts to 2041 in the Growth Plan. The forecasts in the Growth Plan can only be applied through an MCR on a region-wide basis, and cannot be applied to specific geographies in the Region for approving or refusing proposals, e.g. Mayfield West Phase 2 Stage 2.
	Targets	Changes to minimum density and intensification targets can only occur through the MCR. Through the MCR, required to delineate built up areas, urban growth centres, major transit station areas, and other strategic growth areas.

Municipal Comprehensive Review Requirements (MCR) Summary Provincial Growth Plan 2017		
		Peel 2041
Growth Plan, 2017 Policy Summary		Draft Growth Management ROPA
Policy 2.2.1	Managing Growth	
Where and How to Grow	<p>Undertake integrated planning to manage forecasted growth to 2041 including:</p> <ul style="list-style-type: none"> • hierarchy of settlement areas, and of areas within settlement areas, • supported by planning for infrastructure and facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term; • direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form; • support the environmental and agricultural protection and conservation; • implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities. <p>The Minister will establish a methodology for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single-tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan (2041).</p>	<p>Yes</p> <p>Note the mandatory land needs methodology not yet approved by Minister</p>
Policy 2.2.2.	Delineated Built-up Areas	
Where and How to Grow	<p>By 2031, and for each year thereafter, a minimum of 60 per cent intensification target required.</p> <p>By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent intensification target required.</p> <p>upper- and single-tier municipalities may request an alternative to the intensification targets subject to criteria.</p>	<p>Yes</p>

Policy 2.2.4	Transit Corridors and Station Areas	
<p>Where and How to Grow</p>	<p>For major transit station areas on priority transit corridors or subway lines, delineate the boundaries of major transit station areas</p> <p>Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of</p> <ul style="list-style-type: none"> • 200 residents and jobs combined per hectare for those that are served by subways • 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or • 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network; <p>upper- and single-tier municipalities may request an alternative to the intensification targets subject to criteria.</p>	<p>Yes</p> <p>Location of MTSA’s identified with framework for further work required to set boundaries and densities for each MTSA</p>
Policy 2.2.5	Employment	
<p>Where and How to Grow</p>	<p>Upper- and single-tier municipalities, develop an employment strategy that establishes:</p> <ul style="list-style-type: none"> • a minimum density target for all employment areas, • type and scale of employment that characterizes the employment areas • opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and • will be implemented through a municipal comprehensive review, including official plan policies and designations and zoning by-laws. <p>Upper- and single-tier municipalities, will designate all employment areas, including any prime employment areas, in official plans and protect them for appropriate employment uses over the long-term</p> <p>Conversion of employment areas or prime employment areas to non-employment uses may be permitted only through a municipal comprehensive review subject to specific criteria for conversion.</p> <p>Any change to an official plan to permit new or expanded opportunities for major retail in an employment area may occur only through a municipal comprehensive review.</p>	<p>Yes</p> <p>Minimum employment density target policy was not included in draft ROPA but the information is readily available from land budget work and will be included</p>

<p>Policy 2.2.7</p>	<p>Designated Greenfield Areas</p>	
<p>Where and How to Grow</p>	<p>The designated greenfield area of each upper- or single-tier municipality will be planned to achieve within the horizon of this Plan a minimum density target that is not less than 80 residents and jobs combined per hectare.</p> <p>The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding natural heritage features and areas, natural heritage systems and floodplains, infrastructure rights of way, employment areas and cemeteries.</p> <p>For upper- and single-tier municipalities in the inner ring, new density target does not apply to designated greenfield areas identified in official plans that are approved and in effect as of July 1, 2017, and, through the next municipal comprehensive review, these lands will be planned to achieve within the horizon of this Plan, a minimum density target that will not be less than 60 residents and jobs combined per hectare.</p> <p>Upper- and single-tier municipalities may request an alternative to the intensification targets subject to criteria.</p>	<p>Yes</p>
<p>Policy 2.2.8</p>	<p>Settlement Area Boundary Expansions</p>	
<p>Where and How to Grow</p>	<p>Settlement area boundaries will be delineated in official plans.</p> <p>A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:</p> <ul style="list-style-type: none"> • based on the minimum intensification and density targets in this Plan and a land needs assessment undertaken in accordance with Provincial methodology, sufficient opportunities to accommodate forecasted growth to 2041 are not available through intensification and in the designated greenfield area; • the proposed expansion will make available sufficient lands not exceeding 2041; and • the timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets and other policies of the Growth Plan. <p>Where the need for a settlement area boundary expansion has been justified in accordance with policy, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the following:</p> <ol style="list-style-type: none"> a) there are existing or planned infrastructure and public service facilities to support the achievement of complete communities; b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets, based on mechanisms such as asset management planning and revenue generation analyses; c) the proposed expansion would align with a water and wastewater master plan completed in accordance with 	<p>NO</p> <p>Current GM ROPA only addresses partial settlement expansion of Mayfield West Phase 2 Stage 2 not full expansion to 2041</p>

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

**Where and
How to Grow**

- the policies;
- d) the proposed expansion would align with a **stormwater master plan** completed in accordance with the policies;
- e) **watershed planning** has demonstrated that the proposed expansion, including the associated servicing, would not negatively impact the water resource system, including the quality and quantity of water;
- f) key hydrologic areas and the **Natural Heritage System** should be avoided where possible;
- g) for settlement areas that receive their water from or discharge their sewage to inland lakes, rivers, or groundwater, a completed environmental assessment;
- h) prime agricultural areas should be avoided where possible. An **agricultural impact assessment** will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the Agricultural System and evaluating and prioritizing alternative locations across the upper- or single-tier municipality in accordance with the following:
 - i. expansion into specialty crop areas is prohibited;
 - ii. reasonable alternatives that avoid prime agricultural areas are evaluated; and
 - iii. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;
- i) the settlement area to be expanded is in compliance with the **minimum distance separation formulae**;
- j) any adverse **impacts on agricultural operations and on the agri-food network** from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;
- k) the policies of Sections 2 (**Wise Use and Management of Resources**) and 3 (**Protecting Public Health and Safety**) of the PPS are applied;
- l) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and
- m) within the Protected Countryside in the **Greenbelt Area**:
 - i. the settlement area to be expanded is identified in the Greenbelt Plan as a Town/Village;
 - ii. the proposed expansion would be modest in size, representing no more than a 5 per cent increase in the geographic size of the settlement area up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area;
 - iii. the proposed expansion would support the achievement of complete communities or the local agricultural economy;
 - iv. the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;
 - v. the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing settlement area; and
 - vi. expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.

When a *settlement area* boundary has been expanded through a *municipal comprehensive review* in accordance with the policies in subsection 2.2.8, the new *designated greenfield area* will be planned based on the housing strategy developed in accordance with policies 2.2.6.1 and 2.2.6.2.

4.2.2.	Natural Heritage System	
Protecting What is Valuable	<p>The Province will map a Natural Heritage System for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region’s natural heritage and biodiversity. The Natural Heritage System mapping will exclude lands within settlement area boundaries that were approved and in effect as of July 1, 2017.</p> <p>Municipalities will incorporate the Natural Heritage System as an overlay in official plans, and will apply appropriate policies to maintain, restore, or enhance the diversity and connectivity of the system and the long-term ecological or hydrologic functions of the features and areas as set out in the policies.</p> <p>In implementing the Natural Heritage System, upper- and single-tier municipalities may, through a municipal comprehensive review, refine provincial mapping with greater precision in a manner that is consistent with this Plan.</p>	<p>No</p> <p>Current GM ROPA does not address Provincial NHS mapping released February 2018</p>
4.2.6	Agricultural System	
Protecting What is Valuable	<p>The Province will identify an Agricultural System for the GGH.</p> <p>Prime agricultural areas, including specialty crop areas, will be designated in accordance with mapping identified by the Province and these areas will be protected for long-term use for agriculture.</p> <p>In implementing the Agricultural System, upper- and single-tier municipalities may, through a municipal comprehensive review, refine or augment provincial mapping in a manner that is consistent with this Plan and any implementation procedures issued by the Province.</p>	<p>No</p> <p>Current GM ROPA does not address Provincial Ag System mapping released February 2018</p>
5.2.3	Coordination	
Implementation and Interpretation	<p>Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including:</p> <ul style="list-style-type: none"> • identifying minimum intensification targets for lower-tier municipalities based on the capacity of delineated built-up areas including the applicable minimum density targets for strategic growth areas in this Plan, to achieve the minimum intensification target in this Plan; • identifying minimum density targets for strategic growth areas, including any urban growth centres or major transit station areas, in accordance with this Plan; • identifying minimum density targets for employment areas; • identifying minimum density targets for the designated greenfield areas of the lower-tier municipalities, to achieve the minimum density target for the upper- or single-tier municipality; • allocating forecasted growth to the horizon of this Plan to the lower-tier municipalities in a manner that would 	<p>Yes</p> <p>One exception is employment area density targets which can be readily added from available information</p>

CURRENT PROVINCIAL LAND USE PLANNING CONTEXT

	<p>support the achievement of minimum intensification and density targets in this Plan; and</p> <ul style="list-style-type: none"> • addressing matters that cross municipal boundaries. 	
5.2.4	Growth Forecasts	
Implementation and Interpretation	<p>All upper- and single-tier municipalities will, through a <i>municipal comprehensive review</i>, apply the forecasts in Schedule 3 for planning and managing growth to the horizon of this Plan.</p> <p>The population and employment forecasts and plan horizon contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will apply to all planning matters in that municipality, including lower-tier planning matters where applicable, until the upper- or single-tier municipality has applied the forecasts in Schedule 3 to 2041 and those forecasts are approved and in effect in the upper- or single-tier official plan.</p> <p>All upper- and single-tier municipalities will, through a municipal comprehensive review, apply the forecasts in Schedule 3 for planning and managing growth to the horizon of this Plan (2041).</p> <p>Outside of a municipal comprehensive review, the forecasts in Schedule 3 (Greater Golden Horseshoe) and Schedule 7 (Barrie, Orillia and Simcoe) cannot be applied on a site-specific scale as the basis for approving or refusing proposals for development that would otherwise conform with all the policies of this Plan.</p>	Yes
5.2.5	Targets	
Implementation and Interpretation	<p>The minimum intensification and density targets in this Plan or established pursuant to this Plan will be identified in upper- and single- tier official plans. Any changes to the targets established pursuant to this Plan may only occur through a municipal comprehensive review.</p> <p>For the purposes of implementing the minimum intensification and density targets in this Plan, upper- and single-tier municipalities will, through a municipal comprehensive review, delineate the following in their official plans, where applicable:</p> <ul style="list-style-type: none"> • delineated built-up areas; • urban growth centres • major transit station areas • other strategic growth areas for which a minimum density target will be established • each portion of the designated greenfield area that is subject to a specific density target; and • excess lands <p>Any alternative target permitted by the Minister will be revisited through each municipal comprehensive review.</p>	<p>Yes</p> <p>Location of MTSA’s identified with framework for further work required to set boundaries and densities for each MTSA</p>

DATE: April 10, 2018

REPORT TITLE: **IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That revisions to the Peel 2041 Official Plan Review (Peel 2041) planning process be undertaken in response to the evolving Provincial planning context as set out in the report of the Commissioner of Public Works titled, “Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel”.

REPORT HIGHLIGHTS

- This report outlines the impact of the evolving Provincial planning context on Peel’s land use planning work program including impact on the overall Peel 2041 Official Plan review (Peel 2041), population and employment allocations to 2041, employment conversions, proposed settlement boundary expansion to Mayfield West Phase 2 Stage 2, the Ninth Line Lands and planning for Northwest Brampton.
- As outlined in the companion report listed on the April 12, 2018 Regional Council agenda titled, “Current Provincial Land Use Planning Context”, the 2017 Growth Plan establishes increased planning responsibilities for the Region including an expanded policy framework for Municipal Comprehensive Reviews, which now must be initiated by the Region and approved by the Province.
- Draft Municipal Comprehensive Review guidance released by the Province would require substantial work to be completed and approved in a single Regional Official Plan Amendment including planning for Major Transit Station Area boundaries, full settlement expansion work to 2041, agricultural and natural heritage systems mapping, watershed planning, and integration of water, wastewater and stormwater master plans. This work requires significant study and planning, and does not accord with the Region’s plans to complete progressive policy area reviews in a staged fashion over time.
- Cancellation of the GTA West Highway will require re-evaluation of employment and transportation strategies, employment allocations, transportation infrastructure to service growth and municipal finances.
- The evolving Provincial planning context result in a revised work program for Peel 2041 whereby all the policy focus areas must be combined into a single Regional Official Plan Amendment. Final detailed revised study scope and timelines will be worked out in discussions with provincial staff and stakeholders but the work is not expected to be complete until at least 2020 and possibly 2021.

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

- Consultant contracts will need to be extended as appropriate to assist in the completion of this work and planning and growth management capital budgets for technical studies may require adjustments in the future. Further consideration of resource implications will occur through the 2019 budget process.
- It has been requested that Peel consider advancing the Mayfield West Phase 2 Stage 2 settlement expansion independently of the Growth Management Regional Official Plan Amendment (ROPA). However, the 2017 Growth Plan requirements tie settlement expansion to broader aspects of planning for 2041, including completion of land needs in accordance with required Provincial methodology and completion of a full Municipal Comprehensive Review. This new policy context prevents settlement expansion using 2041 growth forecasts from proceeding independently.

DISCUSSION

1. Background

The purpose of this report is to discuss how the changing provincial land use planning context impacts major planning initiatives currently underway. This includes impacts on the Peel Official Plan Review work program, including growth forecasts to 2041, settlement boundary expansions to 2041, employment land conversions, and the environment themed bundle work related to water resources, agricultural and natural heritage systems resource planning. Draft Ninth Line lands Regional Official Plan Amendment and the planning for Northwest Brampton and Mayfield West Phase 2 Stage 2 are also impacted.

Key provincial planning policy changes include the 2017 Growth Plan, draft Provincial guidance on land needs assessment and Municipal Comprehensive Reviews, Bill 139 *Building Better Communities and Conserving Watersheds Act* (Ontario Municipal Board Reform – which came into effect on April 3, 2018), and the cancellation of the Greater Toronto Area (GTA) West Corridor Environmental Assessment. Details of these changes are highlighted in the companion report listed on the April 12, 2018 Regional Council agenda titled, “Current Provincial Land Use Planning Context” on the same agenda. Furthermore, provincial housing policy changes have also been proposed which impact land use planning. A February 22, 2018, Regional Council report on draft inclusionary zoning regulations addressed specific matters related to the evolving housing policy context.

2. Peel 2041 Official Plan Review Work Program

The *Planning Act* requires that every five years, a municipality must undertake comprehensive review of its official plan and ensure conformity with Provincial policies and plans. If a municipality adopts a new official plan, then a review is not required for 10 years. The Peel 2041 process is the required five year conformity exercise. Peel 2041 had been planned to be completed through a series of policy reviews resulting in approximately seven amendments, each of which would require Provincial approval. The individual amendments that make up the Peel 2041 Official Plan Review were to be completed over a number of years through several amendments to ensure that important policy matters, such as ROPA 27 addressing healthy communities, were able to be introduced into the official plan as soon as the work was completed, instead of waiting for other policy work to also be completed.

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

In December, 2013, Regional Council approved a work program as the basis for the Peel 2041 Official Plan Review. The work program included nine focus areas. Additions to the work program were endorsed by Council in 2015 to address changes made to the Provincial Policy Statement in 2014 (Figure 1).

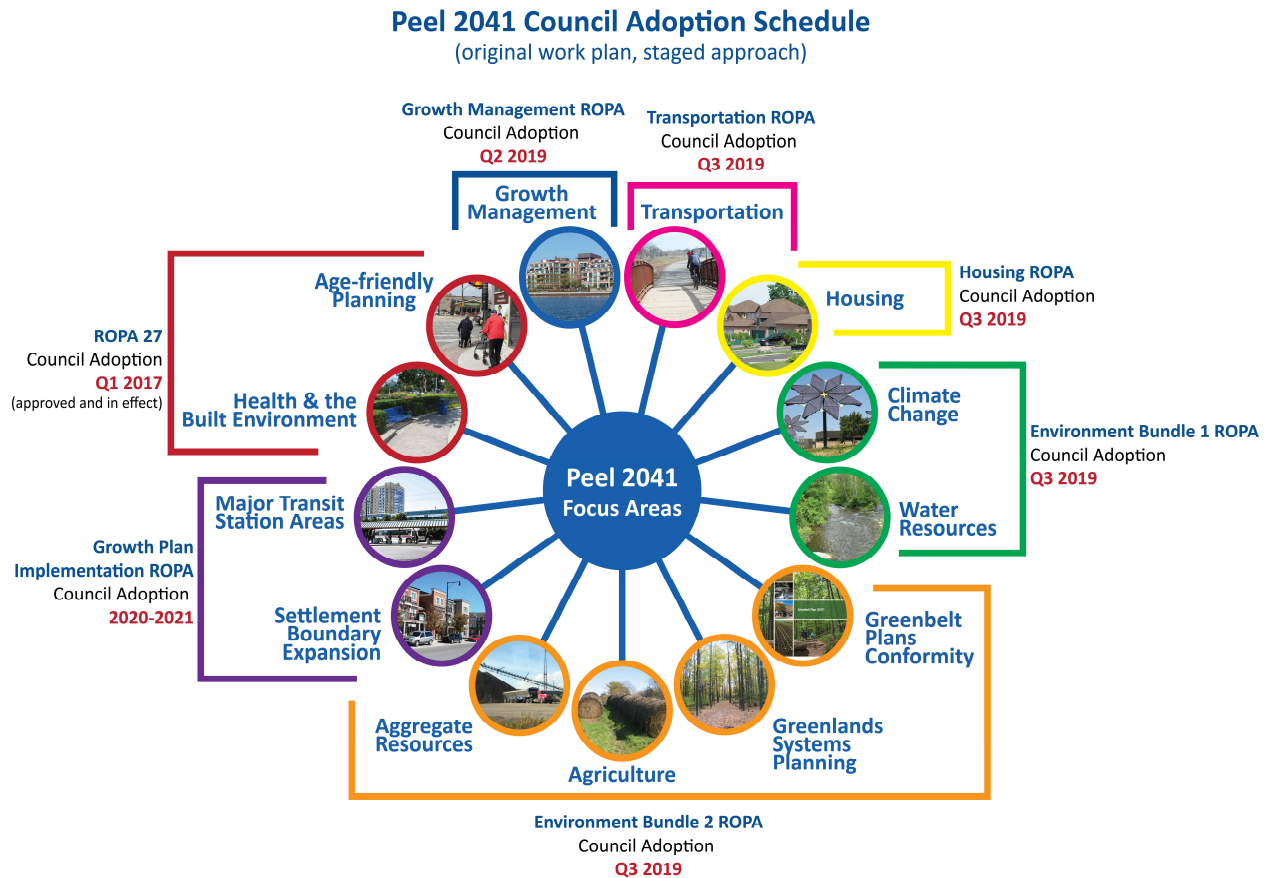


Figure 1. Peel 2041 Focus Areas

Significant work has been undertaken to advance the current focus areas. Appendix II provides a status update on each focus area.

As outlined in the companion report listed on the April 12, 2018 Regional Council agenda titled, “Current Provincial Land Use Planning Context”, the 2017 Growth Plan conveyed increased responsibilities on the Region regarding land use planning including an expanded policy framework for Municipal Comprehensive Reviews which now must be initiated by the Region and approved by the Province. Additionally, the draft Municipal Comprehensive Review and Land Needs Assessment guidance documents released on March 21, 2018, now requires upper-tier municipalities to require elements of the Peel 2041 work program such as Major Transit Station Area boundaries, full settlement expansion work to the 2041 planning horizon, agricultural and natural heritage systems mapping, watershed planning and integration of water, wastewater and stormwater master plans, to be incorporated in one amendment rather than several amendments implemented over several years as had been planned.

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL**a. Growth Plan Forecasts to 2041**

As previously reported to Council, Peel's integrated approach to managing growth has included draft allocations of population and employment forecasts to 2041 and minor adjustments will be required in response to the Draft Land Needs Assessment Methodology released by the Province. A Final Minister approved methodology is expected in the Spring 2018.

The Province also released draft guidance on application of intensification and density targets on March 21, 2018, with comments due by May 7, 2018. The draft document provides guidance on how to calculate intensification and density targets in accordance with the policies of the 2017 Growth Plan. The calculation of intensification and density targets is a key determinant for land needs assessments and will be used to inform the planned capacity of settlement areas and the need for settlement area expansions. Staff will have to evaluate and assess how the guidance materials on intensification and density targets would impact the work undertaken in the draft land budget that was brought forward to Regional Council on October 26, 2017. However, initial review suggests the province is seeking more detailed analysis and documentation of intensification opportunities in areas such as Major Transit Station Areas as part of the Assessment Methodology.

In addition, Regional staff will assess the impacts of the Province's decision to not proceed with the GTA West Highway including further studies and supportive policies that may be required. Staff plans to undertake the following work:

- Revisit the employment growth allocations in particular the employment by type (employment land, office, and population serving) and employment locations;
- Revisit the integrated Employment and Transportation Strategy that Council directed staff to prepare in support of the Growth Management ROPA and Growth Management Strategy Work Plan;
- Revisit implications on transportation infrastructure plans including any potential infrastructure needed in lieu of a highway including goods movement and an increased emphasis on transit and other modes in collaboration with York and Halton Regions;
- Consider the strong body of evidence and analysis that exists to demonstrate the need for major road based infrastructure to facilitate planned urban residential and employment growth in Northwest Brampton and commitments made by affected municipalities through the Halton-Peel Boundary Area Transportation Study Memorandum of Understanding;
- Revisit water and waste water infrastructure needs and timing that may result from the above;
- Evaluate the implications on financial aspects of growth including potential new and revised infrastructure costs and potential revenue changes as a result of revised non-residential growth allocations and increased risks of realising non-residential growth.

The Region's growth management work already completed provides a solid foundation to support this further work. The revised growth allocations considering the GTA West announcement would provide input into the integrated streams of work that make up the

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

Growth Management Strategy including infrastructure master plans and a Development Charges Background Study at that time. However, as noted below, a Growth Management Official Plan Amendment and final growth allocations would be delayed further because of Provincial direction eliminating the option of staging Municipal Comprehensive review requirements.

b. Major Transit Station Areas

Major Transit Station Area boundaries and applicable densities and associated policies must be incorporated into the Regional Official Plan. The current draft Growth Management and Transportation Amendments identify the general location of known Major Transit Station Areas and establish a framework for further detailed work. This further detailed work to establish boundaries and specific density objectives for each area had been proposed to be undertaken through Peel 2041 in a later Official Plan Amendment.

Work has begun with area municipalities to address the new requirements for Major Transit Station Area planning for the Region and the requirements for detailed implementation planning (i.e. land use and community design) to be undertaken by the local municipalities. The draft Provincial Municipal Comprehensive Review guidance requires completion of this process as part of a single amendment implementing a Municipal Comprehensive Review which eliminates the ability to phase the work.

c. Settlement Boundary Expansions to 2041

In accordance with the 2017 Growth Plan, the Region must now initiate all Municipal Comprehensive Reviews, including settlement expansion, whereas settlement expansion amendments in the past have been initiated by area municipalities. Regional staff will be working with Town of Caledon staff on conducting the required technical work and extensive public consultation. This exercise will take into consideration the results of the 2041 land needs assessment work based on the Provincial Land Needs Assessment Methodology. Addressing the full settlement boundary requirements to 2041 (currently estimated at approximately 565 hectares of community planning lands and 650 hectares of employment area) will require significant technical work, resources and consultation.

Mayfield West Phase 2 Stage 2

The draft Growth Management Amendment had included a proposed settlement expansion known as Mayfield West Phase 2 Stage 2. It was included in the draft Growth Management Amendment since much of the specific technical work to support the expansion has been completed and the settlement expansion represents a logical expansion to complete the community. The delay in proceeding with the Growth Management Amendment, due primarily to new Provincial policy guidance requiring all aspects of Municipal Comprehensive Reviews to be implemented in one amendment, also affects the timing of proceeding with decision making for the Mayfield West Phase 2 Stage 2 settlement expansion.

It has been requested that Peel consider advancing the Mayfield West Phase 2 Stage 2 settlement expansion independently of the Growth Management ROPA. However, the

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

2017 Growth Plan and the draft Municipal Comprehensive Review guidance documents tie settlement expansion to broader aspects of planning for 2041, including the required Provincial 2041 land needs assessment methodology and other Municipal Comprehensive Review requirements. This new policy context prevents settlement expansion using 2041 growth forecasts such as Mayfield West Phase 2 Stage 2 from proceeding independently.

Peel staff continue to advance the position to the Province that they should consider revising the draft Municipal Comprehensive Review guidance to recognize that a staged consideration of settlement boundary expansion could be an appropriate process, given clear circumstances, such as Mayfield West Phase 2 Stage 2 and the substantial body of supporting technical work already completed.

d. Employment Land Conversions

One area of work that will be impacted by extended timelines is implementation of the employment land conversions in Brampton and Mississauga. Technical work completed by local municipalities has been included in the Peel Growth Management Amendment Municipal Comprehensive Review elements as required by the 2017 Growth Plan. This includes conversions of several small employment areas in Brampton, a portion of the Inspiration Lakeview lands in south Mississauga, and a small piece of conversion land adjacent to the Malton Neighbourhood Area. Regional staff has worked with local municipal staff to ensure the technical work is appropriately undertaken and documented to support employment conversions and has incorporated outcomes of the analyses in the Region's work in an employment strategy and the draft Growth Management Amendment. However, since the draft Provincial Guidance requires a Municipal Comprehensive Review to be undertaken as one amendment, implementation of employment conversions will also be delayed for some time as the larger scope of work is undertaken.

e. Environment Themed Bundles (Greenlands Systems Mapping, Agriculture, Water Resources)

The timing of the environment themed bundles will also need to be adjusted as result of the release of the draft Municipal Comprehensive Review guidance document so that components that are required elements of a Municipal Comprehensive Review are integrated and addressed in the growth management work as one amendment. The guidance document makes it clear that natural heritage systems and agricultural systems mapping, watershed planning and stormwater master plans or equivalent must now be brought under one amendment along with all the other growth management components mentioned earlier in this staff report. The Municipal Comprehensive Review guidance document requires upper-tier municipalities to incorporate the Provincial Agricultural System and Natural Heritage System mapping that were released by the Province as input into the Region's growth management and settlement expansion planning analysis. As well, upper-tier municipalities are now required to consider development of stormwater master plans or equivalent as part of Regional infrastructure plans including water and wastewater master plans and integrate them into watershed planning as input into Regional settlement boundary expansion to 2041. Regional staff will bring forward two staff reports to a future Regional Council meeting, which will provide further analysis on the Provincial mapping.

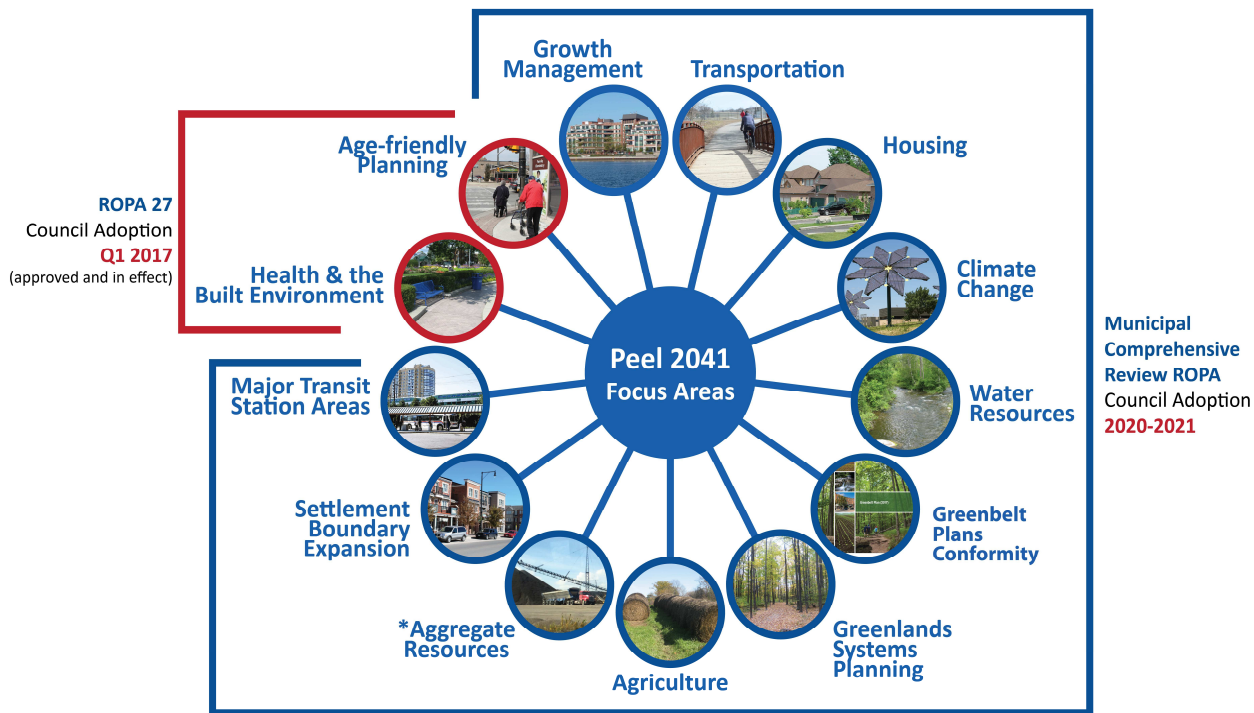
IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

f. Revised Peel 2041 Work Program Timelines

As discussed above, the evolving Provincial planning context will result in a revised work program for Peel 2041 whereby all the policy focus areas except possibly aggregate resources, must be combined into a single Regional Official Plan Amendment (Figure 2). This will have the effect of delaying the timelines until all the technical work and consultation for all aspects of each focus area is completed. Final detailed revised study scopes and timelines will need to be worked out in discussions with provincial staff and stakeholders but the work is not expected to be complete until at least 2020 and possibly 2021 (see Appendix I). In particular, requirements for full settlement expansion to 2041, subwatershed planning and the integration of water, wastewater and stormwater master plans, major transit station area delineation and implementation of Provincial natural heritage system and agricultural system mapping are expected to require the most time to complete. The Province requires completion of the Municipal Comprehensive Review and conformity with Provincial Plans by July 1, 2022 for upper-tier municipalities and lower-tier municipalities must complete their conformity within one year of the upper-tier amendment taking effect.

Peel 2041 Council Adoption Schedule

(revised work plan, Municipal Comprehensive Review ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

Figure 2. Revised Peel 2041 Work Program

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

3. Draft Ninth Line Lands ROPA

The major impact impeding the advancement of the draft Ninth Line Lands ROPA is that the Province, in its comment letter to the Region of Peel dated December 1, 2017, stated that it seemed premature to move forward with a Regional Urban Boundary expansion to include the Ninth Line Lands, pending completion of the 2017 Growth Plan requirements, including demonstrating that the land is needed to accommodate growth allocations to 2041.

While the draft Ninth Line Lands ROPA is including the lands in the Region's Official Plan, the draft ROPA is different from the proposed settlement boundary expansion of Mayfield West Phase 2 Stage 2. The draft Ninth Line Lands ROPA implements the Region's 2031 population and employment forecasts through redistribution of Mississauga's existing population allocation. The draft Ninth Line Lands ROPA is not a typical settlement boundary expansion exercise, but rather, an exercise of boundary adjustment through annexation. At the time when the lands were annexed to the Region of Peel and City of Mississauga in 2009, Halton's Official Plan included a policy framework for this area to support transit oriented development. Had the lands continued to develop based on Halton's Official Plan policies for Ninth Line Lands Corridor, the Province's 2006 Growth Plan would have captured those lands and included them in its delineated built boundary.

For reasons noted above, Regional staff continues to work with Mississauga and Provincial staff to advance the draft Ninth Line Lands ROPA to implement 2031 planning horizon targets. Staff plans to bring forward a staff report on the Ninth Line Lands draft Official Plan Amendment later this Spring.

4. Northwest Brampton

Development in Northwest Brampton beyond Phase One which has largely been developed as the Mount Pleasant community is contingent on satisfying specific policies in Section 5.3.4 of the Region of Peel Official Plan established as part the settlement implementing ROPA 15. Policies regarding protection of shale resources are being addressed through a Shale Study being undertaken by Peel following the 10 year moratorium on shale protection. Regional staff is finalizing that study and plan to report to Council in June 2018. Resolution of the shale policy issues will be critical to planning for growth in Brampton and Peel to 2041.

The policy framework also requires that alignment, jurisdiction and financing mechanisms of a viable north-south transportation corridor are in place to the Region's satisfaction before development can proceed. Cancellation of the GTA West Corridor Environmental Assessment means that the results of the long dormant Halton-Peel Boundary Area Transportation Study to plan for a north-south transportation corridor in the area will need to be revisited. Regional staff is gathering information to develop a terms of reference for future studies which would include evaluation of the long term transportation infrastructure needs for Northwest Brampton.

IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

CONCLUSION

As result of the evolving Provincial planning context, timelines for an initial Peel Regional Official Plan Amendment dealing with growth management matters will be delayed. This new scope and timeline for Peel 2041 will impact Peel planning staff work plan priorities, resource and budget requirements for technical and consultant support. Further consideration of resource implications will occur through the 2019 budget process.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Peel 2041 Work Program Revised Timelines

Appendix II: Status of Existing Peel 2041 Focus Areas

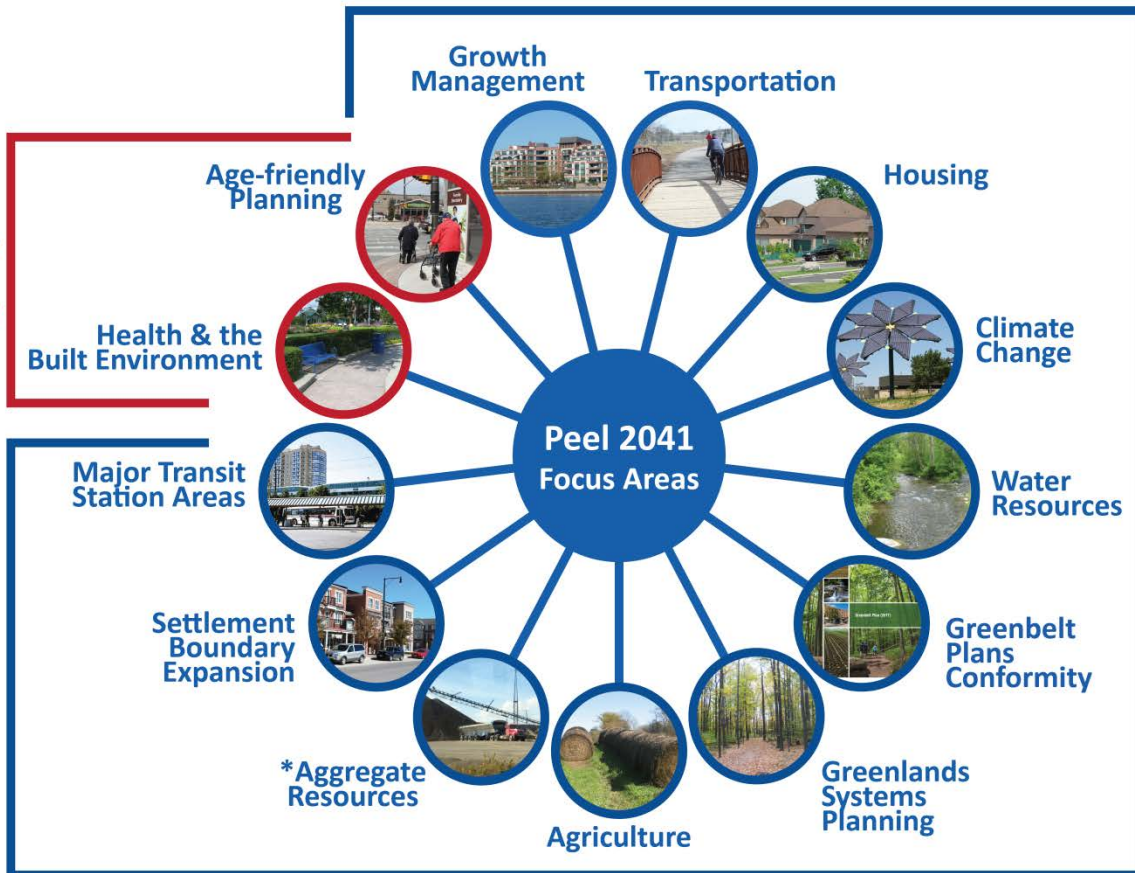
For further information regarding this report, please contact Arvin Prasad, arvin.prasad@peelregion.ca, ext. 4251.

Authored By: Adrian Smith, Liliana da Silva

**APPENDIX I
IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES**

Peel 2041 Work Program Revised Timelines

Peel 2041 Amendment Adoption Schedule
(revised work plan, Municipal Comprehensive Review ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

APPENDIX II
IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR
PLANNING INITIATIVES
Status of Existing Peel 2041 Focus Areas

Appendix II

Status of Existing Peel 2041 Focus Areas

For details, visit peelregion.ca/officialplan or

contact John Yeh, 905-791-7800 x. 4037, john.yeh@peelregion.ca

APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Status of Existing Peel 2041 Focus Areas

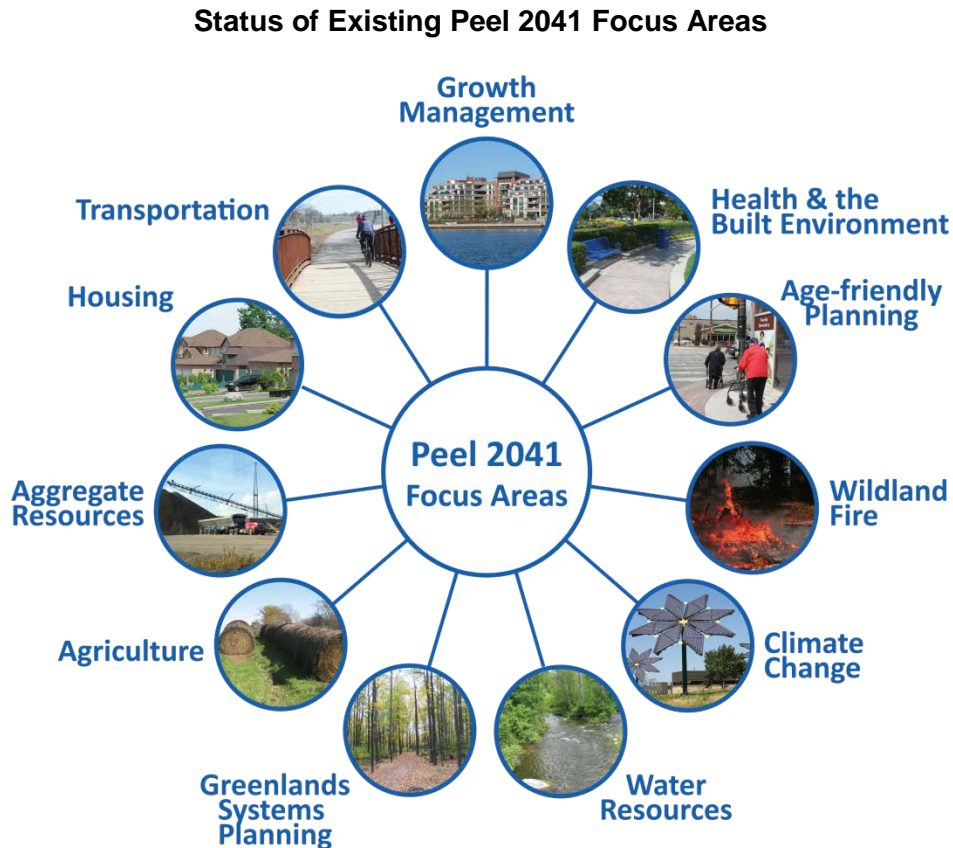


Figure 1. Existing Peel 2041 Work Program Focus Areas

This appendix provides a status update on all focus areas under the existing Peel 2041 work program (Figure 1). The sequencing of work of the current Peel 2041 work program is now impacted by the draft Municipal Comprehensive Review and Land Needs Assessment guidance documents released on March 21, 2018. The MCR guidance document now requires upper-tier municipalities to bring Major Transit Station Area boundaries, full settlement area boundary expansion work to the 2041 planning horizon, agricultural and natural heritage systems mapping, watershed planning and stormwater master plans, into one amendment. The Peel 2041 work program, which contemplates several amendments implemented over several years, will have to be adjusted based on this new direction.

a) ROPA 27 – Age-Friendly Planning, Health and the Built Environment (Approved and in effect)

ROPA 27, which revises and adds policies in the Regional Official Plan related to age-friendly planning and health and the built environment, was adopted by Regional Council on February 23, 2017, and approved by the Province with no provincial modifications on September 8, 2017. The health and the built environment focus area added policies to require health assessments be undertaken as part of the development application

APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Status of Existing Peel 2041 Focus Areas

process. Municipal Councils are also to be informed of the outcomes of the health assessment to support the creation of healthy communities.

The age-friendly planning focus area introduced policies in the areas of aging within the community, universal accessibility in the built environment including public service facilities, and creating better environments for active aging. Additional policies related to technical and administrative updates arising from the research and consultation undertaken are also included in ROPA 27.

b) Growth Management Focus Area

Growth Management is a key component of Peel 2041 and will address greater population growth than originally forecasted to 2031 as well as extending the planning horizon for both population and employment forecasts to 2041.

Regional staff, under direction from the Council, through the Growth Management Committee, established an integrated and collaborative approach to managing growth in Peel. A key aspect to this new approach is integrating financing and servicing considerations into planning decisions early in the process along with enhanced consultation.

The 2017 Growth Plan 2017 also further shaped draft growth management work including the following key policy directions:

- Increasing the density and intensification targets;
- Requiring upper-tier municipalities to have an employment strategy to establish density targets, intensification opportunities and support active transportation;
- Increasing the role of upper-tier municipalities in designating employment lands and major transit station areas;
- Expanding requirements for municipal comprehensive reviews including a greater upper-tier role, expanded applicability, and requiring that they be Provincially approved; and,
- Stronger integration of planning for land uses, infrastructure and finances.

On October 26, 2017, Regional staff brought forward a draft Growth Management ROPA for public consultation in accordance with the *Planning Act*. The draft reflected a number of the municipal comprehensive review elements related to growth management including: allocation of growth to the local municipalities, establishing density and intensification targets, revising the planning horizon, as well as identifying employment areas, strategic growth areas and major transit station areas.

Additional studies and subsequent official plan amendments had been intended to implement the remaining Peel 2041 policy reviews and further growth management details such as delineation of major transit station area boundaries, employment use conversions to other uses, and additional geographical settlement expansions required to accommodate growth to 2041.

APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Status of Existing Peel 2041 Focus Areas

Regional staff also commented on the draft mandatory land needs assessment methodology that was released in December 2017 in a staff report to Regional Council on February 22, 2018. Regional land budget work is consistent with the draft methodology, with some minor adjustments to be made.

On February 9, 2018, the Province announced that it will not be moving forward with a highway for the Greater Toronto Area West Corridor. The Environmental Assessment process is to be replaced by a narrower corridor now known as the Northwest Greater Toronto Area Identification Study Area. The narrower corridor is approximately one-third the size of the analysis area of the environmental assessment, and will be protected from development while the province assesses what infrastructure, such as transit or utilities, will be needed to support the growing region. This work will be undertaken through the Greater Golden Horseshoe Transportation Plan, and will take approximately 9-12 months to complete.

In light of that announcement, the statutory public meeting planned for February 22, 2018 was deferred. Regional staff has been assessing the impacts of the cancellation of the Corridor on the overall draft growth management work. For a detailed analysis of the implications on the entire growth management work program, please refer to the staff report on the same agenda titled "Growth Management Strategy Status Update".

The growth allocation, employment strategy, transportation strategy, policy development, mapping, transportation strategy and transportation infrastructure plans behind the Growth Management and Transportation Amendments all included an assumption that planning for the GTA West Highway would continue through the planning period and that the planned provision of the highway would affect outcomes. The Provincial announcement will result in a clear need to revisit the work, in particular the following:

- Revisit the employment growth allocations in particular the employment by type (employment land, office, and population serving) and employment locations;
- Revisit the integrated Employment and Transportation Strategy that staff were directed to prepare in support of the ROPA's and Growth Management Work Plan;
- Revisit implications on transportation infrastructure plans in included any potential Regional infrastructure needed in lieu of a highway and other infrastructure that may be needed as a result including goods movement and an increase emphasis on transit and other modes in collaboration with York and Halton Regions;
- Revisit water and waste water infrastructure needs and timing that may result from the above;
- Evaluate the implications on financial aspects of growth including potential new / revised infrastructure costs and potential revenue changes as a result of revised non-residential growth and increased risks of realising non-residential growth.

The Province released draft guidance on application of Intensification and Density Targets on March 21, 2018, with comments due by May 7, 2018. The draft document provides guidance on how to calculate intensification and density targets in accordance with the policies of the 2017 Growth Plan. The calculation of intensification and density targets is a key determinant for land needs assessments and will be used to inform the planned capacity of settlement areas and the need for settlement area expansions. Staff will have

APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Status of Existing Peel 2041 Focus Areas

to evaluate and assess how the guidance materials on intensification and density targets would impact the work undertaken in the draft land budget that was brought forward to Regional Council on October 26, 2017. However, initial review suggests the province is seeking more detailed analysis of intensification opportunities in areas such as Major Transit Station Areas as part of the Assessment Methodology.

It is anticipated that work on the growth management focus area will be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

c) Transportation Focus Area

Key deliverables for the transportation focus area of Peel 2041 include a revised set of transportation policies, Schedules and Figures for the Regional Official Plan, and an updated Long Range Transportation Plan. Draft policies are informed by Regional initiatives including the Regional Road Characterization Study, the Strategic Goods Movement Network Study, Freight Transportation Demand Management Study, and Active Transportation Study. Draft policies have also been informed by studies undertaken as part of the Growth Management Strategy. In addition to the 2017 Growth Plan, transportation related provincial initiatives including the Metrolinx Regional Transportation Plan also factors into the formulating of its policies.

Work to update the Long Range Transportation Plan, is being undertaken concurrent with the draft Transportation Regional Official Plan Amendment. Transportation staff, in collaboration with local municipal staff and stakeholders, assessed the impacts of growth against the transportation system efficiency and other transportation-related matters such as, environment, economy, and health. The transportation strategy will identify road improvements and promote sustainable modes of transportation (i.e. encouraging transit, carpooling, walking/cycling). For details and status update on the Transportation Plan, visit letsmovepeel.ca.

The Plan is targeting a 50 per cent sustainable mode share by 2041 to support achievement of healthy and complete communities. The target of a 50 per cent modal split by 2041 will mean that approximately half the number of trips in the Region during the morning peak period would be made through sustainable transportation modes such as walking, cycling, carpooling, and transit. This 50 per cent sustainable mode share target has been a key input into the planning of long range transportation and evaluating transportation servicing needs to support growth to 2041.

A draft employment strategies paper to support employment growth was also added to the Regional Official Plan Amendment, per direction of Regional Council on February 9, 2017. The Strategy recommended the following:

- Multi-modal transportation access to support employment growth. More employees commuting by modes other than single occupancy vehicles helps with less localized congestion around employment areas.
- A high quality rapid transit network with mobility hubs and major transit station areas connecting the Region's Urban Growth Centres, major employment areas,

APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Status of Existing Peel 2041 Focus Areas

and emerging high density communities. Station areas and mobility hubs that are targeted for employment growth could be prioritized.

- A complete streets approach in and around employment areas and the development of a connected network of high quality cycling facilities.
- Programming focused on behaviour changes in order to influence travel decisions to and from work.
- Maximizing the number of people that can be moved along a road corridor.
- Prioritizing access to the highway system, which is critical for many employment uses.
- Alternatives to single occupancy vehicle travel to maintain road capacity for the efficient and safe movement of goods and services, and to support employment lands, employment growth, and the overall economy.

One significant new requirement from the 2017 Growth Plan is to identify Major Transit Station areas boundaries. This requirement is addressed in the draft Transportation ROPA and co-ordinated with the Growth Management ROPA by establishing a policy framework and identifying general locations of MTSA's to guide future work. The Growth Plan requires the delineation of boundaries for major transit station areas and application of specific densities to those boundaries. Addressing this requirement will involve further technical, urban design, and land use work, along with land owner and neighbourhood consultation. This work was proposed to be addressed as a separate and new addition to the Peel 2041 work program and is described in further detail in the next section of this staff report.

The cancellation of the Greater Toronto Area West Corridor will also have an impact on the work plan and timing of completion of the draft transportation ROPA. Regional staff will be assessing the impacts of the cancellation of the Corridor on the overall draft transportation work. Regional transportation staff will be bringing forward a forthcoming staff report to advise Regional Council on the implications of the Provincial decision on the overall transportation planning work plan.

It is anticipated that work on the transportation focus area includes MTSA detailed work will need to be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

d) Housing Focus Area

The Peel 2041 housing focus area builds on previous work, including the 2010 Region of Peel Housing Strategy and Regional Official Plan housing policies related to the supply of affordable housing, affordable housing targets, retention of existing rental housing stock, energy efficient housing, housing options for persons with special needs and diverse populations, and barriers to accessing housing.

Draft housing policies introduced under this focus area will be framed by the following Regional and Provincial initiatives:

- Legislative changes to the *Planning Act*, introduced through the *Strong Communities through Affordable Housing Act, 2011 (Bill 140)* and *Promoting Affordable Housing Act, 2016 (Bill 7)*
- Regional Council's September 11, 2014 resolution (2014-721); and

APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Status of Existing Peel 2041 Focus Areas

- Provincial Policy Statement and 2017 Growth Plan mandated, establishment and implementation of Regional affordable housing targets
- Consistency with 2017 Growth Plan by developing of Regional housing OP policy that is informed by a housing strategy which including identifying mechanisms and tools, alignment with the housing and homelessness plan and considers the appropriate range and mix of housing to accommodate a diverse range and mix of housing options.
- Peel Housing and Homelessness Plan Refresh to be considered by Regional Council by April 5, 2018.

An Affordable Housing Background Paper was released in 2017 to capture research and analysis undertaken to inform a future Regional Official Plan Amendment. The background paper includes potential housing policy directions consistent with Provincial legislation, policy and Peel Council direction. It also includes results of measurement and monitoring of housing stock, including affordability thresholds and estimation of second units in Peel, an overview of legislative and policy frameworks and tools, best practices and case studies for affordable housing.

Regional staff reported to Regional Council on February 22, 2018, and commented on the draft regulation associated with inclusionary zoning as per the Promoting Affordable Housing Act, 2016. Regional staff strongly encouraged the Province to revisit elements of the draft regulations that are outlined in the report.

Regional staff has undertaken on an Affordable Housing Needs and Strategies project with the aim of updating the Peel Housing and Homelessness Plan and bringing forward a Regional Official Plan Amendment with draft housing policies based on input received from all the work. Specifically, the draft ROPA will include consideration for a potential inclusionary zoning approach for Peel and updates to housing targets. Regional staff is also currently undertaking a strategic analysis of affordable housing targets, incentives and tools, aligned with the Housing and Homelessness Plan refresh and 2017 Growth Plan requirements. A housing strategy is also required as part of a Municipal Comprehensive Review. As part of the analysis, staff will advocate for funding opportunities from the Province.

e) Environment Themed Bundle – Bundle 1 – Climate Change, Water Resources, Wildland Fires; Bundle 2 – Agriculture, Greenlands System Planning, Aggregate Resources

Environment and resources policy themes are also being addressed in Peel 2041 through an Environment Themed bundle which will proceed in phases. The first phase (Environment Bundle 1) will include a Water Resources Policy Review, Climate Change Policy Review and a Wildland Fire Policy Review. It is proposed that this first phase will be followed by a second phase (Environment Bundle 2), encompassing the Agricultural Policy Review, Greenlands System Policy Review and Aggregate Resources Policy Review.

APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Status of Existing Peel 2041 Focus Areas

Environment Bundle 1

- i) **Water Resources Policy Review** – the key objectives of the Water Resources policy review is to ensure consistency with the Provincial Policy Statement 2014, and Growth Plan 2017 and to incorporate policies contained in approved source protection plans as required under the Clean Water Act 2006. It will also include revisions to mapping to identify a water resources system for the Region of Peel.
- ii) **Climate Change Policy Review** – the objectives of the Climate Change policy review is to ensure consistency with the Provincial Policy Statement 2014 and Growth Plan 2017 with emphasis on reducing greenhouse gas emissions, and incorporating climate change policy on mitigation and adaptation in the Regional Official Plan.
- iii) **Wildland Fire Policy Review** – the objectives of the Wildland Fire Policy Review is to outline how wildland fire hazards can be addressed in municipal land use planning, consistent with the direction in the Provincial Policy Statement 2014.

Draft Discussion Papers have been prepared and circulated among targeted stakeholders for Water Resources, Climate Change and Wildland Fire. Targeted stakeholder consultations have taken place with area municipal staff, provincial staff and the conservation authorities. Additional initial stakeholder consultations have taken place with the Peel Federation of Agriculture, Peel Agricultural Advisory Working Group and the Peel Chapter of the Building Industry and Land Development Association.

Environment Bundle 2

- iv) **Agriculture Policy Review**- the objectives include ensuring conformity with the Provincial Policy Statement 2014 and the Provincial Agricultural System policies in the Growth Plan 2017, Greenbelt Plan 2017, Oak Ridges Moraine Conservation Plan 2017 and the Niagara Escarpment Plan 2017. Provincial Agricultural System land base mapping has now been finalized and released by the Province and will need to be refined and updated in the Regional Official Plan including identification of updated prime agricultural area mapping along with more flexible policies for agriculture, agriculture-related and on-farm diversified uses.

A draft Agricultural Discussion paper is being prepared and will be circulated to targeted stakeholders as a precursor to it being finalized for wider distribution and follow-up consultations and discussion.

- v) **Waste Management Policy Review** – the objectives of the policy review is to ensure conformity with provincial policies, including Provincial Policy Statement 2014, Waste-Free Ontario Act, 2016, and the Food and Organic Waste Framework. This policy review will update and add new waste management policies to the Regional Official Plan.

**APPENDIX II
IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR
PLANNING INITIATIVES**

Status of Existing Peel 2041 Focus Areas

- vi) **Greenlands System Planning Policy Review** – the objectives of the policy review includes ensuring conformity with the Provincial Policy Statement 2014, and the Growth Plan 2017, Greenbelt Plan 2017, Oak Ridges Moraine Conservation Plan 2017 and the Niagara Escarpment Plan 2017. It will include updated Greenlands System policies and mapping of a regional natural heritage system, with appropriate policies to maintain, restore or enhance the diversity and connectivity of the system.
- vii) **Aggregate Resources Policy Review** – the objectives of the policy review includes updating the Regional Official Plan policies to incorporate provincial policies related to comprehensive rehabilitation and to promote aggregate recycling within operations. In addition, the amendment will update the Official Plan’s High Potential Mineral Aggregates Resources Area mapping to incorporate changes to provincial information.

It is anticipated that targeted consultation with local municipal staff will occur through Summer/Fall of 2018 as the technical scope of work for the Greenbelt and Aggregates Resources Policy Reviews are further defined and developed.

It is also anticipated that some of the focus areas in the environmental themed bundles (water resources policy review, greenlands system planning policy review, agriculture policy review) that deal with agricultural and natural heritage systems mapping, watershed planning and stormwater master plans will be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

For Information

DATE: April 9, 2018

REPORT TITLE: **IMPLICATIONS ON THE GROWTH MANAGEMENT WORK PLAN AS A RESULT OF PROVINCIAL POLICY DIRECTIONS**

FROM: Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

OBJECTIVE

To provide Regional Council with an update on the timing of the deliverables related to the Growth Management Strategy as a result of the recent Provincial direction on GTA West Corridor and the draft guidance provided for Municipal Comprehensive Reviews.

REPORT HIGHLIGHTS

- This report provides a restated timeline for the key work areas related to the Growth Management Strategy integrated work plan resulting from the Province's GTA West decision and the new Draft Municipal Comprehensive Reviews guidance.
- Staff continues to place a high priority on revising and advancing the Growth Management work. It has been determined that additional work will need to be undertaken related to employment and transportation strategies, employment planning and transportation infrastructure, water and wastewater capital plans, populations and employment allocations and assessment of financial implications for the Region of Peel.
- The overall timelines for the Growth Management Strategy integrated work plan will require an extension into late 2020 or beyond.
- Development Charges By-law will also be delayed to due to the input requirements of the above revised work. The timing for a new Regional Development Charges By-law is anticipated by late 2019 to early 2020.

DISCUSSION
1. Background

The GTA West Corridor was fundamental to the assumptions used by the Region in the Peel 2041 Official Plan and Growth Management work.

Using an integrated growth management approach in collaboration with area municipalities, the development industry and other stakeholders, the Region developed an integrated work plan in 2016 (See Appendix I - Original Timeline). The work plan consisted of a series of

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IMPLICATIONS ON THE GROWTH MANAGEMENT WORK PLAN AS A RESULT OF PROVINCIAL POLICY DIRECTIONS

consultations and reports being finalized throughout 2017 and being brought before Council in the fall of 2017. The October 26, 2017 report contained the comprehensive Growth Management Strategy Reports which detailed the integrated work underway. All component work plan items were on target to meet their respective timelines as well as have the associated Regional Official Plan Amendments to Council for approval in April 2018. In addition, an updated interim Development Charges By-law would have gone to Council for approval by July of 2018. Anticipation of some minor delays due to the timing of Provincial feedback was anticipated and built into the timelines.

Impact of Provincial Direction and Guidance on Growth Management Plan Timelines

The Province's decision not to proceed with the GTA West Highway Corridor and the issuance of its draft guidance on Municipal Comprehensive Reviews (please refer to the companion report listed on the April 12, 2018 Regional Council agenda, titled "Current Provincial Land Use Planning Context" for greater detail) will have major implications on the timing associated with the Growth Management integrated work plan. It should be noted that staff continues to place a high priority on revising and advancing the Growth Management work and continues to work with stakeholders on all project areas.

The immediate implication is the requirement to reassess/update the allocations related to population and employment which feed into all the other bodies of work listed below. These revised assumptions will require additional time and resources and will impact the timing of all related work. (See Appendix II - Revised Timeline) The implications on the work plan items are as follows.

- Revise the population and employment growth allocations, specifically, the employment by type and location. This work will commence mid Q2 2018. The results of this work are an essential input to the work detailed below.
- Revise the integrated Employment and Transportation Strategy as well as the Transportation Capital Costing based on the revised assumptions noted above. This revised work will delay the timing of the Transportation ROPA for Council approval.
- Revise the Water and Wastewater infrastructure needs. Any changes from the revised population and employment allocations will need to be reflected in an updated Water and Wastewater Capital Plan. Depending on the extent of the revisions required this work may delay the implementation of the Water and Wastewater Master Plan.
- The Development Charges (DC) By-law relies on the revised input from all the above work. Staff will continue to scope the bodies of work and associated timelines to inform the timing of a new DC By-law. It should be noted that the current Regional DC By-law is in force until 2020. Staff will continue to work with area municipalities and the development industry to bring greater consistency to the policies and technical aspects of all four DC By-laws.
- The greatest timing impact will be on the Growth Management Regional Official Plan Amendment (ROPA). This is due to guidance related to Municipal Comprehensive Reviews (please refer to the companion report listed on the April 12, 2018 Regional Council agenda, titled "Current Provincial Land Use Planning Context"). Under the new draft guidance, a revised ROPA which complies with the Municipal Comprehensive Reviews (MCR) guidance is not anticipated until late 2020 or beyond.

IMPLICATIONS ON THE GROWTH MANAGEMENT WORK PLAN AS A RESULT OF PROVINCIAL POLICY DIRECTIONS

RISK CONSIDERATIONS

Staff is in the process of identifying the scope of work along with the new key milestones required to complete all updates to the Growth Management integrated work plan. Staff is also identifying the bodies of work which require external expertise to complete and the availability of those experts.

A new draft timeline has been generated based on what is known to-date and is incorporated in this report as Appendix II.

FINANCIAL IMPLICATIONS

The revisions to the assumptions and analysis of the Growth Management Strategy integrated work program as well as the new Draft MCR requirements will have significant implications for both the human and financial resources required to complete the work. The specific details of the scope of the proposed studies to support the MCR and the ROPA will be determined through further discussion among Regional Staff and municipal partners. Staff will scope the studies and will seek funds through the 2019 capital budget.

CONCLUSION

The current planning context along with the Province's decision regarding the GTA West Corridor has resulted in significant revisions to all aspects of the Growth Management Strategy integrated work plan as well as significant new work to be completed to comply with the draft MCR guidelines. The result is the overall work plan timeline has been pushed into late 2020 or beyond.



Stephen VanOfwegen, Acting Commissioner of Digital and Information Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Original Timeline (October 26, 2017)

Appendix II - Revised Timeline (April 12, 2018)

For further information regarding this report, please contact Steve Jacques, Director, Growth Management Strategy, extension 4625, email at steve.jacques@peelregion.ca

Authored By: Steve Jacques

Original Timeline:

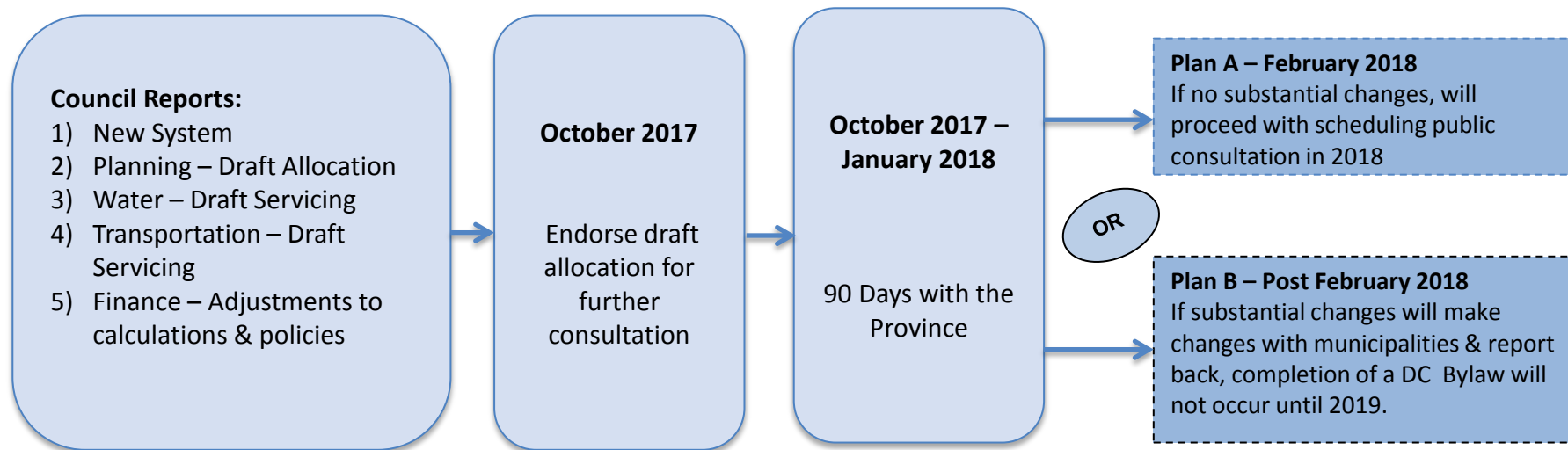
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April 2016 – October 2017

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Draft Allocation

Regional, Municipalities & BILD good position to adjust draft plans as further Provincial direction received



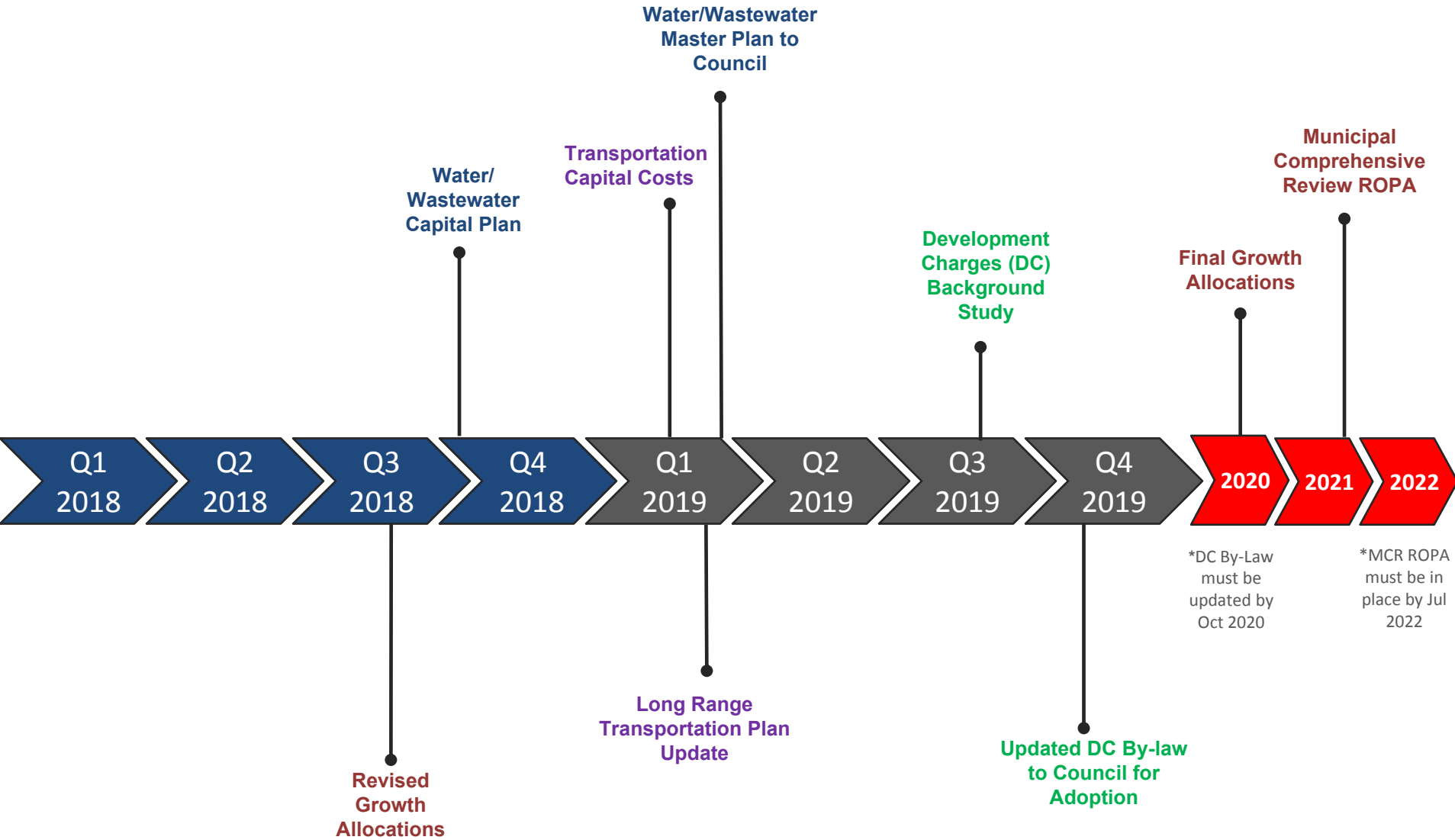
Provincial Direction:

1. Land Budget Methodology (Dec/17)
2. Major Transit Station Areas (Local Municipalities and Region to work together to determine location surrounding density, etc.).

APPENDIX II - IMPLICATIONS ON THE GROWTH MANAGEMENT WORK PLAN AS A RESULT OF PROVINCIAL POLICY DIRECTIONS

Growth Management Revised Timeline (2018 – 2022)

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For Information

DATE: April 10, 2018

REPORT TITLE: **GTA WEST CORRIDOR/NORTHWEST GREATER TORONTO AREA CORRIDOR IDENTIFICATION STUDY UPDATE**

FROM: Janette Smith, Commissioner of Public Works

OBJECTIVE

To update Regional Council on the status of the GTA West Corridor Environmental Assessment Study and provide information on the Northwest GTA Corridor Identification Study.

REPORT HIGHLIGHTS

- On February 9, 2018, the Minister of Transportation announced the cancellation of the GTA West Corridor Environmental Assessment Study.
- A new study known as the Northwest GTA Corridor Identification Study (Study) was initiated in December 2017. Its purpose is to “identify a narrow corridor of lands in the northwest GTA to protect for future linear infrastructure.”
- The Study is anticipated to be completed in nine to 12 months with a study area approximately one third the size of the GTA West Focused Analysis Area.
- Staff are in the process of obtaining further information on the Study to resolve localized impacts of the cancellation of the GTA West Environmental Assessment Study wherever possible and develop Terms of Reference for future studies.

DISCUSSION
1. Background

In 2008, the Ontario Ministry of Transportation (the Ministry) initiated an Environmental Assessment study to examine long term transportation problems and opportunities and to consider alternative solutions to provide better linkages between Urban Growth Centres in the Greater Toronto Area as identified in the *Places to Grow Plan*. This study came to be known as the GTA West Corridor Environmental Assessment Study.

Stage 1 of the GTA West Corridor Environmental Assessment Study concluded in 2012 with the release of the Transportation Development Strategy (the Strategy). The Strategy confirmed that in addition to new and expanded non-road transportation infrastructure and widening or improvements to existing roadways, a new freeway from Highway 400 in Vaughan, with connections to Highways 427 and 410, and north-south along the Halton-Peel boundary, with a connection to Highway 401 and potentially Highway 407 in Halton Region, would be necessary to serve growth to 2031.

GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR IDENTIFICATION STUDY UPDATE

Stage 2 of the Environmental Assessment was initiated in early 2014. A range of alternatives and a Focused Analysis Area was released for public consultation in late 2014. The GTA West Corridor Environmental Assessment Project Team was working towards identifying a single preferred alternative and alignment for the corridor by 2018. On December 4, 2015, the Ministry issued a study update advising that planned Public Information Centres would not go ahead as more time was needed. Following this, on December 16, 2015, the Minister of Transportation announced that work on the GTA West Corridor Environmental Assessment Study was suspended pending a review to be concluded by Spring, 2016. The need to examine the project in light of climate change commitments and emerging technologies were some of the reasons cited for the suspension.

An Advisory Panel was subsequently appointed to conduct a strategic assessment of the GTA West Corridor Environmental Assessment Study. The Panel reviewed trends, emerging technologies and provincial policy, and also conducted scoped consultation with affected municipalities, including the Region of Peel.

2. Cancellation of the GTA West Corridor Environmental Assessment Study and Initiation of Northwest GTA Corridor Identification Study

The Minister of Transportation released a statement on February 9, 2018 advising that the GTA West Corridor Environmental Assessment Study had been cancelled. The Advisory Panel report was also released to the public.

The Advisory Panel recommended that:

- The GTA West Corridor Environmental Assessment Study be stopped and that the Ministry of Transportation lead the development of a single transportation plan for the Greater Golden Horseshoe;
- That the Ministry make the GTA West Corridor Environmental Assessment Study data available and easily accessible online, including relevant information about the data sources, collection methods and timing, to ensure that users can tap into the full potential of the data; and,
- The Ministry not continue to protect the corridor that was identified as preferred in the GTA West Corridor Environmental Assessment Study.

The Minister of Transportation further announced that a new study, known as the Northwest GTA Corridor Identification Study, had been initiated jointly by the Ministry and Independent Electrical Safety Operator. The new study area would be focused within a narrow portion of the original GTA West Corridor Environmental Assessment Study area. The new study area is approximately 600 metres (1967 feet) wide and releases much of the land previously “frozen” by the GTA West Corridor Environmental Assessment Study.

The new study aims to, “identify a narrow corridor of land in the Northwest GTA to protect for future linear infrastructure,” and is anticipated to take nine to 12 months to complete. This study is not conducted as an environmental assessment, and any infrastructure development in the area would require the completion of an applicable environmental assessment. Ministry staff have confirmed that they will release protection of the larger GTA West Corridor lands, and pursue protection of the Northwest GTA Corridor Identification

GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR IDENTIFICATION STUDY UPDATE

Study lands. Staff have requested terms of reference of the Northwest GTA Corridor Identification Study and have expressed interest in being actively engaged.

Specific mapping details of the Northwest GTA Corridor have not been provided, with Ministry staff noting that they will not be releasing this information to municipalities. Instead, a pdf format “map book” is available. Consultations will still be required with the Ministry to confirm if specific properties are in or out of the study area.

Provincial staff held an information session for municipal staff, during which they advised that the Northwest GTA Corridor will function similarly to the Parkway Belt West Corridor shown in Appendix I, which was identified by the province as a multi-purpose corridor and was preserved for decades while uses were identified and studied. The 407 Transitway is currently being implemented in portions of that protected corridor.

Peel has long commented to Provincial staff that the typical 20-year horizon for planning necessary transportation infrastructure is wholly inadequate due to development pressures on scarce land, and the length of time required to complete studies for these projects.

In 2016, the Ministry commenced the Greater Golden Horseshoe Transportation Plan which is expected to be completed in 2019. The study aims to develop a multi-modal transportation system to the year 2051 and a long term vision to 2071. Peel staff have actively participated in the study and are pleased that the Province has understood this concern and are taking steps to mitigate challenges for the future. The Ministry’s information sessions have noted that the Greater Golden Horseshoe Transportation Plan is intended to consider inputs from the Northwest GTA Corridor Identification Study in recommending a way to move forward for planning for transportation and other infrastructure needs in this area. Staff are engaged in the development of the Greater Golden Horseshoe Transportation Plan. However, this initiative does not resolve the concerns that the Region currently faces with respect to managing growth in Peel, and planning around the uncertain use of the Northwest GTA Corridor.

3. Preliminary Identification of Implications for Peel Region

Impacts to the Region of Peel Integrated Growth Management Strategy

The cancellation of the GTA West Corridor Environmental Assessment Study and initiation of the Northwest GTA Corridor Identification Study has implications for the integrated Growth Management Strategy that the Region is leading. The proposed GTA West Highway was a fundamental input to the transportation assumptions to support growth to 2041. The now uncertain use of the corridor will require staff to revisit the transportation assumptions and inputs that formed the transportation component of the integrated Growth Management Strategy and work plan. Further information about broader implications of the GTA West Corridor Environmental Assessment Study cancellation can be found in the companion report listed on the April 12, 2018 Regional Council agenda, titled “Implications of the GTA West Cancellation and Current Planning Requirements on Growth Management Work Plan”.

GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR IDENTIFICATION STUDY UPDATE

Impacts to the Halton-Peel Boundary Area Transportation Study

In 2007, the City of Brampton, Town of Caledon, Town of Halton Hills, Halton Region, and the Region of Peel initiated an Environmental Assessment study known as the Halton-Peel Boundary Area Transportation (HPBAT) Study. The purpose of the study was to identify transportation network requirements to facilitate growth in the area. The information and recommendations of the study were ultimately deferred to the Province when the GTA West Corridor Environmental Assessment Study area overlapped with the HPBAT study area shown in Appendix I.

As a result of the GTA West Corridor Environmental Assessment Study cancellation and initiation of the Northwest GTA Corridor Identification Study, discussions are currently underway with the HPBAT Study partners to address long term transportation and planning issues in the area. The commitments made through the HPBAT Study Memorandum of Understanding will also be considered.

Impacts to Specific Land Use and Transportation Planning Matters

In 2012, Regional Council endorsed three “priority areas” for the GTA West Study, where significant planning challenges exist. These areas were: Mayfield West (Caledon), Heritage Heights (Brampton), and Secondary Plan Area 47 (SP 47, Brampton), and are identified in Appendix I.

In Mayfield West and SP 47, Brampton some developments that were impacted by the GTA West Corridor study area continue to be impacted by the Northwest GTA Corridor Identification Study Area, while other lands will be released once the matters have been formally resolved at the Ontario Municipal Board. In addition, other developments physically located outside of the Northwest GTA Corridor Identification Study Area in Mayfield West are dependent on servicing that is required to cross the Northwest GTA Corridor Identification Study Area. Peel and Caledon staff are engaged in discussions with Provincial staff on resolving this matter.

The Regional Policy framework requires the alignment, jurisdiction and financing of a viable north-south corridor to be completed to the Region’s satisfaction prior to development in Northwest Brampton (Heritage Heights). To this end, extensive local and Regional planning efforts have been undertaken in the area, as part of the Halton-Peel Boundary Area Transportation Study (HPBATS). That study confirmed the need for a north-south transportation corridor with connections to Highways 401 and 407 in Halton Region. The study also recommended a number of other improvements in the Halton-Peel boundary area. The Ministry of Transportation’s Transportation Development Strategy resulted in the locally identified north-south corridor largely coinciding with the GTA West Corridor.

A subsequent analysis led by the original HPBATS Study partners (Halton Region, Peel Region, the City of Brampton, and Towns of Caledon and Halton Hills) and involving an examination of best practices and precedents, discussions with key staff from the Ministries of Transportation and the Environment, independent legal and Environmental Assessment advice, and staff and consultant input, concluded that it was not feasible to continue local planning efforts to implement the Halton-Peel Freeway, given the concurrent GTA West Corridor Environmental Assessment.

GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR IDENTIFICATION STUDY UPDATE

A lack of clarity regarding the location of the GTA West Corridor had prevented secondary planning in Heritage Heights from advancing, which will ultimately impact the Region of Peel's ability to accommodate population and employment as allocated in the Province's *Places to Grow* Plan. In light of the decision to cancel the GTA West Corridor Environmental Assessment Study and commence the Northwest GTA Corridor Identification Study, staff will need to obtain further information and consult with various agencies in determining the path forward.

On March 13, 2018, the City of Brampton passed a resolution to commence a transportation study, in consultation with the Region of Peel, to confirm the long term transportation infrastructure needs for Northwest Brampton in parallel to the Northwest GTA Corridor Identification Study.

In addition to the three priority areas endorsed by Regional Council, staff has noted that in the Ninth Line Lands area, the Northwest GTA Corridor Identification Study Area is slightly larger than the previous GTA West Focused Analysis Area (Appendix I). However, the larger lands were protected under the Parkway Belt West Corridor protection policies.

Staff are working with legal counsel to address the outstanding appeals related to the GTA West Corridor and to ensure protection for the Northwest GTA Corridor Protection Area, and will report back to Council on specific appeals and status at a future date.

Impacts to Goods Movement Planning in Peel Region

The Region of Peel has long supported the GTA West Corridor, both as a means to provide transportation capacity to support future population growth as outlined in the Province's own *Places to Grow* Plan, as well as acting as a catalyst for economic development, specifically for the already strong goods movement industry in Peel. Goods movement related industries account for 43 percent of the jobs in the Region of Peel, and goods movement industries contributed \$49 billion of Gross Domestic Product to Peel's economy in 2014. The implications of the GTA West cancellation will need to be revisited in the Region's ongoing development of the Goods Movement Long Term Plan.

4. Risks to the Region of Peel

In addition to the implications mentioned above, the primary risk to the Region of Peel pertains to the challenges in accommodating for population and employment growth due to the uncertain use and location of the corridor. By 2041, the Region of Peel is expected to grow by 600,000 additional residents and 300,000 additional jobs. This growth translates to an increase in the number inter- and intra-regional trips also resulting in significant capacity implications. The uncertain use of the corridor makes transportation planning and planning for the anticipated growth particularly challenging for the Region of Peel and local municipalities.

**GTA WEST CORRIDOR/NORTH WEST GREATER TORONTO AREA STUDY CORRIDOR
IDENTIFICATION STUDY UPDATE**

CONCLUSION

Regional staff are currently in the process of gathering information from the Ministry of Transportation as their Northwest GTA Corridor Identification Study progresses. This information will enable staff to develop a comprehensive work plan on how to proceed with addressing the Region's anticipated growth and transportation demands. In the interim, Regional staff are conducting preliminary analyses to understand the impact of the cancellation of the GTA West Corridor Environmental Assessment Study and infrastructure required in the lieu of a provincial corridor.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

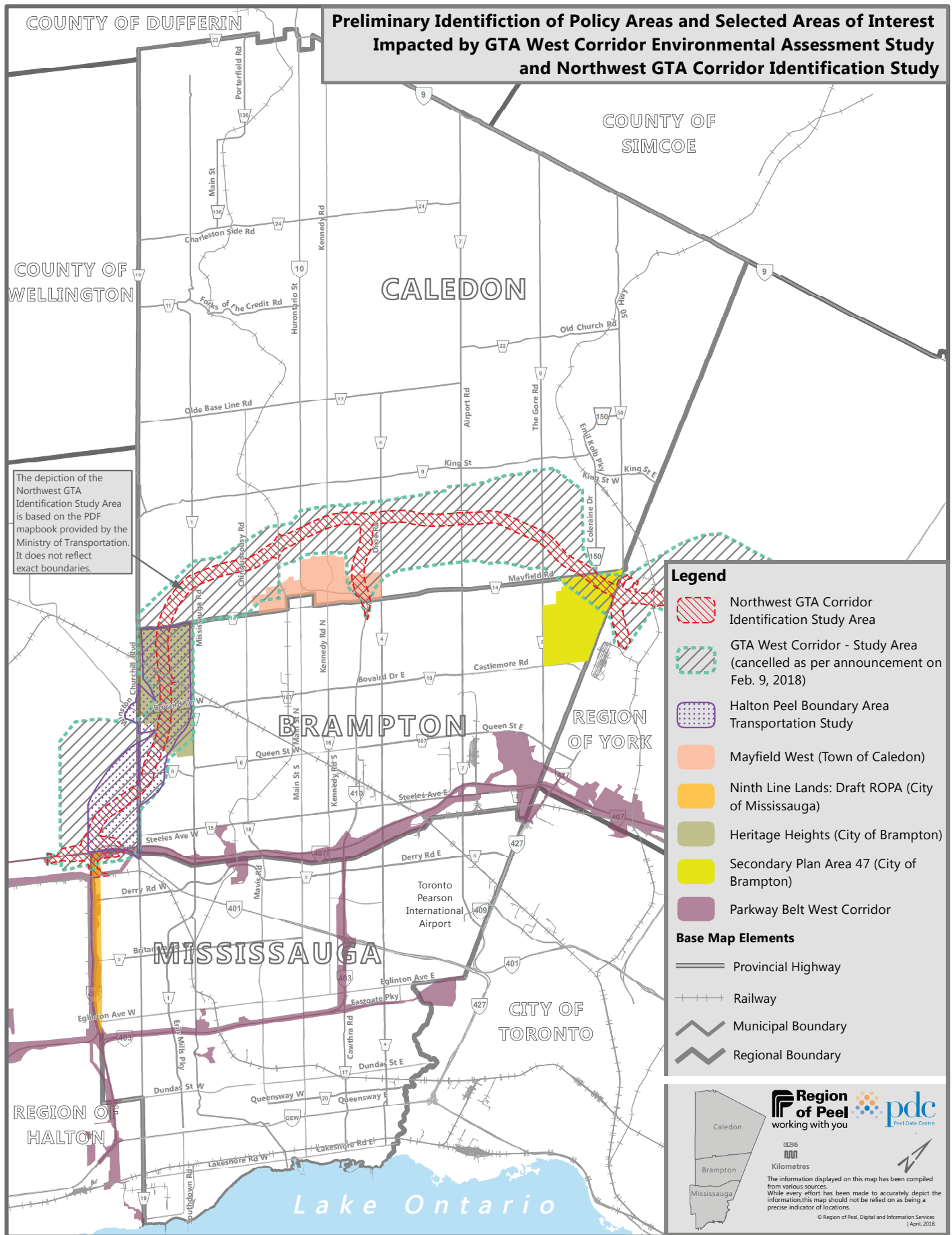
Appendix I – Preliminary Identification of Policy Areas and Selected Areas of interest Impacted by GTA West Corridor Environmental Assessment Study and Northwest GTA Identification Study

For further information regarding this report, please contact Sabbir Saiyed, Manager, Transportation System Planning, extension 4352, Sabbir.Saiyed@peelregion.ca.

Authored By: Tina Detaramani, Principal Planner, Transportation System Planning; and Richa Dave, Planner, Transportation System Planning

Reviewed in workflow by:

Financial Support Unit



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Transportation

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RECEIVED

March 8, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

M2018-926

MAR 06 2018

Mr. Frank Dale
Chair
The Regional Municipality of Peel
10 Peel Centre Drive
Brampton ON L6T 4B9

Dear Mr. Dale:

As you are aware, on November 27, 2017, the Ministry of Transportation (MTO) committed to providing an update about the future of the GTA West Environmental Assessment (EA) Study within 60 days.

In 2016, a panel was appointed to review the GTA West EA Study. The panel was asked to conduct a strategic assessment of potential alternative approaches to meet future needs for moving people and goods throughout the GTA West corridor, including how recent policy changes and new transportation technologies could impact the project going forward.

On February 9, 2018, I announced that MTO will not proceed with an EA for a proposed highway in the GTA West corridor. We have consistently invested in highway infrastructure where it makes sense, but we now know that for the GTA West corridor, a highway is not the best option.

The government recognizes the importance of continuing to protect a corridor in this rapidly growing part of the region to explore other infrastructure needs, including utility, rail, and other transit options. On December 6, 2017, MTO and the Independent Electricity System Operator (IESO) initiated a joint planning study to identify lands for a multipurpose linear infrastructure corridor. Based on the expected growth and infrastructure need in the area, the continued protection of a corridor remains essential to ensure that the ongoing urbanization of the northwest GTA does not preclude future infrastructure, such as utilities, transit or other transportation modes.

The study area for the new joint planning study as identified in the enclosed map is almost entirely within the Focused Analysis Area of the previous GTA West EA Study. The discontinuation of the EA and initiation of the new joint planning study will release approximately 68 per cent of the lands previously protected under the EA. A letter has been sent to your city clerk to advise them of the municipality's responsibility to provide notice of Planning Act applications within or adjacent to the boundary of the NW GTA Corridor Identification Study Area.

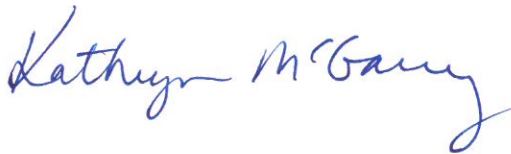
REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

.../2

Given MTO's cancellation of the GTA West EA Study, notice is no longer required for Planning Act applications related to lands within the previous GTA West EA study area.

All municipalities that were engaged during the GTA West EA study will continue to be engaged as part of this new study. Any questions regarding the new study can be directed to Tija Dirks, Director, Transportation Planning Branch, at tija.dirks@ontario.ca or (416) 585-7238.

Sincerely,

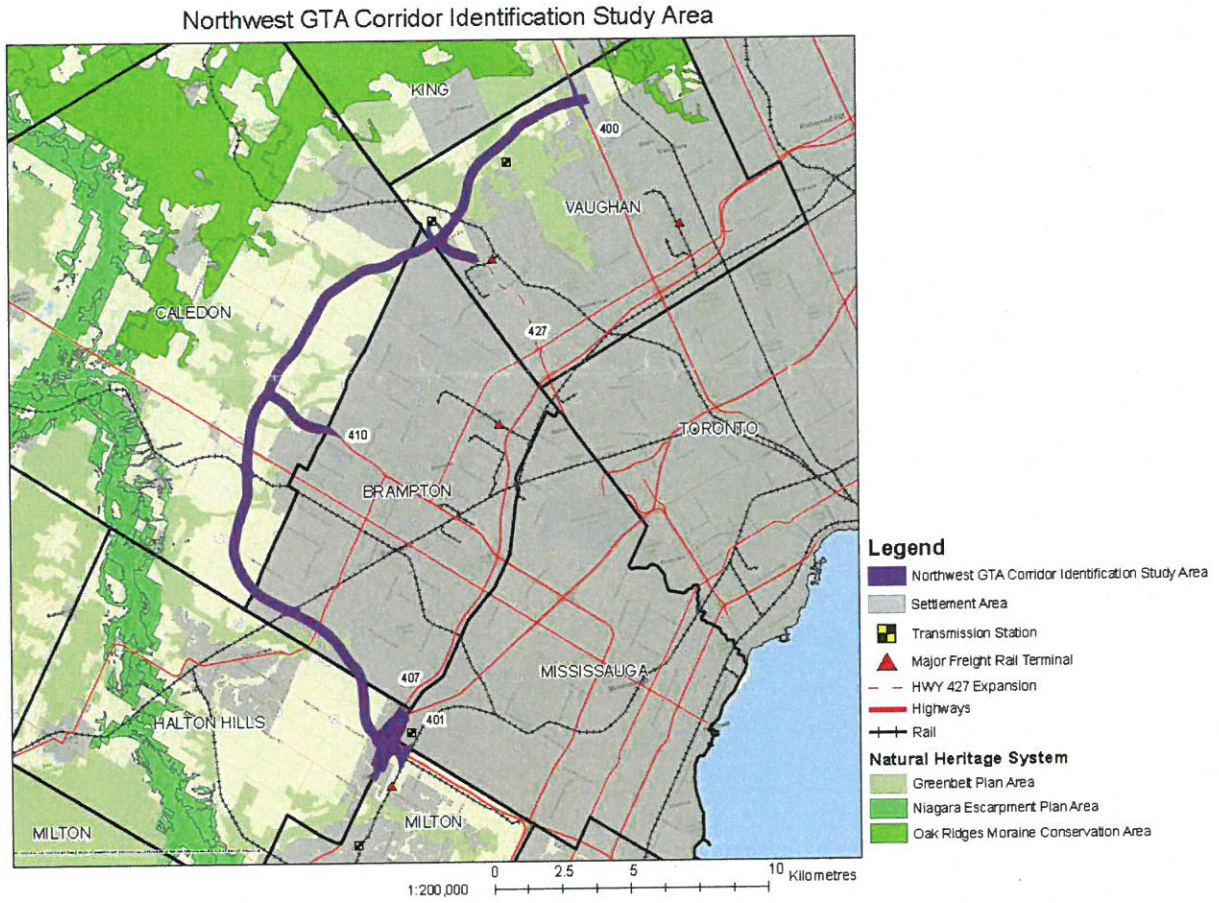
A handwritten signature in blue ink that reads "Kathryn McGarry". The signature is written in a cursive style.

Kathryn McGarry
Minister

Enclosure

- c. The Honourable Bill Mauro, Minister of Municipal Affairs
Laurie LeBlanc, Deputy Minister of Municipal Affairs
Serge Imbrogno, Deputy Minister of Energy
Terry Young, Vice President of Policy, Engagement and Innovation, IESO
Stephen Rhodes, Deputy Minister of Transportation
John Lieou, Assistant Deputy Minister, Policy and Planning Division, Ministry of Transportation

Figure 1 - Northwest GTA Corridor Identification Study Area



**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement



Municipal Services Office
Central Ontario
777 Bay Street, 13th Floor
Toronto ON M5G 2E5
Phone: 416-585-6226
Facsimile: 416-585-6882
Toll-Free: 1-800-668-0230

Bureau des services aux municipalités
du Centre de l'Ontario
777, rue Bay, 13^e étage
Toronto ON M5G 2E5
Téléphone : 416-585-6226
Télécopieur : 416-585-6882
Sans frais : 1-800-668-0230

February 9, 2018

by email and regular mail

Kathryn Lockyer
Regional Clerk and Director of Clerk's
Peel Region
10 Peel Centre Drive
Brampton, ON L6T 4B9

kathryn.lockyer@peelregion.ca

**RE: Request for Notices of Development Applications in the Northwest GTA
Corridor Identification Study**

We are writing to thank you for your cooperation in protecting the study area for the GTA West Environmental Assessment (EA) study. For your information, the Ministry of Transportation (MTO) has announced that the GTA West EA Study has now been discontinued. Additional information on this matter is available on MTO's website at <http://www.mto.gov.on.ca/english/about/planning/>.

Effective December 6, 2017, MTO and the Independent Electricity System Operator (IESO), initiated a Northwest GTA Corridor Identification Study (the "Study"). This Study includes a planned corridor shown as the "study area" on the attached map that will be assessed for the potential development of future multipurpose linear infrastructure. Additional information on this Study is available on MTO's website at <http://www.mto.gov.on.ca/english/publications/gta-west-report/north-west-gta-corridor.shtml>.

The study area is almost entirely located within the Focused Analysis Area of the previous GTA West EA Study. A map of the new study area is attached for your reference.

Under the policies of the *Provincial Policy Statement, 2014* (PPS) and the *Growth Plan for the Greater Golden Horseshoe, 2017* (Growth Plan), planning authorities have a shared responsibility to protect planned corridors to meet current and projected needs.

Therefore, pursuant to Ontario Regulations 543/06, 544/06, and 545/06, notice of *Planning Act* applications within or abutting the boundary of the study area is required to be provided as detailed below.

Notice should be sent to:

Shawn Parry, Regional Director (A)
Ministry of Municipal Affairs
Municipal Services Office – Central Ontario
777 Bay Street, 13th floor
Toronto, Ontario
M5G 2E5

To facilitate provincial review of these planning applications we ask that notice also be provided to the following individuals at MTO:

Maya Caron
Ministry of Transportation
Policy and Planning Division
777 Bay Street, Suite 700
Toronto, Ontario
M7A 2J8

Given MTO's cancellation of the GTA West EA Study, notice is no longer required for *Planning Act* applications related to lands within the previous GTA West EA study area.

Thank you for your cooperation and assistance in this matter.

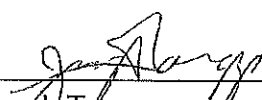
Sincerely,



Shawn Parry
Acting Regional Director
Ministry of Municipal Affairs

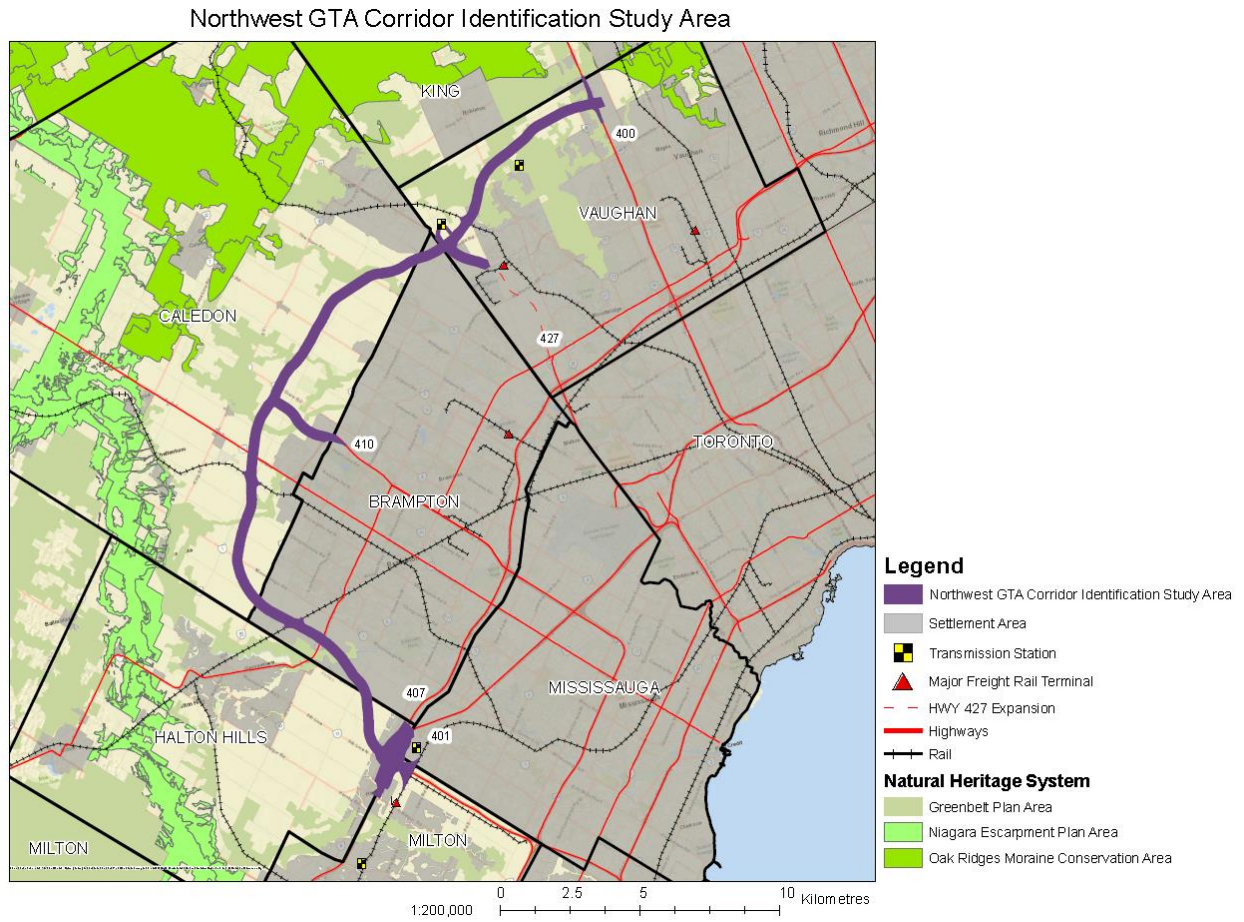


Tija Dirks
Director
Transportation Planning Branch
Ministry of Transportation



Joseph Toneguzzo
Director, Transmission Integration
Independent Electricity System Operator

Figure 1 – Northwest GTA Corridor Identification Study Area





Chief Administrative Office
City Clerk

March 13, 2018

The Honourable Kathleen O. Wynne
Premier of Ontario
Room 281, Main Legislative Building
Queen's Park
Toronto, ON M7A 1A1

Doug Ford
Leader, Progressive Conservative Party of Ontario
Room 381, Main Legislative Building
Queen's Park
Toronto, ON M7A 1A8

The Honourable Kathryn McGarry
Minister of Transportation
77 Wellesley Street West
Ferguson Block, 3rd Floor
Toronto, ON M7A 1Z8

Andrea Horwath, MPP
Leader, New Democratic Party of Ontario
Room 115, Main Legislative Building
Queen's Park
Toronto, ON M7A 1A5

Wayne Gates, MPP
Critic, Transportation
Room 361, Main Legislative Building
Queen's Park
Toronto, ON M7A 1A5

Michael Harris, MPP
Critic, Transportation
Room 448, Main Legislative Building,
Queen's Park
Toronto, ON M7A 1A8

Kathryn Lockyer
Regional Clerk and Director of Clerk's
Regional Municipality of Peel
10 Peel Centre Drive
Suite A and B
Brampton, ON L6T 4B9

Carey deGorter
General Manager, Corporate Services/Town Clerk
Town of Caledon
6311 Old Church Road
Caledon East, ON L7C 1J6

RECEIVED

MAR 16 2018

Re: GTA West Corridor

**Region of Peel
Clerks Dept.**

The following recommendation of the Committee of Council Meeting of February 28, 2018 was approved by Council on March 7, 2018:

CW075-2018 Whereas on February 9, 2018, the Minister of Transportation announced the Province of Ontario has accepted the Greater Toronto Area (GTA) West Advisory Panel's advice to not move forward with a highway for the GTA West Corridor or the completion of the Stage 2 Environmental Assessment;

And whereas in December 2017 the Ministry of Transportation and the Independent Electricity System Operator, with support from the Ministry of Energy, initiated a joint Northwest GTA Corridor Identification Study that will:

- Assess long-term infrastructure uses for a corridor approximately one-third of the size of the analysis of the environmental assessment in northwest GTA;

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

9.2-2

- Move forward over the next 9 to 12 months looking at future infrastructure, such as utilities, transit or other transportation options, that will be required to support growth in this area;
- Not be conducted as an environmental assessment, and any infrastructure development in the area would require the completion of an environmental assessment;

And whereas the City of Brampton and the Region of Peel have continually been advocating since 2003 for the completion of the GTA West Corridor EA study, in order to identify and protect a preferred route as soon as possible;

And whereas City of Brampton has been assigned 2031 population and employment targets in the Secondary Plan Areas 52 and 53 (Northwest Brampton) and Area 47 (Northeast Brampton) as prescribed by the Provincial Policy Statement and the Region of Peel and Brampton Official Plans, it is imperative the Province move expeditiously to identify a specific corridor to support development in these secondary plan areas to:

- Allow for the advancement of secondary planning in Secondary Plan Areas 52 and 53 (“Heritage Heights”) where development is contingent on the provision of a major north-south transportation corridor;
- Allow for the completion of a roads EA in Secondary Plan Area 47 and for the release of lands that are designated for employment uses;
- Enhance Brampton’s locational advantage for attracting employment;
- Facilitate the movement of goods and people within Brampton and across the Region of Peel;
- Alleviate future congestion on City and Regional roads expected to ensue from forecasted strong growth in Brampton and the wider Region;
- Include alternative transportation modes (e.g. cycling infrastructure and transit) that could reduce the use of single-occupancy vehicles and greenhouse gas emissions;
- Complete long-range transportation and land-use planning in Brampton;
- Complete an integrated highway network cell by connecting to Highway 410 and Highway 427; and
- Facilitate the flow of goods and people on corridors that are already at capacity (e.g. Highway 401).

Now Therefore Be It Resolved That:

1. The Ministry of Transportation be requested to work with the City of Brampton through the current Northwest GTA Corridor Identification Study, including to expeditiously identify a preferred route in Brampton, to ensure planning can commence concurrently on transportation infrastructure required to service the full development of Northwest and Northeast areas of Brampton;

2. The Commissioner of Planning and Development in consultation with the Region of Peel, commence a transportation study, to confirm the long term transportation infrastructure needs for Northwest Brampton in parallel to the Northwest GTA Corridor Identification Study;
3. The Mayor, on behalf of Council, write a letter to the Minister of Transportation to outline the impact this provincial decision has on the City of Brampton;
4. A copy of this resolution be circulated to the Premier of Ontario, the leaders and transportation critics for the other provincial parties, the Minister of Transportation, the Region of Peel, and the Town of Caledon.

Yours truly,



Sonya Pacheco
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2178 / Fax: 905-874-2119
sonya.pacheco@brampton.ca

(CW – 9.3.1)

cc: Mayor L. Jeffrey
H. Punia, Chief of Staff, Mayor's Office
H. Schlange, Chief Administrative Officer
R. Elliott, Commissioner, Planning and Development Services
J. Pitushka, Commissioner, Public Works and Engineering



RECEIVED

April 9, 2018

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

VIA EMAIL

April 5, 2018

City of Burlington, Angela Morgan
Town of Halton Hills, Suzanne Jones
Town of Milton, Troy McHarg
Town of Oakville, Vicki Tytaneck
Regional Municipality of Peel, Kathryn Lockyer
City of Brampton, Peter Fay
Town of Caledon, Carey Degorter

Please be advised that at its meeting held Wednesday, March 28, 2018, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS37-18/PW-14-18 - Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study

1. THAT Report No. LPS37-18/PW-14-18 re: "Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study" be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS37-18/PW-14-18 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Regional Municipality of Peel, the City of Brampton and the Town of Caledon for their information.

Included please find a copy of Report No. LPS37-18/PW-14-18 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

Graham Milne
Regional Clerk
graham.milne@halton.ca

REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
 RECEIPT RECOMMENDED _____

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1
905-825-6000 | Toll free: 1-866-442-5866



The Regional Municipality of Halton

Report To:	Chair and Members of the Planning and Public Works Committee
From:	Art Zuidema, Commissioner, Legislative and Planning Services Jim Harnum, Commissioner, Public Works
Date:	March 21, 2018
Report No. - Re:	LPS37-18/PW-14-18 - Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study

RECOMMENDATION

1. THAT Report No. LPS37-18/PW-14-18 re: "Update on the Ontario Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study" be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS37-18/PW-14-18 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Regional Municipality of Peel, the City of Brampton and the Town of Caledon for their information.

REPORT

Executive Summary

- In December 2015, the Ministry of Transportation suspended its work on the GTA West Transportation Corridor Planning and Environmental Assessment Study. An Advisory Panel of technical experts was appointed to review the need for the corridor in light of changes in government policy and transportation technology that could impact the demand for travel in the Greater Toronto Area.
- Based on the advice and recommendations of the Advisory Panel, on February 9, 2018, the Ministry of Transportation announced that the Province would not proceed with completing the Environmental Assessment Study for a proposed highway in the GTA West Corridor.
- The Ministry of Transportation noted that the continued protection of a narrower corridor as part of the Northwest GTA Corridor Identification Study is necessary to ensure that the ongoing urbanization of the northwest GTA does not impede future infrastructure, such as utilities, transit or other transportation options needed to support growth.

- This report provides Regional Council with an update on the Ministry of Transportation's GTA West Transportation Corridor Environmental Assessment Study.
- In light of the GTA West Transportation Corridor Planning and Environmental Assessment Study not proceeding, staff will review the status of the Halton-Peel Boundary Area Transportation Study (HPBATS) with the municipal partners and report back to Council with recommendations for addressing the related transportation and planning issues.

Background

In March 2008, the Ministry of Transportation initiated an Environmental Assessment Study to examine the long-term transportation challenges and opportunities to the year 2031 for the GTA West Transportation Corridor.

In November 2012, Stage 1 of the Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study was completed. The outcome of Stage 1 was the development of a multi-modal Transportation Development Strategy as outlined to Council in Report No. PW-06-13 - "Greater Toronto Area West Corridor Transportation Development Strategy Update".

In 2014, Stage 2 of the Ministry of Transportation's GTA West Transportation Corridor Planning and Environmental Assessment Study was initiated. As part of Stage 2, route alternatives for a new transportation corridor were developed within the Route Planning Study Area however no preferred alternative was identified by MTO. The new transportation corridor was to feature a 400-series highway, a transitway, and potential goods movement priority features. In February 2015, Report No. LPS22-15 – "Greater Toronto Area West Transportation Corridor Planning and Environmental Assessment Study (Stage 2) Update" was presented to Council.

In December 2015, the Ministry of Transportation suspended its work on the GTA West Transportation Corridor Planning and Environmental Assessment Study. Subsequently, an Advisory Panel of industry experts was appointed to provide the Ministry with advice on the need for the GTA West Transportation Corridor, in light of changes in government policy and transportation technology that could impact the demand for travel in the Greater Toronto Area.

On February 9, 2018, the Province announced that the Ministry of Transportation would not be moving forward with the GTA West Transportation Corridor Planning and Environmental Assessment Study as recommended by the GTA West Advisory Panel. It was noted that a narrower corridor, identified through the Northwest GTA Corridor Identification Study, that is approximately one-third of the size of the analysis area of the Environmental Assessment Study will be protected from development while the Province

assesses what infrastructure, such as new transit, utilities or other transportation options, will be needed to support the growing region.

Halton Peel Boundary Area Transportation Study

The Halton-Peel Boundary Area Transportation Study (HPBATS) was a joint study undertaken by the Region of Peel, Halton Region, City of Brampton, Town of Caledon, and Town of Halton Hills. The purpose of the study was to develop a coordinated interconnected roadway network near the Halton-Peel Boundary to address long term transportation needs in the area including the proposed Halton-Peel Freeway corridor and an east-west connection. The study was finalized in 2010 and the recommendations were presented to Regional Council through Report No. PW-34-10/LPS65-10 – “Halton-Peel Boundary Area Transportation Study Report.”

A Memorandum of Understanding (MOU) was signed in 2012 between the HPBATS municipal partners to establish a framework for the implementation of the recommended transportation network improvements. However, through Stage 1 of the GTA West Transportation Corridor Planning and Environmental Assessment Study the Ministry of Transportation recommended a portion of the GTA West Transportation corridor to follow a broadly similar corridor to the Halton-Peel Freeway identified in HPBATS (May 2010). As such, further work related to HPBATS was suspended pending the outcome of the GTA West Transportation Corridor Planning and Environmental Assessment Study.

Regional Official Plan Amendment 43 and 47

As a result of the findings in the HPBATS and GTA West Transportation Corridor Planning and Environmental Assessment Study, and as required by provincial policy direction under the Provincial Policy Statement and Growth Plan and the MOU, Halton Region amended the Regional Official Plan to protect the proposed transportation corridor. Through Report No. LPS58-14 – “Adoption of Regional Official Plan Amendment No. 43 – “Halton-Peel Boundary Area Transportation/Greater Toronto Area West Corridor Protection”, Regional Council adopted ROPA 43 which provided corridor protection policies that restricted urban development within the HPBATS / GTA West Transportation Corridor Planning and Environmental Assessment Study Area in the Town of Halton Hills and Town of Milton (see Attachment #1).

ROPA 43 also re-phased employment lands along the Town of Halton Hills’ Premier Gateway Employment Area from a 2021 phasing horizon to a 2021 to 2031 phasing horizon. Lands to the west of Eighth Line were phased to a 2021 horizon to maintain the targets in Table 2 and Regional Phasing in Table 2A of ROPA 38. The re-phasing resulted in a shortfall of employment lands to be addressed through a further Regional Official Plan Amendment. Council authorized the commencement of an amendment (ROPA 47) through Report No. LPS72-17 – “Commencement of Proposed Regional Official Plan Amendment to Address a Shortfall of Employment Lands in the Town of Halton Hills’ Premier Gateway Employment Area” to address the shortfall of employment lands. ROPA 47 is currently under review and staff will be bringing a recommendation

report forward in the near future. As the Northwest GTA Corridor Identification Study continues to require corridor protection for a significant area within the Town of Halton Hills Premier Gateway Employment Area, the need for ROPA 47 is unchanged

In 2014, ROPA 43 was appealed to the Ontario Municipal Board by two land owners. An additional land owner obtained party status to the hearing identifying issues related to the corridor protection policies. Through a partial decision in January 2017, the Board approved the re-phasing of the lands, allowing Halton Region to proceed with ROPA 47 to identify appropriate employment lands to address the remaining shortfall.

Discussion

The Ministry of Transportation and the Independent Electricity System Operator, with support from the Ministry of Energy, have initiated a joint corridor identification study known as the Northwest GTA Corridor Identification Study, which commenced in December 2017. The study is to ensure that lands are protected so that new infrastructure, such as transit or utilities can be developed to support and accommodate future growth. The study is expected to move forward through 2018 over the next 9-12 months. The study area is shown in Attachment #2.

The Ministry of Transportation has noted that the continued protection of a corridor is necessary to ensure that the ongoing urbanization of the northwest GTA does not impede future infrastructure, such as utilities, transit or other transportation options that will be needed to support this growth. Any infrastructure recommended would require the completion of an applicable Environmental Assessment study in the future.

It was further noted that the transportation needs of the corridor will be evaluated from a regional perspective through the Ministry of Transportation's on-going Greater Golden Horseshoe (GGH) Transportation Plan, which considers the many ways people and goods move around the GGH, and will incorporate new and emerging transportation technologies into future projects.

Greater Golden Horseshoe Transportation Plan

In 2016, the Ministry of Transportation initiated the development of a multimodal plan for the Greater Golden Horseshoe that will be used to inform future provincial investments in transportation infrastructure. The plan will consider a range of transportation options including trucks, cars, transit, railways, cycling and walking, as well as emerging mobility models and technologies.

The Ministry of Transportation is anticipating that the Greater Golden Horseshoe Transportation Plan will be completed in Q1 2019 and will contain the following major components:

- 2051 optimal transportation system with supporting policies and priorities; and
- 2071 long-term goals and objectives, vision and aspirational strategies.

Impacts to Halton Region

In light of the GTA West Transportation Corridor Planning and Environmental Assessment Study not proceeding and the length of time that has passed since the signing of the HPBATS MOU, staff will be reviewing HPBATS with the municipal partners and will report back to Council with recommendations for addressing the related transportation and planning issues.

FINANCIAL/PROGRAM IMPLICATIONS

There are no financial implications associated with this report.

Respectfully submitted,



Curt Benson
Director, Planning Services and Chief
Planning Official



Art Zuidema
Commissioner, Legislative and Planning
Services



Lisa De Angelis P. Eng.
Director, Infrastructure Planning and Policy



Jim Harnum
Commissioner, Public Works

Approved by



Jane MacCaskill
Chief Administrative Officer

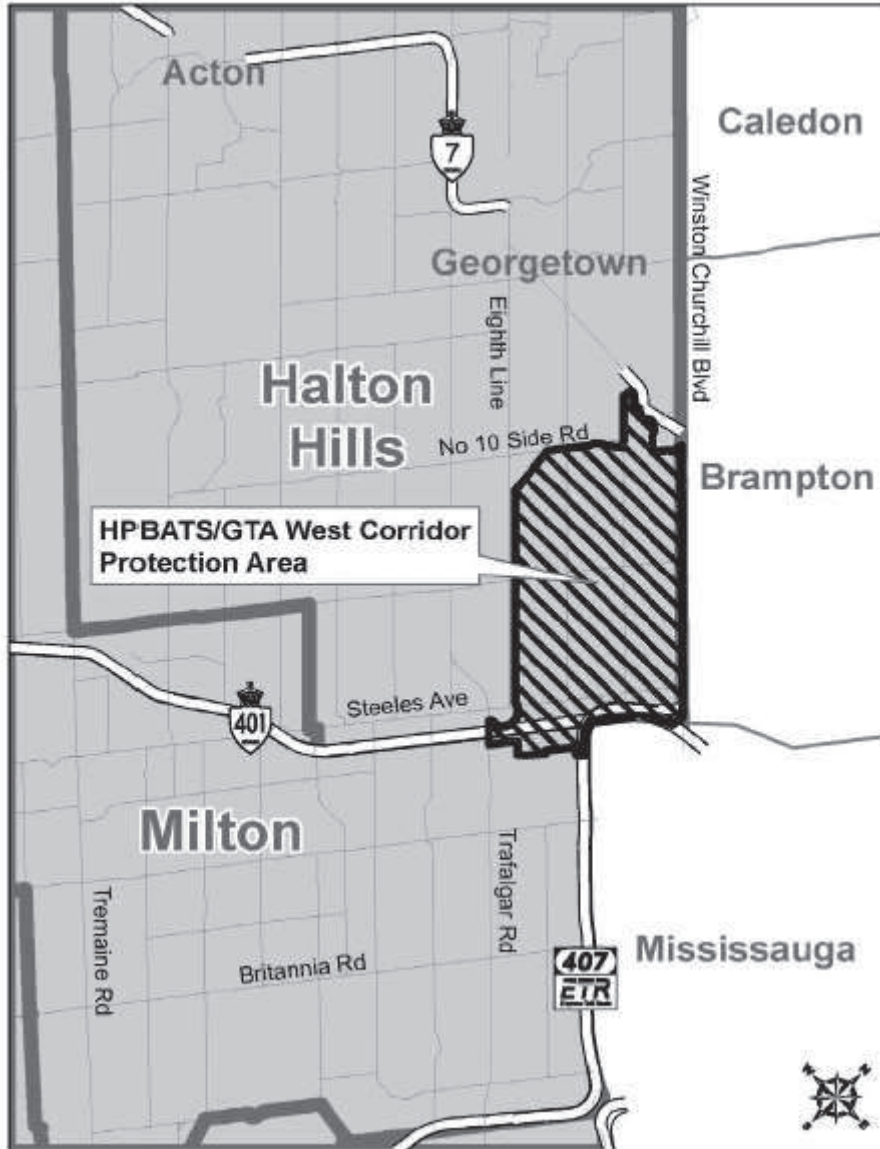
If you have any questions on the content of this report,
please contact:

Curt Benson
Lisa De Angelis

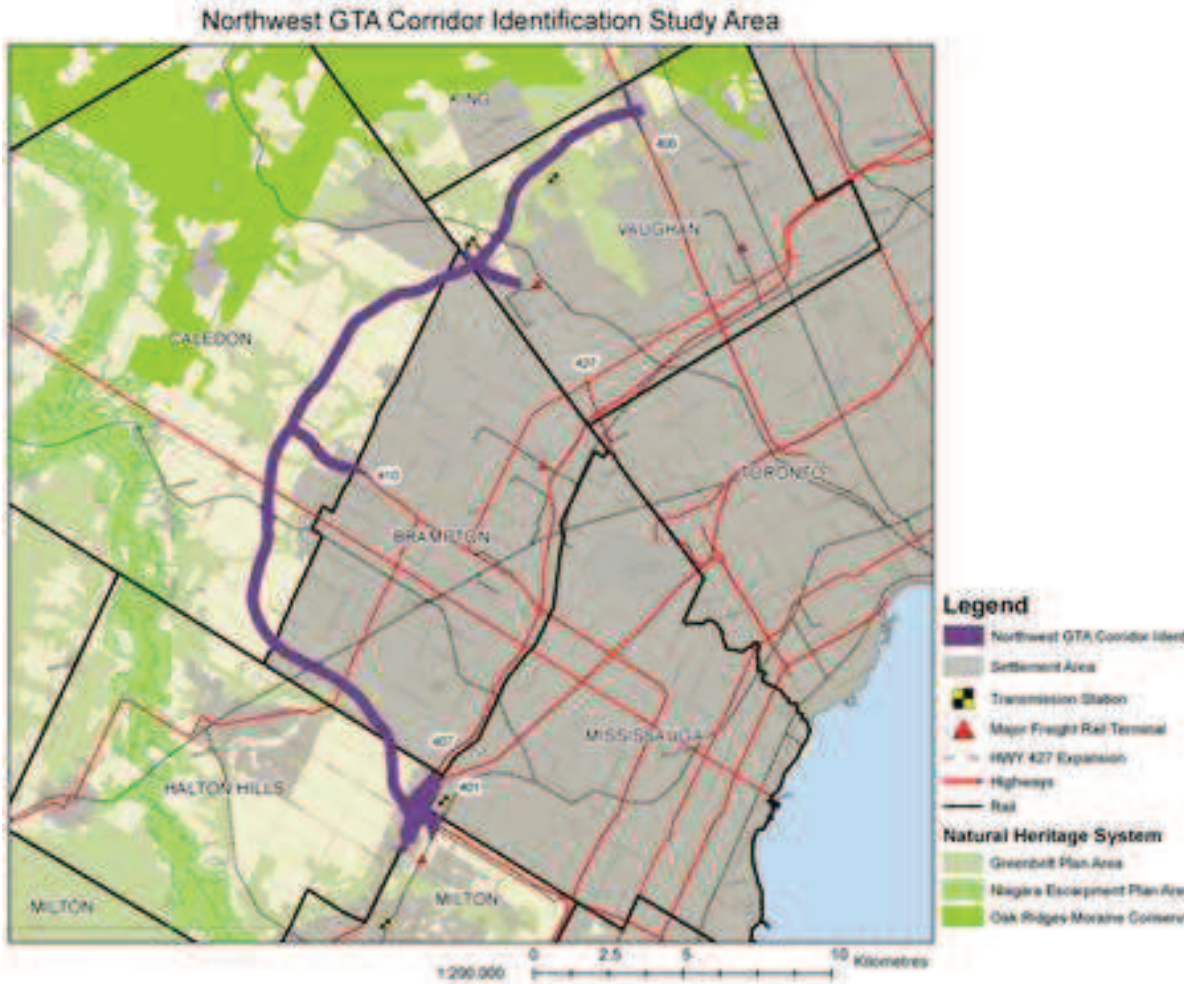
Tel. # 7181
Tel. # 7547

Attachments: Attachment #1 – Map of Regional Official Plan Amendment 43 - Halton-Peel Boundary Area Transportation Study / GTA West Corridor Protection
Attachment #2 – Map of Greater Toronto Area called Northwest GTA Corridor Identification Study

ROPA 43 – Halton-Peel Boundary Area Transportation Study/GTA West Corridor Protection



Northwest GTA Corridor Identification Study Area
Reference: February 2018, Source – MTO Project webpage: Northwest GTA Corridor Identification Study
(<http://www.mto.gov.on.ca/english/publications/gta-west-report/north-west-gta-corridor.shtml>)



Ministry of
Transportation

Ministère des
Transports

Office of the Minister

Bureau de la ministre

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transportation

Édifce Ferguson, 3^e étage
77, rue Wellesley Ouest
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transports



RECEIVED
April 10, 2018
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

MAR 27 2018

M2017-5080

Mr. Frank Dale
Chair
The Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton ON L6T 4B9

Dear Mr. Dale:

Thank you for your letter regarding the Mayfield West Phase Two residential development and its proposed connection to Highway 410 at the Valleywood Boulevard interchange. I welcome the opportunity to respond.

I appreciate your comments to find ways to expedite the review of the Mayfield West Phase Two development. You may be aware that over the last several months ministry staff have been working and meeting with staff from the Town of Caledon on the town's Mayfield West Phase Two development proposal, which includes the Highway 410/Valleywood interchange improvements. Over the course of these meetings, the most recent being in November 2017, the ministry has reviewed several concepts presented by the town's staff for a connection of the development to Highway 410. These early discussions will ensure the ministry's design requirements are taken into account, which will help the ministry in expediting the review of the town's McLaughlin Road and Spine Road Class Environmental Assessment, which includes modifications to the Highway 410/Valleywood Boulevard interchange.

I acknowledge the region's concerns regarding the Mayfield West Phase Two residential development and understand how important the proposed interchange improvements are to both the region and the town. We have made progress in our discussions with the town and will continue to work together to finalize the proposed improvements. A subsequent meeting will be scheduled as soon as additional traffic analysis is completed by the town's staff. You may be interested in knowing the above information was also relayed to His Worship Allan Thompson, Mayor of Caledon, during a meeting I had with him on February 21, 2018.

If you or your staff have any questions about the access to Highway 410 at the Valleywood Interchange, please contact Mike Marinelli, Project Manager, at 416-235-4639 or mike.marinelli@ontario.ca.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____ .../2
RECEIPT RECOMMENDED _____

Thank you again for your letter.

Sincerely,

A handwritten signature in blue ink that reads "Kathryn McGarry". The signature is written in a cursive style with a large initial 'K' and a long, sweeping underline.

Kathryn McGarry
Minister

- c. His Worship Allan Thompson, Mayor, Town of Caledon



Office of the Chair

December 5, 2017

Honourable Steven Del Duca:
 Minister of Transportation
 Ferguson Block, Queen's Park
 Toronto, Ontario
 M7A 1Z8

Steven
 Dear Minister:

Re: Peel Region Transportation Initiatives

Let me begin by expressing my appreciation to you and your ministry upon the completion of the additional lanes expanding the capacity of Highway 410 connecting Mississauga and Brampton.

The media coverage of the recent ceremony highlighting this critical accomplishment was noticeably favourable, and I found myself very much in agreement with many of the statements made. Specifically, we at the Region of Peel subscribe to your sentiments that "investing in our highway infrastructure is vital to the Ontario economy." In addition and equally relevant, is the perspective articulated by Brampton Mayor Jeffery when she said that "Transportation cannot be tackled by any one level of government. It must be coordinated and properly funded by all levels of government."

It is not the objective of this communication to illustrate all the areas by which the province, municipalities, and the Region have found common ground, nor inventory all of the methods and means by which the Region and the Ontario Ministry of Transportation (MTO) coordinate and work together. While these channels of communication and cooperation are vital to responsible planning and much appreciated, we, like the province, are always seeking to improve what works and maximize efficiencies and enhance results within the fiscal parameters we find ourselves.

To that end, you will be familiar with the Region of Peel Goods Movement Strategic Plan which sets out a longer-term vision for transportation planning and investment in this expanding jurisdiction. The plan takes a realistic assessment of both the needs and the requirements as well as the resources available to meet those needs. In certain respects, our overall planning incorporates the long-awaited and critically important additions to current inventory such as the



Office of the Chair

GTA West Highway, while also seeking to maximize the use, efficiency, safety, and functionality of existing roads and highways.

While the GTA West is something that you and I have discussed many times previously, and I expect we will speak about again in the not too distant future, it is an example of the latter policy priority that I wish to seek your assistance with currently.

You will have received a letter (November 22, 2017) from my Regional Council Colleague, Caledon Mayor, Alan Thompson regarding access to Highway 410 at the Valleywood Interchange. I wish you to be aware that I echo Mayor Thompson's recommendation that the remedy for resolving this matter be afforded the appropriate urgency.

The circumstances pertaining to the Valleywood Highway 410 Interchange is an example whereby we have both a critical need and an available resolution. However, the problem we face is process related, which is, in turn, delaying the execution of that remedy.

In his letter, the Mayor makes mention of the Mayfield West Phase Two (MW2) residential development. The importance of thoughtful development planning is something that Peel Region devotes much in the way of time and resources. Development is critical to the jurisdiction's economic growth and vitality. Moreover, development planning needs to be careful and strategic, in that our planning must respect and balance both the needs of the population with the critical requirement that we protect our natural environment. MW2 was an example of that planning process, with one of the location's favourable factors being its proximity to Highway 410. The importance of this highway to all residents of Peel is something you can well appreciate.

However, the difficulty we currently experience is that for a series of reasons MW2 does not have a link to the nearest 410 interchange (Valleywood). Again, this present circumstance does not mean that a feasible and responsible plan does not exist to establish that connection. The Region has worked with the MTO to develop such a plan for the construction of the required link, serving as another example of the above-noted cooperation with your ministry. However, our friends at MTO advise the Region and the Town of Caledon that the required review is not imminent as it is deemed not to be a priority.

Therefore, we at the Region of Peel request the assistance of you and your office to determine if there is a way by which this review process could be expedited. We are confident that the work done by our staff and the MTO would meet the requirements of a review, and for Peel Region, this is very much a priority. At the very least, implementation of this plan would allow the



Office of the Chair

province and the Region to maximize existing infrastructure efficiently, enhancing both Ontario Transportation Policy and Region of Peel Development Policy.

Should you have any questions or concerns regarding any of the above, please feel free to contact me directly. I look forward to your early reply.

Sincerely,

A handwritten signature in blue ink, appearing to read "Frank Dale".

Frank Dale
Chair, Region of Peel

cc: Mayor Allan Thompson, Town of Caledon

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**ITEMS RELATED TO
PUBLIC WORKS**

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DATE: March 29, 2018

REPORT TITLE: **AMENDMENT TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013 TO IMPLEMENT SPEED LIMIT REDUCTIONS ON REGIONAL ROAD 3 (BRITANNIA ROAD) IN THE AREA OF STREETSVILLE TO HEARTLAND, CITY OF MISSISSAUGA, WARDS 6 AND 11**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the existing 60 kilometre per hour posted speed limit on Regional Road 3 (Britannia Road) be reduced to 50 kilometers per hour from 195 meters (640 feet) west of Tillsdown Road/ River Grove Avenue to 70 meters (230 feet) east of Creditview Road;

And further, that the existing 70 kilometre per hour posted speed limit on Regional Road 3 (Britannia Road) be reduced to 60 kilometres per hour from 70 meters (230 feet) east of Creditview Road to 70 meters (230 feet) east of Terry Fox Way / Silken Laumann Way;

And further, that the necessary by-law be presented for enactment;

And further, that the Peel Regional Police and the City of Mississauga be advised.

REPORT HIGHLIGHTS

- Resident complaints of safety concerns, in addition to requests from Regional Councillors, prompted the review of speed limits along Britannia Road.
- Staff evaluated Regional Road 3 (Britannia Road) from 195 meters (640 feet) west of Tillsdown Road/River Grove Avenue to Terry Fox Way/Silken Laumann Way to determine appropriate posted speed limits, using the Transportation Association of Canada Speed Limit Methodology.
- The recommendation is consistent with and supports the Vision Zero framework.

DISCUSSION

1. Background

The Region of Peel has received complaints from concerned residents regarding the existing posted speed limit on Britannia Road being too high, in the area of Tillsdown Road/River Grove Avenue to Creditview Road. At the request of Ward Councillors the

PROPOSED SPEED LIMIT REDUCTION BRITANNIA ROAD FROM STREETSVILLE TO HEARTLAND

review was extended east to Terry Fox Way/Silken Laumann Way in the City of Mississauga.

2. Findings

a) Speed Review

Britannia Road was divided into two study areas, from 195 meters west of Tillsdown Road/River Grove to 70 meters east of Creditview Road, and from 70 meters east of Creditview Road to 70 meters east of Terry Fox Way/Silken Laumann Way (shown in Appendix I). Staff evaluated each area by utilizing the Transportation of Canada Speed Zone Methodology to determine the recommended speed limits. In addition, staff took into consideration the surrounding land use, road characteristics, recent development, and pedestrian activity in their review.

The Transportation Association of Canada Speed Zone 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 drivers will select a travel speed after subjectively evaluating the surrounding environment, road geometrics, hazards, and the risk of collision at different rates of speed. This study aims to predict at what speeds reasonable vehicle operators would drive at based on the previously mentioned factors, and that speed is determined to be the most appropriate posted speed. The study area roadway characteristics are mainly comprised of a combination of residential rear lot yards and limited residential frontage, a few window roads, and commercial frontage.

The analysis results determined the existing posted speed was adequate based on current road geometrics and conditions, however, the residential land use surrounding the area, multi-use trail, nearby Credit River trail system, eight schools, one community centre, and numerous parks all within a 1.5 kilometre radius of the study location contribute to increased pedestrian activity in the area. Promoting community enhancement and adopting the Vision Zero approach, Regional staff are recommending speed reductions of 10km/h over the entire study area. The proposed speed limits are 50 km/h from 195 meters (640 feet) west of Tillsdown Road/River Grove Avenue to 70 meters (230 feet) east of Creditview Road, and from 70km/h to 60km/h from 70 meters (230 feet) east of Creditview Road to 70 meters (230 feet) east of Terry Fox Way/Silken Laumann Way (refer to Appendix I). This recommendation is an effort to provide safer conditions for pedestrians.

b) Transportation Safety Strategic Operational Plan

Road safety is a high priority in the Region of Peel and in December of 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 Britannia Road are consistent with and support the move towards Vision Zero.

PROPOSED SPEED LIMIT REDUCTION BRITANNIA ROAD FROM STREETSVILLE TO HEARTLAND

CONCLUSION

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement reduction of speed limits on Britannia Road in order to provide safe conditions for pedestrians, adopt Vision Zero principles, and to provide a uniform posted speed for users.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I – Proposed Speed Limit Reduction, Britannia Road from Streetsville to Heartland

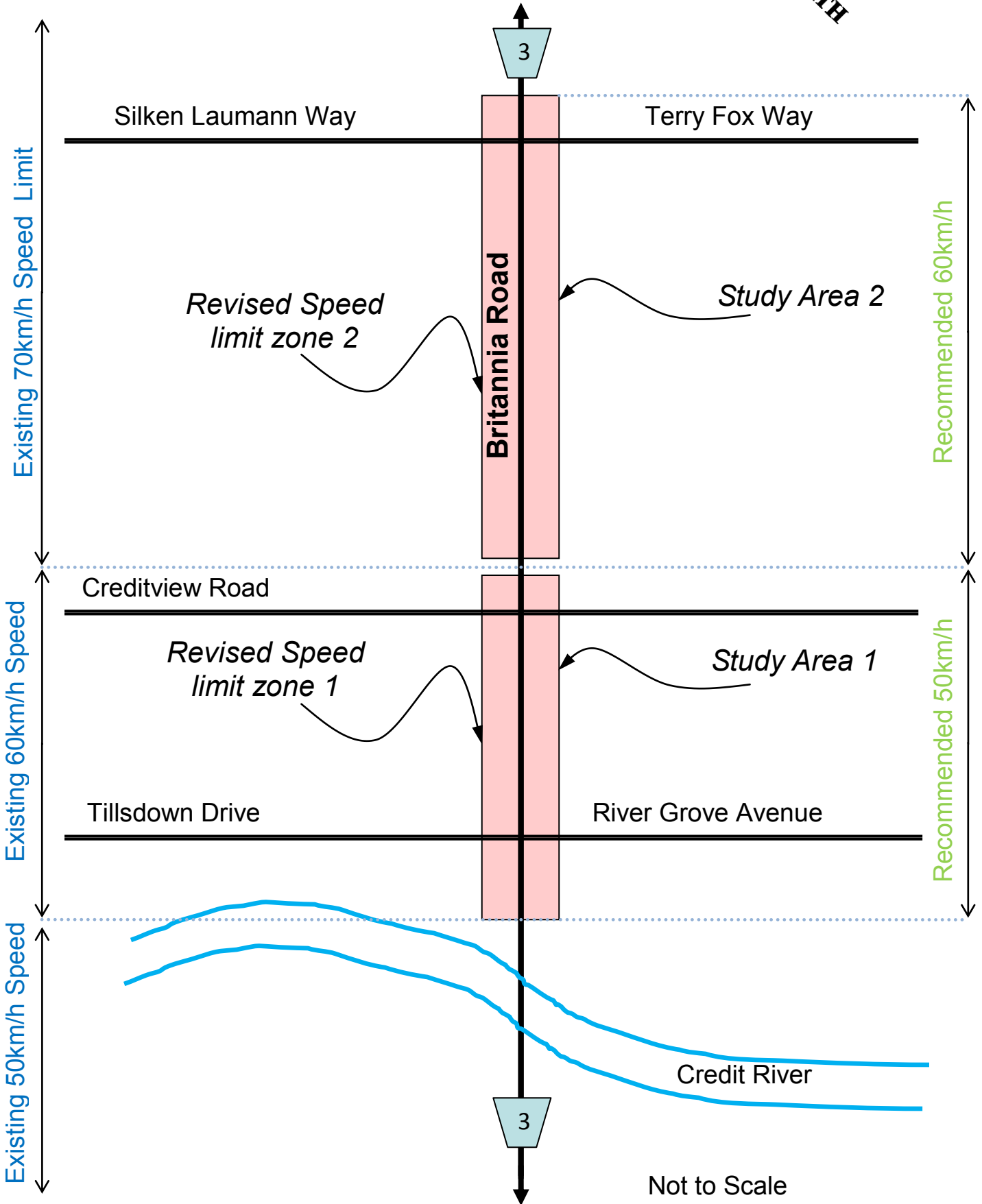
For further information regarding this report, please contact Mark Masley, Technical Analyst, x2814, mark.masley@peelregion.ca

Authored By: Mark Masley

Reviewed in workflow by:

Financial Support Unit

APPENDIX I
PROPOSED SPEED LIMIT REDUCTION
BRITANNIA ROAD FROM STREETSVILLE TO HEARTLAND



DATE: March 29, 2018

REPORT TITLE: **AMENDMENT TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013 TO IMPLEMENT A WESTBOUND LEFT TURN PROHIBITION IN THE MORNING AND AFTERNOON PEAK PERIODS FROM MONDAY TO FRIDAY ON REGIONAL ROAD 15 (STEELES AVENUE WEST) AT CHURCHVILLE ROAD INTERSECTION (BUSES EXCEPTED), CITY OF BRAMPTON, WARDS 4 AND 6**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That a westbound left turn prohibition be implemented on Regional Road 15 (Steeles Avenue West) at Churchville Road intersection in the morning (7:00-9:00) and afternoon (3:00-6:00) peak periods from Monday to Friday, buses excepted;

And further, that the necessary by-law be presented for enactment;

And further, that Peel Regional Police and City of Brampton be advised.

REPORT HIGHLIGHTS

- The residents of Churchville Village have requested that City and Regional staff consider a westbound left turn prohibition to mitigate the traffic infiltration issues within the village;
- City of Brampton staff is in the process of implementing “speed cushions” in the village on a permanent basis along Churchville Road;
- To discourage traffic infiltration into the village along with the “speed cushions”, City of Brampton staff have requested the Region to consider a westbound left turn prohibition in the morning (7:00-9:00) and afternoon (3:00-6:00) peak periods from Monday to Friday to be implemented on Regional Road 15 (Steeles Avenue West) at the Churchville Road intersection, buses excepted.

DISCUSSION

1. Background

The City of Brampton held a working session on September 29, 2011 with the Region of Peel and the residents of Churchville Village to identify potential mitigating measures that they could support alleviating traffic related issues in the village. Approximately 60 residents

WESTBOUND LEFT TURN PROHIBITIONS ON REGIONAL ROAD 15 (STEELES AVENUE WEST)

compiled a list of 47 suggestions and prioritized the following three top suggestions for consideration by the City and Regional staff:

- i. Speeds Bumps on Churchville Road – successfully completed on trial basis, the City is currently in the process of implementing permanent speed cushions;
- ii. Closing Hallstone Road - this option was investigated and not supported due to detrimental effects to the requirements of Fire and Emergency Services to ensure that sufficient access is provided into and out of the neighbourhood; and,
- iii. Increasing the amount of time available for the westbound left turn phase at Steeles Avenue West and Financial Drive - Region Traffic Signals and Streetlighting group have made the necessary changes to the traffic control signal timing operation.

Furthermore, the City of Brampton staff has undertaken traffic license plate trace surveys to determine the amount of cut-through traffic in the village between 2012-2014 inclusive. The outcome of these surveys revealed that cut-through activity still exist in the Churchville Village and despite the speed cushions in the area further mitigating measures to help eliminate cut-through traffic is necessary through the means of left turn lane prohibition on Steeles Avenue during morning and afternoon peak periods.

2. Findings

The trial use of “speed cushions” as implemented in Churchville Village has made a significant improvement in lowering speeds and reducing traffic infiltration. Based on the results, City staff recommended that the “speed cushions” be implemented in the village on a permanent basis. However, to further help mitigate the infiltration of traffic, City staff has requested the Region to consider and implement westbound left turn prohibition on Steeles Avenue West at Churchville Road intersection as shown in Appendix I.

CONCLUSION

Amendment to the Region of Peel Traffic By-law 15-2013 is required to implement westbound left turn prohibition in the morning (7:00-9:00) and afternoon (3:00-6:00) peak periods from Monday to Friday on Steeles Avenue West at Churchville Road intersection, buses excepted. Regional Staff support the associated prohibition.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

10.2-3

WESTBOUND LEFT TURN PROHIBITIONS ON REGIONAL ROAD 15 (STEELES AVENUE WEST)

APPENDICES

Appendix I - Map of Proposed Westbound Left Turn Prohibition on Steeles Avenue West at Churchville Road (Buses excepted)

For further information regarding this report, please contact Denise Dang, Technical Analyst, extension 7853, denise.dang@peelregion.ca.

Authored By: Denise Dang

Reviewed in the workflow by:

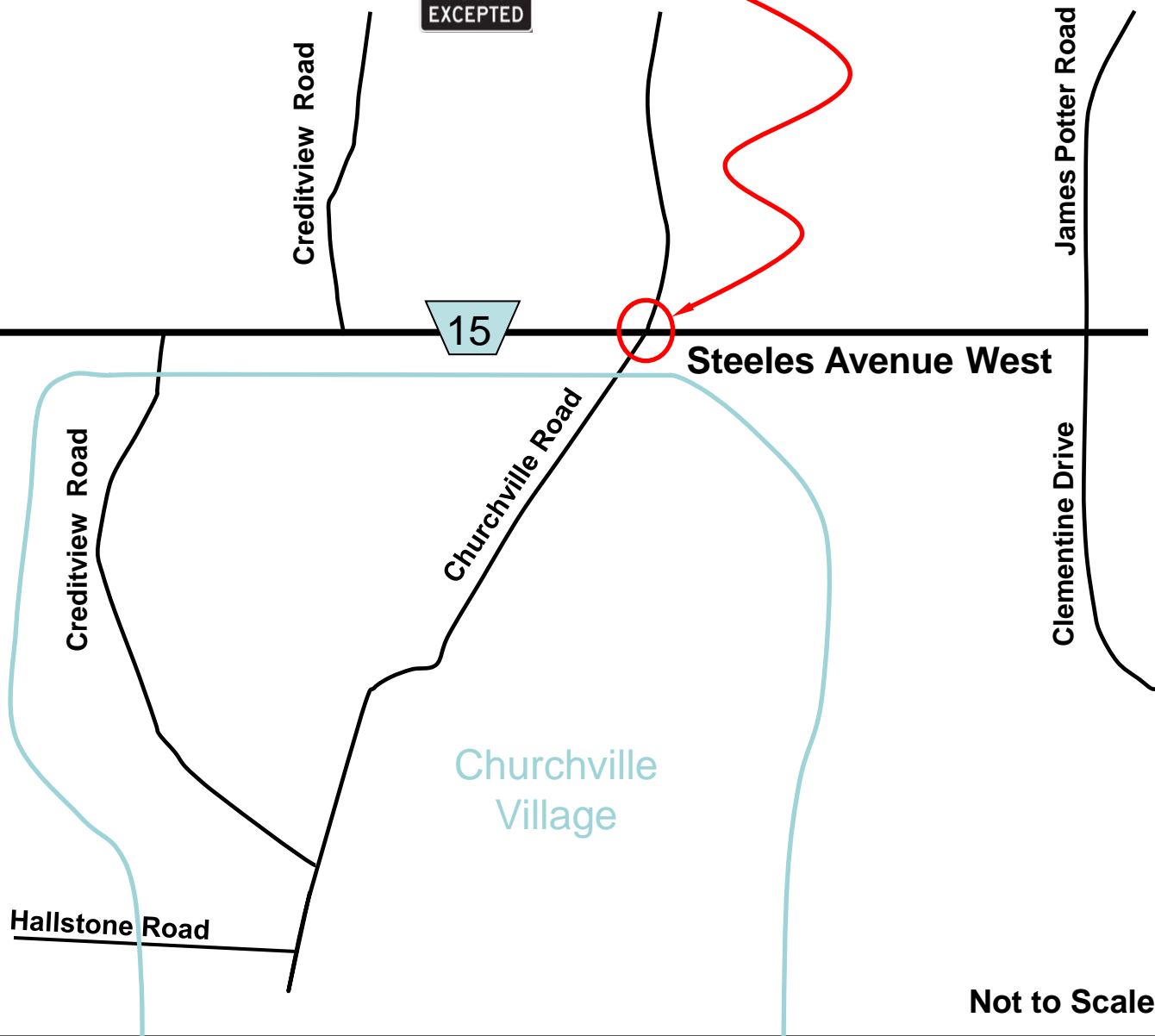
Financial Support Unit

APPENDIX I

AMENDMENT TO THE REGION OF PEEL TRAFFIC BY-LAW 15-2013 TO IMPLEMENT A WESTBOUND LEFT TURN PROHIBITION IN THE MORNING AND AFTERNOON PEAK PERIODS FROM MONDAY TO FRIDAY ON REGIONAL ROAD 15 (STEELES AVENUE WEST) AT CHURCHVILLE ROAD INTERSECTION (BUSES EXCEPTED), CITY OF BRAMPTON, WARDS 4 AND 6



Proposed Westbound "No Left Turn" in the AM and PM peak periods (buses excepted)



Not to Scale

DATE: April 3, 2018

REPORT TITLE: **AMENDMENTS TO THE REGION OF PEEL AREA WEED INSPECTOR BY-LAW**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That the proposed revisions to the Region of Peel Area Weed Inspector By-law 73-75 outlined in the report of the Commissioner of Public Works titled “Amendments to the Region of Peel Area Weed Inspector By-law”, be approved;

And further, that the necessary by-law be presented for enactment.

REPORT HIGHLIGHTS

- An amendment to By-law 73-75, is required to update the names of the appointed Area Weed Inspectors to reflect changes to staffing.

DISCUSSION

1. Background

The Council of every upper-tier municipality is required, pursuant to Section 6 of the *Weed Control Act*, R.S.O. 1990, c. W.5, as amended (the "*Act*"), to appoint by by-law one or more persons as Area Weed Inspectors to enforce the *Act*.

On May 8, 1975 the Council of the Regional Corporation passed By-law 73-75 to appoint an Area Weed Inspector for the Regional Municipality of Peel. That bylaw has been amended as required to update the names of the weed inspectors.

The Area Weed Inspector holds office until such time that the Area Weed Inspector resigns or Regional Council revokes the appointment.

The Area Weed Inspector must attend an annual conference delivered by the Ontario Ministry of Agriculture and Food that provides an overview of the *Act*, administrative and enforcement duties conducted by weed inspectors and updated knowledge on noxious weed management.

Due to staffing changes, Julian Perez, Supervisor, Operations and Maintenance is being appointed as Area Weed Inspector. A second Supervisor, Len Gardiner, is being re-appointed.

AMENDMENTS TO THE REGION OF PEEL AREA WEED INSPECTOR BY-LAW

CONCLUSION

An amendment to By-law 73-75 is necessary to update the names of Regional staff appointed as the Region of Peel's Area Weed Inspectors due to staffing changes and to comply with the requirements of the Act.



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Mark Crawford, Manager, Road Operations and Maintenance, ext.3415, mark.crawford@peelregion.ca.

Authored By: Liz Brock

Reviewed in workflow by:

Legal Services

**ITEMS RELATED TO
HEALTH**

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Ministry of Health
and Long-Term Care

Office of the Minister

10th Floor, Hepburn Block
80 Grosvenor Street
Toronto ON M7A 2C4
Tel 416-327-4300
Fax 416-326-1571
www.ontario.ca/health

Ministère de la Santé
et des Soins de longue durée

Bureau du ministre

Édifice Hepburn, 10^e étage
80, rue Grosvenor
Toronto ON M7A 2C4
Tél 416-327-4300
Télééc 416-326-1571
www.ontario.ca/sante



MAR 22 2018

iApprove-2017-01730

Regional Municipality of Peel
Office of the Regional Chair

Mr. Frank Dale
Chair, Board of Health
Peel Public Health
10 Peel Centre Drive
Brampton ON L6T 4B9

MAR 28 2018

RECEIVED

March 28, 2018

RECEIVED

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Mr. Dale:

I am pleased to advise you that the Ministry of Health and Long-Term Care will provide the Board of Health for Peel Public Health up to \$53,500 in additional one-time funding for the 2017-18 funding year to support the provision of public health programs and services in your community.

The Assistant Deputy Minister of the Population and Public Health Division will write to Peel Public Health shortly concerning the terms and conditions governing this funding.

Thank you for your dedication and commitment to Ontario's public health system.

Sincerely,

Dr. Helena Jaczek
Minister

c: Dr. Jessica Hopkins, Medical Officer of Health, Peel Public Health

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

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**ITEMS RELATED TO
HUMAN SERVICES**

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DATE: March 26, 2018

REPORT TITLE: **PROVINCIAL APPROVAL OF APPOINTMENT OF ONTARIO WORKS ADMINISTRATOR FOR THE REGION OF PEEL**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That Stella Danos-Papaconstantinou be appointed as Ontario Works Administrator in accordance with Section 43 of the *Ontario Works Act, 1997*;

And further, that a copy of the resolution be sent to the Central Region Office of the Ministry of Community and Social Services for processing and provincial approval.

REPORT HIGHLIGHTS

- *The Ontario Works Act, 1997* requires the appointment of an Administrator of Ontario Works to oversee the administration of the Act in Peel Region. The appointment must be made through a resolution of Council.
- Stella Danos-Papaconstantinou is returning to her role as Director of Community Access, which is responsible for the Ontario Works portfolio, and is recommended for re-appointment to Ontario Works Administrator.
- This appointment requires the approval of the Provincial Director of Ontario Works.

DISCUSSION

1. Background

Pursuant to Section 43 of the *Ontario Works Act, 1997*, each delivery agent of Ontario Works (OW) must appoint an administrator to oversee the administration of this Act and the provision of assistance in the delivery agent's geographic area. Through a ministerial regulation under the Act, the province has designated the Region of Peel as the delivery agent of OW. The same section of the Act requires that the Provincial Director of Ontario Works approve the appointment of an Ontario Works Administrator.

In order for the Provincial Director of Ontario Works to approve the appointment of an Ontario Works Administrator for Peel Region, Regional Council must appoint a Regional staff person to this position. It is usual practice that the Director responsible for Ontario Works be named Administrator of Ontario Works. The duties of the Administrator are as follows:

1. Receive applications for basic financial assistance from persons residing in his or her geographical area.

14.1-2

PROVINCIAL APPROVAL OF APPOINTMENT OF ONTARIO WORKS ADMINISTRATOR FOR THE REGION OF PEEL

2. Determine the eligibility of each applicant for basic financial assistance.
3. If an applicant is found eligible for basic financial assistance, determine the amount of the assistance and direct its provision.
4. Determine the eligibility for employment assistance and direct its provision.

CONCLUSION

To ensure that the Ontario Works Programs are delivered in compliance with the legislation, it is recommended that Council approve the appointment of Stella Danos-Papaconstantinou as the Administrator of the *Ontario Works Act, 1997*.



Janice Sheehy, Commissioner of Human Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Janice Sheehy at extension 4939

Authored By: Allison Martin, Program Support Analyst

March 13, 2018

Kathryn Lockyer
Regional Clerk and Director of Clerk's
Regional Municipality of Peel
10 Peel Centre Drive
Suite A and B
Brampton, ON L6T 4B9

Diana Rusnov
Director of Legislative Services and City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5C 3C1

Myrna Adams
President, Brampton Senior Citizens Council
Flower City Seniors Centre
8870 McLaughlin Road South
Brampton, ON L6Y 5T1

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED

Re: Peel Affordable Transportation Program – Brampton

The following recommendation of the Committee of Council Meeting of February 28, 2018 was approved by Council on March 7, 2018:

- CW062-2018
1. That the report from A. Milojevic, General Manager, Transit, dated February 9, 2018, to the Committee of Council Meeting of February 28, 2018, re: **Peel Affordable Transportation Program – Brampton** be received;
 2. That effective May 1, 2018, the Peel Affordable Transportation Program – Brampton be implemented in partnership with the Region of Peel, with the Region of Peel providing a 50% subsidy on the cost of eligible adult or senior monthly PRESTO passes (at net zero revenue loss to the City of Brampton);
 3. That a new capital budget item be established and a budget amendment be approved in the amount of \$85,000 (inclusive of taxes) for Brampton's share of a one-time contribution to the Region of Peel for the creation of the new electronic secure portal for the confidential sharing of participant eligibility information with the funding transferred from the General Rate Stabilization Reserve;
 4. That funding of the transit subsidy to ensure a zero revenue loss, along with ongoing costs required to determine participant eligibility continue to be funded by the Region of Peel;

RECEIVED

MAR 16 2018

Region of Peel
Clerks Dept.

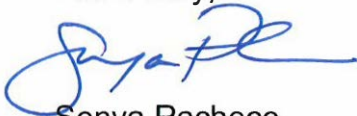
5. That the General Manager, Transit, or designate, be authorized to execute any associated agreements, including a Memorandum of Understanding, in a form acceptable to the City Solicitor, as may be required to support the implementation of the Peel Affordable Transportation Program in the City of Brampton; and
6. That the City Clerk be directed to forward a copy of this report and any related subsequent Council resolutions to the Region of Peel, the Age-Friendly Brampton Advisory Committee, the Brampton Seniors Council, and the City of Mississauga for information.

- CW063-2018
1. That the report from A. Milojevic, General Manager, Transit, dated February 2, 2018, to the Committee of Council Meeting of February 28, 2018, re: **Senior Transit Fares (RM 64/2017)** be received;
 2. That further reduced fares for low-income seniors in the City of Brampton be administered through the Peel Affordable Transportation Program (ATP) effective with the launch of the new ATP in Brampton proposed for May 1, 2018, subject to Council approval of the ATP; and
 3. That this report also be provided to the Region of Peel, the Age-Friendly Brampton Advisory Committee, and the Brampton Seniors Council for information.

Copies of the subject reports are attached for your information.

By copy of this correspondence to C. Urquhart, Legislative Coordinator, City Clerk's Office, she is requested to provide the attached reports to the Age-Friendly Brampton Advisory Committee for information.

Yours truly,



Sonya Pacheco
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2178 / Fax: 905-874-2119
sonya.pacheco@brampton.ca

(CW -7.2.1,7.2.2)

cc: H. Schlange, Chief Administrative Officer
A. Milojevic, General Manager, Transit
S. Gillner, Advisor, Transit Policy
C. Urquhart, Legislative Coordinator, City Clerk's Office, Office of the Chief Administrative Officer



Report
Committee of Council
 The Corporation of the City of Brampton
 2018-02-28

Date: 2018-02-09

Subject: **Peel Affordable Transportation Program - Brampton**

Contact: Alex Milojevic, General Manager, Transit, 905-874-2750 x 62332,
 alex.milojevic@brampton.ca

Recommendations:

1. That the report from Alex Milojevic, General Manager, Transit, dated February 9, 2018, to the Committee of Council Meeting of February 28, 2018, re: **Peel Affordable Transportation Program - Brampton**, be received; and
2. That effective May 1, 2018, the Peel Affordable Transportation Program – Brampton be implemented in partnership with the Region of Peel, with the Region of Peel providing a 50% subsidy on the cost of eligible adult or senior monthly PRESTO passes (at net zero revenue loss to the City of Brampton); and
3. That a new capital budget item be established and a budget amendment be approved in the amount of \$85,000 (inclusive of taxes) for Brampton's share of a one-time contribution to the Region of Peel for the creation of the new electronic secure portal for the confidential sharing of participant eligibility information with the funding transferred from the General Rate Stabilization Reserve; and
4. That funding of the transit subsidy to ensure a zero revenue loss, along with ongoing costs required to determine participant eligibility continue to be funded by the Region of Peel; and
5. That the General Manager, Transit, or designate, be authorized to execute any associated agreements, including a Memorandum of Understanding, in a form acceptable to the City Solicitor, as may be required to support the implementation of the Peel Affordable Transportation Program in the City of Brampton; and
6. That the City Clerk be directed to forward a copy of this report and any related subsequent Council resolutions to the Region of Peel, the Age-Friendly Brampton Advisory Committee, the Brampton Seniors Council, and the City of Mississauga for information.

Overview:

- **Subject to Council approval of the recommendations contained in this report the Peel Affordable Transportation Program – Brampton (ATP) will be launched on a permanent basis by the Region of Peel, in partnership with Brampton Transit, on May 1, 2018.**
- **Through the ATP, qualified applicants (and their spouses and dependents) meeting the Region's low-income eligibility requirements will be able to purchase an adult or senior monthly PRESTO pass at a 50% discount.**
- **The Region of Peel will provide the corresponding 50% subsidy reimbursement to Brampton Transit, resulting in a net zero revenue loss to the City of Brampton.**
- **The Region of Peel will continue to pay for any ongoing operating costs required to determine participant eligibility and administer the ATP.**
- **Staff are recommending a one-time capital contribution of up to \$85,000 to the Region of Peel for Brampton's cost-sharing portion of 33% (along with the Region of Peel and City of Mississauga at 33% each respectively) for a new electronic secure portal for the confidential sharing of participant eligibility information.**

Background:

Affordable and accessible transportation became one of the five pillars of the Peel Poverty Reduction Strategy in 2012. The Region of Peel carried out the Peel Affordable Transportation Pilot Program (ATPP) in Mississauga:

- Phase 1 - September 2014 to August 2015 (250 Ontario Works clients); and
- Phase 2 - June 2016 – December 2017 (2500 low-income residents).

As previously reported to Council, the benchmarking of similar affordable/low income transit programs in place within the GTHA today indicate that, in the City of Hamilton, Region of Halton, and York Region, funding is being provided by the respective Region's social service budgets, and not the transit budget which is already heavily subsidized.

The following recommendation of the Committee of Council Meeting of April 5, 2017 was approved by Council on April 12, 2017 (CW108-2017):

1. That the report from S. Connor, General Manager, Transit, dated March 2, 2017, to the Committee of Council Meeting of April 5, 2017, re: Affordable Transportation Pilot Program with Region of Peel (File IB.c) be received; and
2. That the General Manager, Transit, continue to work with the Region of Peel in providing any planning and support required to implement the Region of Peel's Affordable Transportation Program in the City of Brampton; and

3. That any costs associated with the implementation or ongoing administration of an Affordable Transportation Program in the Region of Peel be funded by the Region of Peel; and
4. That the City Clerk be directed to forward a copy of this report and Council resolution to the City of Mississauga, and the Region of Peel for information.

Current Situation:

According to a recent report published by the United Way in Peel Region, there has been a dramatic increase in low-income neighbourhoods since 1980 to 2015, growing from 2% to 52% (refer to Appendix A for map).

Based largely on this information, on September 28, 2017 Regional Council approved the ATP on a permanent basis as follows:

11.1. Affordable Transportation Pilot Program Evaluation Results

That the implementation of a permanent Affordable Transportation Program in partnership with the City of Mississauga, be approved;

And further, that the implementation of a permanent Affordable Transportation Program in partnership with the City of Brampton, be approved, with an implementation schedule to be developed in conjunction with the City of Brampton;

And further, that the Affordable Transportation Program's service levels and funding, be approved as part of the 2018 Regional Budget;

And further, that the creation of the electronic portal for the confidential sharing of participant eligibility information be cost shared in equal proportion (one-third each) between the City of Mississauga, the City of Brampton and the Region of Peel;

And further, that staff report to a future meeting of Regional Council with an analysis of the implications of permitting children under the age of 12 to ride free of charge if their parent(s) qualify for the program;

And further, that staff report to a future meeting of Regional Council with an analysis of the implications of increasing the income threshold or using a sliding scale, to qualify for the program;

And further, that staff report to a future meeting of Regional Council with the implications of implementing an Affordable Transportation program in the Town of Caledon.

The structure and Regional funding is now in place for Peel staff to administer and fund the program on an ongoing basis, including determining and maintaining participant

eligibility. The permanent ATP officially launched in Mississauga on February 1st with the transition of existing clients from the Phase 2 pilot.

In October 2017 Brampton Transit and the Region of Peel Human Services staff began planning for the launch of the ATP for low-income Senior and Adult residents of the City of Brampton.

Applicants meeting the Region's eligibility requirements will be able purchase an adult or senior monthly PRESTO pass at a 50% discount. The Region of Peel will provide the remaining 50% subsidy reimbursement back to Brampton Transit, at a net zero revenue loss to the City.

Under the current structure of the ATP, the Region has defined eligibility by the Low-Income Measure (LIM). Refer to the Region of Peel website for more information: <http://www.peelregion.ca/articles/2018/discounted-bus-pass.asp>

If applicants qualify for the discount, then their spouse and/or any of their dependents who require an adult or senior monthly PRESTO pass will also qualify.

As proposed by the Region of Peel, and subject to Council approval of the recommendations contained in this report, the Peel ATP will be launched in Brampton effective May 1, 2018.

Corporate Implications:

A Memorandum of Understanding (MOU) will be developed amongst the partners to ensure our respective roles and responsibilities are clearly documented related to the delivery of the ATP in Brampton and Mississauga. In simple terms, the agencies have agreed to be responsible under the program as follows:

Region of Peel:

- Determines service levels and through the Regional budget, funds all operating costs associated with the implementation and ongoing administration of the ATP including participant eligibility.
- Processes client applications and reports on program uptake.
- Ensure reimbursement of cost (currently 50%) for adult or senior PRESTO monthly passes to Brampton Transit (client pays the differential).
- Shares eligibility status with Brampton Transit and MiWay (secure portal).

Brampton Transit & MiWay:

- Issues PRESTO cards, assists with card registrations, sets ATP concession.
- Once the ATP concession is set on the card, clients can load their ATP pass (at 50% off regular adult or senior monthly PRESTO pass prices) either online or in-person at any Brampton Transit facility.
- Monthly reconciliation and claims for reimbursement from the Region.

- Ongoing marketing and promotion of the ATP.

ATP Parameters:

- Available to low-income adult and senior permanent residents of the City of Brampton, with eligibility to be defined by the Low-Income Measure (LIM) for one year, after which time they can reapply.
- \$1M has been allocated for 2018 transit subsidies in the Regional budget.
- 500-800 eligible participants are estimated in Brampton for 2018.
- Split estimated (based on Phase 1 & 2 pilot result):
 - Adult 80% & Senior 20%

Financial Implications:

a) Ongoing Operating Costs:

City senior staff recently met with Regional senior staff to confirm service levels and ongoing funding for the program, to be provided as part of the Regional budget process, and will revisit the program and partnership in five years.

b) One-time Capital Contribution – Electronic Secure Portal:

Regarding the creation of the new electronic secure portal for the confidential sharing of participant eligibility information – this has been put forth as a request by the Region to Brampton and Mississauga as a cost sharing arrangement, equal proportion of one-third each. Mississauga and Peel having already confirmed their commitment.

Given the online portal will satisfy audit and reconciliation requirements, and result in efficiencies over manual record keeping for all parties' staff recommend funding this one-time capital contribution to the Region of Peel in the amount not to exceed \$85,000 based upon final adjustments provided by the Region.

This initiative requires a new capital project to be established and the budget amended in the amount of \$85,000 (inclusive of taxes). Funding this project will require a transfer from the General Rate Stabilization Reserve. There is sufficient funding in the reserve for this purpose.

c) ATP Fee Structure:

The Region of Peel will provide a 50% discount on the regular cost of an adult or senior monthly PRESTO pass to eligible applicants. The ATP customer will pay 50% of the regular price at the time of purchase, and the Region of Peel will reimburse the City of Brampton a subsidy for the 50% balance ensuring a net zero revenue loss to the City of Brampton. Refer to Table 1 below for pricing effective with the proposed May 1, 2018 launch date:

**Proposed Affordable Transportation Program (ATP) with Region of Peel
- Effective May 1, 2018 -**

Table 1

FARE CATEGORY PRESTO MONTHLY PASS	BRAMPTON TRANSIT FARE	Customer (50%)	Region of Peel (50%)	Net Revenue Loss per Pass to Brampton
		\$/Month	\$/Month	
Adult ^{1&2}	\$124.00	\$62.00	\$62.00	\$0.00
Senior (65+) ²	\$52.00	\$26.00	\$26.00	\$0.00

¹ Approved Fare Increase - March 5, 2018 - per BC010-2017.

² Adult=80%, Senior=20%, Average 7 months of usage.

Region of Peel staff have been directed by Regional Council to report back at a future meeting on various aspects of the ATP, including:

- Analysis of the implications of permitting children under the age of 12 to ride free of charge if their parent(s) qualify for the program.
- Analysis of the implications of increasing the low income threshold or using a sliding scale, to qualify for the program.
- Implications of implementing an ATP in the Town of Caledon.

In the future, should the Region's current low-income eligibility requirement change from the existing 50% subsidy level (e.g. introduction of a sliding scale or children under the age of 12 ride for free) then the Region's portion of subsidy reimbursement to Brampton and Mississauga will be adjusted accordingly in order to ensure a net zero revenue loss impact to Brampton Transit is maintained.

Strategic Plan:

This report achieves the Strategic Plan priority, "Move and Connect" by providing information to Council related on the Region of Peel Affordable Transportation Program for the City of Brampton. This report also achieves the Strategic Plan priority "Good Government" by ensuring continued financial stability and value for taxpayer through effective program and service delivery with appropriate cost recovery established through new partnerships with regional government.

Conclusion:

This report has provided information regarding the introduction of a new permanent Affordable Transportation Program managed by the Region of Peel, in partnership with the City of Brampton (and City of Mississauga), for adults and seniors who are permanent residents of the two cities respectively.

Given the revised cost recovery model for the ATP approved by Regional Council (with 100% of transit fares being covered by the Region of Peel and the Client) staff are recommending full participation in the Region's ATP.

Subject to Council approval of the staff recommendation contained in this report, and dependent on the Region of Peel launching the ATP in Brampton as proposed on May 1, 2018, adults and seniors in Brampton meeting the low-income eligibility requirements as established by the Region will be able to purchase an adult or senior monthly PRESTO pass at 50% of the regular price.

Approved by:

Alex Milojevic, General
Manager, Transit

Approved by:

Harry Schlange, Chief
Administrative Officer

Attachments:

Appendix A - Map of Average Individual Income

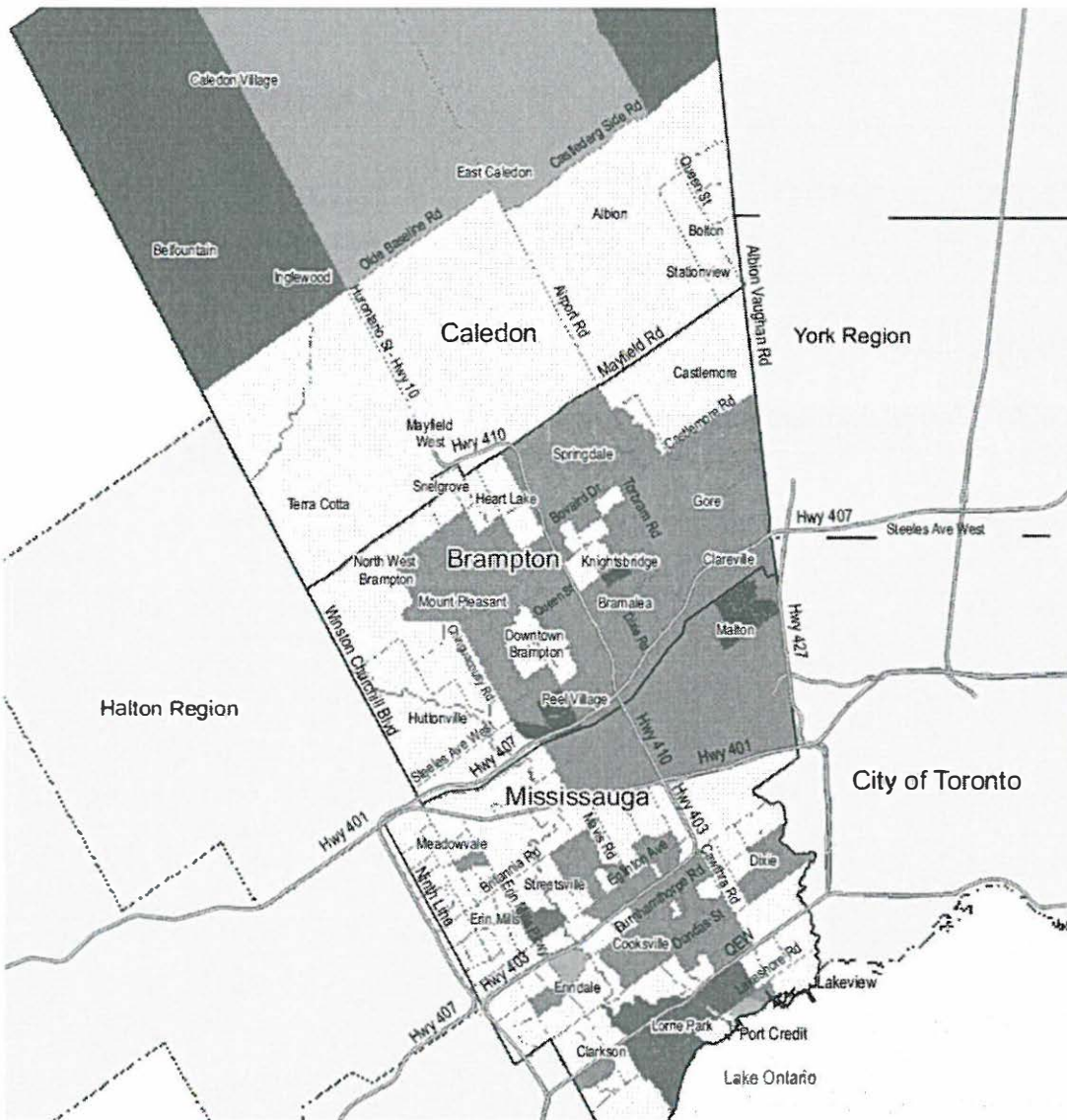
Report authored by: Scott Gillner, Senior Policy Advisor, Transit

APPENDIX A

Map of Average Individual Income, Peel Region, 2015

Census Tract Average Individual Income Compared to the Toronto CMA Average of \$50,479

- Very High: 140% to 279% (9 CTs, 4% of Peel region)
- High: 120% to 140% (4 CTs, 2% of Peel region)
- Middle: 80% to 120% (105 CTs, 43% of Peel region)
- Low: 60% to 80% (116 CTs, 47% of Peel region)
- Very Low: 52% to 60% (11 CTs, 4% of Peel region)
- Not Available



Original Source: *The Opportunity Equation in the Greater Toronto Area: An update on neighbourhood income inequality and polarization*, A United Way Toronto and Neighbourhood Change Research Partnership, Factor-Inwentash Faculty of Social Work, University of Toronto research publication, funded by the Social Sciences and Humanities Research Council of Canada, November 2017, ISBN 978-0-921669-41-8.



BRAMPTON
Flower City

Report
Committee of Council
The Corporation of the City of Brampton
2018-02-28

Date: 2018-02-02

Subject: Senior Transit Fares (RM 64/2017)

Contact: Alex Milojevic, General Manager, Transit, 905-874-2750 x 62332, alex.milojevic@brampton.ca

Recommendations:

1. That the report from Alex Milojevic, General Manager, Transit, dated February 2, 2018, to the Committee of Council Meeting of February 28, 2018, re: **Senior Transit Fares (RM 64/2017)**, be received; and
2. That further reduced fares for low-income seniors in the City of Brampton be administered through the Peel Affordable Transportation Program (ATP) effective with the launch of the new ATP in Brampton proposed for May 1, 2018, subject to Council approval of the ATP; and
3. That this report also be provided to the Region of Peel, the Age-Friendly Brampton Advisory Committee, and the Brampton Seniors Council for information.

Overview:

- During the December 6, 2017 special meeting of City Council, staff were requested to report back on the impact of reducing the senior monthly pass from \$52.00 per month to \$15.00 per month, and eliminating the existing senior weekly pass at \$16.00 per week (BC011-2017).
- Staff has completed a full review of the senior fares, including benchmarking of transit systems across Ontario.
- Discounting transit fares for seniors as described in BC011-2017 would result in estimated additional revenue loss to the City of between \$500-\$600K.
- The Region of Peel, in partnership with Brampton Transit, are proposing to launch the Peel Affordable Transportation Program (ATP) in Brampton effective May 1, 2018, subject to Council approval.
- The Region of Peel will provide a 50% subsidy to eligible low-income adults

and seniors, for the purchase monthly PRESTO passes at no net revenue loss to City of Brampton.

- The staff report recommending the implementation of the new Peel ATP in Brampton is also being presented to Committee of Council for consideration at their regular meeting of February 28, 2018.

Background:

The Senior ID Card Program was introduced on March 28, 2011 and enables permanent senior residents of Brampton to pay a special unrestricted \$1.00 senior cash fare. This is the lowest single ride senior fare in the GTHA. Approximately 26,000 Senior ID Cards have been issued to date, and an average of over 50 new cards per week continue to be issued at the Sandalwood or Clark Transit Facilities or City Hall. The cards are issued free of charge, any replacement cards are \$5.00 each. The Senior ID Card has an expiry date of five years.

In May 2011, Transit introduced the PRESTO farecard and the existing fare structure was transferred onto the electronic farecard, with a few exceptions that included the Senior ID Card Program. The PRESTO card can only be programmed with one discounted fare at a time, for each concession group (e.g. student, senior, etc.). The \$1.60 senior single ride PRESTO fare is an economical single-fare payment option for seniors who travel within Brampton and beyond within the Greater Toronto & Hamilton Area (GTHA). This is the lowest single ride PRESTO fare in the GTHA. A primary benefit for these customers is that they would then pay the senior fare throughout the entire GTHA using PRESTO based on each transit system's senior fare pricing. For seniors making multiple trips per week or month, both the \$16.00 weekly or \$52.00 monthly senior PRESTO passes are available. All PRESTO fares include a free 2-hour transfer period within the GTHA (TTC excluded).

Brampton Transit decommissioned paper tickets and passes on December 31, 2013 (with a few exceptions including the Senior ID Card). The intent of the PRESTO fare system is to enable all GTHA transit systems to operate under the same paperless system to increase customer convenience.

Brampton has the highest PRESTO usage in the GTHA which accounts for 86% of all rides annually in Brampton (2017); this includes 2% being seniors. The Senior ID Card also accounts for 2% of total ridership for 4% overall or 1,216,803 senior rides in 2017.

Current Situation:

Transit services in Brampton are in the order of 50%¹ recoverable through revenues from operations. The primary sources being from fare collection and advertising. The remaining 50% is recovered from municipal investment (43%) and provincial gas tax

¹ As per the 2018 approved operating budget.

contribution (7%). This revenue-to-cost (R/C) ratio is comparable to other similar sized transit systems in Ontario²: Mississauga (48%), York Region (40%), Durham Region (39%) and Hamilton (50%).

During the December 6, 2017 special meeting of City Council, staff were requested to report back on the impact of reducing the existing \$52.00 senior monthly pass to \$15.00 and eliminating the existing \$16.00 senior weekly pass.

Presently, seniors receive the greatest Brampton Transit fare discounts, up to a 73% reduction over adult fares depending upon the fare category. Brampton Transit currently offers a reduced rate senior monthly pass at a cost of \$52.00 which is subsidized 57% compared to the adult monthly pass of \$122.00.

Benchmarking of Transit System Senior Fares

Staff consulted with other transit systems in Ontario on the various fare payment options available for seniors. Based on benchmarking of 2017 senior transit fares in the GTHA, Brampton Transit:

- is the only agency offering an unrestricted all-day senior cash fare of \$1.00 for senior who reside in their local municipality;
- is the only agency offering the senior weekly PRESTO pass;
- offers the lowest senior single PRESTO fare (e-purse);
- offers one of the lowest senior monthly PRESTO passes.

Details of the 2017 senior fares within the GTHA are noted in Table 1 below:

Table 1 - 2017 GTHA Transit Senior Fares Benchmarking

FARE CATEGORY	BRAMPTON TRANSIT	MISSISSAUGA TRANSIT	YORK REGION TRANSIT	BURLINGTON TRANSIT	OAKVILLE TRANSIT	TTC	DURHAM REGION TRANSIT	HSR
Senior Age	65+	65+	65+	65+	65+ Free on Mondays	65+	65+	65+ Free 80+
Cash Fares	\$1.00	\$1.00*	\$4.00	\$3.50	\$3.75	\$2.10	\$2.50	\$3.00
PRESTO e-Purse	\$1.60	\$2.00	\$2.30	\$1.85	\$1.85	\$2.05	\$2.10	\$1.90
PRESTO Weekly Pass	\$16.00	NA	NA	NA	NA	\$34.75	N/A	N/A
PRESTO Monthly Pass	\$52.00	\$61.00	\$61.00	\$59.25	\$55.00	\$116.75	\$46.00	\$26.50
PRESTO Annual Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$265.00

* MiWay Senior \$1.00 cash fare applicable only during off peak hours.

² Source: Canadian Urban Transit Association, 2016 Urban Transit Statistics Fact Book.

Peel Affordable Transportation Program – Brampton (ATP)

Since October 2017, Brampton Transit and the Region of Peel Human Services staff have been planning for the launch of the ATP for low-income Senior (and Adult) permanent residents of the City of Brampton.

Subject to Council approval of the ATP (also being considered at the Committee of Council Meeting of February 28, 2018) the Region of Peel are proposing to officially launch the Peel ATP in Brampton effective May 1, 2018.

For Brampton seniors meeting the eligibility requirements of this new permanent program, seniors would receive a 50% discount (\$26.00 value) on the cost of the current senior monthly PRESTO pass (\$52.00). The Region of Peel would then reimburse Brampton Transit for the remaining 50% (\$26.00), for a net zero revenue loss impact to the City of Brampton.

Corporate Implications:

In addition to currently providing the unique \$1.00 cash fare for seniors over the age of 65 and who are permanent residents of Brampton, Council has also approved other reduced fares as part of the current fare structure:

- Reduced monthly and weekly passes for seniors over the age of 65;
- Reduced fares for youth;
- Free transit for Veterans who are permanent Brampton residents;
- Free transit for persons with vision loss, with valid CNIB card.

Financial Implications:

Reducing the current senior monthly pass from \$52.00 to \$15.00, and eliminating the current senior weekly pass of \$16.00, would result in an estimated offsetting revenue loss of approximately \$500K-\$600K³.

Since this price reduction scenario proposed has not been implemented previously, only estimated order-of-magnitude impacts can be provided. Refer to Table 2 below.

Table 2 - Forecasted Revenue Loss				
Monthly Rate	Monthly Pass Users	Weekly Pass Users	Non-Pass Users	TOTAL (+/-)
\$15	\$150K	\$17K	\$330-\$430K	\$500-\$600K

³ A previous estimate was initially calculated at up to approximately \$720K, in November 2017. The model has since been updated to reflect finalized 2017 ridership to December 31, 2017 and a more detailed senior ridership trend analysis. This has resulted in a slight decrease in the forecasted revenue loss.

Strategic Plan:

This report achieves the Strategic Plan priority, "Move and Connect" by providing information to Council related to the Brampton Transit senior transit fares.

Conclusion:

This report has provided information on senior transit fares and the estimated \$500-\$600K impact associated with further discounting the senior monthly pass from \$52 to \$15 per month and eliminating the senior weekly pass (\$16 per week).

Brampton Transit already provides one of the lowest senior monthly PRESTO passes, and is presently the only transit agency in the GTHA providing:

- an unrestricted all-day \$1.00 cash fare option for seniors who are permanent residents of Brampton;
- the lowest single (e-purse) PRESTO fare for seniors;
- a weekly seniors PRESTO pass to provide flexible payment options for low-income seniors.

Subject to Council approval of the ATP in Brampton, as proposed by the Region of Peel, effective May 1st 2018 seniors meeting the Region's eligibility requirements who are permanent residents in the City of Brampton will be able to take advantage of the new Peel Affordable Transportation Program – Brampton, to purchase a Brampton Transit senior monthly PRESTO pass at a 50% discount. The Region of Peel will then reimburse the City of Brampton for the remaining 50%, at a net zero revenue loss the City.

Approved by:

Approved by:

Alex Milojevic, General
Manager, Transit

Harry Schlange, Chief
Administrative Officer

Attachments:

Appendix A - Senior Fares

Report authored by: Scott Gillner, Senior Policy Advisor, Transit

**APPENDIX A - Brampton Transit Senior Fares
- Pertinent Recent Council Resolutions -**

The Council of the Corporation of the City of Brampton passed the following resolutions at its Special Meeting of December 6, 2017:

BC010-2017:

1. That the report from A. Milojevic, General Manager, Transit, dated November 11, 2017, to the Budget Committee Meeting of November 27 and 28, 2017, re: **Brampton Transit Fare Increase** be received; and
2. That Brampton Transit fares and related charges be approved and set, with effective dates of March 5 and September 3, 2018, as detailed in Appendix B of the report; and
3. That a by-law be passed to update Schedule G of User Fee By-Law 380-2003, as amended, to reflect the approved 2018 Brampton Transit fares and related charges, as detailed in Appendix B of the report.

BC011-2017

That the following motion placed by City Councillor Dhillon, in relation to the report from A. Milojevic, General Manager, Transit, dated November 11, 2017, to the Budget Committee Meeting of November 27 and 28, 2017, re: **Brampton Transit Fare Increase**, specifically regarding Senior transit fees be referred back to staff for report to a future meeting, in consultation with the Region of Peel; and that the motion also be provided to the Age-Friendly Brampton Advisory Committee and the Brampton Seniors Council for information:

Whereas affordability for has become a major challenge for many senior residents in Brampton, through increased insurance rates, property taxes, cost of living and gas prices;

Whereas more than half of Peel Region residents are now low income earners as reported on CBC earlier this month;

Whereas Peel's senior population (65+) is increasing at almost three times the rate of Canada's senior population and by 2018 Peel's senior population will top 200k and by 2031 1.64 million;

Whereas many of our seniors are currently dependent on OAS or their CPP, making it difficult to spend on full fare transit passes;

Whereas due to health concerns many seniors are not able to drive, and are reliant on transit to visit hospitals and doctors;

Whereas the need for active living in Peel is become necessary with diabetes affecting one in seven Peel residents;

Whereas research has shown the positive impact when seniors socialize, and strategies should be in place to reduce isolation to encourage positive mental and emotional wellbeing;

Whereas The City of Brampton has been a leader in meeting seniors' transit needs,

Therefore Be It Resolved, that Appendix B — titled "2018 Proposed Fare Increase" be amended such that;

1. The \$52 Senior Presto Monthly Pass rate be reduced to \$15;
2. That the Senior Presto Weekly Pass be eliminated;

15.1-17

3. Any shortfall be recouped from the remaining \$300k budget from the 2017 Façade Program for a period of approximately four years, and;
4. All costs thereafter be absorbed in new future revenue growth.

RECEIVED**March 29, 2018**

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: Ministry of Community and Social Services Info [<mailto:mcssinfo.css@ontario.ca>]**Sent:** March 29, 2018 9:59 AM**Subject:** Message from Minister Michael Coteau - Budget 2018/ Message du Ministre Michael Coteau - Budget 2018 de l'Ontario

On March 28, 2018, the government tabled its 2018 Budget.

I want to begin by thanking you for your feedback on the income security reform report and share an important update.

As part of the 2018 Budget, Ontario is outlining a first phase of income security reform that, if passed, would deliver immediate help to those in deepest need.

While Ontario's economy is in a relatively strong position, many are not feeling that growth in their everyday lives.

Our plan would start with turning social assistance into a more simple, responsive and person-focused service, building on the government's overall plan for fairness, while providing care and opportunity to some of our province's most vulnerable.

We are investing \$2.3 billion over the next three years to support improvements to social assistance — this is the single largest investment to social assistance over the last quarter century. Supporting inclusion and a better quality of life prevents illnesses and keeps people from falling further behind.

Our plan will mean more money in the hands of those relying on social assistance through the elimination of complex and confusing rules, through changes to income exemptions as well as an increase to rates.

This investment is part of our government's broader plan to support care, create opportunity and make life more affordable during this period of rapid economic change includes making full-day child care free for families with preschool-aged children, free prescription drugs for everyone under 25, and 65 or over, through the biggest expansion of medicare in a generation, free tuition for hundreds of thousands of students, a higher minimum wage and better working conditions and a historic investments in medical health and addictions services and supports.

To learn more about the Budget, I invite you to visit ontario.ca/Budget

Again, let me thank you for providing your feedback that has helped shape our plan to improve social assistance programs in Ontario.

Regards,

The Honourable Michael Coteau
Minister

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____



Office of the Regional Chair

March 20, 2018

Resolution Number 2018-143

The Honourable Michael Coteau
Minister of Community and Social Services
80 Grosvenor Street
Hepburn Block
6th Floor
Toronto, ON M7A 1E9

Dear Minister:

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

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, March 8, 2018:

Resolution 2018-143:

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.

Please find enclosed a copy of the subject report for your information.

Yours Truly,

Frank Dale
Regional Chair and Chief Executive Officer

FD:sm

c: Janice Sheehy, Commissioner, Human Services, Region of Peel

The Regional Municipality of Peel

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**ITEMS RELATED TO
ENTERPRISE PROGRAMS
AND SERVICES**

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DATE: March 26, 2018

REPORT TITLE: **2018 FINAL LEVY BY-LAW**

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

RECOMMENDATION

That the Region of Peel, as an upper-tier municipality, adopt the property tax rate calculation adjustment, as outlined in the report of the Commissioner of Finance and Chief Financial Officer, titled “2018 Final Levy By-law”, for the purpose of determining the tax revenue that is used to establish the allowable maximum 2018 revenue limit (2018 notional tax revenue);

And further, that the 2018 Operating Budget be adjusted to include the technical adjustment, as outlined in the subject report;

And further, that the necessary by-law be presented for enactment, to both adopt the property tax rate calculation adjustment, and apportion the 2018 Regional net levy requirement of \$1,040,087,710 to the Cities of Brampton and Mississauga and the Town of Caledon, in accordance with the Council-approved apportionment formula, attached as Appendix I to the subject report.

REPORT HIGHLIGHTS

- The Regional and local municipal finance staff recommend that through the necessary by-law, Regional Council approve the inclusion of a property tax rate calculation adjustment in the determination of the notional tax revenue for 2018.
- The net property tax levy requirements of \$1.04 billion for 2018 to be apportioned to the lower-tier municipalities in accordance with the Council approved apportionment formula.
- The Regional property tax levy due dates correspond with the lower-tier municipalities tax collection dates.
- The Regional and local municipal finance staff have agreed with the 2018 tax instalment plan.
- A by-law is to be enacted as per section 311 of the *Municipal Act, 2001*, as amended, S.O. 2001, c. 25.

2018 FINAL LEVY BY-LAW**DISCUSSION****1. Property Tax Rate Calculation Adjustment**

In response to municipal requests, a property tax rate calculation adjustment to the provincially prescribed notional property tax rate calculation was announced in the 2016 Ontario Budget. The adjustment is designed to ensure that when calculating tax rates, municipalities are able to address any unintended effects due to in-year assessment changes such as: assessment review board decisions, requests for reconsideration, post roll amended notices, and special advisory notices. The eligible in-year assessment change listing is provided by the Province's Online Property Tax Analysis (OPTA) system.

The implementation of the property tax rate calculation adjustment results in an additional regional assessment growth related revenue of \$0.4 million, which is included in the technical adjustment below to the 2018 Tax Supported Budget.

The authority to apply the property tax rate calculation adjustment has been provided by the Province to upper/single-tier municipalities pursuant to Ontario Regulation 73/03 as amended, under the *Municipal Act, 2001*, as amended. The regulation requires that a by-law be enacted by the Region if it intends to implement the tax adjustment. Regional and local municipal Finance staff recommends that Regional Council adopt the necessary by-law for the inclusion of property tax rate calculation adjustment in the determination of notional tax revenue for 2018.

2. Final Tax Levy

At its meeting held on November 16, 2017 Regional Council approved the 2018 Operating Budget and authorized the Commissioner of Finance and Chief Financial Officer to present the necessary levy by-law to Regional Council.

2.1. Technical Adjustment to the 2018 Operating Budget

The approved 2018 Operating Budget included a projected assessment growth of 1.25 per cent. The actual assessment growth including the property tax rate calculation adjustment and based on the 2018 returned assessment roll is 1.39 per cent resulting in a surplus of \$1,411,128. It is proposed that this surplus be used to support the following technical adjustment to the 2018 Tax Supported Budget which will maintain the 2.6 per cent budget impact approved by Council.

2018 FINAL LEVY BY-LAW

	Total Budget (\$000's)	Net Levy (\$000's)
Budget approved November 16, 2017	\$2,372,792	\$1,038,677
<u>Technical Adjustment</u>		
Non Program / Internal Support		
• Contribution to Rate Stabilization Reserve - Assessment Services (R1213):	419	419
• Contribution to Rate Stabilization Reserve - Corporate (R1250):	992	992
	<u> </u>	<u> </u>
Revised 2018 Operating Budget	<u>\$2,374,203</u>	<u>\$1,040,088</u>

2.2. Apportionment Plan

The allocation of the 2018 levy has been developed in accordance with the Regional apportionment plan. Waste management costs are apportioned based on the relative lower-tier municipal household counts according to the returned assessment roll data provided by the Municipal Property Assessment Corporation (MPAC). Peel Regional Police costs are apportioned between Mississauga and Brampton based on transition ratio weighted Current Value Assessment (CVA). Caledon fully assumes the costs of the Ontario Provincial Police contract. The remaining Regional services are apportioned among the lower-tier municipalities according to relative shares of transition ratio weighted CVA. The apportionment of all the costs is outlined in Appendix I and Appendix II (as attached) and shows the weighted CVA used to establish the apportionment shares.

a) 2018 Regional Tax Levy Apportionment

After deducting the value of funds that have been raised through the interim levy of \$500.1 million, the final tax levy by-law is required to raise the remaining 2018 balance of \$540.0 million as shown in the following table:

Final Levy Payment to the Region of Peel

	<u>2018 Net Levy</u>	<u>Less Interim Levy</u>	<u>Final Levy</u>
Mississauga	\$ 619,985,012	\$ 300,283,052	\$ 319,701,960
Brampton	370,102,760	175,817,733	194,285,027
Caledon	49,999,938	24,020,506	25,979,432
Total	<u>\$ 1,040,087,710</u>	<u>\$ 500,121,291</u>	<u>\$ 539,966,419</u>

2018 FINAL LEVY BY-LAW

b) Property Tax Levy Due Dates

Based on consultations with the local municipal finance staff, it is proposed that the final levy payment to the Region of Peel will be made in accordance with the instalment schedules set by the lower-tier municipalities. The City of Mississauga will have a total of nine instalments which reflect the final tax bill instalment due dates plus the monthly pre-authorized payment plan receipts. The City of Brampton will have a total of four instalments, while the Town of Caledon will have a total of two instalments. The lower-tier final levy payment dates to the Region are one day after the local instalment due dates and are as indicated in the following table.

<u>Due Date to Region</u>	<u>City of Mississauga</u>	<u>City of Brampton</u>	<u>Town of Caledon</u>
July 6, 2018	\$42,840,063	---	\$12,989,716
July 16, 2018	7,672,847	---	---
July 19, 2018	---	49,876,365	---
August 3, 2018	137,791,545	---	---
August 15, 2018	17,583,608	---	---
August 23, 2018	---	64,761,676	---
September 7, 2018	43,159,765	---	12,989,716
September 17, 2018	17,583,608	---	---
September 20, 2018	---	64,761,676	---
October 15, 2018	17,583,608	---	---
October 25, 2018	---	14,885,310	---
November 15, 2018	17,583,608	---	---
December 17, 2018	17,903,308	---	---
Total	<u>\$319,701,960</u>	<u>\$194,285,027</u>	<u>\$25,979,432</u>

2.3. Final Levy By-law

As per section 311 of the *Municipal Act, 2001*, as amended, a by-law needs to be passed to adopt estimates of all sums required during the year 2018 for the purposes of the Regional Corporation and to provide a general levy and special levies to be raised from the lower-tier municipalities.

2018 FINAL LEVY BY-LAW

CONCLUSION

The implementation of the property tax rate calculation adjustment is to address any unintended effects of certain in-year assessment changes in the calculation of tax rates. Also, the proposed timing and instalment method for the final Regional levy provides for the timely payment of funds to the Region of Peel by the lower-tier municipalities so that it may meet its program funding obligations.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Swarc, Chief Administrative Officer

APPENDICES

Appendix I – 2018 Property Tax Apportionment Calculations

Appendix II – Current Value Assessment for 2018 Taxation and Weighted Assessment for 2018 Apportionment

For further information regarding this report, please contact Stephanie Nagel at extension 7105 or via email at stephanie.nagel@peelregion.ca.

Authored By: Kavita McBain

Reviewed in workflow by:

Legal Services

APPENDIX I
2018 FINAL LEVY BY-LAW

REGIONAL MUNICIPALITY OF PEEL
2018 PROPERTY TAX APPORTIONMENT CALCULATIONS

	City of Mississauga	City of Brampton	Town of Caledon	Region of Peel
Total General Levy Excluding Waste & Police	306,726,016	179,638,302	31,508,859	517,873,177
<i>2018 Share of Gross General Levy Exc. Waste & Police</i>	59.22802%	34.68770%	6.08428%	100.00000%
2018 Peel Regional Policing Net Expenditure	253,212,578	148,297,422	-	401,510,000
2018 OPP Policing of Caledon Net Expenditure	-	-	12,787,779	12,787,779
Total Police Levy	253,212,578	148,297,422	12,787,779	414,297,779
<i>2018 Share of Peel Regional Police</i>	63.06507%	36.93493%	0.00000%	100.00000%
<i>2018 Share of OPP</i>	0.00000%	0.00000%	100.00000%	100.00000%
Total 2018 Net Waste Management Levy	60,046,418	42,167,036	5,703,300	107,916,754
<i>2018 Share Based on Households</i>	55.64142%	39.07367%	5.28491%	100.00000%
Tax Supported Net Expenditures	619,985,012	370,102,760	49,999,938	1,040,087,710
<i>2018 Average Share</i>	59.60892%	35.58380%	4.80728%	100.00000%

16.1-7

**APPENDIX II
2018 FINAL LEVY BY-LAW**

**REGIONAL MUNICIPALITY OF PEEL
CURRENT VALUE ASSESSMENT FOR 2018 TAXATION**

TAX CLASSES	Class Qualifier	Mississauga	Brampton	Caledon	Peel
Residential					
Fully Taxable	H, T	109,522,926,927	73,640,303,255	13,528,563,634	196,691,793,816
Awaiting Development I	1	-	3,420,350	1,149,500	4,569,850
Multi Residential					
Fully Taxable	4, T	5,551,608,200	1,672,921,930	36,307,800	7,260,837,930
Awaiting Development I	1	32,819,250	12,081,250	-	44,900,500
Commercial					
Fully Taxable	4, H, M, T	28,466,136,598	11,568,058,812	1,677,331,874	41,711,527,284
Awaiting Development I	1	151,819,176	14,685,000	1,057,500	167,561,676
Vacant/Excess Land	J, U, X, K	643,450,605	457,000,513	70,914,280	1,171,365,398
Industrial					
Fully Taxable	4, H, I, M, T	4,897,294,049	2,732,168,443	433,843,687	8,063,306,179
Awaiting Development I	1	85,579,500	46,178,900	5,538,500	137,296,900
Vacant/Excess Land	J, U, X, K	591,876,764	250,823,375	150,291,126	992,991,265
Farm Land		7,012,850	136,896,800	978,272,857	1,122,182,507
Managed Forest		576,400	1,119,950	112,491,460	114,187,810
Pipeline		153,035,468	200,589,254	21,216,500	374,841,222
Total		150,104,135,787	90,736,247,832	17,016,978,718	257,857,362,337

WEIGHTED ASSESSMENT FOR 2018 APPORTIONMENT

TAX CLASSES	Transition		Mississauga	Brampton	Caledon	Peel
	Ratio	Discount				
Residential						
Fully Taxable	1.0000	0%	109,522,926,927	73,640,303,255	13,528,563,634	196,691,793,816
Awaiting Development I	1.0000	70%	-	1,026,105	344,850	1,370,955
Multi Residential						
Fully Taxable	1.7336	0%	9,624,267,976	2,900,177,458	62,943,202	12,587,388,636
Awaiting Development I	1.0000	70%	9,845,775	3,624,375	-	13,470,150
Commercial						
Fully Taxable	1.2971	0%	36,923,425,781	15,004,929,085	2,175,667,174	54,104,022,040
Awaiting Development I	1.0000	70%	45,545,753	4,405,500	317,250	50,268,503
Vacant/Excess Land	1.2971	30%	584,233,846	414,942,756	64,388,039	1,063,564,641
Industrial						
Fully Taxable	1.5986	0%	7,828,814,267	4,367,644,473	693,542,518	12,890,001,258
Awaiting Development I	1.0000	70%	25,673,850	13,853,670	1,661,550	41,189,070
Vacant/Excess Land	1.5986	30%	662,321,936	280,676,373	168,178,776	1,111,177,085
Farm Land	0.2500	0%	1,753,213	34,224,200	244,568,214	280,545,627
Managed Forest	0.2500	0%	144,100	279,988	28,122,865	28,546,953
Pipeline	0.9239	0%	141,389,469	185,324,412	19,601,924	346,315,805
Total			165,370,342,893	96,851,411,650	16,987,899,996	279,209,654,539
General levy shares			59.22802%	34.68770%	6.08428%	100.00000%
Peel Regional Police Shares			63.06507%	36.93493%	0.00000%	100.00000%

DATE: March 1, 2018

REPORT TITLE: **2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END (UNAUDITED)**

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

RECOMMENDATION

That the 2017 surplus management actions, as outlined in the report of the Commissioner of Finance and Chief Financial Officer, titled “2017 Operating Financial Triannual Performance Report – Year End (Unaudited),” be implemented.

REPORT HIGHLIGHTS

- Regional Council approved the 2017 Operating Budget of \$2.2 billion to enable the priorities identified by Council through its vision of a Community for Life.
- Tax Supported Programs ended the year with a surplus of \$23.0 million, or a variance to budget of 2.3 per cent, which is within the budget accuracy target range of plus or minus 3 per cent.
- Utility Rate Supported Programs ended the year with a surplus of \$7.1 million in, or a variance to budget of 1.9 per cent, which is within the budget accuracy target range of plus or minus 3 per cent.
- Staff proposes the Tax Supported Regionally Controlled surplus of \$17.4 million be used to reduce debt required for Seniors’ Health and Wellness Village, maintaining financial flexibility which is in line with Peel’s Long Term Financial Planning Strategy.
- A companion capital performance report for 2017 will be provided to Regional Council to provide more analytics on the capital program.

DISCUSSION

1. Background

In December 2016, Regional Council approved a \$3.0 billion 2017 Budget, including \$2.2 billion in operating funding for Regional services and \$0.8 billion capital investment in Peel’s infrastructure.

2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END (UNAUDITED)

The approved 2017 Operating Budget of \$2.2 billion includes \$0.5 billion to Peel's externally financed agencies: Peel Regional Police, Ontario Provincial Police, and three Conservation Authorities. The budget was to enable the priorities identified by Council through its vision of a Community for Life, supporting the following community needs:

- 18,500 Ontario Works cases per month
- 52 ambulances on the road at peak times to respond to 118,980 emergency calls annually
- 650,000 accessible transportation passenger trips
- 19,501 social housing units/beds/homes
- 8,800 subsidized child care spaces provided annually, 1,564 which support children with special needs
- Maintaining 1,674 lane kilometres of roads, 176 structures (including bridges and major culverts) and 460 signalized intersections
- Managing over 500,000 tonnes of waste per year for 336,800 curbside households and 99,790 multi-residential households
- Provide 703 long-term care beds, or 256,595 resident days of care in our five long term care homes
- 75,000 children are offered dental screening annually, 12,000 of whom are in need of urgent treatment
- 10,600 health inspections held annually at 5,900 food premises
- 621 million litres per day of municipal wastewater collected and treated for approximately 318,000 retail and wholesale customer accounts
- 600 million litres per day of municipal water treated, transmitted, and distributed to 327,000 retail and wholesale customer accounts
- Over 234,000 calls for service responded to in Mississauga and Brampton by Peel Regional Police; and 28,284 by Ontario Provincial Police in Caledon annually
- 34,250 hectares of area regulated through conservation authorities to protect life and property of Peel residents from hazards due to flooding, erosion and slope failure and approximately 152,900 trees, shrubs and seedlings planted annually

The Region of Peel's (the "Region") operating budget is developed based on the best information available at the time. Budget assumptions are modeled and projected for drivers such as social assistance caseload, 9-1-1 call volumes, winter events and water consumption. Risks are identified and mitigated where reasonably possible including using rate stabilization reserves to address volatility in weather conditions, economic cycles and one time initiatives to minimize the fluctuating impacts on the tax and utility rate payers.

The Budget Policy requires that staff report the financial status of the organization at a minimum of twice annually. This report provides the third and final update on the financial results of the 2017 Operating Budget, as at December 31, 2017.

2. Operating Results

The Region ended the year with an overall surplus of \$30.1 million or a variance to budget of 2.2 per cent relative to both net tax levy and utility rate total billing revenues, which is within the budget accuracy target range of plus or minus 3 per cent.

**2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END
(UNAUDITED)**

Table 1 outlines that the overall year end position is a combined result of Tax Supported Programs, which resulted in a positive budget variance of \$23.0 million, and the Utility Rate Supported Programs, which had a positive budget variance of \$7.1 million.

Table 1

\$ Millions	Total Expenditure Budget	Net Tax Levy/ Total Billings Budget	Net Tax Levy/ Total Billings Year End Actual	Surplus/ (Deficit)	% Variance to Net Budget
Tax Supported	1,788.3	1,000.2	977.2	23.0	2.3%
Utility Rate Supported	482.2	367.7	360.6	7.1	1.9%
Total Region of Peel	2,270.5	1,367.9	1,337.8	30.1	2.2%

Appendices I and II provide details on the year end service delivery and operating financial results.

a) Tax Supported Programs

As outlined in Table 2 below, Tax Supported Programs ended the year with a positive variance of \$23.0 million, or 2.3 per cent of the Tax Supported net levy of \$1.0 billion.

Table 2

\$ Millions	Total Expenditure Budget	Net Tax Levy Budget	Net Tax Levy Year End Actual	Surplus/ (Deficit)	% Variance to Net Budget
Regionally Controlled Tax Programs	1,304.7	560.7	543.3	17.4	3.1%
Regionally Financed External Agencies	483.6	439.5	433.9	5.6	1.3%
Total	1,788.3	1,000.2	977.2	23.0	2.3%

The surplus is driven by operating variances in various programs with details provided in Appendix II.

i) Regionally Controlled Tax Supported Programs

The Regionally Controlled Tax Supported Programs ended the year with an overall surplus of \$17.4 million or a variance of 3.1 per cent, which is \$560 thousand higher than the budget accuracy target of plus or minus 3 per cent on a net budget of \$560 million. The overall surplus results from under expenditures and additional revenues. Appendix III provides an analysis of the variance to budget.

**2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END
(UNAUDITED)****ii) Regionally Financed External Agencies**

The Regionally Financed External Agencies ended the year with a total surplus of \$5.6 million or a variance of 1.3 per cent. The majority of the variance was related to operations of the Peel Regional Police (\$5.4 million).

b) Utility Rate Supported Programs

The Utility Rate Supported programs ended the year with a positive variance of \$7.1 million, or 1.9 per cent of total billing budget of \$367.7 million. This variance was predominantly driven by under expenditures including one-time adjustments, such as the global energy adjustment for electricity.

c) Staffing Costs

People are a key investment in delivering services to Peel's community. As 27 per cent of the gross Regional budget is related to staffing, the Region closely monitors workforce related activities. In 2017, Regionally Controlled Programs overall spent 97 per cent of the budgeted workforce related costs reflecting the accuracy of Peel's budget model. The variance to budget was largely due to recruitment challenges related to the staffing models for Paramedic Services and Ontario Works. Both services are currently undergoing staffing model reviews to improve recruitment. In addition, lower than budgeted wage settlements also contributed to the variance.

d) Surplus Management Actions

In accordance with the Budget Policy and Reserve Management Policy, the Chief Financial Officer is authorized to carry out the necessary surplus management actions in order to stabilize the current year's fiscal position and future tax and utility rates. Appendix IV of the report provides a summary of the proposed surplus management actions.

i) Tax Supported Programs

Tax Supported Programs generated a total surplus of \$23.0 million. Approximately \$17.4 million was generated by Regionally Controlled Tax programs and \$5.6 million was generated by Regionally Financed External Agencies.

- The surplus generated by Regionally Controlled Tax programs (\$17.4 million) is proposed to be allocated to Long Term Care capital reserve to reduce the debt required to finance the Seniors' Health and Wellness Village, originally estimated at up to \$30 million.
- The surplus generated by Ontario Provincial Police (OPP) – Caledon (\$0.5 million) will be transferred to Caledon Policing Stabilization Reserve.

**2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END
(UNAUDITED)**

- The deficit of \$0.27 million from MPAC resulted from a greater allocation of costs due to higher than budgeted growth in Peel will be funded through Rate Stabilization Reserve – Assessment Services (MPAC).
- The year-end surplus from Peel Regional Police (\$5.4 million) will be allocated to a Police services reserve to be identified.

ii) Utility Rate Supported Programs

Utility Rate Supported Programs ended the year with a positive variance of \$7.1 million. The surplus is proposed to be allocated to Utility Rate Supported Capital Reserve to help address the state of good repair of assets such as the wastewater linear assets.

The above recommended surplus management actions support Peel's overall Long Term Financial Planning Strategy by mitigating risks to financial flexibility, financial vulnerability and financial sustainability of Regional services and assets. These actions stabilize Peel's overall financial condition and future tax and utility rates, as well as contribute to the sustainability of the capital program.

e) Write-offs

Accounts Receivable Policy gives the Chief Financial Officer the authority to approve the write-off of Water, Wastewater and General Receivable billings deemed uncollectable and requires staff disclose through the triannual reporting process.

The 2017 Budget includes provision for anticipated write-offs. Write-offs are only recorded when all means of collection have been exhausted. At the end of 2017, total write-offs amounted to \$431 thousand.

In 2017 there was also a significant increase in allowance for doubtful accounts due to extraordinary circumstances created by China, who increased standards for recyclable material which lowered the overall market price. This change was reported to Council in December 2017 in the report titled, "Impact of China's National Sword Campaign on Peel's Blue Box Program."

Appendix V of the report provides a summary of the write-offs for the 12-month period ending December 31, 2017.

f) 2018 Outlook

As noted earlier in the report, the annual budget is developed by reviewing and modelling budget assumptions based on the best available information at the time. The analysis of actual results informs the next planning cycle.

Examples of how changing assumptions and trends were incorporated in the 2018 Budget include:

**2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END
(UNAUDITED)**

- **Energy Costs** – energy budget costs decreased by 9.6 per cent largely due to new Provincial legislation
- **Caseload** – Ontario Works caseload is forecasted to increase from 18,500 to 19,500
- **Paramedic Call Volume** – expected to grow by 5.0 per cent in 2018 to deliver the same targeted service level
- **Operational Assumptions:** increased demand for Accessible Transportation rides, using seven year trend analysis for water consumption demand, and higher WSIB cost as a result of new legislation.

There were also legislative changes that occurred subsequent to the development of the 2018 Budget. The full impact of these changes is yet to be determined and could affect the Region's financial performance in 2018 and the 2019 Budget. An example is the *Employment Standards Act (ESA)*, which has a number of changes taking effect in 2018 and 2019. Some changes with potential impact include:

- The minimum wage increased to \$14 an hour on January 1, 2018 and will increase to \$15 an hour by January 1, 2019. The impact of the minimum wage increase will not affect Regional employees, however some Regional services are contracted out and the extent of the effect on external contractors is unknown at this time.
- Personal emergency leave is increasing by two paid days. While most employee groups already have paid leave that will qualify as paid personal emergency leave, there are employee groups that do not have sufficient paid leave.

Staff will closely monitor the impact of the above-mentioned changes on 2018 performance and the 2019 Budget. Budget assumptions will be updated and Regional Council will be informed through the 2019 Budget.

3. Impact on Rate Stabilization Reserves

The 2017 Budget provided a total of \$8.1 million contingent Tax Rate Stabilization Reserve draws (including Police Services and Conservation Authorities) to fund one-time pressures and smooth out the tax impact associated with requirements such as incremental operating costs related to the continued implementation of bi-weekly waste collection.

Regional Council's decision to utilize draws from Tax Rate Stabilization Reserves to address temporary pressures was prudent. As both Regionally Controlled programs and Police Services completed the year in surplus positions, no reserve draws were required to address their temporary pressures. The budgeted reserve draw of \$1.05 million to cover the Emerald Ash Borer tree removal cost and expansion of a facility at Credit Valley Conservation Warwick Nursery location was required by Conservation Authorities. As a result, the Region's financial flexibility was maintained and property taxes were not unnecessarily increased.

**2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END
(UNAUDITED)****4. 2017 Capital Performance**

A companion report titled, "2017 Capital Performance and Impact on Capital Reserves and Reserve Funds" will be provided to Regional Council on April 12, 2018. The goal is to provide additional information and analyses of the Region's capital program to support Regional Council in making better informed decisions on the capital program.

CONCLUSION

Throughout 2017, while facing changes in the economy, commodity markets and legislative environment, the Region continued to deliver services to meet the needs of the residents and businesses of a growing community. The surplus management actions are in line with Peel's Long Term Financial Planning Strategy as they support financial flexibility, financial vulnerability and financial sustainability.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:

D. Szwarc, Chief Administrative Officer

APPENDICES

- Appendix I - 2017 Service Delivery Results
- Appendix II - Statement of Net Expenditure
- Appendix III - Year End Variance Analysis
- Appendix IV - 2017 Proposed Surplus Allocation Summary
- Appendix V - Summary of 2017 Write-offs

For further information regarding this report, please contact Norman Lum extension 3567 or via email: Norman.Lum@peelregion.ca.

Authored by: Michelle Sun

2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END (UNAUDITED)

2017 Service Delivery Results

Program	Service	Service Level Measure	2017 Target	2017 Actual
I. Tax Supported Programs				
a) Regionally Controlled Programs				
Social Assistance	Provide support to social assistance clients	Number of clients supported monthly	18,500	19,081
Early Learning and Child Care	Provide child care subsidies	Average number of child care subsidies	8,800	9,778
	Support children with special needs	Number of children with special needs served	1,564	2,092
Housing	Provide social housing to vulnerable residents	Number of units/bed/homes	19,501	19,509
Paramedics	Operate ambulances on the road at peak times to respond to "911" calls	Number of ambulances operated	52	52
		Number of "911" calls responded	118,980	125,150
Seniors' Services	Provide long term care services to residents through five municipal long term care homes	Number of resident days	256,595	253,426
	Provide Adult Day Services	Number of clients served per weekday	127	130-141
Public Health	Provide dental screening for children	Number of children screened	75,000	87,896
	Manage immunization records	Number of records reviewed with progressive enforcement	247,602	256,127
	Conduct inspections at food premises	Number of inspections conducted	10,600	11,116
		Number of food premises inspected	5,900	5,896
Accessible Transportation	Provide accessible transportation	Number of trips provided	650,000	651,879
Roads & Transportation	Manage roads, structures and signalized intersections	Lane kilometres of roads maintained	1,674	1,657
		Number of structures managed	176	176
		Number of signalized intersections managed	460	470
Waste Management	Manage waste	Tonnage of waste managed	500,000	535,000
b) External Agencies				
Peel Regional Police (PRP)	Provide visible policing services in Brampton and Mississauga	Citizen Initiated Events	234,000	231,000
Ontario Provincial Police (OPP)	Provide visible policing services in Caledon	Number of Calls for Service	28,284	22,813
Conservation Authorities*	Protect life and property of Peel residents from hazards due to flooding, erosion and slope failure.	Hectares regulated	34,250	34,271
		Number of trees, shrubs and seedlings planted	152,900	235,768
II. Utility Rate Programs				
Wastewater	Treat wastewater for customers	Number of customer accounts managed	318,000	324,418
		Wastewater treated per day (in million litres)	621	632
Water	Treat and transmit water to customers	Number of customer accounts managed	327,000	331,332
		Water treated per day (in million litres)	600	572

* TRCA planting target was subsequently increased from estimate provided due to new funding partnerships that arose

APPENDIX II
2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END (UNAUDITED)

Region of Peel
Statement of Net Expenditure
Year-End Position - Tax and Utility Programs (\$'000)
For the period ending: December 2017

	2017	2017	2017	Year-End Surplus/(Deficit)	
	Total Revised Expenditure Budget	Net Revised Expenditure Budget	ACTUALS Prior to Surplus Management	\$	%
		A	B	C=(A-B)	D=(C/A)
Tax Supported Programs					
Regionally Controlled Programs					
Public Works					
Development Services	3,002	712	(274)	985	138.5%
Transportation	67,398	64,577	61,959	2,618	4.1%
Accessible Transportation	23,835	19,548	20,899	(1,351)	-6.9%
Waste Management	133,983	103,136	96,252	6,884	6.7%
Operation Support Services - Tax	1,973	-	-	-	
Subtotal Public Works	230,190	187,973	178,836	9,136	4.9%
Human Services					
Housing	210,945	123,206	118,930	4,275	3.5%
Early Learning and Child Care	166,485	18,930	13,688	5,242	27.7%
Social Assistance and Employment	238,842	31,850	28,061	3,789	11.9%
Community Investment	8,268	8,268	8,583	(314)	-3.8%
Subtotal Human Services	624,540	182,254	169,263	12,992	7.1%
Health Services					
Seniors Services	92,890	34,655	33,135	1,520	4.4%
Paramedics	96,087	50,694	46,792	3,902	7.7%
Public Health	89,100	27,012	25,311	1,701	6.3%
Health Admin Services	-	-	19	(19)	
Subtotal Health Services	278,077	112,360	105,257	7,103	6.3%
Enterprise Programs and Services	60,144	54,006	56,186	(2,180)	-4.0%
Non-Program	111,773	24,127	33,749	(9,622)	-39.9%
Internal Support/Non-Program	171,916	78,133	89,935	(11,802)	-15.1%
Total Regionally Controlled Programs	1,304,724	560,720	543,291	17,429	3.1%
Regionally Financed External Organizations					
Police Services					
Peel Regional Police	427,462	384,788	379,411	5,377	1.4%
Ontario Provincial Police	12,916	12,596	12,099	497	3.9%
Subtotal Police Services	440,379	397,384	391,510	5,874	1.5%
Conservation Authorities	24,958	23,905	23,905	-	
Assessment Services	18,233	18,233	18,503	(270)	-1.5%
Total Regionally Financed External Organizations	483,570	439,523	433,918	5,604	1.3%
Net Tax Levy	-	(1,000,243)	(1,000,243)		
Total Tax Supported Programs	1,788,294	-	(23,034)	23,034	2.3%
Utility Rate Supported Programs					
Water	296,232	223,964	222,856	1,109	0%
Wastewater	182,315	143,732	137,778	5,953	4%
Operation Support	3,664	-	-	-	
Total Utility Rate Supported Programs	482,211	367,696	360,634	7,062	1.9%
TOTAL REGION (Tax + Utility Rate)	2,270,504	1,367,939	337,601	30,096	2.2%

*Note: Numbers may not add due to rounding.

APPENDIX III
2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END (UNAUDITED)

Year End Variance Analysis

Tax Supported Programs Drivers of Variance	Underspending or Higher Revenues/ (Overspending or Lower Revenues) (\$ millions)
<p>Regionally Controlled Programs</p> <p>Underspending or higher revenues</p> <ul style="list-style-type: none"> • Lower workforce related costs partially offset by WSIB claims 8.2 • Underspending in Early Learning and Child Care from maximizing the new 100% funded federal/provincial programs to reduce Regional contribution 5.2 • Underspending in Housing (\$5.0M) partially offset by overspending in Homelessness due to overflow in shelters (\$0.7M) 4.3 • Underspending in Employment programs and Ontario Works administration 3.7 • Lower yard waste processing costs and other savings partially offset by higher collection costs with higher tonnage 3.5 • Net other operating savings 3.0 • Additional commodity revenue from waste collection 2.1 • External funding: Higher Extended Producer Responsibility funding in Waste Management of \$2.2M, partially offset by lower Public Health funding of \$0.5M 1.7 • Higher fee revenue in Development Services 1.1 • Operational savings in Transportation mainly driven by lower maintenance cost 1.4 	
Subtotal	34.2
<p>Overspending or lower revenues</p> <ul style="list-style-type: none"> • Higher tax write-offs partially offset by additional supplemental revenue net of Payments in Lieu of Taxes (7.0) • Contingent Reserve draw not required due to overall surplus (4.8) • Higher than budgeted demand for taxi trips in Accessible Transportation (2.6) • Municipal Tax Appeal allowance for outstanding backlog of assessment appeals (2.4) 	
Subtotal	\$(16.8)
Total Regionally Controlled Tax Supported Programs	\$17.4
<p>Regionally Financed External Agencies</p> <ul style="list-style-type: none"> • Peel Regional Police 5.4 • Ontario Provincial Police 0.5 • Municipal Property Assessment Corporation (MPAC) (0.3) 	
Total Regionally Financed External Agencies	\$5.6
Total Tax Supported (Regionally Controlled & External Agencies)	\$23.0
<p>Utility Supported Programs Drivers of Variance</p>	<p>Underspending or Higher Revenues (\$ millions)</p>
<p>Underspending or higher revenues</p> <ul style="list-style-type: none"> • Higher revenue mainly in Peel Surcharge 3.1 • Lower workforce related costs 2.2 • Lower energy costs due to Global Adjustment 1.0 • Net operational savings: chemical supply etc. 0.8 	
Total Utility Rate Supported Programs	7.1
Peel Region Total (Tax & Rate)	\$30.1

Note: Numbers may not add due to rounding

APPENDIX IV
2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END (UNAUDITED)

2017 Proposed Surplus Allocation Summary

Programs	Year End Position	Proposed Surplus/(Deficit) Management Actions			
	Surplus/ (Deficit)	Transfer to/ Draw from	Reserve No.	Reserve Description	Amount
<u>Property Tax Supported Programs</u>					
Regionally Controlled Programs	\$ 17,429,342	Transfer to	R1901	Long Term Care Buildings Reserve	\$ 17,429,342
Peel Regional Police (PRP)	\$ 5,377,057	Transfer to	TBD	To be identified by Police Services Board	\$ 5,377,057
Ontario Provincial Police (OPP)	\$ 497,214	Transfer to	R0001	Caledon Policing Stabilization Reserve	\$ 497,214
Assessment Services	\$ (270,102)	Draw from	R1213	Assessment Service Stabilization Reserve	\$ (270,102)
Subtotal - Tax Programs	\$ 23,033,511				\$ 23,033,511
<u>Utility Rate Supported Programs</u>					
Wastewater	\$ 7,062,202	Transfer to	R0242	Wastewater Capital Finance Stabilization	\$ 7,062,202
Subtotal - Utility Rate Programs	\$ 7,062,202				\$ 7,062,202
Total Tax and Utility Rate Programs	\$ 30,095,713				\$ 30,095,713

APPENDIX V
2017 OPERATING FINANCIAL TRIANNUAL PERFORMANCE REPORT - YEAR END (UNAUDITED)

Summary of 2017 Write-offs

Write-offs for Period Ending December 31, 2017				
Category	Total Billings	Write-Off Total	% Write-off to Billings	Balance Remaining in Allowance Accounts
General Receivables	\$ 177,626,747	\$ 18,770	0.01%	\$ 1,729,549
Water/Wastewater	\$ 357,343,681	\$ 412,369	0.12%	\$ 72,433
Total	\$ 534,970,428	\$ 431,139	0.08%	\$ 1,801,982

Investing to build our *Community for Life*

Living. Thriving.
Leading.

2017

Financial Performance Update

As at December 31, 2017



Presented to Regional Council April 12, 2018

Tax Supported Operating Budget Variance
Within Target of +/- 3%



+ \$23.0 million, 2.3%



+ \$17.4 million, 3.1%

Regionally Controlled

+ \$5.6 million, 1.3%

External Agencies



Tax Supported Operating Budget Variance Unplanned Revenue and Cost Savings

Regionally Controlled Tax Programs

- WSIB Claims



- Higher Demand for Accessible Transportation



- Tax Assessment Appeals and Write-offs



- Higher Revenue for Recyclables

- Lower cost for Yard Waste Processing



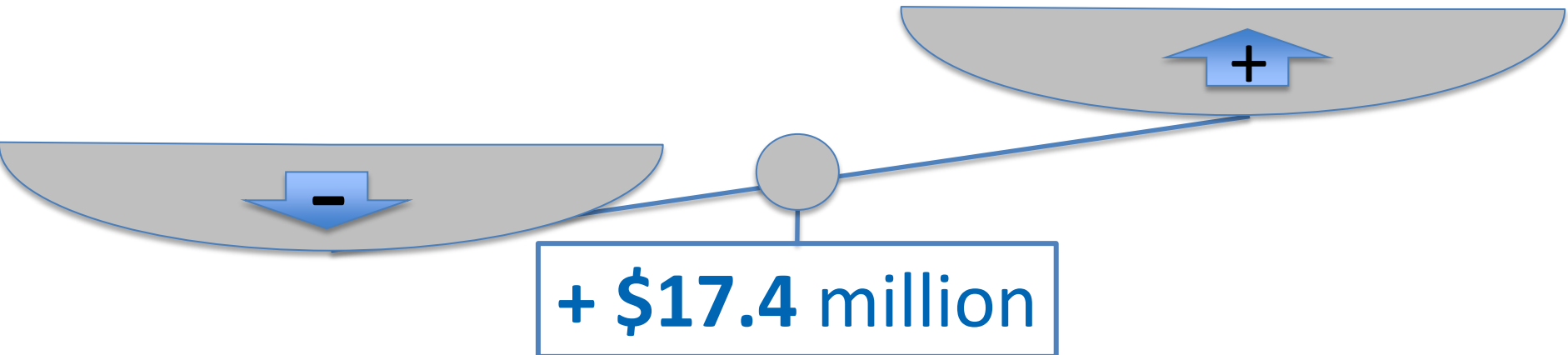
- Maximizing Child Care funding



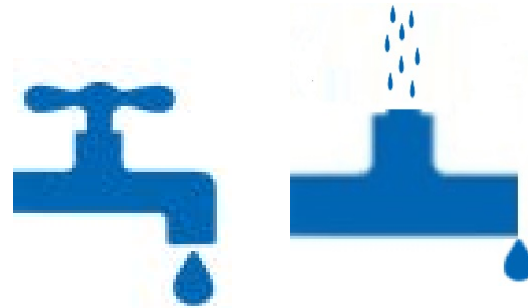
- Shortage of units for Rent Supplement



- Lower Road Maintenance cost



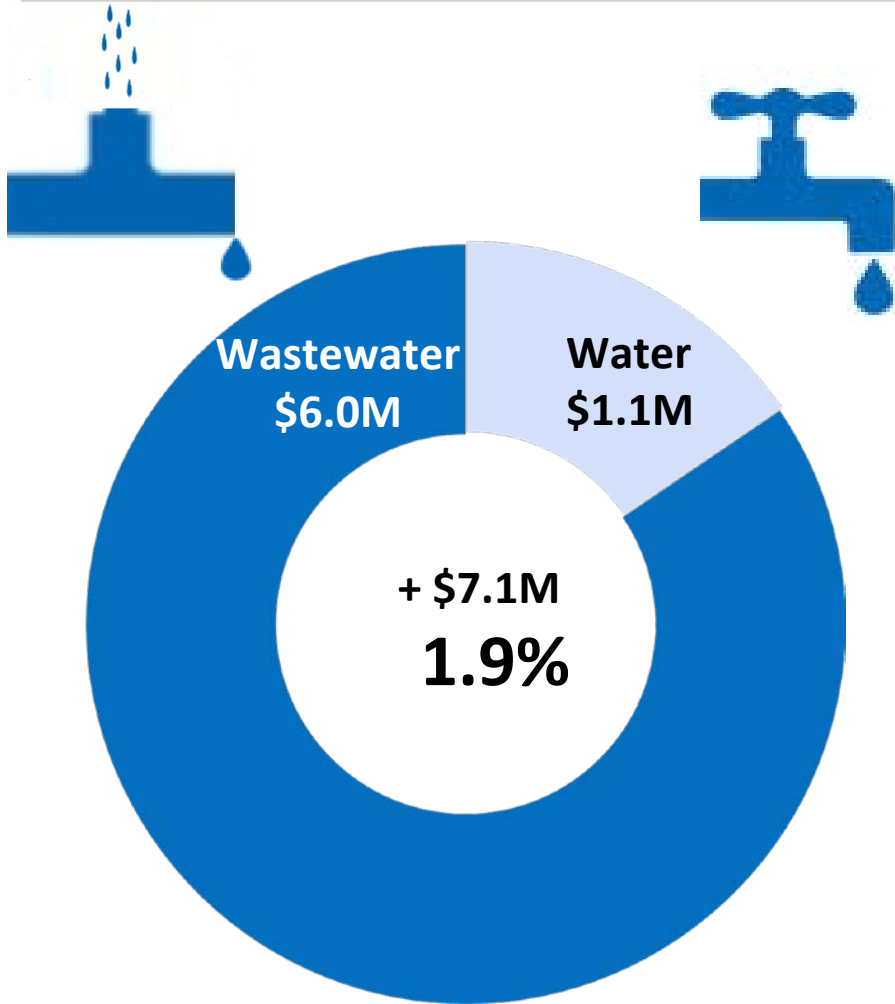
Utility Operating Budget Variance within Target of +/- 3%



+ \$7.1 million, 1.9%



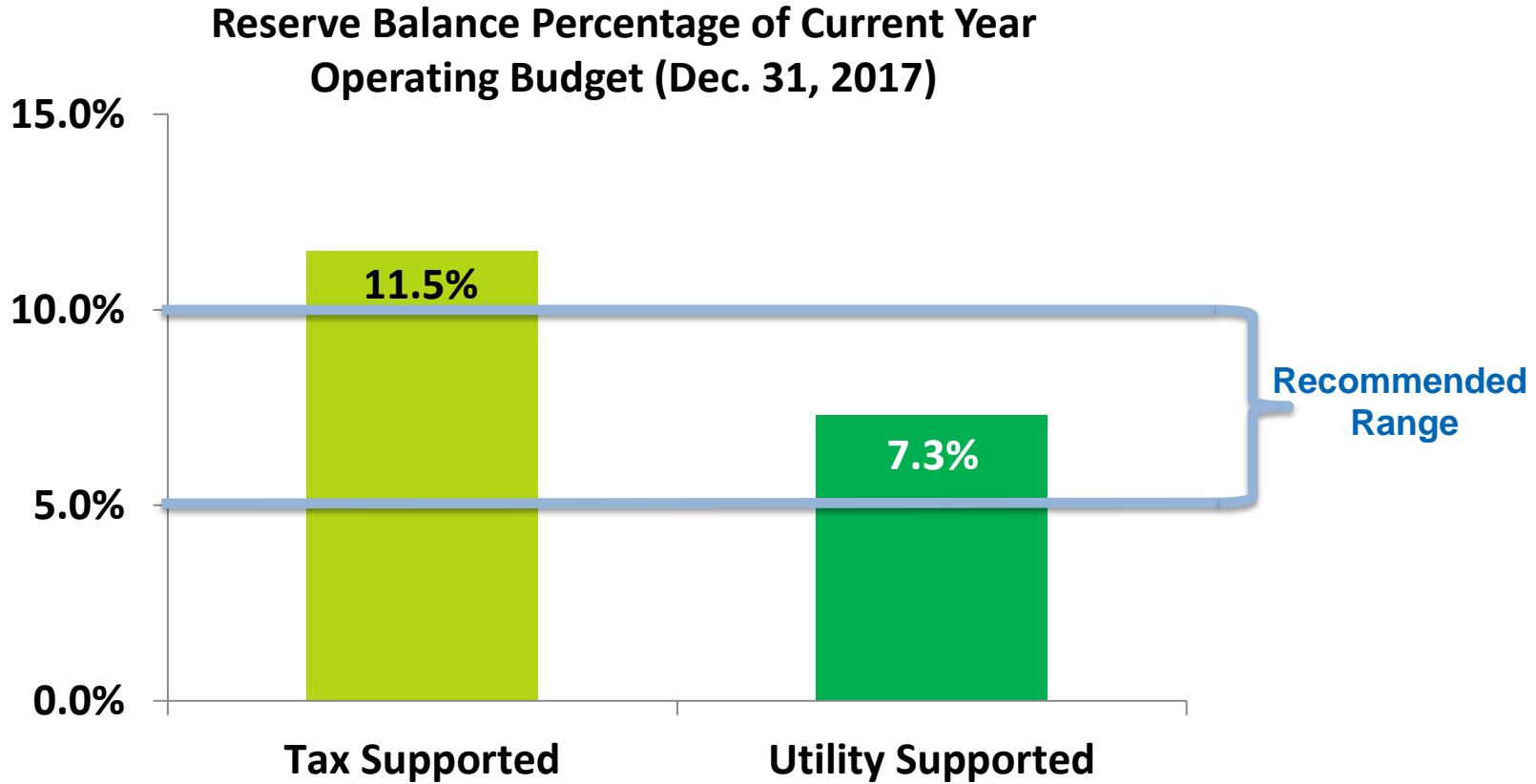
Utility Operating Budget Variance Higher Surcharge Revenue and Electricity Cost Savings



Variance Highlights:

- Higher revenues mainly in Peel surcharge and waste monitoring
- Savings resulting from electricity
- Lower chemical costs

Sufficient Reserves for Financial Flexibility



Regional Tax: \$17.4M

To reduce the debt that needs to be issued for Peel Manor Seniors Health and Wellness Centre



Utility Rate: \$7.1M

To support the state of good repair of water and wastewater infrastructure

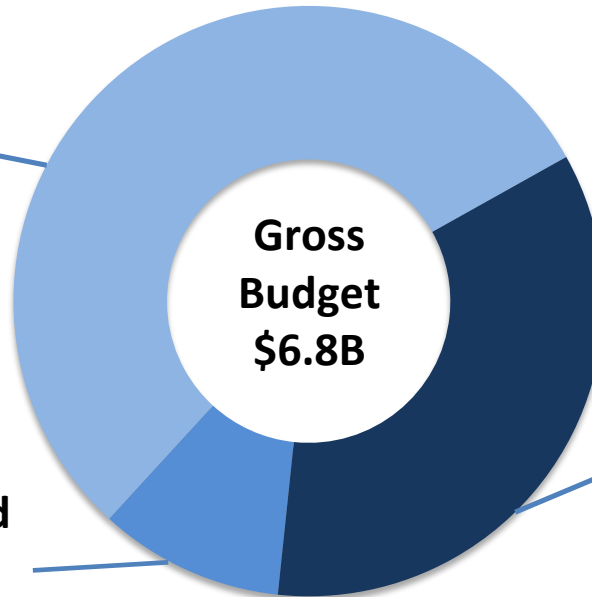


Regionally Controlled Programs



Remaining
Work in
Progress
\$2.4B, 35%

Work
Completed
in 2017*
\$0.7B, 10%



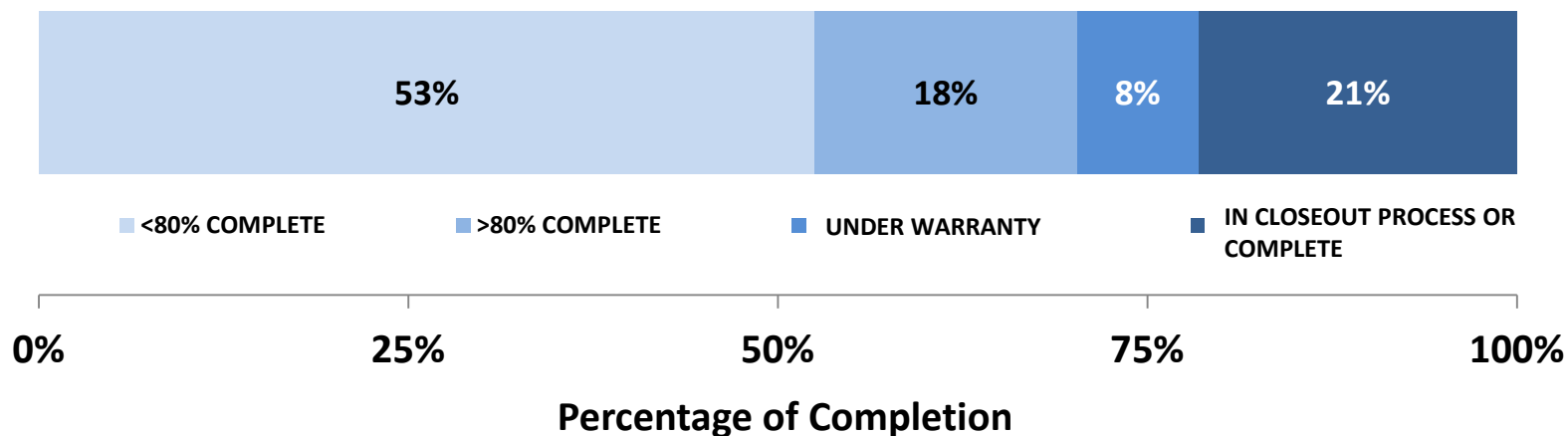
Work
Completed
Prior to
2017
\$3.7B, 55%

* Includes \$0.1 billion unspent funds returned to reserves from closed projects

Capital Work – 2017 Stages of Completion (1,232 Projects)



Typically takes 3 to 5 years to complete projects





Summary

- Operating variance less than 3%
- Capital work progressing as planned
- Surplus management improves financial flexibility and reduces need to issue debt

* *Peel Regional Police recommend its surplus of \$5.38M be allocated to fund future PRP infrastructure needs*



For Information

DATE: April 4, 2018

REPORT TITLE: **2017 CAPITAL PERFORMANCE AND IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS**

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

OBJECTIVE

To provide a status update on the 2017 Capital Program and the impact on Capital Reserves and Reserve Funds as at December 31, 2017.

REPORT HIGHLIGHTS

- The 2017 Capital Program began with an opening balance of \$3.2 billion consisting of the approved 2017 Capital Budget and Capital Work in Progress from prior years; the total capital program has an ending balance of \$2.5 billion as at December 31, 2017.
- 97 per cent of the 2017 Regionally Controlled capital work progressed as planned and 3 per cent of the total capital projects have been deferred or delayed as a result of Regional Council and/or Management decisions or unforeseen circumstances.
- The top two per cent of capital projects, by remaining gross budget, make up 45 per cent of the remaining budget of active projects as at December 31, 2017 for Regionally Controlled programs.
- Capital work completed in 2017 totaled \$0.7 billion including the annual capital spending of \$0.6 billion which was largely driven by Utility Rate supported capital project spending and \$0.1 billion returned to reserves from closed projects.

DISCUSSION

1. Overview of 2017 Capital Program

The capital program represents a key component of the Region's service delivery. The capital program is used to acquire, improve or maintain land, buildings, roads, water mains, pumping stations, machinery, vehicles and equipment, to install computer software and to conduct studies relating to corporate assets.

The Region's capital plans are developed based on the Region's Strategic Plan, Growth Master Plans, Regional Official Plan, Corporate Asset Management Plan for state of good repair and other Regional Council directions such as increase affordable housing and increase waste diversion. The Region actively monitors the changes to these plans and adjusts the capital plan where it is required. A significant portion of the Region's capital work consists of large projects that take five to eight years to complete from start to finish.

2017 CAPITAL PERFORMANCE & IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

The 2017 Capital Program (\$3.2 billion) is made up of projects which are Regionally Controlled (\$3.1 billion) and those managed by Peel Regional Police (PRP) and Ontario Provincial Police (OPP) (\$0.1 billion total). It includes new capital work approved in the 2017 Capital Budget (\$0.8 billion); capital budget changes during 2017 approved through Council reports and by Council delegated authority (\$0.3 billion) and the remaining capital work previously approved by Council in prior years (\$2.1 billion). There were 1,371 capital projects of which 1,130 projects remained active (241 projects closed) as at December 31, 2017 with a gross remaining budget of \$2.5 billion.

The Budget Policy requires that staff report the status of the capital program at a minimum of twice annually. This report provides the third and final update on the status of 2017 Capital Operations and the impact on Capital Reserves and Reserve Funds as at December 31, 2017.

2. Capital Operations and Financing Impact

The Region actively monitors the performance of the capital program by tracking the capital project progress through various stages of project life cycle and analyzing work in progress. Staff review capital performance every triannual period and reports to Regional Council on the status of the capital program in progress.

a) 2017 Capital Program Spending

The Region of Peel's total capital spending for both Tax and Utility Rate Supported programs (including Regionally Controlled, PRP and OPP) in 2017 amounted to \$0.6 billion, with \$0.2 billion spent in Tax Supported programs and \$0.4 billion spent in Utility Rate Supported programs.

The \$0.6 billion capital spending during 2017 includes the following investments:

- \$196 million in developing water transmission systems, plant facilities and distribution systems such as Alloo Reservoir and Pumping Station, Hanlan Feedermain and replacements of watermains in Mississauga, Brampton and Peel;
- \$159 million for wastewater infrastructure including West and East Brampton Trunk Sewer Twinning and Linear Infrastructure Remediation;
- \$88 million to support road expansion such as Queen St. West, The Gore Rd. Hwy. 50 and Mayfield/Brampton-Airport;
- \$28 million in Waste Management including the land acquisition for Anaerobic Digestion (AD) facility and to support the implementation of the Bi-weekly cart based collection;
- \$25 million for housing programs including condominium acquisitions and housing provider capital repairs;
- \$24 million for Peel Regional Police facilities, information technology and fleet
- \$18 million for Enterprise Programs and Services to support computer technologies and facility maintenance;
- \$15 million to support ambulance fleet and Paramedic reporting stations such as Erin Mills & Thomas, 7120 Hurontario and Peel Memorial Hospital; and,
- \$12 million for Accessible Transportation including Mavis Yard redevelopment.

2017 CAPITAL PERFORMANCE & IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

The 2017 annual capital spending was lower than the forecast as in the 2017 budget by 29 per cent or \$230 million. The underspending reduced the pressure on debt issuance in 2017. Key drivers for the underspending include the following:

- Scheduling changes in various water and paramedic projects as a result of revisiting the construction timelines and the impact on the public.
- Projects deferred pending for reviews, e.g. Digital Strategy review.
- Reduced capital requests from affordable housing providers as a result of additional housing funding.
- Delays in projects such as Affordable Housing and Peel Manor Redevelopment due to RFP process timing.

Appendix I provides a breakdown of the 2017 capital spending by program.

b) 2017 Regionally Controlled Capital Program

The progress of Regionally Controlled projects, comprising of 1,232 capital projects, was actively monitored and measured. The 2017 Regionally Controlled Capital Program commenced with an opening balance of \$3.1 billion with 97 per cent of the capital work progressed as planned. The remaining 3 per cent of capital work in progress (\$78 million) has been deferred, delayed or on hold as a result of Regional Council and/or management decisions or unforeseen circumstances. Of the total 1,232 capital projects, 208 projects (17 per cent) were completed during 2017 with \$0.1 billion unspent funds returned to reserves. The Regionally Controlled Capital Program ended up with a closing balance of \$2.4 billion.

Appendix II shows the detailed breakdown of the Work in Progress of Regionally Controlled Capital Program.

c) Work in Progress - Top 25 Regionally Controlled Capital Projects

While all capital projects are actively overseen, in order to efficiently manage the Regionally Controlled capital program and mitigate the risks effectively, increased focus is placed on the progress of the 25 largest capital projects based on remaining gross budget value. Although the top 25 active capital projects represent only about two per cent of the total number of active capital projects they represent 45 per cent of the total remaining budget of Regionally Controlled capital projects.

By December 31, 2017, all 25 projects had implementation plans in place. Seven projects are in the construction phase and the remaining 18 projects are in the planning, design, and procurement stages. Analysis of the top 25 projects shows:

- The total gross budget of the top 25 largest projects is \$1.9 billion.
- By the end of third triannual period, the cumulative spending of the top 25 capital projects amounted to \$0.8 billion or 43 per cent of gross budget.
- Four projects are between 50 to 75 per cent spent and two projects are over 75 per cent spent.

Appendix III provides the status of the top 25 capital projects with the highest gross remaining budget broken down into tax and utility rate programs.

2017 CAPITAL PERFORMANCE & IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

3. Impact of 2017 Capital Program on Capital Reserves and Reserve Funds

Capital spending impacts the Region’s internal capital reserves and overall financial flexibility. In order to execute the 2017 Capital Program within the constraints of the cash levels of the reserves and reserve funds, staff continues to proactively phase in the capital projects. As major projects move from one phase to the next, consideration is given to the Region’s current financial condition prior to proceeding.

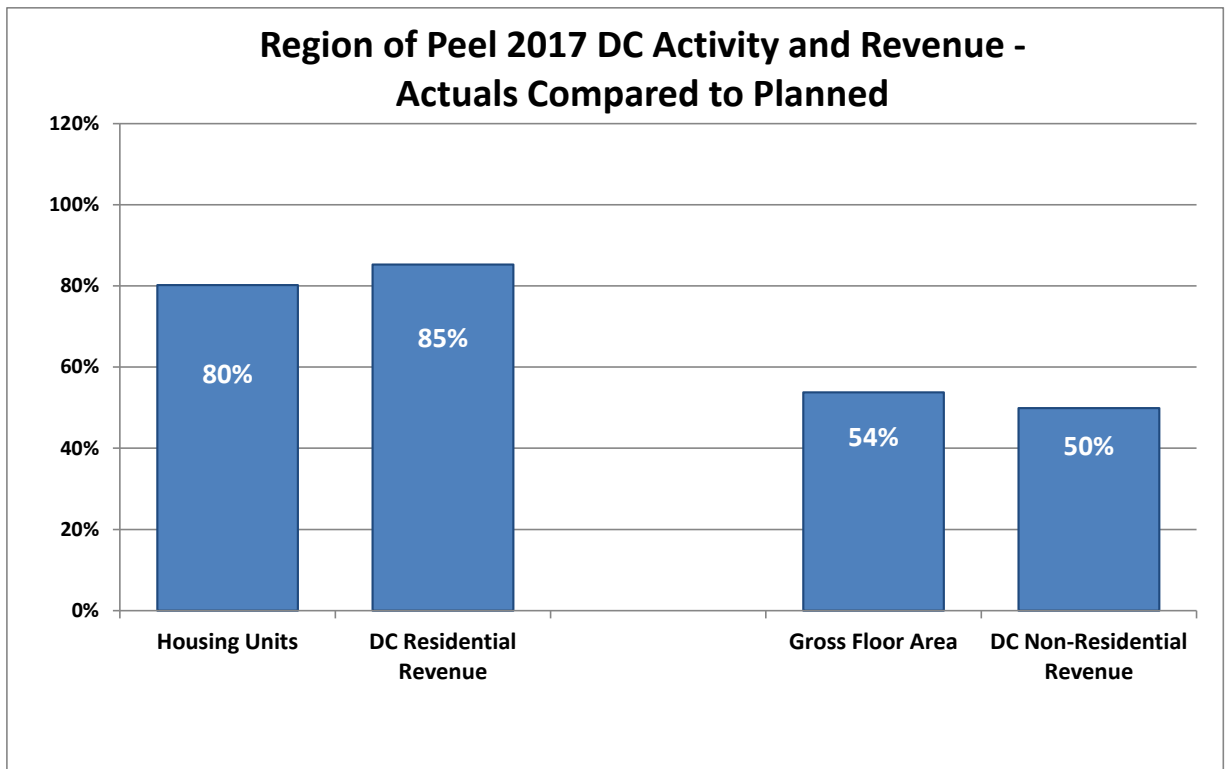
a) Capital Reserves

Implementation of the 2017 Capital Program had no material impact on the status of reserves. The 2017 regionally controlled capital activities resulted in a total net reserve draw of \$14.1 million (\$66.8 million drawn from internal capital reserves and \$52.7 million returned to Development Charge reserve funds). As at December 31, 2017, the regionally controlled internal capital reserves uncommitted balance was estimated at \$324 million including the 2017 year-end recommended surplus allocations.

Overall, the long term sustainability of the Region’s capital reserves has remained strong over recent years through Regional Council’s approval of the tax and utility rate infrastructure levies to allow for increases to the capital reserve contributions. Effective management of approved capital budget and thorough review of capital plans have also helped the Region of Peel to maintain financial sustainability.

Development Charges

The total DC revenue collected in 2017 was \$247.5 million, lower by 25.5 per cent from the forecast amount in the 2015 DC Background Study of \$332.4 million. Out of the \$247.5 million, 80 per cent was residential revenue. Of the 80 per cent residential revenue, 60 per cent was collected at the time of subdivision agreement execution.



2017 CAPITAL PERFORMANCE & IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

Residential collections were 85 per cent of the DC Background forecast; however activity in terms of housing units were only 80 per cent of the targeted 5,980 housing units. The discrepancy between forecasted collections and housing units is a result of the majority of the units built were in the single and semi-detached category which has the highest development charge rate among the residential categories. In terms of gross floor area (GFA), 54 per cent of the planned GFA from the 2015 DC Background Study of 606,290 square meters was realized in 2017. Non-residential revenue was only 50 per cent of forecast as most of the non-residential activity was in the industrial category, which has a lower rate than the non-industrial category.

Table 1 below combines DC revenue with DC eligible growth projects of \$213.3 million and DC debt repayment of \$106.8 million. This resulted in a net draw of \$72.6 million at December 31, 2017 to the DC Reserve Funds.

Table 1: 2017 DC Revenues and DC Expenditures

\$ Millions	DC Revenues	DC Cash Outlay			Net
		DC Expenditures	DC Debt Repayment	Subtotal	
Actuals (December 31, 2017)*	247.5	213.3	106.8	320.1	(72.6)

* Figures are unaudited.

DC revenues and expenditures exclude GO Transit DC transactions.

b) Impact on Debt Plan

Debt is one of the tools used to maintain financial flexibility by providing additional cash. It is issued against significant long term assets. As noted above, the Region's capital program is managed to ensure debt levels are appropriate and in line with the Debt Policy. Although Council provided approval for borrowing of up to \$200 million for DC in 2017, it was not required as T1 and T2 DC revenue and expenditure results and forecasts indicated a positive year-end DC reserve balance. The net result of the reduced spending is a year-end reserve balance of \$44 million compared to the original forecast of \$17 million. During the 2012 DC By-law update, debt financing requirements were estimated at \$2.1 billion in 2018. By actively managing the growth capital program, DC debt issued to date has been limited to \$1.45 billion (\$1.25 billion net).

As at December 31, 2017 the Region of Peel's net outstanding debt totals \$1.4 billion. The debt issuance was in accordance to the Region's Debt Plan. The debt can be separated into three general categories as illustrated in Table 2.

2017 CAPITAL PERFORMANCE & IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

Table 2: Outstanding Debt as of December 31, 2017

Type of Debt	Net Outstanding Debt (\$ millions)*
DC Growth Related debt	1,425.6
Non-DC Growth Related debt (Tax Supported)	87.6
Less: Sinking Fund Contributions and Principal Repayments**	(238.5)
Mortgages (Peel Living)	173.7
Total	1,448.4

* Figures are unaudited and exclude borrowings for local municipalities.

**Figure includes an estimate for the interest earned to date from the sinking fund.

The Province imposes an Annual Repayment Limit (ARL) on municipalities. This is 25 per cent of the net revenues for the municipality. Based on the most current Provincial estimate (2016), the Region's net debt charges were 8.1 per cent of net revenues and the Region had annual debt repayment room of \$260.1 million before the 25 per cent maximum would be reached.

CONCLUSION

Overall, capital operations largely progressed as planned in 2017 through effective management. The 2017 capital work was implemented within the constraints of the reserves, reserve funds and debt plan, which allows the Region to maintain its financial flexibility.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

- Appendix I - 2017 Capital Spending (January – December)
- Appendix II - Capital Program 2017 Work in Progress (Regionally Controlled Programs)
- Appendix III - Status of Top 25 Capital Projects (With Highest Gross Remaining Budget) – Regionally Controlled Programs

For further information regarding this report, please contact Norman Lum, Director, Business and Financial Planning, 905-791-7800 ext. 3567 or via email Norman.Lum@peelregion.ca.

APPENDIX I

2017 CAPITAL PERFORMANCE AND IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

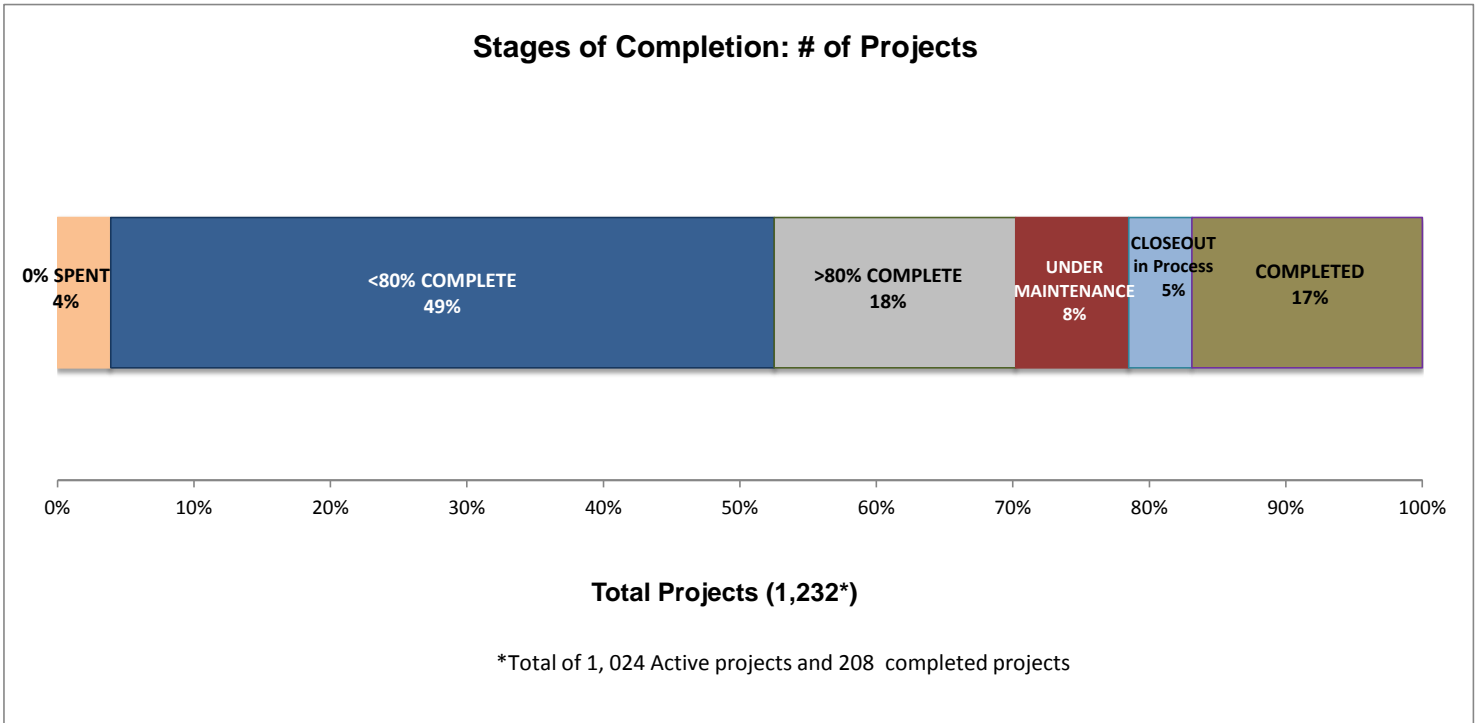
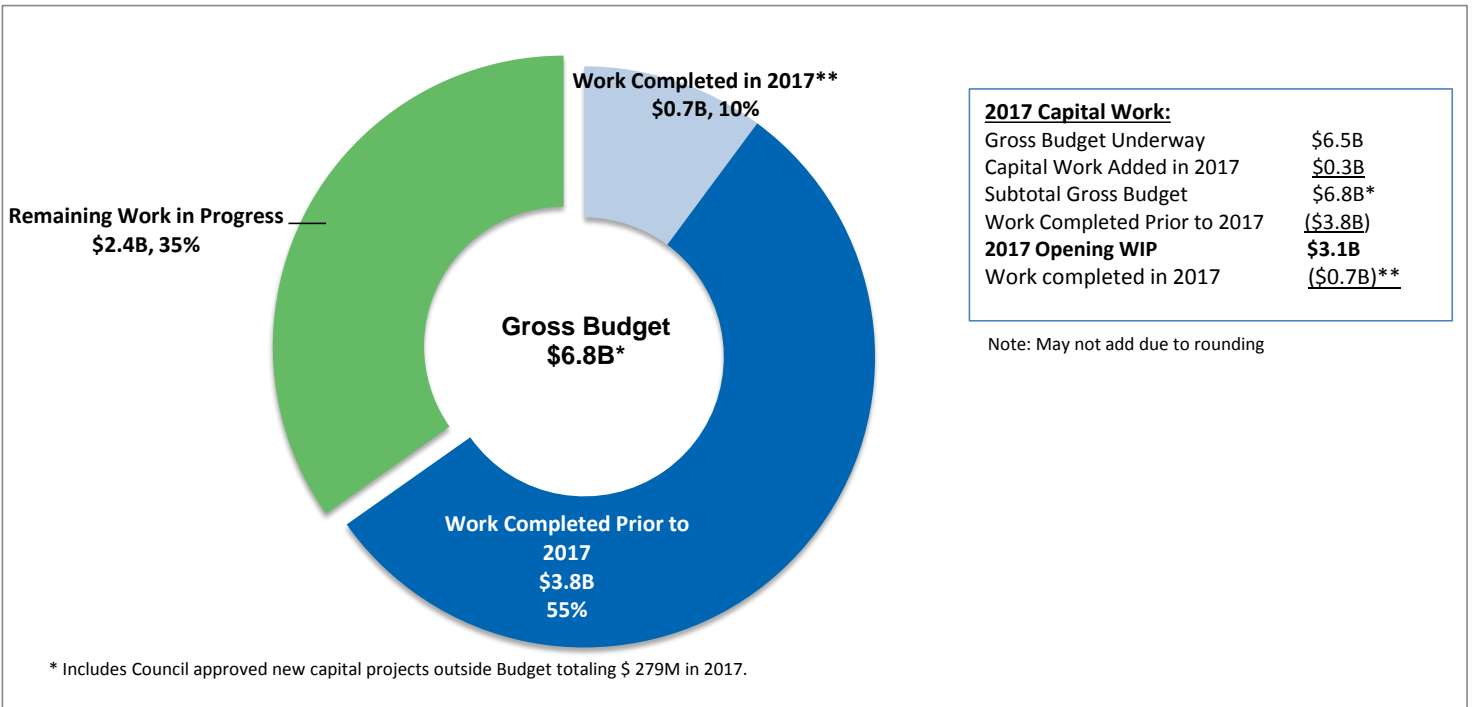
2017 Capital Spending ('\$000)

	2017 Cash Flow Forecast as in Budget	2017 Actual Cash Flow	Actual % Spending
Property Tax Supported Programs			
<i>Region Controlled Programs</i>			
Public Works - Tax			
Transportation	84,000	87,823	105%
Accessible Transportation	11,000	11,943	109%
Waste Management	20,468	28,549	139%
Operations Support (Tax portion)	4,937	5,744	116%
Subtotal PW - Tax	120,405	134,059	111%
Health Services			
Seniors' Services	15,936	4,757	30%
Paramedic Services	23,245	15,186	65%
Public Health	1,172	236	20%
Subtotal Health Services	40,353	20,179	50%
Human Services			
Early Years and Child Care	613	(45) *	(7%)
Community Investment	250	0	0%
Social Assistance and Employment	200	0	0%
Housing & Homelessness	120,379	25,316	21%
Subtotal Human Services	121,422	25,271	21%
Enterprise Programs & Services (EPS)			
Service Innovation , Information & Technology	21,254	12,256	58%
Corporate Services	13,397	5,206	39%
Finance	2,261	766	34%
Subtotal EPS	36,912	18,228	49%
Conservation Authorities Managed	7,370	1,733	24%
Total Region Controlled - Tax	326,462	199,470	61%
Region Financed External Organizations			
Peel Regional Police	37,557	24,479	65%
Ontario Provincial Police	664	22	3%
Total Region Financed Organizations	38,221	24,501	64%
Total Tax Supported Programs	364,683	223,971	61%
Utility Rate Supported Programs			
Water	286,478	195,856	68%
Wastewater	177,196	158,799	90%
Operations Support (Utility portion)	0	5,883	0%
Total Utility Supported Programs	463,674	360,538	78%
Total Region	828,357	584,509	71%

*The credit is due to prior year transactions

APPENDIX II
2017 CAPITAL PERFORMANCE AND IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

Capital Program 2017 Work In Progress (WIP) - Regionally Controlled



APPENDIX III

2017 CAPITAL PERFORMANCE AND IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

Status of Top 25 Capital Projects (With Highest Gross Remaining Budget - Regionally Controlled Programs (\$Millions))

Program	Project	Description	Stage	Gross Revised Budget	Gross Project Actuals	Gross Remaining Budget	% of Budget Expended	Project Status Update/Comments
TAX SUPPORTED PROGRAMS								
Housing	165038	Affordable Housing Projects	Initiation	\$100	\$1	\$99	1%	The Daniels project will provide 154 new affordable housing units. The project cost is \$67 million, updated council report with financing was approved on Feb 8th. Construction will begin in 2018. The project is estimated to be completed in 2020 with the majority of spending happening in 2019.
Housing	175033	PHC Development	Initiation	\$32	\$0	\$32	0%	This project is in the initial development phase. A business plan was presented to the Region by Peel Housing Corporation. Council has approved the financing for this project, report dated Feb 22, 2018. Design and planning will be most of 2018 with an estimated spending of \$4 million. Once the design stage is completed, a more accurate timeline for spending and completion date of the project will be determined. It is anticipated to go into 2019 and 2020.
Housing	075040	Provider Capital Plan	Initiation	\$52	\$29	\$22	56%	This project is ongoing yearly and is based on the need for capital loan requests from housing providers. For 2017, \$4.6 million was spent. The Social Housing Apartment Retrofit Program (SHARP) and Social Housing Improvement Program (SHIP) federal funding programs geared to assist with capital improvements, has reduced the anticipated loan requests for State of Good Repair (SOGR). This will continue into 2018 as well. A SOGR report is going to Council on the entire Housing System in 2018.
Housing	165036	Mayfield Work Seniors Phase	Initiation	\$22	\$2	\$20	11%	The Mayfield project will create 60 new affordable rental housing units for seniors. This project is anticipated to be fully spent by early 2019.
Long Term Care	175402	Peel Manor Site	Initiation	\$117	\$1	\$116	1%	On track to be completed by 2021
Waste Management	156943	75% 3Rs Target	EA/Feasibility Study	\$75	\$4	\$71	5%	Mixed Waste Processing pilot at Dongara ended early due to vendor not securing processing contract for facility separated organics. Testing, studies, feasibility report and audits to assist staff in meeting the 75% diversion goal are near completion. Procurement is to be awarded in March 2018 for additional laboratory analysis and audit work.
Waste Management	156300	Land-Infrastructure Development	Real Estate	\$44	\$17	\$27	39%	Permanent easement on Infrastructure Ontario land adjacent to the Peel Integrated Waste Management Facility (PIWMF) - survey and conceptual parking lot for Hydro One Networks Inc. (HONI) approval completed T2 2017, Infrastructure Ontario (IO) agreement terms to be finalized T1 2018, financial transaction to be completed T1 2018 - to Council for approval T1 2018.
SUBTOTAL - TAX SUPPORTED				\$442	\$54	\$388	12%	
UTILITY SUPPORTED PROGRAMS								
Water	131125	1500mm Feedermain - Burnhamthorpe	Design	\$114	\$5	\$109	4%	Project Scope: The replacement of the existing 600mm Burnhamthorpe watermain at Mississauga City Centre. Project Status: The Consultant completed their 100% design in November 2017 and a tender was issued in Dec 2017 for the Burnhamthorpe 1500 watermain. Anticipating contract end in February 2018. Project Budget: The project is on budget with an annual spending of \$23.6M in 2018.
Water	101205	Hanlan Transmission Main	Construction	\$446	\$341	\$105	76%	Project Scope: Construction of the Transmission water mains. The new main will allow for a backup watermain in order to provide reliable and uninterrupted service and to allow for future repairs on current main. Project Status: Two contracts were completed and currently under maintenance. The third contract is currently finishing all piping work. Substantial performance is estimated to be T2 2018. Project Budget: The project is expected to complete under budget due to lower tender cost.

APPENDIX III

2017 CAPITAL PERFORMANCE AND IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

Program	Project	Description	Stage	Gross Revised Budget	Gross Project Actuals	Gross Remaining Budget	% of Budget Expended	Project Status Update/Comments
Water	141240	East Brampton Transmission Main	Design	\$44	\$3	\$41	6%	<p>Project Status: Project is being coordinated with the City of Brampton's Clark Boulevard Widening project and the Region of Peel's Dixie Road Widening project. Currently looking at releasing the first construction tender in 2018 T3. Total completion is now targeted for 2023. Project is connected to Central Brampton Sub-Transmission (141257)</p> <p>Key milestones: include 100% detailed design of Contract 1 by 2018 T2 and of Contract 2 by 2019 T1.</p> <p>Project budget: The project could require additional funding due to a higher construction cost estimate in the estimated amount of \$100-\$200 million. The project is connected with the Central Brampton project (141257)</p> <p>Project risks: at this stage include the timely acquisition of key properties required along the route, timing with other ongoing projects and the availability of funding for construction.</p>
Water	101210	Zone 6 Transmission Main	Design	\$48	\$8	\$40	16%	<p>Project Scope: construction of new watermain to accommodate new development.</p> <p>Project Status: Project is actively under construction</p> <p>Project Budget: The project is expected to complete within budget with an annual spending of \$26M in 2018 (65% of budget)</p>
Water	141257	Central Brampton Sub-Transmission	Design	\$36	\$2	\$35	5%	<p>Project Scope: The project scope is to design, construct and commission new watermains in the City of Brampton. Project is being coordinated with the City of Brampton's Clark Boulevard Widening project and the Region of Peel's Dixie Road Widening project.</p> <p>Project Status: Currently looking at releasing the first construction tender (C1) in 2018 T3; and the second construction tender in 2019 T1. Total completion is now targeted for 2023.</p> <p>Key milestones: include 100% detailed design of Contract 1 by 2018 T2 and of Contract 2 by 2019 T1.</p> <p>Project budget: The project could require additional funding due to a higher construction cost estimate in the estimated amount of \$100-\$200 million. Project is connected to East Brampton Transmission (141240)</p> <p>Project risks: at this stage include the timely acquisition of key properties required along the route, timing with other ongoing projects and the availability of funding for construction.</p>
Water	171310	Replacement of Water Mains in Mississauga	Design	\$29	\$4	\$25	13%	<p>Project Scope: This project is the State of Good repair envelope for watermain replacements in the City of Mississauga.</p> <p>Project Status: Four assignments are under construction. All remaining assignments are currently under design. The budget is expected to be on target.</p> <p>Project Budget: Project is expecting to spend \$13M in 2018 (52% of budget)</p>
Water	161390	Hurontario-Main Street LRT - I	Initiation	\$23	\$0	\$22	1%	<p>Project Scope: Hurontario Light Rail Transit (LRT) Project □</p> <p>Project Status: Tender was out to the market by Metrolinx. Construction expected in Q3 of 2018. Completion expected in December 2022. □</p> <p>Project Budget: Cost Sharing Agreement with Metrolinx has the Region reimbursing Metrolinx \$23.5 million for State of Good Repair and Development Works. Spending in 2018 & 2019 is expected to be minimal and then \$10 - \$12 million spending in 2020 & 2021.</p>
Water	161310	Replacement of Watermains in Mississauga	Construction	\$35	\$15	\$20	42%	<p>Project Scope: This project is the envelope for various watermain replacements in Mississauga.</p> <p>Project Status: the project assignments are currently proceeded as scheduled.</p> <p>Project Budget: Budget is expected to be on target.</p>

APPENDIX III

2017 CAPITAL PERFORMANCE AND IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

Program	Project	Description	Stage	Gross Revised Budget	Gross Project Actuals	Gross Remaining Budget	% of Budget Expended	Project Status Update/Comments
Water	171340	Replacement of Water Mains in Brampton	Construction	\$21	\$1	\$20	7%	<p>Project Scope: This project is the State of Good Repair envelope for watermain replacement in the City of Brampton.</p> <p>Project Status: the project assignments are currently proceeded as scheduled.</p> <p>Project Budget: The budget is expected to have a surplus but will retain this surplus for additional works in Downtown Brampton in 2021 (forecast expects \$10.5M; 77% of remaining budget).</p>
Water	091937	Lakeview Water Treatment Plant	Design	\$38	\$17	\$21	44%	<p>Project Scope: Includes the design and construction of a new standby power facility to house three natural gas engines.</p> <p>Project Status: Detailed Design is completed and the Tender Document has been issued and closed in February 2018. New engines were delivered in December 2017 .</p> <p>Project timelines: Design completed, Construction anticipated to start in T2 2018. Once construction starts, it is anticipated to be completed in 18 and 24 months (Fall 2019/early 2020).</p> <p>Key Milestones: Building permit and site plan approval to be issued in 3 months once the Contractor is awarded. Alectra and Enbridge Gas complete all system upgrades by the end of year (2018).</p> <p>Project Budget: On track</p> <p>Project risks: Obtaining Building Permit and Site Plan Approval from the City of Mississauga.</p>
Water	101960	Alloa Reservoir and Pumping Station	Construction	\$63	\$44	\$20	69%	<p>Project Scope: Construction of a new pumping station in Caledon.</p> <p>Project Status: The project is currently under construction. A estimated delay by 3 months due to the past winter weather. The project will be completed by June 2018 and move into maintenance period until 2020.</p> <p>Project Budget: Project is presently on Budget. Expected spending in 2018 is \$6.5M (33% of remaining budget)</p>
Wastewater	082205	West Trunk Sewer Twinning	Construction	\$208	\$121	\$88	58%	<p>Project Scope: Twinning of sewer pipes to ensure reliable service and to allow for maintenance on current pipes.</p> <p>Project Status: The Contract 1 and 2 are under construction and the anticipated completion date is December 2018. □ The design of various diversion trunk sewers will start in Summer/Fall of 2018 and the anticipated construction start date is mid to late 2019, subject to acquisition of easements.</p> <p>Project Budget: The project is on budget</p>
Wastewater	172300	Local Collection System Repair	Initiation	\$25	\$0	\$25	1%	<p>Project Scope: This is a State of Good Repair envelope Funded project.</p> <p>Project Status: Design ongoing and construction projected to start in 2018. This project is a recurring annual project.</p> <p>Project Budget: The project is on budget</p>
Wastewater	162243	Duke of York Sanitary Trunk Sewer	Design	\$24	\$1	\$24	2%	<p>Project Scope: The construction of a 1200 mm Trunk Sewer for the new development/growth in the area before new Light Rail Transit system is constructed.</p> <p>Project Status: Tender will close in Feb 2018 and the construction will be undertaken accordingly.</p> <p>Project Budget: The project is on budget with an expected annual spending of \$10M respectively in 2018 and 2019.</p>
Wastewater	112201	East Brampton Trunk Sewer Twinning	Construction	\$60	\$36	\$24	60%	<p>Project Scope: Twinning of sewer pipes to ensure reliable service and to allow for maintenance on current pipes.</p> <p>Project Status: The project is progressing well and will be completed at the end of 2018, three months earlier than the original schedule.</p> <p>Project Budget: The project is on budget with an annual spending of \$12.8M in 2018.</p>

16.3-12

APPENDIX III

2017 CAPITAL PERFORMANCE AND IMPACT ON CAPITAL RESERVES AND RESERVE FUNDS

Program	Project	Description	Stage	Gross Revised Budget	Gross Project Actuals	Gross Remaining Budget	% of Budget Expended	Project Status Update/Comments
Wastewater	162300	Linear Infrastructure Remediation	Initiation	\$31	\$11	\$20	37%	<p>Project Scope: This is a State of Good Repair envelope Funded project.</p> <p>Project Status: There are multiple projects in either RFP, detailed design or construction phase. Work is progressing on all projects.</p> <p>Project Budget: The project is on budget</p>
Wastewater	102925	Lakeview Wastewater Treatment	RFP/RFQ /Procurement	\$44	\$18	\$26	41%	<p>Project Scope: Initial rehabilitation and improvement to the GE booth Wastewater Treatment plant.</p> <p>Project Status: Major tender is scheduled to be in late T1 2018. Construction will commence in T2 2018. Cashflows are based on 100% cost estimate. Approvals and some investigations remain outstanding and may impact schedule.</p> <p>Project Budget: On track.</p>
Wastewater	082915	Clarkson Wastewater Treatment	Construction	\$159	\$140	\$19	88%	<p>Project Scope: Rehabilitation and improvement to the Clarkson Wastewater Treatment plant.</p> <p>Project Status: The project is progressing well on schedule.</p> <p>Project Budget: The project is on budget with an annual spending of \$5.6M in 2018 with average annual spending of \$3M over the next 4 years.</p>
SUBTOTAL - UTILITY SUPPORTED				\$1,450	\$765	\$684	53%	
TOTAL REGION CONTROLLED				\$1,892	\$819	\$1,072	43%	

For Information

DATE: April 4, 2018

REPORT TITLE: **BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE – DECEMBER 31, 2017**

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

OBJECTIVE

To provide an update on activities related to the use of delegated authority to adjust operating budget, capital budget, reserves and reserve funds, in accordance with the financial policies for the six-month period ending December 31, 2017.

REPORT HIGHLIGHTS

- Budget Policy and Reserve Management Policy provide internal financial controls, administrative rules and delegated authority to staff to carry out day-to-day business and requires staff report to Regional Council at a minimum of twice annually on the activities related to the use of delegated authority.
- Adjustments to the operating budget, capital budget and reserves were processed under Council delegated authority in accordance with the Budget Policy and Reserve Management Policy during the six months ending December 31, 2017.
- The capital adjustments for the reporting period include 137 project close outs, 14 project budget reductions and 11 project budget increases including Council directed changes resulting in a net draw of \$48.0 million from internal reserves and \$11.6 million returned to Development Charges (DC) reserves minimizing the amount of debt that may be required for growth purposes.
- The balance of the Tax Supported Rate Stabilization Reserve is 11.5 per cent of the total operating budget, which is above the target range of five to ten per cent.
- The balance of the Rate Stabilization Reserve for Utility Rate Supported Programs is 7.3 per cent of the total Utility Rate Supported Operating Budget and is within the five to ten per cent target range.

DISCUSSION
1. Background

The Budget Policy establishes financial controls and provides administrative rules and procedures for staff to apply in carrying out Regionally-controlled businesses; similarly the Reserve Management Policy expands on existing rules to provide additional guidance on the usage and management of reserves, reserve funds and specialty funds.

**BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE –
DECEMBER 31, 2017**

The objective of the Budget Policy and Reserve Management Policy is to provide an appropriate balance between financial control and operational efficiency. To achieve this, the policies delegate authority to staff to deal with day-to-day operations related to adjustments to the operating budget, the capital budget and reserves within prescribed parameters. This allows staff to respond to opportunities and issues in a timely manner to achieve operational efficiency while maintaining effective internal controls.

The Budget Policy and Reserve Management Policy require that staff report to the Regional Council at a minimum of twice annually on the activities related to the use of delegated authority. The reporting requirements ensure that Regional Council is kept abreast of these activities. This report provides the second update for 2017 and specifically on the activities for the six-month period ending December 31, 2017, including reporting requirements as specified in these policies.

2. Operating Budget Changes Under Delegated Authority**a) Redeployments**

Operating budget redeployments have the effect of changing the purpose for which the unexpended budget will be spent. There were no redeployments approved under Council delegated authority for the six months ending December 31, 2017.

3. Capital Budget Changes Under Delegated Authority**a) Authorization to Commit a Project to Over Budget Expenditure**

The Budget Policy requires that staff report to Council any net budget increases approved under Council delegated authority beyond originally approved budgets. There were three budget increases totalling \$0.3 million approved under the delegated authority during the reporting period (see Appendix I (a)). Appendix I(b) provides a summary of additional budget increases that were approved by Council for the same period.

b) Reduce Project Budget Requirements

The Budget Policy authorizes delegated staff to reduce project budget requirements whenever an opportunity arises. Through active management of capital projects, there were 14 reduction requests totalling \$11.6 million approved under Council delegated authority for the six months ending December 31, 2017; 23 per cent (\$2.7 million) of the total reduction was from the projects that are under warranty. A list of the capital budget reductions is included in Appendix II.

c) Redeployments

Capital budget redeployments are processed to facilitate effective management of capital programs and projects. The Budget Policy requires that staff report activities of unallocated projects, envelope projects and redeployments between similar or dissimilar capital projects that are approved under Council delegated authority. During the reporting period, 17 capital budget redeployments (nine between capital projects and eight from unallocated project) in the amount of \$7.1 million were approved and processed under Council delegated authority in accordance with the Budget Policy.

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE – DECEMBER 31, 2017

Included is a redeployment of \$500 thousand to pay for emergency repair work on a leaking drain valve of a water main located at Homelands Drive and Winston Churchill Boulevard. The repair work involved the shutdown of the watermain, repair of the drain valve and installation of new valves. The leaking drain valve posed a health and safety concern with the freezing weather and placed the drinking water system at risk. The action taken by the Region mitigated the risk.

Further details of the redeployments are provided in Appendix III.

d) External Funding

The Budget Policy requires that staff report the activity related to capital project budget increases resulting from external funding. During the reporting period, four requests totalling \$2.8 million were approved in accordance with the Budget Policy. These budget increase requests were fully funded by external funding with net zero cost to the Region of Peel. A list of these external funding driven budget increases is included in Appendix IV.

4. Summary of Capital Project Activities Impacting Reserves and Reserve Funds

During the six months ending December 31, 2017, there were activities in 162 projects which impacted reserves and reserve funds. The changes fell into three broad categories:

- Projects closed out during the reporting period
- Projects with increased budget requirements
- Projects with reduced budget requirements.

The table below provides a summary of the capital activities that impact the reserves and reserve funds during the reporting period.

Activity	No. of Projects	Net Budget (\$M)	Net Budget Decrease / (Increase) (\$M)	Return to/(Request from) Reserves (\$M)		
				Internal Reserves	DC Reserves	Debt/ Other
a) Projects Closed						
Tax Supported	58	65.6	18.2	18.2	-	-
Utility Rate Supported	79	117.7	29.4	18.5	10.9	-
Subtotal	137	183.3	47.6	36.7	10.9	-
b) Projects Increased*	3	76.7	(0.3)	(0.3)	-	-
c) Projects Decreased*	14	138.6	11.6	8.7	2.9	-
Subtotal	17	215.3	11.3	8.4	2.9	-
Approved by Delegated Authority (a+b+c) Subtotal	154	398.6	58.9	45.1	13.8	-
Projects Increased: Approved by Council	8	27.3	(125.3)	(93.1)	(2.2)	(30.0)
TOTAL	162	425.9	(66.4)	(48.0)	11.6	(30.0)

*Increase/Decrease represents ongoing work and remain active; the "Project Net Budget" of these projects in the above table refers to the Net Budget before increase or decrease.

**BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE –
DECEMBER 31, 2017**

The aggregate impact of the above capital project changes is an overall net budget increase of \$66.4 million or 15.6 per cent over the total net budget of \$425.9 million. Of the \$66.4 million net budget increase, \$48.0 million was drawn from internal reserves, \$11.6 million was returned to DC reserve funds and \$30.0 million was financed through debt. The funds returned to the DC reserve fund help to reduce the debt required for future growth purposes.

5. Changes to Reserves and Reserve Funds Under Delegated Authority

The Reserve Management Policy delegates authority to staff to create new sub-reserves within an authorized reserve category and transfer funds between sub-reserves for the purposes of reclassification. For the six-month period ending December 31, 2017, there was no request to create new sub-reserve or to transfer funds between sub-reserves was approved under Council delegated authority.

6. Status of Tax and Utility Rate Stabilization Reserves

The Reserve Management Policy requires that the balances of Rate Stabilization Reserves for both Tax Supported programs and Utility Rate Supported programs be maintained within the range of five to ten per cent of their respective total annual operating budgets. Utilization of Rate Stabilization Reserves provides Regional Council with an effective tool to manage risk with tax rates and utility rates.

i) Rate Stabilization Reserves – Tax

The balance of the Tax Supported Rate Stabilization Reserves as at December 31, 2017 was \$161 million or 11.5 per cent of the 2018 Tax Supported Operating Budget, which is above the range of five to ten per cent as prescribed in the Reserve Management Policy. The excess Tax Rate Stabilization Reserves are retained to partially offset the potential GO Transit liability of \$211 million.

ii) Rate Stabilization Reserves – Utility

The balance of the Utility Rate Supported Stabilization Reserves as at December 31, 2017 was \$37 million or 7.3 per cent of the 2018 Utility Rate Supported Operating Budget, which is in compliance with the requirement outlined in the Reserve Management Policy.

**BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE –
DECEMBER 31, 2017**

CONCLUSION

The Budget Policy and Reserve Management Policy provide internal financial controls, administrative rules and delegated authority to staff to manage changes to the operating budget, capital budget, reserves and reserve funds.

The policies require staff report activities related to the use of delegated authority to Regional Council at a minimum of twice annually. This report satisfies the reporting requirements of these policies for the six-month period ending December 31, 2017.



Stephen VanOfwegen, Commissioner of Finance and Chief Financial Officer

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

- Appendix I (a) and Appendix I (b) – Budget Increases
- Appendix II – Authorization to Reduce Project Budget Requirement
- Appendix III – Capital Budget Redeployments
- Appendix IV – External Funding

For further information regarding this report, please contact Norman Lum, Director, Business & Financial Planning, (905) 791-7800 ext. 3567 or via email Norman.Lum@peelregion.ca.

16.4-6

**APPENDIX I (a)
BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE –
DECEMBER 31, 2017**

**Authorization to Commit a Project to Over Budget Expenditure
(\$'000)**

Program	Number of Projects	Project Name	Amount	Reserve Category
Wastewater	1	Lakeview Facility Expansion	77	Utility/Development Charges
Water	1	Replacement of Water Services	200	Utility Supported Capital
Water	1	Replacement of Watermains	20	Utility Supported Capital
Subtotal	3		297	

**APPENDIX I (b)
BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE –
DECEMBER 31, 2017**

**Budget Increase Approved by Council
(\$'000)**

Finance	1	Council Resolution # 2017-501 Cash Management Strategy	985	Tax Supported-Capital
Housing	4	Council Resolution # 2017-545, 2017-243, 2017-837, 2017-920 Housing & Homelessness, Condominiums, Mayfield Seniors, Brampton Bramalea Christian Fellowship Residences (BBCF)	11,127	Tax Supported-Capital
Long Term Care	1	Council Resolution# 2017-471 Peel Manor Site Redevelopment	111,233	Tax Supported-Capital/DC/ Debt/Other
Transportation	2	Council Resolution # 2017-634/ 2017-407 Airport Road Stormwater, Humber River Bridge and CP Overpass on Old Church Road	1,920	Tax Supported-Capital
Subtotal	8		125,265	
Total	11		125,562	

APPENDIX II

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE – DECEMBER 31, 2017

Authorization to Reduce Project Budget Requirement (\$'000)

Program	Number of Projects	Project Name	Original Net Budget	Revised Net Budget	Reduced Funds Approved	
					Amount	From Reserve Category
Waste Management	1	Waste Collection Containers	1,600	500	1,100	Tax Supported-Capital
Wastewater	1	Lakeview Wastewater Treatment	23,510	23,146	364	Development Charges
Wastewater	1	Harborn Road Trunk Sewer	21,278	20,004	1,274	Utility Capital/ Development Charges
Wastewater	1	Torbram Road	1,440	400	1,040	Development Charges
Wastewater	1	Eglinton West Sanitary Sewer	2,692	2,533	159	Development Charges
Water	1	System Improvements in Credit Woodlands	10,603	6,603	4,000	Utility Supported-Capital
Water	1	400mm Feedermain Wanless Drive	2,659	2,359	300	Development Charges

Authorization to Reduce Project Budget Requirement (\$'000)

Program	Number of Projects	Project Name	Original Net Budget	Revised Net Budget	Reduced Funds Approved	
					Amount	From Reserve Category
Water	1	Replacement of Watermains	1,159	1,068	90	Utility Supported-Capital
Water	1	300mm Watermain - Mt. Pleasant	125	(119)	244	Utility Supported-Capital
Water	1	Tullamore Pumping Station Reservoir	52,669	52,419	250	Development Charges
Subtotal	10		117,735	108,913	8,822	
Waste Management	2	Projects Under Warranty	16,516	13,916	2,600	Tax Supported-Capital
Water	2	Projects Under Warranty	4,354	4,219	135	Development Charges
Subtotal	4	Projects Under Warranty	20,870	18,135	2,735	
Total	14		138,605	127,047	11,557	

APPENDIX III

BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE – DECEMBER 31, 2017

Capital Budget Redeployments (\$'000)

Unallocated Capital Financing Project Status

	# Projects □	Roads	Region Water	Region Wastewater
Balance at June 30, 2017		735	1,000	1,000
Less:				
Reallocations less than or equal to \$250,000	7	(142)	(400)	(375)
Less: Reallocations over \$250,000	1		(500)	
Balance at December 31, 2017	8	593	100	625

* Emergency funding as discussed under Section 3(c) of the Report

Redeployments between Capital Projects

a. Capital Budget Redeployments from Envelope Projects

Program	# Projects □	Project Name	Amount	Reason for Transfer
Transportation	1	174003 Active Transportation Infrastructure (Implementation of Active Transportation Infrastructure as outlined in the Active Transportation Plan. This includes constructing trails, crossing improvements, sidewalks, and other projects that are not a component of other capital)	10	To pay for the accumulated HST on construction costs
Transportation	3	174400 Annual Installation of Traffic Signals in Peel	440	To cover costs for intersection improvements and traffic signals
Transportation	5	174600 Pavement Management (For maintaining the Regional Road System in State of Good Repair)	5,200	To pay for rehabilitation works (Resurfacing on Highway 50), construction, contract administration, inspection and material testing on Hwy 50, Old Church - Hwy 9 Project and Pavement Management Program projects
Subtotal	9		5,650	

Total Number of Redeployments	17		7,067	
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**APPENDIX IV
BUDGET POLICY AND RESERVE MANAGEMENT POLICY COMPLIANCE UPDATE - DECEMBER 31, 2017**

**External Funding - Capital Budget
(Net Zero Cost to the Region)
(\$'000)**

Program	Project	Project Name	Amount	Comments
Transportation	054245	Bovaird Dr. & Dixie Rd.	53	To recognize revenue from the City of Brampton for the cost of: coloured impressed Concrete Boulevard and median; Asphalt Splash Pads and Multi -Use Paths; Acceleride Concrete Shelter Pad and construction of Brampton Transit Standard Passenger Pad and Shelter Pad
	177712	Transportation Demand Management	165	To recognize Revenue from Metrolinx for the Smart Commute in Pearson Airport Area, Mississauga, Brampton and Caledon.
Water	171381S	Construct 300mm Watermain	1,500	Create \$1.5 million Budget within the project 17-1381S to recognize Developer is paying for 50% of the total project of \$3 million.
	172397	Oxford and City of Mississauga	1,064	Design & Construction of the Sanitary/Sewer & Storm Water in Square One, which will be reimbursed by the City of Mississauga and Oxford.
TOTAL	4		2,782	

For Information

DATE: March 29, 2018

REPORT TITLE: **2017 REGION OF PEEL UNITED WAY CAMPAIGN**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

OBJECTIVE

To provide Regional Council with the results of the 2017 Region of Peel United Way Campaign.

REPORT HIGHLIGHTS

- The 2017 Region of Peel United Way Campaign raised \$337,530, exceeding the \$280,000 goal.
- Combined funds raised by the Region of Peel and Peel Regional Police resulted in a total contribution to the United Way of Peel Region of \$399,262.
- The United Way Campaign is one of many ways in which employees can give back to their communities, demonstrating social responsibility.
- April 1, 2018, United Way of Peel Region merged with United Way Toronto and York.

DISCUSSION
1. Background

The United Way of Peel Region (UWPR) works to reduce poverty, prevent poverty and support people in crisis. In 2017, the UWPR provided funds to 53 community agencies delivering services and programs to residents. For more than 37 years, employees of the Region of Peel and Peel Regional Police have raised funds in support of the UWPR. As shown in Appendix I, the total amount of funds raised by the Region of Peel United Way (UW) Campaign over the past ten years is \$3,628,423.

In 2017, the UWPR announced its upcoming merger with the United Way of Toronto and York. The merger took place on April 1, 2018. UWPR is committed to ensuring money raised locally stays local. The stated benefits of the merger are enhanced advocacy efforts and access to local research in order for United Way to better assist underserved communities.

2. 2017 Campaign Objectives and Strategies

The main objectives of the 2017 Campaign were to:

- Raise \$280,000;
- Increase the overall percentage of employees pledging;
- Strengthen social conscience among employees;
- Increase the Campaign reach to remotely located employees;
- Demonstrate the impact of donations on the well-being of the Region Peel community;

2017 REGION OF PEEL UNITED WAY CAMPAIGN

- Increase the number of employees donating at the leader-donor level;
- Continue progress on achieving Campaign efficiencies through decreased dedicated staff time and efficient communication channels; and
- Continue Campaign outreach to 19 sites, including remote locations.

3. Campaign Committee

The success of the employee UW Campaign is attributed to the commitment and efforts of employees from across the organization. In particular, Core Committee members, including departmental Leads and Champions helped organize events and secure pledges from their peers. The 2017 Campaign Chairs were:

Campaign Co-Chairs: Judy Labelle
 Sandy Viana-Tavares

Leadership-donor Co-Chairs: Nancy Polsinelli
 Amy Yousif

4. Campaign Achievements

In 2017, the Campaign was again run efficiently and continued to increase employee engagement across the organization. The impacts of UWPR funding were showcased during the six week pledge period. The Campaign achieved the highest pledge participation rate of any Campaign held to date. Additionally, the Campaign continued the upward trend in leader-donor level pledges, reaching the highest level of such donations.

Highlights of 2017 Campaign achievements are as follows:

- The Region of Peel employee UW Campaign raised \$337,530, exceeding the \$280,000 goal;
- The percentage of employees pledging increased by 3.9%, from 31.4% in 2016 to 35.3% in 2017;
- 415 first-time pledgers were added in 2017, up from 346 in 2016;
- 17.2% of bargaining employees submitted pledges in 2017, up from 11.4% in 2016;
- A record 67 employees donated at the leader-donor level of \$1200 or more, up from 56 in 2016;
- Combined funds raised by the Region of Peel UW Campaign and Peel Regional Police UW Campaign resulted in a total contribution of \$399,262 for the well-being of the Peel community; and
- On March 1, 2018 at the United Way Gala, Sandy Viana-Tavares and Judy Labelle received the United Way's 2017 Campaign Chair of the Year Award.

5. Recognition for Additional Social Responsibility Efforts by Employees

The social responsibility mindset of employees from both the Region of Peel and Peel Regional Police (PRP) is demonstrated in many ways beyond the UW Campaign. For example, for many years and again in 2017, Peel Paramedic Services employees raised funds and awareness for causes including breast cancer, prostate cancer, a benevolent fund, and 'Dreams Take Flight,' a wish-granting initiative for children not easily able to take a trip such as going to Disney due to medical, mental health, physical, social or emotional challenges. As well, staff from several departments participated in the UWPR Longest Night event, fundraising book sales, and holiday toy drives.

2017 REGION OF PEEL UNITED WAY CAMPAIGN

The 2017 fundraising efforts by PRP included events such as: pot luck in Court Services, basketball games with local high schools, a 'Taste and Tour' event, a hockey tournament at the Powerade Centre with celebrity Wendel Clark conducting the ceremonial puck drop, a Food truck event, a Chili Contest, and a number of bake sales. Police also hosted the 'Toys for Tots' campaign and 'Cops for Cancer' events as well as local food drives through the 'Cram a Cruiser' initiative. All of the events generated great community support with many volunteers making these events a success.

In addition, many Region of Peel and Peel Regional Police employees spend their personal time volunteering and offering financial support privately within their home communities. These socially conscious commitments are acknowledged for the benefits they add to the well-being of the community at large.


6. Next Steps

The 2018 employee UW Campaign will not be affected by the merger of UWPR with the United Way Toronto and York. Staff will continue to run the 2018 pledging, events and fundraisers as planned. Staff will engage with United Way to ensure continued partnership.

CONCLUSION

As a result of the participation and generous contributions made by Regional employees, the 2017 Region of Peel United Way Campaign raised \$337,530. When combined with funds from Peel Regional Police, a total of \$399,262 was raised for the UWPR.

The Region of Peel Employee UW Campaign will continue to evolve over the 2018 campaign with continuing commitment and participation of employees demonstrating their sense of social responsibility to the well-being of residents across the communities that comprise Peel Region.



Lorraine Graham-Watson, Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - Fundraising Totals 2007-2017

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk and Director, Extension 4325, kathryn.lockyer@peelregion.ca.

Authored By: Judy Labelle

**APPENDIX I
2017 REGION OF PEEL UNITED WAY CAMPAIGN**

**Region of Peel United Way Campaign
Fundraising Totals 2007 – 2017**

Campaign Year	Peel's UW Campaign Contributions
2007	\$254,597
2008	\$267,486
2009	\$307,740
2010	\$355,085
2011	\$377,777
2012	\$350,642
2013	\$333,901
2014	\$378,628
2015	\$371,075
2016	\$293,962*
2017	\$337,530
11-Year Total	\$3,628,423

*2016 was the first year without a Golf Tournament. The Golf Tournament netted \$102,000 in 2015.

DATE: March 29, 2018

REPORT TITLE: **MUNICIPAL ACCESS AGREEMENT FOR ACCESS TO THE REGION OF PEEL RIGHT-OF-WAYS**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services
Janette Smith, Commissioner of Public Works

RECOMMENDATION

That The Regional Municipality of Peel enter into a Municipal Access Agreement with each telecommunications company with equipment in the Region's right-of-ways in a form that is satisfactory to the Regional Solicitor;

And further, that all telecommunications companies without existing telecommunications equipment in the Region's right-of-ways be required to enter into a Municipal Access Agreement prior to receiving a road occupancy permit;

And further, that staff be authorized to deny road occupancy permits to telecommunications companies that have not executed a Municipal Access Agreement;

And further, that the Region's duly authorized signing officers be authorized to execute all necessary agreements and any subsequent extension agreements.

REPORT HIGHLIGHTS

- A Municipal Access Agreement is required of all telecommunications companies to protect the Region's legal and financial interests pursuant to the *Municipal Act, 2001*, as amended, and the *Telecommunications Act*.
- The Canadian Radio-television and Telecommunications Commission ("CRTC") confirmed that its model municipal access agreement serves as a resource to help municipalities and telecommunications companies with negotiations and to enter into Municipal Access Agreements.
- The Region will use the CRTC's model agreement to form its new proposed template Municipal Access Agreement with telecommunications companies.
- Staff propose that all telecommunications companies with equipment in the Region's right-of-ways enter into a Municipal Access Agreement and all telecommunications companies without telecommunications equipment in the Region's right-of-ways be required to enter into a Municipal Access Agreement prior to receiving a road occupancy permit.

MUNICIPAL ACCESS AGREEMENT FOR ACCESS TO THE ROP RIGHT-OF-WAYS

DISCUSSION

Background

The CRTC is a federal administrative tribunal that regulates and oversees telecommunications companies in the public interest. Under the jurisdiction of the federal *Telecommunications Act*, the CRTC adjudicates disputes, which includes disputes between telecommunications companies and municipalities.

The body of CRTC decisions has consistently held that telecommunications companies have a right of access to municipal right-of-ways in order to ensure that Canadians have access to competitive telecommunications services. For this reason, the CRTC encourages municipalities and telecommunications companies to enter into negotiations and reach an agreement with respect to cost recovery for the presence of private infrastructure in municipal right-of-ways.

On March 29, 2001, Regional Council approved a Report titled "Access to the Municipal Rights-of-Way by Telecommunications Companies" (Resolution 2001-280). That report provided the rationale for requiring telecommunications companies to enter into municipal access agreements ("MAAs") with the Region of Peel. Regional Council adopted By-law 17-2001 on March 29, 2001 authorizing the execution of the MAAs by the Region's duly authorized signing officers.

On September 8, 2004 (Resolution 2004-806) and April 6, 2006 (Resolution 2006-329), Council provided authorization to execute MAAs with telecommunications companies. The Region has entered into MAAs with the following telecommunications companies:

- Bell Canada
- Zayo Canada Inc. (formerly Allstream Inc.)
- Rogers Communications Inc.
- Telus Communications Company
- Cogeco Peer 1 (Canada) Inc. (formerly Cogeco Data Services Inc.)

Although some of these agreements have expired, annual payments have continued to be made based on the existing fee structure.

In 2016, the CRTC confirmed that its model municipal access agreement serves as a resource to help municipalities and telecommunications companies with negotiations and to enter into MAAs. The Region will use the CRTC's model agreement to form a part of its new proposed template municipal access agreement with telecommunications companies.

At present, Public Works has one staff member who is dedicated to inspecting utility works on the Region's right-of-ways. Staff continues to track and monitor the cost burden of the telecommunications companies' presence in the Region's right-of-ways. Based on permit volumes, additional inspection resources may be requested through future budgets to assist in the workload.

The Region is heavily reliant on its Public Utilities Co-ordinating Committee ("PUCC") approval process as its primary medium to regulate telecommunications companies, and the MAA is a supportive (yet enforceable) document to the PUCC approval process.

16.6-3

MUNICIPAL ACCESS AGREEMENT FOR ACCESS TO THE ROP RIGHT-OF-WAYS

All affected Regional Departments (Public Works; Digital and Information Service; and Legal Services) have participated in the review of the current municipal access agreement template, and have accordingly revised the template. The Region will enter into a new Municipal Access Agreement with all telecommunications companies that currently, or will in the future, utilize the Region's right-of-ways.

Some of the terms and conditions contained in the revised MAA are as follows:

- Term:** Five (5) years with one (1) further option to extend for five (5) years.
- Service Corridors:** The Region's public right-of-way in highways within its boundaries. Applicable only to highways as defined in Section 26 of the *Municipal Act, 2001*, as amended, and does not apply to any other Regional lands.
- Annual Fee:** Five Thousand Dollars (\$5,000).
- Letter of Credit:** Telecommunications companies shall provide the Region with an Irrevocable Letter of Credit in the amount of Twenty Five Thousand Dollars (\$25,000).
- Relocation of Equipment:** When the Region of Peel requires the relocation of telecommunications equipment, the Region and the telecommunications company shall share in the cost of relocating any telecommunications equipment within the Region's right-of-ways as follows:
1. within first four (4) years – 100% by the Region;
 2. in Year 5 – Region wholly responsible for 75%;
 3. in Year 6 – Region wholly responsible for 50%;
 4. in Year 7 – Region wholly responsible for 25%;
 5. in Year 8 and subsequent years – telecommunications company responsible for 100%.
- Exceptions to this sliding scale where the telecommunications company is solely responsible are:
1. if the Region advises of a scheduled project within next five (5) years and the telecommunications company goes ahead and installs equipment;
 2. relocations outside of service corridor;
 3. relocations required solely by company; or
 4. when equipment is installed in an unapproved location.
- Joint Use Projects:** The telecommunications company shall, where possible, coordinate joint use projects with the Region to allow additional equipment to be installed for Regional use (i.e. PSN - Public Sector Network).
- Insurance:** Each party shall maintain appropriate levels of general liability insurance.
- Supply of Information:** The telecommunications company is to provide accurate and timely locates of its equipment. In addition, where equipment is reasonably suspected or found to be in an unapproved location or, may be in conflict with an imminent Regional project, the telecommunications company agrees to provide marked up drawings or acquire actual field locate information in a timely manner, consistent with the urgency, to the satisfaction of the Commissioner.

MUNICIPAL ACCESS AGREEMENT FOR ACCESS TO THE ROP RIGHT-OF-WAYS

FINANCIAL IMPLICATIONS

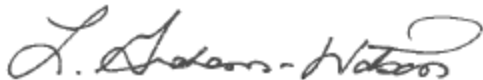
The Municipal Access Agreement will ensure the following:

- Recovery of the direct causal costs of managing telecommunications companies' installations;
- Require a Letter of Credit in a form approved by the Region of Peel and issued by the Region's approved financial institution to protect the financial interests of the Region in the event of default;
- A sliding scale for the apportionment of the costs of relocating telecommunications equipment; and
- Cost sharing for joint use projects.

LEGAL IMPLICATIONS

The Municipal Access Agreement will protect the legal interests of the Region of Peel by requiring the telecommunications company to:

- Maintain sufficient insurance;
- Be legally liable for the work performed and equipment installed by their employees, contractors, and other persons for whom the company is responsible for in law;
- Abide by all applicable laws and regulations while working in, on, and over the Region's right-of-ways.



Lorraine Graham-Watson, Commissioner of Corporate Services



Janette Smith, Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Lori-Ann Thomsen, Manager, Real Property and Facility Acquisitions, Real Estate, Ext. 7636, Lori-ann.Thomsen@peelregion.ca.

Authored By: Steven Kovach

Reviewed in workflow by:

Financial Support Unit
Legal Services

DATE: March 29, 2018

REPORT TITLE: **REGIONAL CHAIR ELECTION COMPLIANCE AUDIT COMMITTEE**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

RECOMMENDATION

That a Peel Election Compliance Audit Committee for the Office of Regional Chair position only, be established according to Section 88.37 (1) of the *Municipal Elections Act, 1996*, as amended (the Act);

And further, that the Terms of Reference attached as “Appendix I” to the report of the Commissioner of Corporate Services, titled “Regional Chair Election Compliance Audit Committee”, be approved;

And further, that the Regional Clerk be delegated the authority to advertise for applicants, review applications, conduct interviews, and appoint members to the Committee;

And further, that the remuneration of \$175 per diem, plus mileage rate of \$0.55 cents per kilometer be approved for members of the Peel Election Compliance Audit Committee and follow the same process as outlined in the Business Expenses Accounts – Members of Council Policy Number F30-02.

REPORT HIGHLIGHTS

For the Region of Peel, these Sections will apply to the Office of the Regional Chair position only:

- Section 88.33 (1) of the Act provides that an eligible elector in a municipal election may apply for a compliance audit if he or she believes on reasonable grounds that a candidate is in contravention of the Act relating to campaign finances, even if the candidate has not filed a financial statement under Section 88.25.
- Section 88.34 (1) of the Act provides that the Clerk shall review the contributions reported on the financial statements submitted by a candidate under Section 88.25 to determine whether any contributor appears to have exceeded any of the contribution limits under Section 88.9.
- The Act states that the Clerk shall prepare a report identifying each contributor to a candidate for office of Regional Chair who appears to have contravened any of the contribution limits under Section 88.9, and forward the report to the Committee.
- Section 88.37 (1) of the Act requires the establishment of a compliance audit committee by October 1st of an election year. This report outlines the process for compliance audits, terms of reference for the Peel Election Compliance Audit Committee and membership selection.

REGIONAL CHAIR ELECTION COMPLIANCE AUDIT COMMITTEE

- Section 23.1 of the *Municipal Act, 2001*, confers authority for a delegation by the council to the Regional Clerk to establish the compliance audit committee required by the *Municipal Elections Act, 1996*, as amended.

DISCUSSION

The Act requires municipalities to establish a compliance audit committee for each municipal election. In the past, each area local Council within the Region of Peel established its own compliance audit committee. The establishment of a committee for the Region of Peel will be to hear and consider matters pertaining to the Regional Chair position only.

With the approval of Bill 70 on December 8, 2016, sub-section 218(1) of the *Municipal Act, 2001*, was amended to provide that the head of council of an upper-tier municipality shall be elected by general vote in accordance with the *Municipal Elections Act, 1996*. The Clerk is now responsible for the direct election of the Regional Chair. As part of the election process, each upper tier municipal Council must establish a compliance audit committee before October 1 of an election year (Section 88.37 (1) of the Act). Section 23.1 of the *Municipal Act, 2001*, confers authority for a delegation by the council to the Regional Clerk to establish the compliance audit committee required by the *Municipal Elections Act, 1996*, as amended.

Membership for the Peel Election Compliance Audit Committee (the “Committee”) will be solicited by advertising in local newspapers and posting on the Regional website. The Committee will have five (5) members. The selection of members will be based on criteria such as: demonstrated knowledge and understanding of municipal election finance rules; analytical and decision-making skills; and previous committee experience. This delegation process is being recommended in order to streamline the selection process and also to eliminate any potential conflict or controversy to a member of council if an application for compliance audit is made against their campaign.

Section 88.33 of the Act outlines the process for receiving and hearing compliance audit applications from eligible electors. In accordance with Section 88.33, the Committee will only receive applications for the Office of Regional Chair position and determine if received applications should be granted or rejected, and provide brief written reasons for the decision. The decision of the Committee may be appealed to the Superior Court of Justice and the court may make any decision the committee could have made. If the Committee grants the application, the Committee will appoint an Auditor to review the candidate’s election campaign finances and provide an audit report outlining any apparent contraventions of the Act. The audit report will be forwarded to the candidate and the Clerk who will, within 10 days, forward the report to the Committee. The Committee will receive and consider the Auditor’s report and decide, as per Section 88.33 (17), whether legal proceedings should commence against the candidate for the apparent contravention. Section 88.34 of the Act, to be enacted on April 1, 2018, outlines the new requirement for Clerks to review contributions to candidates and the process for the Committee to receive reports from the Clerk with respect to candidate contributions who may have contravened any of the contribution limits under the Act. The Clerk will forward each report to the Committee and the Committee will decide whether to commence a legal proceeding against a contributor for apparent contravention.

REGIONAL CHAIR ELECTION COMPLIANCE AUDIT COMMITTEE

The per diem amounts paid to committee members vary among municipalities. Based on a survey of other municipalities in the 2014 election, the amounts ranged from \$100 to \$350 per meeting, with most other municipalities paying between \$125 to \$200. A per diem rate of \$175 is being recommended.

The recruitment of the Committee members will follow established practices for other committees with citizen membership such as the AAC.

FINANCIAL IMPLICATIONS

The cost of establishing the Committee will come from the existing budget approved for the costs of the election of the Chair at large.

Further costs would be incurred if requests for compliance audits are received.



Lorraine Graham-Watson, Commissioner of Corporate Services

Approved for Submission:



D. Swarc, Chief Administrative Officer

APPENDICES

Appendix I – Peel Election Compliance Audit Committee – Terms of Reference

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk, extension 4325, Kathryn.lockyer@peelregion.ca.

Authored By: Tim Ivanyshyn, Legislative Specialist - Elections

**APPENDIX I
REGIONAL CHAIR ELECTION COMPLIANCE AUDIT COMMITTEE**

Peel Election Compliance Audit Committee

Terms of Reference

The Clerk will recruit and appoint members for the Peel Election Compliance Audit Committee (the "Committee"). In the event the Region of Peel receives an application for a compliance audit for Office of Regional Chair position only, the Clerk will be responsible for meeting administration as required.

Definitions

"Act" means the *Municipal Elections Act, 1996*, S.O. 1996, c. 32, as amended from time to time.

"Applicant" means the individual who submitted the application requesting a Compliance Audit.

"Auditor" means a person appointed by the Committee, licensed under the *Public Accounting Act, 2004*, to conduct a Compliance Audit of a Candidate's election campaign finances pursuant to Section 88.33 of the Act.

"Auditor's Report" means a report prepared by an Auditor for the Committee pursuant to Section 88.33(12) of the Act.

"Candidate" means the candidate for the office of Regional Chair whose election campaign finances and/or election contributions are the subject of an application for a Compliance Audit.

"Clerk" means, as the context provides, the Regional Clerk of the Regional Municipality of Peel, or his or her designate.

"Committee" means the Peel Elections Compliance Audit Committee established pursuant to Section 88.37 of the Act.

"Compliance Audit" means an audit of a Candidate's election campaign finances or Candidate's election contributions, and will be conducted by an Auditor appointed by the Committee.

"Council" means, as the context provides, the Council of the Regional Municipality of Peel.

"Meeting" means a meeting of the Committee.

"Municipal Conflict of Interest Act" means the *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50*, as amended from time to time.

"Pecuniary Interest" means a direct or indirect interest within the meaning of the Municipal Conflict of Interest Act.

"Region of Peel" means The Regional Municipality of Peel.

**APPENDIX I
REGIONAL CHAIR ELECTION COMPLIANCE AUDIT COMMITTEE**

Enabling Legislation

Section 88.37(1) of the Act requires that before October 1st in an election year, Council establish a compliance audit committee for the purposes of Section 88.33 and Section 88.34 of the said Act.

Name

The name of the Committee is the “Peel Election Compliance Audit Committee”.

Duration

The term of office is from December 1, 2018 to November 14, 2022 to deal with applications for the office of Regional Chair position from the 2018 election and any by-elections during the 2018-2022 term of Council.

Mandate

The powers and functions of the Committee are set out in Section 88.37 of Act. The Committee will perform the functions relating to the compliance audit application process as outlined in the Act respecting campaign finances of candidates for the office of Regional Chair. These functions include:

Candidate Contravention

- a. within 30 days receipt of a compliance audit application by an eligible elector, consider the application and decide whether it should be granted or rejected;
- b. give to the Candidate, the Clerk and the Applicant the decision of the Committee to grant or reject the application, and brief written reasons for the decision;
- c. if the application is granted, appoint a licensed Auditor to conduct a compliance audit of the Candidate’s election campaign finances;
- d. receive the Auditor’s report from the Clerk;
- e. within 30 days receipt of the Auditor’s report, consider the report;
- f. if the report concludes that the Candidate appears to have contravened a provision of the Act relating to election campaign finances, the Committee will decide whether to commence legal proceedings against the Candidate for the apparent contravention;
- g. after reviewing the Auditor’s report, give to the Candidate, the Clerk and the Applicant the decision of the Committee, and brief written reasons for the decision.

Candidate Contributor Contravention

- a. within 30 days receipt of a report from the Clerk identifying each contributor to a Candidate who appears to have contravened any of the contribution limits, consider the report and the Committee will decide whether to commence a legal proceeding against the contributor for an apparent contravention.
- b. after reviewing the report from the Clerk, give to the Contributor and the Clerk the decision of the Committee, and brief written reasons for the decision.

**APPENDIX I
REGIONAL CHAIR ELECTION COMPLIANCE AUDIT COMMITTEE****Auditor Selection**

If the Committee decides to grant the application, it shall appoint an Auditor licensed under the *Public Accounting Act, 2004* to conduct a compliance audit of the Candidate's election campaign finances.

The selection process will be coordinated through the Clerk.

Membership

The Committee shall be composed of five (5) voting members.

Membership will include individuals with the following skill set, if possible:

- a. accountants or auditors with experience in preparing or auditing the financial statements of municipal candidates and registered third parties;
- b. legal;
- c. professionals who in the course of their duties are required to adhere to codes or standards of their profession which may be enforced by disciplinary tribunals; and/or
- d. other individuals with knowledge of the campaign financing rules of the Act.

Municipal employees or officers of the municipality, members of Council or local board; any Candidate or any persons who are Registered Third Parties in the 2018 municipal election or in any by-election during the 2018-2022 term of Council for the Region or for any area local municipality are ineligible to be appointed as a member of the Committee pursuant to subsection 88.37 (2) of the of the Act.

Members will be required to participate in an orientation session as a condition of appointment.

Membership Selection

The terms of reference and application form will be posted, as a minimum, on the Region of Peel website. The Clerk will also contact and solicit individuals who meet the criteria as set out under "Membership" of the Terms of Reference. In addition, advertisements will be placed in local papers.

All applicants for membership will be required to complete an application form outlining their qualifications and experience. Staff may interview applicants who meet the selection criteria and prepare a short list of five voting members.

Members will be selected on the basis of the following:

- a. demonstrated knowledge and understanding of municipal election financing rules;
- b. proven analytical and decision-making skills;
- c. experience working on a committee, task force or similar setting;
- d. availability and willingness to attend meetings; and
- e. excellent oral and written communication skills.

**APPENDIX I
REGIONAL CHAIR ELECTION COMPLIANCE AUDIT COMMITTEE**

Any members appointed must also agree in writing they will not be a Candidate or an individual who is a Registered Third Party in the current municipal election or in any by-election during the 2018-2022 term of Council for the Region or for any area local municipality. Failure to adhere to this requirement will result in the individual being removed from the Committee.

Conflict of Interest

The principles of the *Municipal Conflict of Interest Act*, apply to this Committee. Failure to adhere to this requirement will result in the individual being removed from the Committee.

To avoid a conflict, any person appointed to the Committee must agree in writing not to prepare or audit the election financial statements of any Candidate or Registered Third Party for the Region or any of the area local municipalities in the current municipal election. Failure to adhere to this requirement will result in the individual being removed from the Committee.

Chair

The Committee will select a Chair from amongst its members at its first meeting when an application is received and shall remain the Chair for the duration of the audit committee term.

The Chair is the liaison between the members and the Clerk of the Committee on matters of policy and process.

The Chair shall enforce the observance of order and decorum among the Committee members and the public at all meetings.

When the Chair is absent, the Committee may appoint another member as Acting Chair. While presiding, the Acting Chair shall have all the powers of the Chair.

Duties of Committee Members

The duties of Committee members are as follows:

- (i) attend all Committee meetings, sending regrets otherwise.
- (ii) understand their role, the Committee's mandate and meeting procedures.
- (iii) declare any pecuniary interest in any matter prior to consideration by the Committee and refrain from discussion and voting on the matter. If the declaration relates to a matter being discussed during a closed portion of the meeting, the member must leave the meeting during all discussion on the matter.
- (iv) where the pecuniary interest of a member has not been disclosed by reason of the member's absence from the meeting, the member shall disclose the pecuniary interest and otherwise comply with subsection (iii) at the first meeting of the Committee attended by the member after the meeting referred to in subsection (iii).

**APPENDIX I
REGIONAL CHAIR ELECTION COMPLIANCE AUDIT COMMITTEE**

- (v) participate as an active and voting member, asking questions, and seeking clarification through the Chair.
- (vi) develop and maintain a climate of mutual support, trust, courtesy and respect.
- (vii) work together to utilize the knowledge, expertise and talents of all members.
- (viii) respect the decisions of the Committee and that such decisions reflect the majority view.

Staffing and Funding

The Clerk shall act as Secretary to the Committee.

The Regional Municipality of Peel will be responsible for all associated expenses, including the Auditor's costs, with recommendations from the Clerk.

Committee Member Remuneration - \$175 per diem, plus mileage at a rate of \$0.55 cents per kilometre, and will follow the same process as outlined in the Business Expense Accounts – Members of Council Policy Number F30-02.

Meetings

Meetings of the Committee shall be open to the public, but the Committee may deliberate in private.

Timing of Meetings

Meetings shall be called by the Clerk when required. The date and time of the meeting will be determined by the Clerk and communicated directly to the Committee members. Subsequent meetings will be held at the call of the Chair in consultation with the Clerk.

Committee activity shall be determined primarily by the number and complexity of applications for compliance audits that may be received. The frequency and duration of meetings will be determined by the Committee in consultation with the Clerk.

Meeting Location

The Committee shall meet at the location determined by the Clerk.

Meeting Notices, Agendas & Minutes

The agenda shall constitute notice. The Clerk shall cause notice of the meetings to be provided:

- to members of the Committee, Candidate, and the Public for a meeting regarding an application by an elector;
- to members of the Committee, Contributor, Candidate and the Public for a meeting regarding a Candidate Contributor Contravention report.

a minimum of two (2) business days prior to the date of each meeting, not including weekends or holidays. The agendas and minutes of meetings shall be posted on the Region's website.

Minutes of each meeting shall outline the specific actions and recommendations.

**APPENDIX I
REGIONAL CHAIR ELECTION COMPLIANCE AUDIT COMMITTEE**

Agenda Format

Will follow the Regional Council Procedure By-law.

Quorum

A quorum shall be three (3) committee members.

Administrative Practices and Procedures

The Terms of Reference constitute the Administrative Practices and Procedures of the Committee. Any responsibilities not clearly identified within these Terms of Reference shall be in accordance with Section 88.33 to 88.37 of the Act.

The Clerk at any time has the right to develop additional administrative practices and procedures.



THE REGIONAL MUNICIPALITY OF PEEL

DEBT ISSUANCE COMMITTEE

MINUTES

DEBT - 1/2018

The Region of Peel Debt Issuance Committee met on March 22, 2018 at 9:03 a.m., in the 5th Floor Boardroom.

Members Present: F. Dale, Regional Chair; C. Fonseca, Regional Councillor; D. Szwarc, Chief Administrative Officer; S. VanOfwegen, Commissioner of Finance and Chief Financial Officer

Members Absent: Nil

Also Present: D. Bingham, Program Director, Treasury Transformation; J. Pittini, Director, Treasury Services; S. Nagel, Treasurer & Director of Corporate Finance; P. Pohl, Senior Treasury and Portfolio Manager; S. Dickson, Senior Legal Counsel; K. Lockyer, Regional Clerk and Director of Clerk's; H. West, Committee Clerk

Chaired by Regional Chair Dale.

1. DECLARATIONS OF CONFLICTS OF INTEREST - Nil

2. APPROVAL OF AGENDA

Moved by: C. Fonseca
Seconded by: S. VanOfwegen

That the agenda for the March 22, 2018, Debt Issuance Committee meeting be approved.

Carried DEBT-2018-1

* See text for arrivals

◆ See text for departures

3. REPORTS**3.1 Terms of Debt Issue (Oral)**
Presentation by Julie Pittini, Director, Treasury Services, Finance

Received DEBT-2018-2

Julie Pittini, Director, Treasury Services, provided information regarding the terms of the debt issue that staff was able to secure in the Capital Market on behalf of the City of Mississauga and the Town of Caledon. She noted that the net yield of 2.913 per cent reflected a minor increase from September 2017. Julie Pittini stated that on January 17, 2018, the Bank of Canada raised interest rates by .25 per cent to 1.25 per cent and that economists are forecasting approximately two more potential increases this year.

In response to a question raised by Councillor Fonseca, Julie Pittini stated that uncertainty in the Canadian housing industry as well as the results of the North American Free Trade Agreement (NAFTA) negotiations will impact the Bank of Canada's decision to raise interest rates.

4. BY-LAWS**Three Readings:**

By-law 15-2018: To authorize the borrowing upon instalment debentures in the aggregate principal amount of \$53,270,000.00 (five year instalment debentures in the aggregate principal amount of \$4,883,000.00 for capital works of The Corporation of the City of Mississauga and ten year instalment debentures in the aggregate principal amount of \$48,387,000.00 for capital works of The Corporation of the City of Mississauga and The Corporation of the Town of Caledon).

Moved by: C. Fonseca
Seconded by: S. VanOfwegen

That the by-law listed on the Debt Issuance Committee agenda, being By-law 50-2016, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal affixed thereto.

Carried DEBT-2018-3

5. OTHER BUSINESS - Nil

6. **CONFIRMING BY-LAW**

Moved by: C. Fonseca
Seconded by: D. Szwarc

That By-law 16-2018 to confirm the proceedings of the Debt Issuance Committee at its meeting held on March 22, 2018, and to authorize the execution of documents in accordance with the Region's 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 affixed thereto.

Carried DEBT-4-2018

8. **ADJOURNMENT**

The meeting adjourned at 9:08 a.m.

Regional Clerk

Regional Chair

Minister of
Seniors Affairs

6th Floor
400 University Avenue
Toronto ON M7A 2R9
Tel.: (416) 314-9710
Fax: (416) 325-4787

Ministre des Affaires
des personnes âgées

6^e étage
400, avenue University
Toronto ON M7A 2R9
Tél.: (416) 314-9710
Télééc.: (416) 325-4787



RECEIVED

March 22, 2018
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

March 2018

Dear Mayor, Reeve and Members of Council:

I am pleased to invite you to submit a nomination for the **2018 Senior of the Year Award**. This annual award was established in 1994 to give each municipality in Ontario the opportunity to **honour one outstanding local senior**; who, after the age of 65, has enriched the social, cultural, or civic life of his or her community. The award pays tribute to this accomplishment, while simultaneously showing how seniors are making a difference in the lives of those around them.

[Click here to submit a nomination.](#)

Deadline: April 30, 2018

A certificate will be provided by the Ontario government and include as signatories: Her Honour the Honourable Elizabeth Dowdeswell, Lieutenant Governor, myself, Minister of Seniors Affairs, and the local Head of Council.

The Government of Ontario is proud to work with municipalities on this initiative. Seniors have generously offered their time, knowledge and expertise to make this province a great place to live and it is important we recognize their valuable contributions.

If you have questions, please contact the Ontario Honours and Awards Secretariat:

Email: ontariohonoursandawards@ontario.ca
Phone: 416-314-7526
Toll-free: 1-877-832-8622
TTY: 416-327-2391

Thank you for your support.

Sincerely,

Dipika Damerla
Minister

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



The Regional Municipality of Peel
POLICE SERVICES BOARD
10 PEEL CENTRE DR., BRAMPTON, ON L6T 4B9

TELEPHONE: 905-458-1340
FACSIMILE: 905-458-7278
www.pcelpoliceboard.ca

March 26, 2018

Ms. K. Lockyer
Director and Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

Dear Ms. Lockyer,

RE: RESOLUTION: #12-03-18 - 2017 External Funding Assistance-Public Police Programs

On March 23, 2018, the Regional Municipality of Peel Police Services Board considered a report dated February 28, 2018, from Deputy Chief D. Jarvis, Corporate Services, providing the Board with the annual report on the external funding assistance received for the year 2017.

The following resolution was passed by the Board:

“That the information be received;

And further, that the Executive Director forward the 2017 External Funding Assistance - Public Police Programs report to Regional Council for information purposes.”

In keeping with the Board's motion, I have enclosed a copy of the 2017 External Funding Assistance report to be provided to Regional Council as information.

Should you have any questions or concerns, please do not hesitate to contact the Board office.

Yours truly,

Robert Serpe
Executive Director

RECEIVED

MAR 26 2018

Region of Peel
Clerks Dept.

c. Chief J. Evans

Attach.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____



FORWARDED TO POLICE SERVICES BOARD	RECEIVED BY PEEL POLICE SERVICES BOARD
DATE <u>March 9, 2018</u>	DATE <u>MARCH 12, 2018</u>
<i>Cpt Carl J. Chief</i> IN. CHIEF OF POLICE	LOG No. <u>51</u> FILE CLASS <u>F12</u>

#12/03

REPORT

Police Services Board

For Decision

File Class: 1-01-02-01

Cross-Reference File Class: _____

DATE: February 28, 2018

SUBJECT: 2017 EXTERNAL FUNDING ASSISTANCE – PUBLIC POLICE PROGRAMS

FROM: David Jarvis, Deputy Chief, Corporate Services

RECOMMENDATIONS

IT IS RECOMMENDED THAT the 2017 External Funding Assistance – Public Police Programs report from Deputy Chief David Jarvis dated February 28, 2018, be received;

AND FURTHER THAT, the Executive Director of the Police Services Board forward the 2017 External Funding Assistance – Public Police Programs report to Regional Council for information purposes.

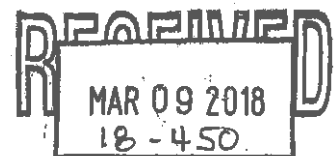
REPORT HIGHLIGHTS

- The review of the external funding assistance received during 2017 showed a total of \$19,153,781.93 in funding relating to the uploading of costs and grant funding for ten programs and eight external secondments.

DISCUSSION

1. Background

The Peel Police Services Board policy, External Funding Assistance – Public Police Programs, and PRP Financial Procedure FIN-900: External Funding Assistance for Investigations and Public Police Programs require that external funding assistance of \$25,000 or more received for public police programs be reported to the Police Services Board annually. In addition, the Chief of Police is to report to the Board, on an exception basis, any external funding requests that she believes should be brought to the Board's immediate attention, including those programs or projects that may generate general public interest or response.



OFFICE OF THE CHIEF

2. Findings

The review of external funding assistance received during 2017 showed a total of \$19,153,781.93 in funding relating to the uploading of costs and grant funding for ten programs and eight external secondments. The following is a summary of actual external funding assistance received from external agencies during the period January 1, 2017 to December 31, 2017. Please refer to Appendix A for a detailed breakdown.

Please note that the figures below are reported on a cash basis (i.e. when payments are actually received) and are impacted by the timing of payments and the different fiscal years of the agencies providing funding. Consequently, this will differ with the financial statements (accrual accounting) where revenue is matched with expenses.

(A) GRANTS/COST UPLOAD

In 2017, a total of \$16,633,227.36 in funding was received related to ten grant/cost upload programs.

Of this total, \$15,629,152.39 was received through annual funding sources comprised of:

- Community Policing Partnership Grant (Oct 2016 to Sep 2017) \$3,730,588.82
- Safer Communities One Thousand Officers Grant (Oct 2016 to Sep 2017) \$3,479,034.16
- Firearms Grant \$208,047.00
- Court Security and Prisoner Transportation Funding \$8,211,482.41

Further, \$1,004,074.97 was received through reimbursement of one-time expenditures comprised of:

- Provincial Anti-Violence Intervention Strategy – Guns and Gangs \$418,699.31
- Provincial Strategy to Protect Children from Sexual Abuse and Exploitation on the Internet \$314,210.74
- Proceeds of Crime – Technical Investigations Initiative \$100,000.00
- Youth in Policing Initiative \$80,862.00
- Reduce Impaired Driving Everywhere Program Grant \$60,273.92
- Civil Remedies Grant – Project Safety Swap \$30,029.00

(B) EXTERNAL SECONDMENTS

In 2017, a total of \$2,520,554.57 was received through external secondments.

Of this total amount, \$1,726,516.48 represents full reimbursement of four secondments:

- Peel Regional Police Association \$1,046,726.68
- Ontario Police College \$404,918.88
- Police Association of Ontario \$186,506.87
- Integrated Organized Crime Source Development Unit \$88,364.05

The remaining \$794,038.09 represents partial reimbursement of four secondments:

- | | |
|--|--------------|
| • OPP Repeat Offender Parole Enforcement | \$66,259.09 |
| • RCMP Integrated National Security Enforcement Team | \$120,000.00 |
| • OPP Anti-Terrorism Unit | \$297,779.00 |
| • COAST Peel Program | \$310,000.00 |

Approved for Submission:



David Jarvis, Deputy Chief, Corporate Services

For further information regarding this report, please contact Mark Figueiredo at extension 4200 or via e-mail at Mark.Figueiredo@peelpolice.ca

G:\ACCOUNT\Report to Board\FIN900\2017\Public Police Programs\CMG Report - Public Police Programs.docx

APPENDIX "A"

(A) GRANTS/COST UPLOAD**i) Annual Funding Sources:**

Community Policing Partnership Grant	\$3,730,588.82
Funding for salary and benefits of 124 front-line officers from the Ministry of Community Safety and Correctional Services. March & December 2017 (for period October 1, 2016 to September 30, 2017)	
Safer Communities One Thousand Officers Grant	\$3,479,034.16
Funding towards salary and benefits of 97 officers from the Ministry of Community Safety and Correctional Services. March & December 2017 (for period October 1, 2016 to September 30, 2017)	
Firearms Grant	\$208,047.00
Funding towards the costs of operating an office to assist citizens in complying with the national firearms registry. February 2017 (for period January 1, 2017 – March 31, 2017) August 2017 (for period April 1, 2017 – June 30, 2017) September 2017 (for period July 1, 2017 – September 30, 2017) December 2017 (for period October 1, 2017 to December 31, 2017)	
Court Security and Prisoner Transportation Funding	\$8,211,482.41
Court Security Costs including Prisoner Transportation uploaded to the Province and funded by the Ministry of Community Safety and Correctional Services. January, May, September & December 2017 (for period Jan 1, 2017 to Dec 31, 2017)	
Total Annual Funding Sources	\$15,629,152.39

ii) Reimbursement of One-Time Expenditures:

Provincial Anti-Violence Intervention Strategy – Guns and Gangs	\$418,699.31
Funding for specialized rapid response teams to suppress gun and gang violence and crack down on illegal drug operations from the Ministry of Community Safety and Correctional Services. April 2017 (final installment payment for period April 1, 2016 to December 31, 2016) September 2017 (for period April 1, 2017 to December 31, 2017)	
Provincial Strategy to Protect Children from Sexual Abuse and Exploitation on the Internet	\$314,210.74
Funding towards the implementation of the Provincial strategy to prevent the sexual abuse and exploitation of children via the internet from the Ministry of Community Safety and Correctional Services. March 2017 (for period April 1, 2016 to March 31, 2017)	

Proceeds of Crime – Technical Investigations Initiative	\$100,000.00
Proceeds of Crime funding to offset the maintenance cost of equipment used in the investigation of serious and/or organized crime. March 2017 (for period January 1, 2017 to December 31, 2017)	
Youth in Policing Initiative	\$80,862.00
Funding to hire 20 Peel Secondary School students under the Provincial Government's Youth Opportunities Strategy from the Ministry of Children and Youth Services. May, June & July 2017 (for period July 1, 2017 to August 31, 2017)	
Reduce Impaired Driving Everywhere Program Grant	\$60,273.92
Funding for additional officer hours for impaired driving enforcement from the Ministry of Community Safety and Correctional Services. March 2017 (for the period April 1, 2016 to March 31, 2017)	
Civil Remedies Grant – Project Safety Swap	\$30,029.00
Funding for the purchase of loaner cellular phones for victims of Human Trafficking offences and training for officers in methods of evidence extraction and sources of social media evidence. April 2017 (for period April 1, 2017 to March 31, 2018)	

Total Reimbursement of One-Time Expenditures**\$1,004,074.97**

TOTAL GRANTS/COST UPLOAD RECEIVED JANUARY - DECEMBER 2017	\$16,633,227.36
--	------------------------

(B) EXTERNAL SECONDMENTS - Annual Funding Sources:Full Reimbursement

Peel Regional Police Association: 6 members (Jan - Dec)	\$1,046,726.68
Ontario Police College: 3 members (Jan - Oct, Dec), 4 members (Nov)	\$404,918.88
Police Association of Ontario: 1 member (Jan - Dec)	\$186,506.87
Integrated Organized Crime Source Development Unit: 1 member (Jan - Apr)	\$88,364.05
	\$1,726,516.48

Partial Reimbursement (based on fixed rates)

OPP Repeat Offender Parole Enforcement (ROPE): 1 member (Jan - May & Oct - Dec)	\$66,259.09
RCMP Integrated National Security Enforcement Team (INSET): 1 member (Jan - Dec)	\$120,000.00
OPP Anti-Terrorism Unit: 2 members (Jan - Dec)	\$297,779.00
Canadian Mental Health Association (COAST) Peel Program: 4 members (Jan - Dec)	\$310,000.00
	\$794,038.09

TOTAL FUNDING FROM SECONDMENTS JANUARY - DECEMBER 2017**\$2,520,554.57****TOTAL FUNDING JANUARY – DECEMBER 2017
(Grants/Cost Upload & External Secondments)****\$19,153,781.93**

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 18-2018

A by-law to reduce the speed limits on Regional Road 3 (Britannia Road) from 70 km/h to 60 km/h from 70 metres east of Terry Fox Way/Silken Laumann Way to 70 metres east of Creditview Road, and from 60 km/h to 50 km/h from 70 metres east of Creditview Road to 200 metres west of Tillsdown Road/River Grove 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 24th 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 12th day of April, 2018, authorized the enactment of a by-law to amend By-law 15-2013 to reduce the speed limits on Regional Road 3 (Britannia Road) from 70 km/h to 60 km/h from 70 metres east of Terry Fox Way/Silken Laumann Way to 70 metres east of Creditview Road, and from 60 km/h to 50 km/h from 70 metres east of Creditview Road to 200 metres west of Tillsdown Road/River Grove Avenue;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Part 11 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
3	195 metres west of River Grove Avenue /Tillsdown Drive	725 metres east of Regional Road 1	Anytime

2. That Part 12 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
3	70 metres of Creditview Road	195 metres west of River Grove Avenue / Tillsdown Drive	Anytime

3. 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
3	70 metres east of Creditview Road	Hurontario Street	Anytime

4. That Part 11 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
3	70 metres east of Creditview Road	725 metres east of Regional Road 1	Anytime

5. 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
3	70 metres east of Terry Fox Way / Silken Laumann Way	70 metres east of Creditview Road	Anytime

6. 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
3	Hurontario Street	70 metres east of Terry Fox Way / Silken Laumann Way	Anytime

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of April, 2018.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 19-2018

A by-law to prohibit westbound left turn in the morning and afternoon peak periods Monday to Friday on Regional Road 15 (Steeles Avenue West) at Churchville Road intersection (buses excepted); 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 24th 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 12th day of April, 2018, authorized the enactment of a by-law to amend By-law 15-2013 to prohibit westbound left turn movements in the morning (7:00-9:00) and afternoon (3:00-6:00) peak periods Monday to Friday, with the exception of buses at the intersection of Regional Road 15 (Steeles Avenue West) at Churchville Road;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Part 23 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Intersection	Direction	Turn Prohibited	Prohibited Times or Days
Regional Road 15 and Churchville Road	Westbound to southbound	Left	7:00 a.m. to 9:00 a.m., 3:00 p.m. to 6:00 p.m. Monday to Friday

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of April, 2018.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 20-2018

A by-law to amend By-law 73-75, being a by-law to appoint an Area Weed Inspector for The Regional Municipality of Peel.

WHEREAS the Council of every upper-tier municipality is required, pursuant to section 6 of the *Weed Control Act*, R.S.O. 1990, c. W.5, as amended (the "Act"), to appoint by by-law one or more persons as Area Weed Inspectors to enforce the Act;

AND WHEREAS, the Council of the Regional Corporation on the 8th day of May, 1975, passed By-law 73-75 to appoint an Area Weed Inspector for the Regional Municipality of Peel;

AND WHEREAS, the Council of the Regional Corporation has by resolution adopted on the 29th day of March, 2001 delegated authority to the Commissioner of Public Works to appoint Area Weed Inspectors in accordance with the Act and present necessary by-laws for this purpose;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That By-law 73-75, as amended, is hereby further amended by deleting Item 1 and substituting the following therefore:

"Len Gardiner, Supervisor, Road Operations and Maintenance and Julian Perez, Supervisor, Road Operations and Maintenance are hereby appointed Area Weed Inspectors for the Regional Municipality of Peel for the same remuneration and other compensation payable for the performance of their duties as employees of the Regional Corporation."

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of April, 2018.

Regional Clerk

Regional Chair

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 21-2018

A by-law to adopt estimates of all sums required during the year 2018 for the purposes of the Regional Corporation and to provide a general levy and special levies on lower-tier municipalities, and to elect to adjust the total assessment for property in a property class with changes to the tax roll for 2017 resulting from various prescribed events.

WHEREAS the Regional Corporation is required by Section 289(1) of the *Municipal Act, 2001*, as amended, S.O. 2001, c. 25 (hereinafter referred to as the "Act") to adopt yearly estimates of all sums required during the year for the purposes of the Regional Corporation, including the sums required by law to be provided by the Regional Council for any local boards of the Regional Corporation;

AND WHEREAS, Section 311 of the *Act* contemplates that a general upper-tier levy will be raised in each year and that a special upper-tier levy or special upper-tier levies (collectively the "Levy") may be raised in each year on some or all property in the upper-tier municipality rateable for upper-tier purposes;

AND WHEREAS, the Council of the Regional Corporation has chosen to delegate to the councils of the lower-tier municipalities its authority to establish tax ratios for both regional and municipal purposes, in accordance with By-law 2-2018;

AND WHEREAS, such delegation effectively prevents the Council of the Regional Corporation from directing the council of each lower-tier municipality to levy a separate specified tax rate in order to raise the general upper-tier levy and any special upper-tier levy as otherwise contemplated in Section 311 of the *Act*;

AND WHEREAS, Section 311(11) and (12) of the *Act* provides that the Council of the Regional Municipality of Peel shall ascertain and by by-law direct what portion of the aforesaid amounts shall be levied against and in each lower-tier municipality, on or before specified dates;

AND WHEREAS, the cost of policing will be allocated so that the Cities of Mississauga and Brampton will be levied for the cost of the Peel Regional Police, with the allocation of costs to be levied on each municipality's pro rata share of the combined transition ratio weighted assessment for the two municipalities in accordance with the foregoing authority and in accordance with Ontario Regulation 103/09, as amended by Ontario Regulation 119/10;

AND WHEREAS, the Town of Caledon will be assessed the full cost of providing municipal policing services by the Ontario Provincial Police in accordance with the foregoing authority;

AND WHEREAS, the cost of waste management will be allocated to the Cities of Mississauga and Brampton and the Town of Caledon based on the relative lower-tier municipal household counts according to the annual assessment roll data provided by the Municipal Property Assessment Corporation;

AND WHEREAS, the Council of the Regional Corporation has adopted By-law 65-2017 which enacted an Interim Levy against the lower-tier municipalities for the year 2018;

AND WHEREAS, subsection 12 (3.1) of Ontario Regulation 73/03 as amended, provides that a municipality, other than a lower-tier municipality may pass a by-law in a year opting to have subsections 12 (3.2) to (3.4) apply for the year;

AND WHEREAS, subsection 12 (3.1.1) of Ontario Regulation 73/03 as amended, provides that before passing a by-law under subsection 12 (3.1), a municipality shall send a copy of its projected calculations for the year under subsections 12 (3.2) to (3.4) to the Minister of Finance;

AND WHEREAS, the Council of the Regional Corporation deems it desirable that subsections 12 (3.2), (3.3) and (3.4) of Ontario Regulation 73/03 as amended apply for the year;

AND WHEREAS, the Council of the Regional Corporation by resolution passed on April 12, 2018 authorized the enactment of this by-law;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That a general upper-tier levy in the sum of \$517,873,177 be levied against the lower-tier municipalities and that the lower-tier municipalities do pay the following apportionment of that total:

City of Mississauga	\$ 306,726,016
City of Brampton	179,638,302
Town of Caledon	<u>31,508,859</u>
Total	<u>\$ 517,873,177</u>

2. That special upper-tier levies for Peel Regional Police purposes in the Cities of Mississauga and Brampton and for Ontario Provincial Police purposes in the Town of Caledon in a total amount of \$414,297,779 be levied against the lower-tier municipalities and that the lower-tier municipalities do pay the following:

City of Mississauga	\$ 253,212,578
City of Brampton	148,297,422
Town of Caledon	<u>12,787,779</u>
Total	<u>\$ 414,297,779</u>

3. That a special upper-tier levy for waste management purposes based upon the relative lower-tier municipal household counts according to the annual assessment roll data provided by the Municipal Property Assessment Corporation in a total amount of \$107,916,754 be levied against the lower-tier municipalities:

City of Mississauga	\$ 60,046,418
City of Brampton	42,167,036
Town of Caledon	<u>5,703,300</u>
Total	<u>\$ 107,916,754</u>

4. That the net consolidated general upper-tier levy and special upper-tier levies against each lower-tier municipality totalling \$1,040,087,710 shall be as follows:

City of Mississauga	\$ 619,985,012
City of Brampton	370,102,760
Town of Caledon	<u>49,999,938</u>
Total	<u>\$ 1,040,087,710</u>

5. That the lower-tier municipalities shall be entitled to deduct from the consolidated levies in section 4 those monies, excluding interest, previously billed on the Interim Levy pursuant to By-law 65-2017 of the Regional Corporation as follows:

City of Mississauga	\$ 300,283,052
City of Brampton	175,817,733
Town of Caledon	<u>24,020,506</u>
Total	<u>\$ 500,121,291</u>

6. That the balance owing be paid to the Regional Corporation in accordance with the following schedule:

<u>Due Date to Region</u>	<u>City of Mississauga</u>	<u>City of Brampton</u>	<u>Town of Caledon</u>
July 6, 2018	\$42,840,063	---	\$12,989,716
July 16, 2018	7,672,847	---	---
July 19, 2018	---	\$49,876,365	---
August 3, 2018	137,791,545	---	---
August 15, 2018	17,583,608	---	---
August 23, 2018	---	64,761,676	---
September 7, 2018	43,159,765	---	12,989,716
September 17, 2018	17,583,608	---	---
September 20, 2018	---	64,761,676	---
October 15, 2018	17,583,608	---	---
October 25, 2018	---	14,885,310	---
November 15, 2018	17,583,608	---	---
December 17, 2018	17,903,308	---	---
Total	<u>\$319,701,960</u>	<u>\$194,285,027</u>	<u>\$25,979,432</u>

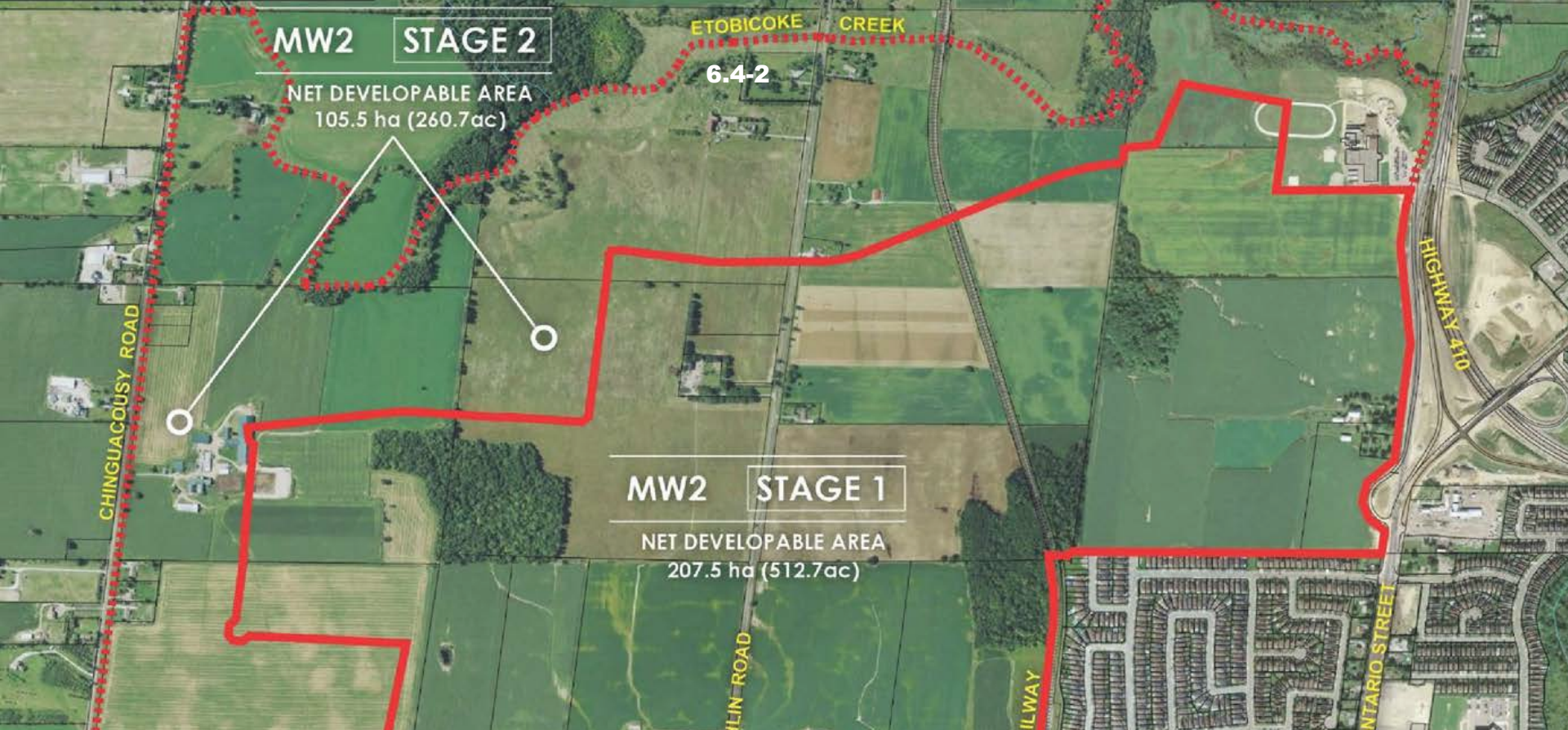
7. That any amounts not received by the Region's bank via electronic funds transfer by the due date, or by the Regional Corporation before the close of business on the due date, that being 4:30 p.m., to allow the Region to receive value for the funds on that day, shall bear interest at a rate equivalent to the Region's lead bank's prime rate on the due date plus two percent per annum to a maximum rate of fifteen percent per annum from the date that payment is due to the date that it is received.
8. That the Treasurer is hereby directed and authorized to do all acts necessary to collect these levies.
9. That Subsections 12 (3.1) to (3.4) of Ontario Regulation 73/03 as amended apply within the Regional Municipality of Peel for the 2018 taxation year.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of April, 2018.

Regional Clerk

Regional Chair

**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**



Region of Peel Council Meeting

REGIONAL COUNCIL MEETING – APRIL 12, 2018

Delegation from Mr. Don Given, Malone Given Parsons Ltd.
On behalf of the Mayfield West Phase 2 – Stage 2 Landowners

Mayfield West Phase 2 – Stage 2

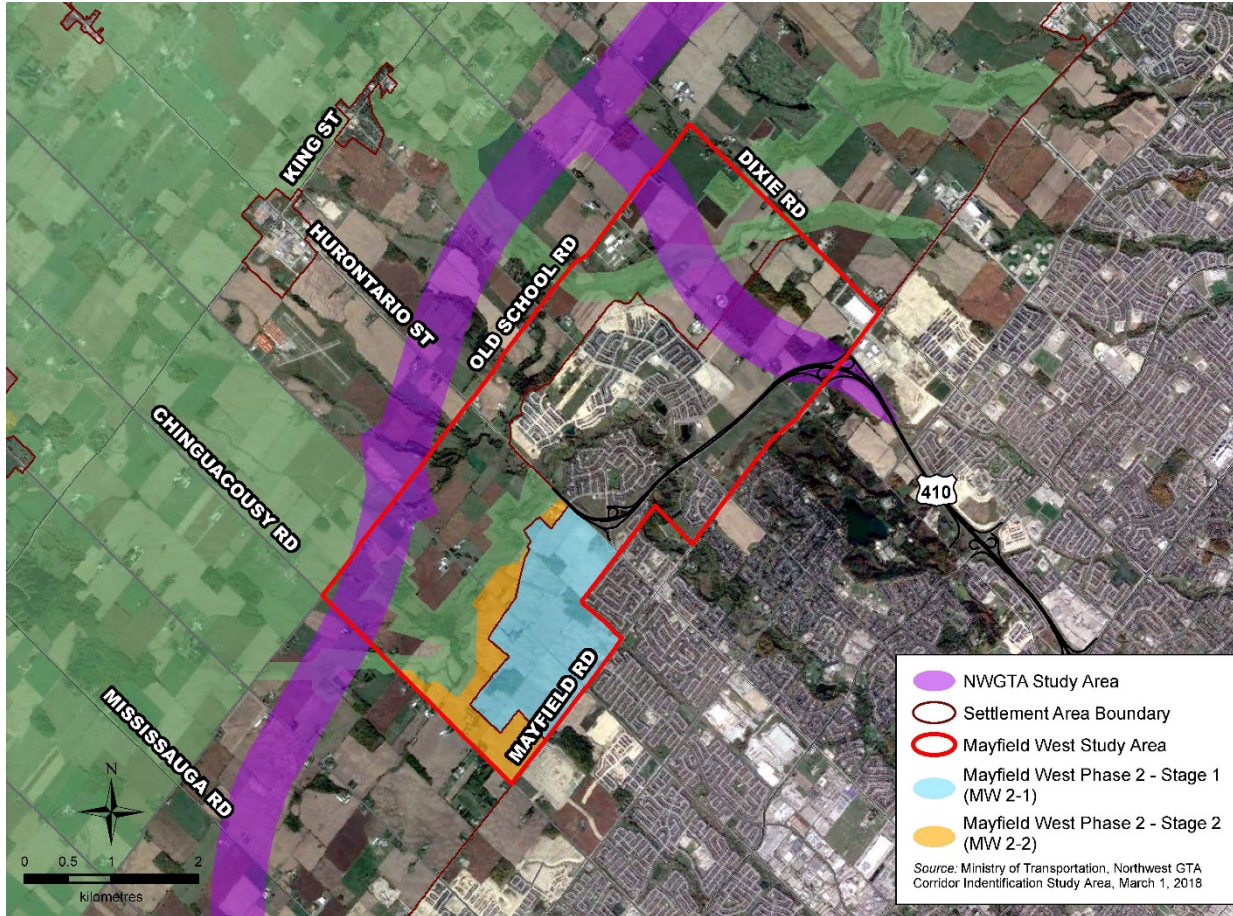


MW2-2 Policy Chronology

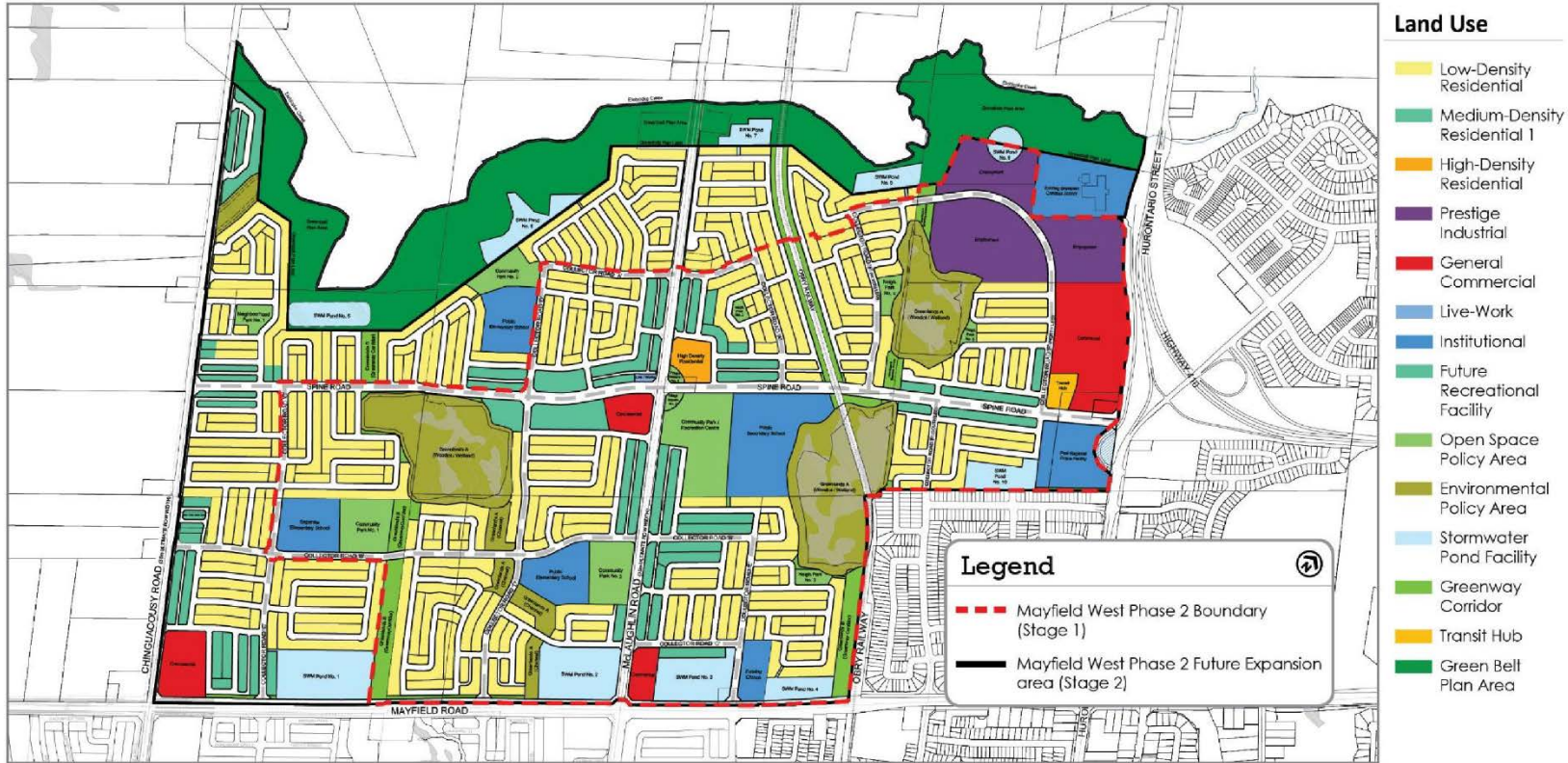
- 1997 – OPA 114: established Tri-Nodal Growth Strategy
- 2005 – ROPA 17: established Mayfield West Study Area
- 2012 – ROPA 24: Regional Growth Plan conformity exercise
- 2013 – OPA 226: implementation of ROPA 24 allocations
- 2013 – Amendment 2 to Growth Plan
- 2014 – ROPA 29: expanded settlement boundary to include MW2-1 lands
- 2018 – GTA West Corridor EA process suspended



NWGTA Corridor Identification Study Area



MW2-2 Framework Plan



MW2-2 Stats

Units: 2,200

Population: 7,900 residents

Jobs: 600



Municipal Comprehensive Review (MCR) Reform

- In 2012, MGP established that an MCR can be completed in stages and that settlement boundary expansions can occur through separate amendments to the Region of Peel Official Plan prior to the conclusion of the conformity process.
- The reform to the MCR policies in the 2017 Growth Plan have changed the process in which an MCR is completed
- It is my opinion that the settlement expansion to include the MW2-2 lands is a **continuation of the ongoing MCR and the Province should be asked to provide flexibility in the MCR process as has been recommended by Regional staff.**

RECEIVED

April 11, 2018

April 11, 2018

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Kathryn Lockyer
Regional Clerk and Director of Clerk's
Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

Sent by e-mail

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Re: Growth Management

The following recommendation was passed by the Committee of Council at its meeting of April 11, 2018, and is pending approval by Council on April 18, 2018:

Whereas recent provincial policy decisions including new requirements for Municipal Comprehensive Reviews and Land Needs Assessment Methodology has an impact to the Region of Peel's integrated approach to growth management;

Whereas the decision to cancel the GTA West Corridor, the Region will be reviewing the distribution of draft growth forecasts for the area municipalities along with implementation strategies;

Whereas at the April 12, 2018 Region of Peel Council meeting the following detailed presentation and four comprehensive reports related Growth Management have been added to the agenda to address the impact of the provincial policy decisions:

- Implications of Provincial Policy on Major Planning and Growth Management Initiatives in Peel (Presentation)
- Current Provincial Land Use Planning Context (Recommendation)
- Implications of the Current Provincial Planning Context on Major Planning Initiatives (Recommendation)
- Implications on the Growth Management Work Plan as Result of Provincial Policy Directions (For Information)
- GTA West Corridor/Northwest Greater Toronto Area Corridor Identification Study Update (For Information);

Whereas the integrated growth management program will now be extended into 2020;

Whereas the City of Brampton previously raised concerns that submitting draft ROPAs would be premature to the Province or released for public consultation until the Province had issued the land budget methodology and area municipalities, working together with the Region, have defined the boundaries of the major transit station areas; and

Whereas, it continues to be in the interest of the Region to have continued cooperation from its area municipal partners, and the highest integrity in the data used, throughout the Peel 2041 Growth Management ROPA process;

Now Therefore Be It Resolved That:

1. Given the importance that growth management has to the future of the City of Brampton, that the Region of Peel defer any decisions at its April 12, 2018 meeting relating to the reports on Growth Management, identified earlier, to the next Regional Council meeting scheduled for April 26, 2018;
2. It is of utmost imperative that the preliminary, and agreed upon 2041 activity rate for Brampton, based on the draft population and employment forecast, not be adjusted downwards during the review and that all efforts be made to achieve Council directed 40% activity rate;
3. The City of Brampton continue to work with the Region to ensure this important work continues to progress in a coordinated manner; and
4. A copy of this resolution immediately be circulated to the Region of Peel for consideration on its April 12, 2018 agenda.

Yours truly,

Sonya Pacheco
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2178 / Fax: 905-874-2119
sonya.pacheco@brampton.ca

(CW – 5.2)

cc: Mayor Jeffrey and Members of City Council
H. Schlange, Chief Administrative Officer, City of Brampton
R. Elliott, Commissioner, Planning and Development Services, City of Brampton
L. Rubin-Vaughan, Manager, Government Relations and Public Policy, Office of the Chief Administrative Officer, City of Brampton
D. Szwarc, Chief Administrative Officer, Region of Peel
J. Smith, Commissioner of Public Works, Region of Peel
L. Graham-Watson, Commissioner, Corporate Services, Region of Peel